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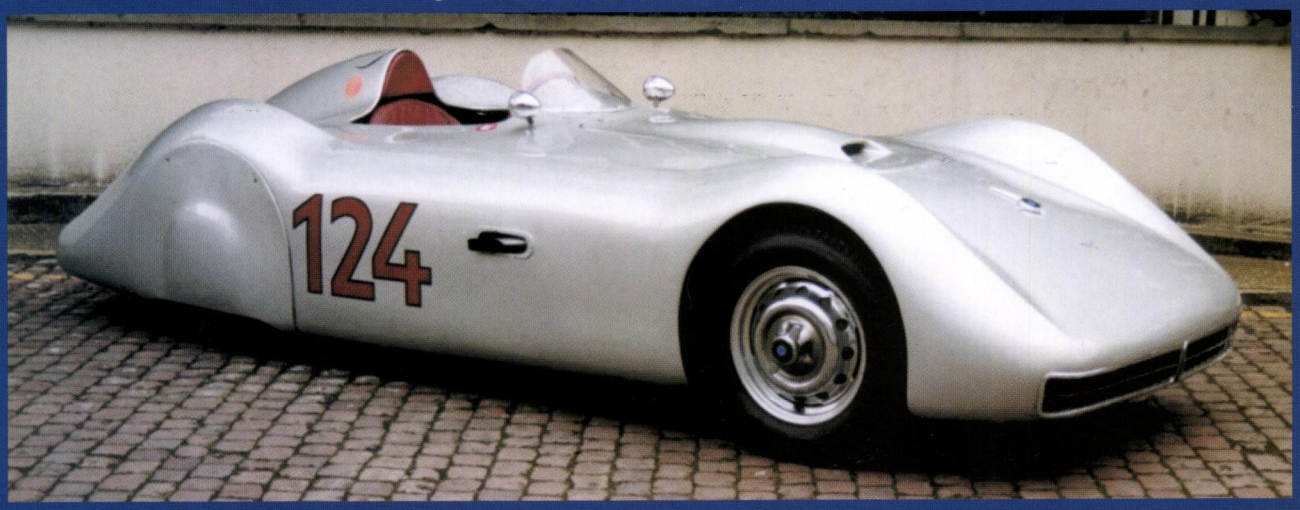
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editorial



Andrew Frankel
EDITOR

AFTER THE DEATHS AND INJURIES at the Goodwood Festival of Speed it would be too easy to conclude that if such events were not allowed, then people would still be alive and their families not ripped apart.

The truth is, we love the Festival, we have supported it for years and will continue to do so if, as I hope and expect, it remains on the calendar. That said, there are always lessons to learn and if such events make us think of ways in which the risk can be reduced without spoiling the event, then some good emerges from the disaster.

I spoke to a dozen drivers on the Sunday, and all thought the event should continue but that the competitive element should cease, and I found it hard to disagree.

This is not a race, nor even primarily a hillclimb. It is a motoring pageant where people go to see heroes drive cars usually found in museums. Yes, we want to see them go swiftly, but there's a world of difference between putting on a show, booting the tail out for the crowd, and actually seeing how fast you can get up the hill.

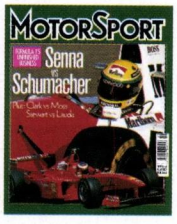
I'm not saying that, had this been the case, there would have been fewer casualties at Goodwood. But such a move would reduce the likelihood of accidents without, I feel, hurting the event in any significant way; for that reason alone, it has to be worthy of consideration.

◆ ◆ ◆

THIS IS MY LAST ISSUE AS THE EDITOR OF MOTOR SPORT. After more than three years of taking the credit for returning it to critical acclaim and commercial success, it is time to let someone else have the fun. The truth is, I was just one of several who made the magazine what it is today and all deserve the plaudits. I am going simply because I have done the job I came to do and if the magazine is to take the next step, it needs to be with someone else's feet under the desk.

But while I am returning to my old life as a mainstream motoring hack, I will not be going altogether. I will continue to write for MOTOR SPORT every month for as long as its new editor can put up with me. He is Paul Fearnley, former editor of *Motoring News* and *F1 Racing*, a man with an awesome knowledge of and passion for this sport and its history. Those of you who read *F1 Racing* will realise also that few know more about how to put a magazine together. There is no better person for this wonderful job.

Finally, I wish to thank every reader who has been with us these last few years. It is you, not me, who put this title back on the map; watching it happen has been the greatest privilege of my career.



Cover: Two of the greatest – Ayrton Senna and Michael Schumacher

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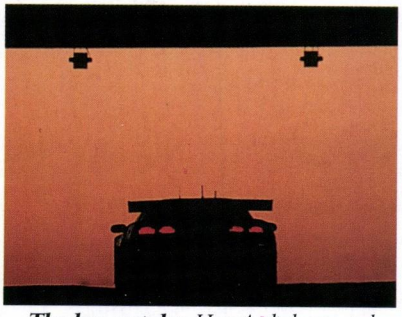
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



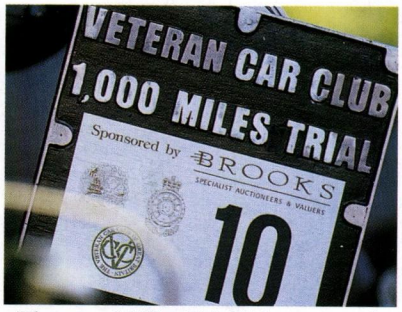
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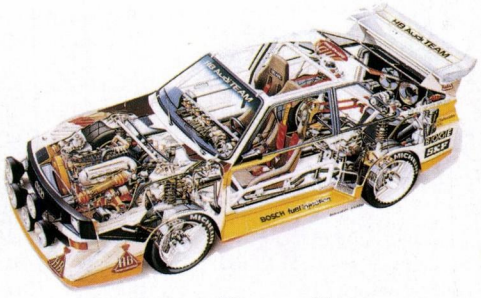


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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



John Dawson-Damer's fatal accident at the Festival of Speed will lead to a safety review and might bring the event's competitive element to a close

GOODWOOD FESTIVAL OF SPEED SET TO CONTINUE

THE FUTURE OF GOODWOOD'S FESTIVAL OF SPEED IS SAID TO BE SECURE, ALTHOUGH safety measures will be reviewed in the wake of the accident on 24 June which claimed the lives of competitor John Dawson-Damer and marshal Andy Carpenter, and left another marshal, Steve Tarrant, with serious injuries.

Dawson-Damer lost control of his ex-Mario Andretti four-wheel-drive Lotus 63 exiting the final corner of the 1.16-mile hillclimb course, and crashed through the finish gantry, behind which the officials were standing. An inquest will determine the cause of the driver's death.

The 59-year-old Australian-domiciled Briton, making his third appearance at the annual event, is known to have had a heart condition fuelling speculation that he might have suffered a coronary.

Organisers have defended the safety record of the Festival, run through the grounds of Goodwood House. The one previous fatality, that of motorcyclist Chas Guy in 1993's inaugural event, was put down to a medical problem.

Competitors have also rallied behind the Festival, which continued on the Sunday at the insistence of the families of the deceased. Remarkably, Jacqueline Tarrant, wife of Steve who lost a lower leg in the accident, returned to marshal the following day. Her husband continues to make progress in hospital.

Festival founder Lord March, a friend of Dawson-Damer, was convinced that the Motor Sports Association-licensed course was as safe as any temporary venue could be. "We work continuously with the MSA and the BARC to make sure that every appropriate safety standard is in place."

A spokesman for the MSA told our sister publication *Autosport* that the crash "was not, in our experience, a foreseeable accident." Naturally, a detailed review of procedures – including the siting of marshals' posts – is underway. Suggestions that future Goodwood Festivals of Speed should not be timed, and that the track should be shortened to reduce speeds over the flying finish, will doubtless be among the subjects for discussion. **MP**

obituary

John Dawson-Damer

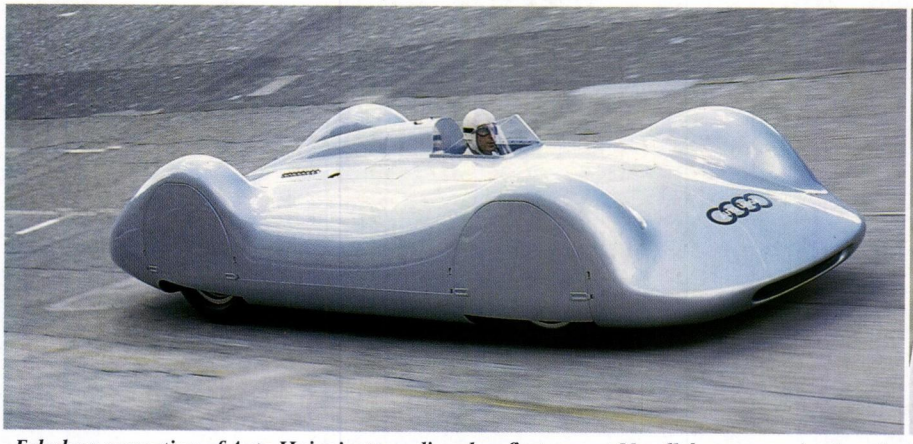
The Hon. John Dawson-Damer owned one of the world's best private collection of Lotus racing cars, but the British-born enthusiast was more widely known as his adopted Australia's representative on the FIA Historic Car Commission than as a competitor.

Son of Viscount Carlow, who died in active service when John was a child, and younger brother of the Earl of Portarlington, Eton-educated John's passion for Lotus grew out of a school visit to Colin Chapman's Hornsey factory in 1958. He subsequently became a regular spectator, at the Goodwood Motor Circuit. 'Dee Dee', as he liked to be known, emigrated to Perth in 1964, aged 24, to join his family's Austral Engineering Supplies business.

His Lotus collection grew from the acquisition of a front-engined type 16 which he raced in the early 1970s. He added an 18, Jim Clark's 1963 world championship-winning 25, the Tasman 39, a 49, the four-wheel-drive 63 and a 79. John's major success came in rallying, however, when he navigated Colin Bond to the national title in 1979.

Dawson-Damer was not only a fine engineer and a real gentleman, but also a respected authority on historic racing, having chaired Australian ruling body CAMS' Historic Commission for 20 years.

Latterly based in Sydney, John is survived by his wife, Ashley, and two children, to whom MOTOR SPORT extends its deepest sympathies. **MP**





Fabulous recreation of Auto Union's streamliner has first run, at Montlhéry; appropriately-suited Emanuele Pirro with Bernd Rosemeyer Junior

AUTO UNION STREAMLINER ON THE BANKING AGAIN

A WEEK AFTER THEIR STUNNING AND DOMINANT 1-2-3 finish in the Le Mans 24 Hours, Audi were at Montlhéry on 24/25 June to show off their winner, the R8, and the equally sensational Auto Union streamliner, a replica of the 1937 car which Bernd Rosemeyer raced at Avus in May that year and then drove with great success in the *Rekordwoche* that October.

As the banked North Turn at Avus no longer exists, the Montlhéry speedbowl was the ideal place to show off the fabulous Silver Arrow, which has been recreated so superbly by Crosthwaite and Gardiner, together with bodywork specialist Keith Roach. Le Mans winners Emanuele Pirro and Frank Biela took turns to drive the car. Supervised by Thomas Frank, head of Audi Tradition, the Auto Union did several laps of the circuit on both days.

Rosemeyer's son, Bernd Junior, was present as a guest of Audi and was fascinated to see the streamliner on the circuit. "It was a real time warp – just as if my father was in the car," he said. "It gave me a very touching and emotional feeling which I wouldn't have thought possible before I came here. When Emanuele Pirro sat behind the wheel, I saw my father there."

Pirro had already driven the Auto Union grand prix and hillclimb cars, but the streamliner was a new, and very different, experience. "This is very special because it was made for very high speeds [Rosemeyer was doing 230-240mph on the six-mile Avus straights], so it is less agile than the others through the corners," he explained.

"However it is very, very aerodynamic and goes through the air so easily compared with a modern racing car, where downforce gives you lots of drag. When you back off the throttle on a modern car it slows dramatically, whereas this Auto Union just keeps sailing smoothly along." **Chris Nixon**



BRM P261s FOR COYS HISTORIC FESTIVAL

THREE OF THE SEVEN BRM P261S BUILT will star in the HGPCA Pre-'66 feature at Silverstone's Coys Festival, if Paul Alexander's 2615 is repaired after a hefty shunt at Brands Hatch on 2 July.

Marque experts Hall & Fowler are confident the monocoque can be stripped and fettled in three weeks, and a spare gearbox is available. The ex-Graham Hill car hit the tyre wall at Paddock Bend backwards after tagging Alan Baillie's Lotus 18.

Barrie Williams debuted chassis 2612 at the event (above), qualified quickest of the trio but retired with fuel pressure maladies. The car, damaged by Hill on its debut in March 1964, did not race again in period.

Richard Attwood's 2617 (rebuilt from Jackie Stewart's 1966 Belgian GP wreck) finished second to Frank Sytner's Brabham BT4 at Brands. Both 2615 and 2617 are powered by 2070cc BRM V8 engines. **MP**

EX-F1 STARS FOR GOODWOOD REVIVAL

Clay Regazzoni and Gerhard Berger are among the stars who have confirmed their intention to compete in Goodwood's Motor Circuit Revival meeting on 15-17 September.

Berger has already raced cars and 'bikes at the event, but it will be a new experience for Regazzoni. Despite being paralysed in the 1980 US Grand Prix West, the Swiss has competed in races and rallies, using hand-controlled cars and trucks. 'Regga', who won five grands prix (including the Williams team's first at Silverstone in '79) subsequently founded a competition driving school for disabled drivers. He's expected to contest the St Mary's Trophy for saloons.



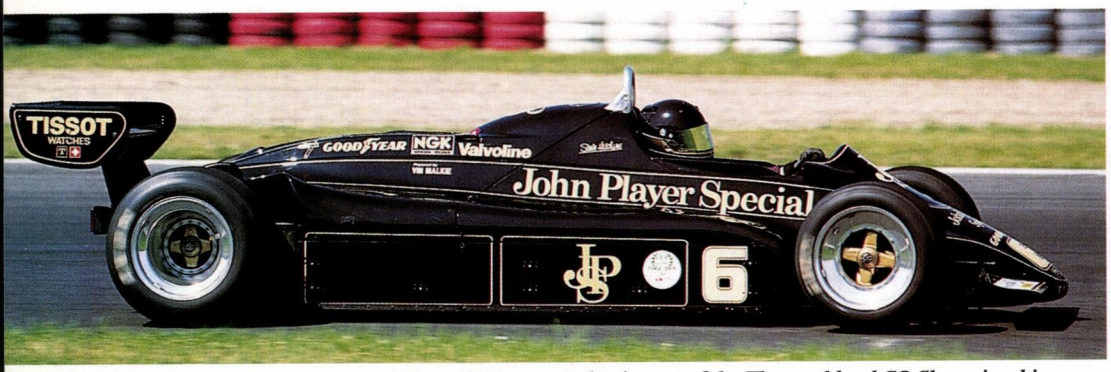
Berger wants to return to Sussex



AJ and Regga – together again?

Alan Jones, the 1980 world champion who was reunited with a Williams FW07B for his Goodwood Festival debut last month, has also expressed an interest in returning to the circuit where he did a lot of testing for March in the 1970s, "when I was cheap".

The Goodwood Road Racing Company has previously placed Sir Jack Brabham, Phil Hill, John Surtees and Damon Hill in key Grand Touring cars for the RAC Tourist Trophy Celebration, centrepiece of the meeting.



Steve Hitchins' JPS Lotus 91 ended Martin Stretton's dominance of the Thoroughbred GP Championship

LOTUS AND WILLIAMS WIN TGP THRILLERS

STEVE HITCHINS' SENSATIONAL LAST-GASP victory over Martin Stretton at the Czech Republic's Autodrom Most on 11 June finally broke the Tyrrell P34 pilot's stranglehold on the FIA Thoroughbred Grand Prix series.

Hitchins usurped the sister JPS 91 car of poleman Joaquin Folch early on, then hounded Stretton's six-wheeler mercilessly in sweltering conditions. Stretton clung on with his front tyres shot, but slid wide at the hairpin on the very last lap, and Hitchins pounced instantly to beat the 1995 champion to the flag by 10 metres in what he described as "the race of my life."

Folch and Richard Eyre's Williams FW08 ran in a train with them for most of the race, which thrilled 35,000 Formula One-starved fans.

Eyre struck gold for the first time in Spain, when the series moved to Barcelona's Circuit de Catalunya on 2 July. He staved off a late challenge from Duncan Dayton's FW07C and John Wilson's FW08C in the first Williams clean sweep in TGP's six-year history.

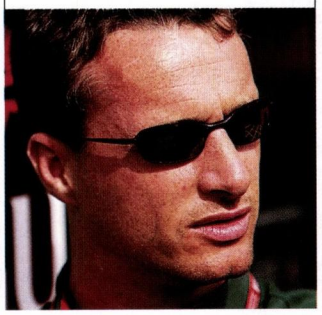
Front-row qualifiers Christian Glasel (Brabham BT49D) and local man Folch were both relegated to the back of the grid by dramas on the grid. Klaus Fiedler took Class B honours in his ex-Didier Pironi Tyrrell 008. **MP**

IRVINE FOR BELFAST

Jaguar Racing's Formula 1 pilot Eddie Irvine has confirmed his intention to compete in the Belfast City Open+Direct Millennium Motorsport Festival on Monday 28 August, the day after the Belgian Grand Prix.

The event will celebrate the marque's participation in the Tourist Trophy races at Dundrod, and Conlig-born Irvine will drive a Jaguar sportscar on the hillclimb course at Stormont Castle.

Sir Stirling Moss, John Watson and David Kennedy are also on the star-studded entry list for Alan Tyndall's Ulster Cancer Foundation charity event.



BRANDS GP BID LATEST

THE SECRETARY OF STATE FOR THE ENVIRONMENT, John Prescott, will decide the fate of Brands Hatch's bid to stage the British Grand Prix in 2002, as final arbiter of Octagon Group's application for planning permission to upgrade the 50-year-old venue.

Octagon cleared the penultimate hurdle last month when Sevenoaks & District Council voted in favour of approving the wholesale changes necessary to bring the Fawkham facility up to the latest FIA standards for the race.

Subject to the governmental green light, major construction work could start in September. **MP**



There's no doubting Octagon Group's intentions

FERRARIS AT LE MANS

ENZO FERRARI'S V12 ORCHESTRA RETURNED TO LE MANS FOR the Shell Historic Ferrari Maserati Challenge support race to this year's 24-hour classic.

David Franklin won the Peter Auto event in the 365 GTB/4 'Daytona' which finished fifth and sixth at La Sarthe in 1972 and '73 respectively. The biggest cheer, though, was for David Piper, who finished second in the 250/275LM he raced to seventh with Dickie Attwood in '68. Burkhard von Schenk's Maserati 300S won the drum-braked section of the retro event, pursued by Carlos Monteverde's Ferrari Testa Rossa. **MP**

OLDTIMER REVAMPED

AFTER A COUPLE OF YEARS IN THE DOLDRUMS, THE AvD's Oldtimer Grand Prix is back with a vengeance this season. In a bid to regain its place among the cream of classic race meetings, promoters of the 28th annual event have put together a programme of Europe's best championships – headlined by the return of the FIA Thoroughbred Grand Prix series – on 4-6 August.

But the pièce de résistance is the 10th Marathon, a 400km race for Pre-'65 Touring, GT and GTP cars on the 13-mile Nordschleife (concurrently with events on the GP track) on Friday afternoon. Up to 150 cars will be permitted to start. **MP**

TOP SUPERPRIX ACTION

A FINELY-JUDGED MAIDEN VICTORY BY TANIA Pilkington (Cooper T43) over Barrie Williams (Connaught A4) in a cracking HGPCA Pre-'61 race characterised the Historic Sports Car Club's annual Superprix at Brands Hatch on July 1-2.

John Harper's Cooper Monaco was uncatchable in the BRDC Sportscar round, while Frank Sytner negated a 10-second start penalty to win the HGPCA Pre-'66 encounter in the Brabham BT4.

Dave Methley's Marcos took Classic Sports honours, while the Mustang of Leo Voyazides/Andy Bacon won the Top Hat Challenge. **MP**



The victorious Cooper T43 of Tania Pilkington

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1928 Isotta Fraschini Tipo 8A Town Car by Fleetwood
1929 Delage DM Tourer
1929 Duesenberg Model J Murphy Berline Convertible Sedan
1932 Rolls Royce Phantom II Henley Roadster by Brewster
1933 Alfa Romeo 1750 GS Roadster by Zagato
193? Delahaye ????? (see Malcolm)
1936 Alfa Romeo 8C-2900A Botticella Sports Racing/Grand Prix
1937 Cord 812 Westchester Sedan
1938 Jensen Dual Cowl Drophead
1938 Alfa Romeo 8C-2900B Berlinetta by Touring
1938 Bentley 4 _ Litre Coupe by De Villars
1947 Bentley MK VI Drophead Coupe by Franay
1951 Maserati A6G Coupe by Vignale
1952 Ferrari 375 4.5 Liter Indianapolis Racing Single Seater
1953 Porsche Type 540 America Roadster
1953 Bosley GT MK1 Coupe
1954 Mercedes Benz 300SL Gullwing
1956 Jaguar XK120 Roadster
1956 Porsche Carrera Speedster
1955 Jaguar D-Type
1956 Austin Healey BN2 Roadster to Le Mans Spec
1956 Austin Healye BN2 Roadster to Le mans Spec
1957 Austin Healey 100/6 BN4 Roadster
1957 BMW Barcetta Sports Racing
1959 Scimitar Retractable Hard Top by Brooks Stevens
1959 Cooper-Climax 2.5l Type 51 Formula 1 Racing Single Seater
1960 Aston Martin DB4GT Coupe
1961 Ferrari 250GT Competizione/61 SWB Berlinetta Aerodinamica
1962 Ferrari 250GT SWB California Spider
1962 Rolls Royce Silver Cloud II ex Mary Pickford
1963 Ford Fairlane Thunderbolt
1963 Mercedes Benz 300SL Roadster
1965 Jaguar XKE 4.2 Liter Roadster
1965 Ford GT40 MK1 Competition Coupe
1965 Austin Healey MKIII Phase II Roadster
1965 Alfa Romeo 1900SS Coupe by Ghia
1966 Ferrari 275 GTB6/C Aluminium Berlinetta
1966 Ferrari 275 GTBC Competition Berlinetta
1967 Porsche Typ 910/6 Competition Coupe
1967 Porsche 911R Competition Coupe
1970 Fiat 850 Coupe
1971 Itlalia IM5 Roadster
1971 Lamborghini Miura SV Works Prototype
1973 Porsche RSR 3.0 Liter Coupe
1973 Chevron B23 2 Liter Sports Racer
1992 Bugatti EB 110SS Coupe

FURTHER ENTRIES ARE INVITED

The annual Brooks USA Sale is the fastest developing sensation of the world-famous classic motoring weekend that includes the Pebble Beach Concours, Monterey Historic Race Meeting and Quail Lodge Concorso Italiano.

Already starring are the ex-Scuderia Ferrari / Carlo Pintacuda Sao Paolo GP winning 1936 Alfa Romeo 8C-2900A *Botticella* (below right) and the ex-Emilio Romano/Clemente Biondetti 1947 Mille Miglia-winning 1938 2.9 litre supercharged Alfa Romeo 8C-2900B Berlinetta (shown below) plus a mouth watering selection of some of the most important vintage, classic, sports-racing and historic automobiles, further quality entries are invited.

If you are considering the sale of a suitable motor car, or would like further information on the auction please call Paul Clark or Mark Osborne at Brooks USA on tel +1 (415) 391 4000 or fax +1 (415) 391 4040. Malcolm Barber or James Knight at Brooks UK on tel +44 (0) 20 7228 8000 or fax +44 (0) 20 7585 0830.



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Forthcoming auctions

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Beaulieu, Hampshire - 27 July 2000

Nurburgring Oldtimer Grand Prix
Germany - 5 August 2000

Beaulieu Autojumble, National Motor Museum
Beaulieu, Hampshire - 9-10 September 2000

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EVENTS OF NOTE

JULY

21-23 SILVERSTONE
Nine classes span cars from 1920s to 1970s at Coys International Historic Festival. 50 years of F1 is star-studded sideshow. ☎ 01327 857271

21-23 ROAD AMERICA (USA)
Brian Redman's International Challenge, USA's biggest and best 'vintage' racing event, at scenic Elkhart Lake, Wisconsin. ☎ 001 616 949 8281

21-23 ZANDVOORT (NL)
German-based HRA Endurance Cup for sportscars plays away at the Dutch seaside resort. ☎ 0049 2151 392998

22 LOTON PARK
Vintage cars join the fun on the delightful and demanding hill, near Alberbury, Shropshire. ☎ 01902 895102

22-23 BRANDS HATCH
50 years since they first raced there, the 500cc F3 brigade is back with JAPs and Nortons ☎ 01474 872331

23 THRUXTON
Formula 2 fever as 2-litre cars from the French Acemai series conjure up vivid memories of the stunning European Championship encounters of the 1970s. ☎ 01264 772607

23 SNETTERTON
BARC Classic event brings wall-to-wall sports, saloon and open-wheeler racing. ☎ 01264 772607

28-30 HOCKENHEIM (D)
German GP, FIA F1 World Championship, round 11. ☎ 0041 2 2544 4400

AUGUST

4-6 NURBURGRING (D)
Top championships put the 28th AvD Oldtimer Grand Prix back on track. Friday 400km Marathon on the Nordschleife! ☎ 0049 69 6606 252

5 CASTLE COMBE
RJB Thundersports, Historic FF1600 and Classic Racing Cars at Combe's 50th birthday celebrations. ☎ 01249 782417



Great F2 action returns to Thruxton this month with a visit from the French Acemai series

5-6 PRESCOTT
Bugatti OC and VSCC present speed hillclimbing on the classic course near Cheltenham. ☎ 01242 673136

11-13 HUNGARORING (H)
Hungarian GP, FIA F1 World Championship, round 12. ☎ 0041 2 2544 4400

17-20 LAGUNA SECA (USA)
Steve Earle's Monterey Historics jamboree, with associated sales and events – an unmissable race festival on the West Coast. ☎ 001 805 686 9292

18-20 ZOLDER (B)
International Supersports Cup and FIA European Historic championships headline at the circuit's 26th birthday party. ☎ 0032 11 85 88 88

19-20 PHOENIX PARK (IRL)
Historic sportscars added to annual road racing festival in Dublin. ☎ 00353 872 598833

19-20 CROFT
Aston Martin stalwart Jimmy Wilson hosts the AMOC's championships in County Durham. ☎ 01325 721815

19-20 PEMBREY
Historic saloons, sportscars, clubmans and single-seaters to Wales. ☎ 01264 772607

25-27 SPA (B)
Belgian GP, FIA F1 World Championship, round 13. ☎ 0041 2 2544 4400

26 SILVERSTONE
Racing Green meeting features the Hawthorn Trophies, bringing superb VSCC racing season to a close. ☎ 01608 644777

28 BELFAST
Two and four-wheeled superstars gather at Stormont Castle for Belfast City Open+Direct Millennium Motorsport Festival. ☎ 02892 689444



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1-3 MOST (CZ)
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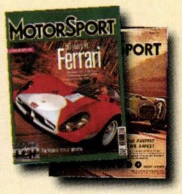
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BROOKS
SPECIALIST AUCTIONEERS & VALUERS



Vol XXXI No 11 November 1955

THE 39TH TARGA FLORIO
Youth to the Fore

This year, the age old Targa Florio took on a new lease of life as it became an event counting for the manufacturers' world championship of sportscars. With the situation very open between Jaguar, Ferrari, and Mercedes-Benz, the race took on the position of the final decision for the honours in this championship. Mercedes-Benz went to Sicily in full force, while Ferrari did the best they could and Jaguar did not bother to compete, so the final issue lay between Maranello and Stuttgart.

The Targa Florio must rate as the toughest motor race remaining in the international calendar, and this year the length of the race was nearly doubled, to comply with world championship regulations. At the best of times the Sicilian roads are far from perfect, and recent bad weather played havoc with them. Cloudbursts washed mud and rock on to the roadways as fast as they could be cleared, and throughout the day before the race, local labour worked endlessly to try and keep the roads clear.

It was the big boys that really stole the show, and after Luigi Piotti (Ferrari Monza) and Mario Ricci (Gordini 3-litre) had gone, the first Mercedes-Benz left with Stirling Moss at the wheel, to be co-driven by Peter Collins.

After the surprise of Collins as co-driver to Moss, was the sight of Desmond Titterington going next, also in a 300SLR Mercedes-Benz, to be assisted later by John Fitch. Next went Carroll Shelby with a Monza Ferrari from a private stable and then Fangio in the third Mercedes-Benz, with Kling standing by as co-driver. There followed the main opposition: Eugenio Castellotti with a works Ferrari Monza 3-litre with Robert Manzon as co-driver, followed by Luigi Musso with a lone Maserati 300S with Luigi Villoresi in reserve, and finally went the works Ferrari Monza 3-litre of Umberto Maglioli/Sergio Fighinolfi.

There was a total of 13 laps to cover and no driver was allowed to drive for more than five laps in a row, on account of the gruelling nature of the course. From the start, Moss set a cracking pace, for Mercedes-Benz had given their drivers complete freedom, unlike the organised Grand Prix demonstrations.

During his fourth round, Moss became a little too confident and made a mistake which, on this circuit, meant he found himself well and truly off the road, in a field and nearly over a precipice. Local peasantry manhandled the Mercedes-Benz, now rather bent on one side, back on to the road, and Moss arrived back at the pits, now in fourth place, sadder but wiser. Though bent, the car was driveable, and Collins took over, setting off at a fantastic pace to try and regain the lead.



Battered but unbowed, the Moss/Collins Mercedes 300SLR storms to Sicilian success

This error had let Castellotti into the lead and he quickly refuelled and handed over to Manzon, while Musso gave the big Maserati to Villoresi, who did not get far as the rear axle then broke.

Now the race developed into a close personal battle between the Mercedes-Benz team drivers unrestricted by the hands of Neubauer, with the lone Ferrari well amongst them. Collins was in terrific form, having learned the circuit thoroughly by dint of sheer hard work, and in four meteoric laps caught and passed Kling, now taken over from Fangio, and Manzon over from Castellotti, as well as the Titterington/Fitch Mercedes-Benz. At the end of the eighth lap the car was back in the lead, but not before he too had gone off the road and wrecked the nose of the car, and he handed it back to Moss to complete the remaining five laps.

With the free hand they were given, nothing could stop these two youths, and Moss went faster and faster, outpacing everyone, including Fangio. Almost everyone had made solid contact with blocks or bridges and Fitch backed the rear of his car against a concrete post before handing back to Titterington to cover the last five laps. These two were well matched, in contrast to Castellotti and Manzon, between whom there was quite a difference in lap times.

Providing Moss had no more excursions off the road, victory was assured, and Fangio was in second place, after Manzon burst his tyre and had to change it out on the circuit. He then stopped at the pits and, amid wild screams of joy from the enormous crowds lining the roadside, Castellotti set off on the last three laps, ahead of Titterington but not close enough to Fangio to be a menace.

Anxiously everyone waited the final 45 minutes while Moss completed his 13th lap, fortunately, just before darkness began to fall. The two young Englishmen achieved a sweeping victory gained on pure driving skill and added their names to the honourable list of Targa Florio winners, after running one of the hardest and toughest races experienced for many years.

In contrast to the battered and bent winning car, that of Fangio and Kling had only one slight graze and a dented wheel rim, but Fitch had made a thorough job of demolishing the rear of the body of his car. Castellotti and Manzon had rubbed both sides of the Ferrari, and Francesco Giardini finished with one headlamp pushed sideways. M



Hast' ye back.



Did you read the glowing reports of this year's Classic Malts Scottish Reliability Trial? Words like "glorious", "wonderful", "stunning", "fantastic", "superb" abounded.



HERO and Classic Malts of Scotland have now confirmed preliminary details of next year's rally. Starting from Edinburgh Castle on Saturday 5 May, it will again be a Journey to Talisker, with a rest day on Skye, in the spring when Scotland is at its best.



The format will be the well established mix of mildly competitive motoring through stunning scenery; simple navigation and timekeeping; enjoyable tests at distilleries, historic properties and other fine venues; and a great social programme.

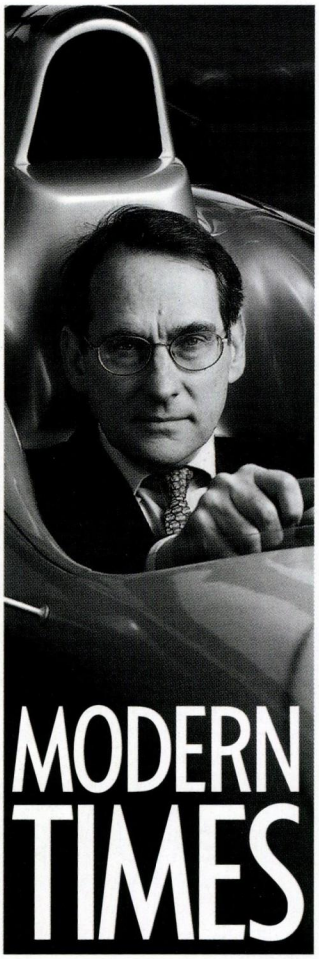
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MODERN TIMES

WHAT A DIFFERENCE A FORTNIGHT makes. After Michael Schumacher splashed home in Canada to score his fifth victory of the season, heading another Ferrari one-two, the consensus on the flight home from Montreal was that the 2000 championships were all over bar the inevitable shouting. By then, Schumacher had scored a remarkable 56 points out of a possible 80, Ferrari 84 out of 128. There was an air of inevitability about it all.

Fourteen days later, at Magny-Cours, Coulthard passed both Ferraris to score a crushing victory, and this time it was a McLaren one-two – their third of the season. Indeed, Coulthard looked the class of the field all weekend. He was fastest throughout practice despite various car problems, but when qualifying began his car was still in pieces. After kicking his heels for half the session he was sent out in Hakkinen's hastily-adjusted spare: fastest in the first sector, he spun the lap away. More adjustments, and by now the track was perhaps a fraction slower. Even so, he only missed Schumacher's pole by a tenth.

In all sorts of unobtrusive ways, you find yourself noticing that Schumacher has of late switched his attention, his focus on the threat to his championship strategy, away from Hakkinen and onto Coulthard. And you sense that it's not just because Coulthard is closest on points: it's more because Coulthard is closest on the track. And it was against Coulthard that the familiar Schumacher tactics were brought into play in France: the giant swerve across the track at the start, and later the move off the racing line to block an overtaking challenge.

In Canada you could say that Schumacher had something of a lucky escape. Coulthard stalled his car on the grid – his fault, as he was the first to admit – but was able to take up his position on the formation lap after frantic work by his mechanics, who were, dangerously, almost engulfed as the grid set off. It was vindication of the recent rule that insists the grid is cleared 30 seconds before the formation lap begins; Coulthard's stop-go penalty was inevitable and justified.

As it turned out, that stall probably added 14 points to Schumacher's lead: Michael's Ferrari was not in good shape by the end of the race, and in the rain he understeered straight off the road at one point. Barrichello, driving to team orders, had to slow right up at the end to follow his leader. So, rather than Schuey 10, DC nil, the result could easily have been DC 10, Schuey 6. Well, as with the six points that Coulthard cruelly lost in Brazil, rules is rules.

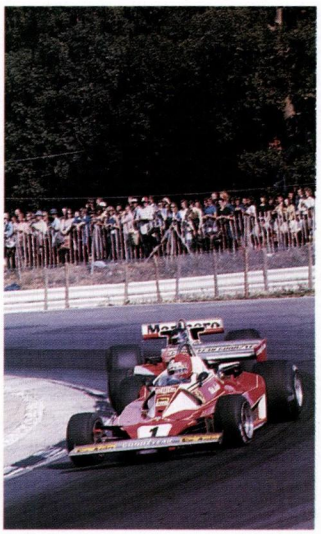
And then in France things finally went McLaren's way. But in all their euphoria after the Magny-Cours clean sweep there was no getting away from the fact that Schumacher still had a healthy 12-point lead, and remains clear favourite for this year's world drivers' title. Nevertheless, I was reminded of Ron Dennis two weeks earlier, casting about for an optimistic sound bite in the Canadian rain as the balloons celebrating McLaren's 400th grand prix deflated around him.

"Clawing back a points deficit," he said portentously, "has been and, I hope, will continue to be one of our specialities."

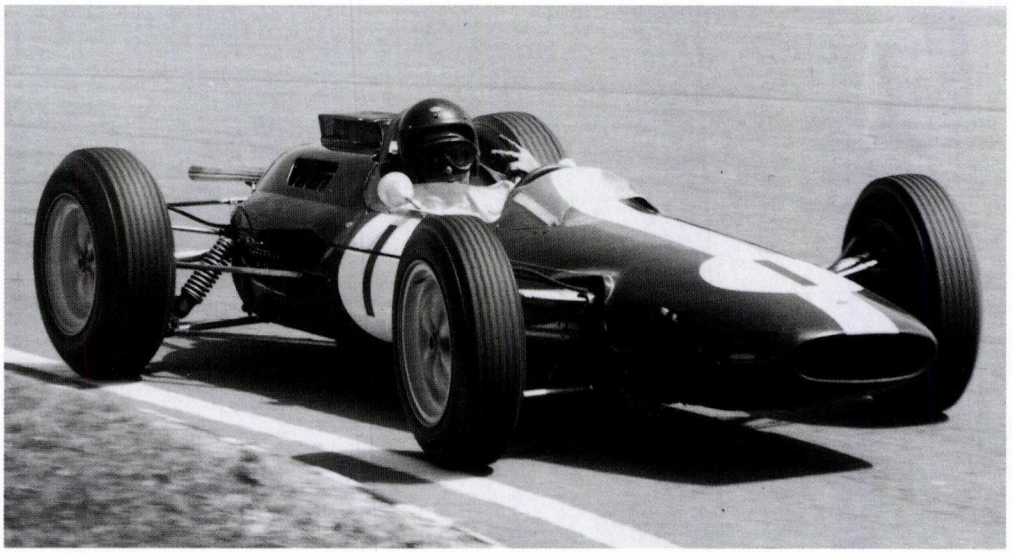
Nothing gets Ron going more than the threat from Maranello. In fact, the battle between Ferrari and McLaren has been raging, on and off, since long before he took over the reins of the Surrey team. More than a quarter of a century ago, Emerson Fittipaldi and Clay Regazzoni tossed the lead of the 1974 season between them all year, arriving at the final round in Watkins Glen dead level on 52 points each. As it turned out, Regga's Ferrari had a handling problem and was nowhere; Emmo's McLaren came home a safe fourth for McLaren's first title.

The following year Ferrari, with not a little help from new recruit Niki Lauda, bounced back. Fittipaldi led on points as far as round six in Belgium, but then Lauda's four wins and a second in five races put him out of reach. In 1976, it was McLaren versus Ferrari again, that great Hunt versus Lauda year which included James' Brands disqualification, Lauda's dreadful Nürburgring crash and brave





Left: Coulthard is hoping to follow James Hunt's footsteps (above) by pipping a Ferrari star to the title



Formula One hand gestures are nothing new: Jim Clark signals he's in second gear at the 1963 South African GP



Coulthard and Schumacher's battle in France is the latest salvo in a 25-year war between McLaren and Ferrari

return, and his withdrawal from the flooded Fuji decider. Then in 1977 Lauda won his second title for Ferrari, and McLaren were starting to lose their way.

The next time Woking and Maranello fought for the title was in 1985. Michele Alboreto led the championship in the Ferrari 156 turbo from round two to round 10, and only then did Alain Prost take the initiative in the TAG Porsche-powered McLaren MP4/2B as Alboreto hit a run of five consecutive mechanical failures.

Five years on, in 1990, it was Prost in the Ferrari. That was when Ayrton Senna settled the drivers' championship in McLaren's favour by driving the Frenchman off the road in Japan. As I watched Coulthard and Schumacher diving wheel to wheel into the Adelaide Hairpin at Magny-Cours this year, that was the incident which jumped unbidden into my mind.

So there's a lot of history, some of it acrimonious, between McLaren and Ferrari. And this year's drivers' championship is really another battle between those two old rivals, because I have a feeling it will be decided not so much by the skill of Schumacher, or the speed of Coulthard, but by the extent of both teams' ongoing mid-season development. No Formula One team worth its salt stands still as the season unfolds. Constant testing, wind-tunnel work, alternative tweaks and yet more testing – as well as engine improvements – will dig out improved pace and reliability as race succeeds race. In terms of outright speed (but not reliability) the advantage seemed to be with McLaren at the start of the year: then it shifted to Ferrari, and now it seems to be shifting back. If McLaren can keep that slight initiative, together with reasonable reliability, things just might go Coulthard's way: but Schumacher will take an awful lot of beating.

On the Monday after Magny-Cours, the British tabloids seemed more interested in Coulthard's frustrated cockpit gestures than the rest of the race put together. But then, in using the particular signs he did, Coulthard was probably speaking a language that they understand. Clearly he regretted it afterwards, perhaps fearing some self-righteous sanction from the FIA might cost him precious points, so he was quick to apologise in the multilateral TV interviews afterwards. But it was nothing worse than you can see in a typical traffic jam any day of the week. It was more a gesture of frustration to the world at large than anything else: the driver being gesticulated at can usually see very little, with his restricted field of vision and his tiny rear-view mirrors.

In the days when cockpits were bigger, drivers frequently shook their fists at cars they felt were baulking them, but even then it was more a display to wake up the flag marshals. Stirling Moss made a habit of giving any car he passed a courteous wave – a thank-you if a backmarker had got helpfully out of his way, or a demoralising wave if the other man had been trying to hold him off and had failed. All part of the racing psychology.

Much more important than Coulthard's hand signals is what happened to motivate them. David has complained before about Schumacher's favourite tactic at the start: move across on your rival, and block him effectively enough for your team-mate to go round him and take second place behind you. Well, that's motor racing, and the best way for David to stop him doing it is to out-qualify him, and make a better start.

But it's very different when a driver departs from the racing line and moves across on an overtaker. Moving off your line to push a driver on the outside wider is, in my view a punishable offence. It was that manoeuvre which generated Coulthard's ire. It's as unacceptable as Schumacher's alleged trick in Malaysia while defending Irvine's position last year, when (according to Hakkinen) Schumacher, with Hakkinen hard on his tail, took to coming off the power unexpectedly in the middle of a corner, in different places on different laps, to slow him down.

I raised this over lunch with FIA President Max Mosley recently. If Schumacher was in fact doing what Hakkinen claimed he was doing, should the FIA have taken action? Max's careful response was that, with no complaint from the officials at the race nor from Hakkinen's team, he couldn't possibly comment.

No one, least of all me, wants to emasculate Formula One in any way. It was a great race in France, but, just as Ayrton Senna sometimes abused his position as the fastest, most determined racer in the world and descended into ruthless irresponsibility, so I would hate to see today's best driver do the same. The FIA must take seriously all facets of their responsibility. They're very strict in penalising a car whose front aerofoil is 3mm too low. They should be equally strict about penalising dubious tactics on the track, too. M

LETTERS FROM READERS

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. **E-Mail (please include address):** motorsport@haynet.com

The Editor reserves the right to edit all letters

CLARK'S LAST GRAND PRIX

SIR,

Not wishing to be pedantic, I wish to correct an error in Simon Taylor's excellent April column.

The South African Grand Prix on New Year's Day, 1968, was indeed Jim Clark's last world championship victory. But I believe his last grand prix, and last victory, was a race I saw – a race that is significant enough to be recognised.

I remember the summer of 1969, when I ventured across Bass Strait to Melbourne and spent a day at Sandown Park. It was the end of February, the weather was balmy, the legends were many.

The main race was the 1969 Australian Grand Prix and, being a Tasman Cup race, it featured a high-calibre grid. Chris Amon's Ferrari and Clark's Lotus crossed the line side by side almost every lap. The 49B's handling and its pilot matching the red car's superior straight-line speed.

They entered the main straight in single file for the last time and it appeared that Amon had the advantage as his Ferrari pulled alongside the Lotus approaching the finish. But Clark pulled a rabbit from the hat, and put on a surge. They crossed the line wheel to wheel. The margin was half a wheel. Jim Clark had won.

I feel privileged to have seen the great Scotsman one last time.

I AM, YOURS, ETC

CHRIS ROBINSON, HOBART, TASMANIA

* * * *

ROUEN'S END IS NIGH

SIR,

Having just returned from a very enjoyable visit to Rouen and Reims, I can sadly confirm that the pits and grandstand at Rouen are no more. Additionally, the cobbles at Nouveau Monde hairpin have been removed. However, as you observed in your 1998 track test, driving the circuit is still a blast. I really take my hat off to all those who pitted their skill and bravery against this fine track.

If I may make a couple of small corrections to your original piece, the "flat and featureless link road" is actually part of the circuit used between 1950 and 1954, after which the track was lengthened to 4.065 miles. The "swerving course marked on circuit maps" which you found is a relatively modern section that was added in 1972. This alteration was caused by the building of a dual carriageway on the northern two straights, although the old Virage du Gresil dating from 1954 is still to be found hidden in the trees a little way further on.

At Reims, the pits are still standing, and what a breathtaking picture of majestic decay they present. However, their state has noticeably worsened since your visit. I would strongly recommend anyone considering a visit to make it soon.

I AM, YOURS, ETC

PETER ALLAM, HURST GREEN, SURREY

ROUEN IN RUINS

SIR,

With reference to your editorial comments in the July edition, I must tell you that the situation at Rouen is much worse than you have been led to believe.

As one of the pitlane voices of Radio Le Mans, I was in convoy with my colleague John Hindhaugh on route to La Sarthe when, naturally, we took a detour to Rouen.

We found our way onto the old pit straight and our hearts sank. Not only has the pit complex been wiped out, but so has the tribune opposite.

Our hearts almost gave out as we rounded the final sweeper on the approach to the Nouveau Monde Hairpin – the cobbled section of the hairpin had been replaced by Tarmac.

It was too much for Hindhaugh, who could not bring himself to turn into the infamous right-hander and went sailing straight on towards the roundabout further on.

How can these people do such a thing? They have no concept of the historical heritage this location has. And no soul to boot.

I AM, YOURS, ETC

JOE BRADLEY, VIA E-MAIL

* * * *

McLAREN OWES TEDDY

SIR,

The latest edition provided much interest and food for thought. However, it was unfortunate that the retrospective article about Bruce McLaren did not appear to seek the view of Teddy Mayer.

Apart from Robin Herd, none of those asked to provide their memories of Bruce made any reference to Teddy, who was the joint team owner, partner and most definitely friend.

It is rarely acknowledged nowadays that, had it not been for Teddy's support, there would have been no McLaren team before or after Bruce's death. No one knew Bruce better than Teddy, or did more for Bruce while he was alive.

I AM, YOURS, ETC

NICK GOOZÉE, MD PENSKE CARS, POOLE



Reims in its heyday - a far cry from the decaying shell of today

DON'T FORGET SALONEN

SIR,

I read your World's Best Rally Driver article (April 2000) with much interest having put the job in the 'too-hard basket' for a local magazine.

If you must pick one, then Hannu seems a good choice. My outstanding impression of him remains being so smooth in a big Mercedes after the tail-out Escort.

Timo Salonen is missing from your list. He has a fine reputation in New Zealand, his Peugeot win in 1985 being against Walter Röhrl and Stig Blomqvist, who were both in epic form.

I remember, too, chatting with Richard Burns during a service halt when he was called away on a technical matter. He took the trouble to come back and find me and continue the conversation. I thought that was outstanding for a young driver on the verge of winning his first world rally. His name should certainly be on your list.

I recall, too, standing on a narrow side road, after a test session. Juha Kankkunen came down, looking for a place to turn. I stepped to one side to give him room, but he caught my eye and did a handbrake 180-deg turn with me as the pivot point. Had it been almost anyone else I would have been terrified, probably offended, but, of course, I like Juha even better for it.

I AM, YOURS, ETC

SCOTT THOMSON, NEW ZEALAND

* * * *

MASTEN MEMORIES

SIR,

I deeply resent Mike Lawrence's remarks in your June issue concerning Masten Gregory, typically recounting the same anecdotes, not being too specific. Can he substantiate his allegations? The pejorative expression "habitual drug user" is a serious one which unfortunately can no longer instigate an accusation of calumny.

If he's specifying that particular 1958 race at Silverstone, did he talk to Gregory that day, interview him, to come to that assumption? I was only a young boy but that Trophy meeting was the first time I obtained Gregory's autograph. I don't recall him floating in the air – just his two magnificent drives in the Lister and the then-outdated 250F Maserati 2511.

I could believe reports coming from Gregory's former co-drivers: I wonder how his old buddy and lifelong friend Carroll Shelby or Lawrence's recent interviewee Sir John Whitmore, who remarked on Masten's extraordinary concentration, would respond to these allegations? Nor should one forget his Alfa Romeo co-driver, Toine Hezemans, who wrote recently of Masten's speed and determination: "To me he was the most unbelievable person I ever met."

I believe, too, his ex-team mates Stirling Moss and Jack Brabham, who saw fit to enter him for Indianapolis

But I do not, I'm afraid, believe Mr Lawrence. And yes, I do know that Wilkie Wilkinson of Ecurie Ecosse once wondered if Gregory was taking some sort of pills, and that he was also questioned on the matter by RAC stewards – once.

The last time I saw Masten race was in the 1969 Österreichring 1000 Kilometres, going very quickly in a Porsche 908, having won the inaugural race a fortnight earlier. You don't last that long at that level if you have "habitually ingested drugs", whatever the era.

I AM, YOURS, ETC

CHRIS THOMAS, STOCKPORT, CHESHIRE

* * * *

CATS AND CHAMPAGNE

SIR,

The Jaguar video that came with April's edition of MOTOR SPORT is most enjoyable. And like all old footage, gives a nostalgic and sometimes amusing insight into the mores of the times – Mike Hawthorn gaily blinding around Le Mans on open roads, weaving in and out of cyclists and cars.

The one thing I found particularly interesting, though, was Peters, Whitehead and Walker, at the end of the 1951 Le Mans 24 Hours, having a bottle of champagne carefully opened by their mechanic and then toasting their victory by drinking the stuff – from glasses.

Fashions change, style doesn't.

I AM, YOURS, ETC

MIKE BAKER, MELTON MOWBRAY, LEICESTERSHIRE

* * * *

A MAZDA-JAGUAR

SIR,

Thanks for the fascinating piece on the Jaguar XJR-14 that came back to life as a Porsche.

There is another twist in the story. When rotary engines were banned from the near-extinct world championship at the end 1991, Mazda were keen to maintain their involvement in the series in the wake of their Le Mans win. It seems they obtained chassis 002, 003 and 004 from TWR and fitted them with Judd V10s to challenge the Peugeot 905s and Toyota TS010s.

The car finished a worthy fourth at Le Mans, following particularly strong stints in the wet.

I AM, YOURS, ETC

JEAN-MICHEL PARIS, CHISWICK

* * * *

FLOCKHART – THE FACTS

SIR,

Robert Edwards' article of Ron Flockhart in the May edition justifiably highlights Flockhart's third place with the Connaught B7 in the 1956 Grand Prix of Europe as heroic. However, it was hardly a "very close third" as he was a lap down on the winner at the finish.

More serious, though, is the assertion that Archie Scott Brown took provisional pole with the Connaught. I spoke to Robert Edwards and was told that I hadn't done my homework in sufficient depth. I wasn't convinced and still prefer to believe the contemporary reports which suggest that Scott Brown was only there as a spectator.

What new evidence has come to light in the 40-plus years to make us change history?

I AM, YOURS, ETC

TERRY HARRISON, WARRINGTON, CHESHIRE

* * * *

RUDD TURNS BRM AROUND

SIR,

I was very interested to see the tests by yourself and Martin Brundle of, in particular, an A-Type Connaught and a P261 BRM. We look after both types of car at Beaufort and thus know them very well, hence a few comments:

The Connaught was acknowledged as having excellent brakes in the period and also superb handling balance – as evidenced by Connaught A4, prepared by us and driven by Barrie Williams for David Wenman in current historic racing.

With regard to the P261, how many chassis types can race in 1500cc Formula One, Tasman and 3-litre F1 with success? Tony Rudd got it right and deserves credit for bringing BRM back to the fore in international motor racing.

The piece on Dick Crosthwaite and John Gardiner was excellent, too, and I think this new series is a good idea, giving readers some idea of what goes on behind the scenes. We look forward to Mr Cruickshank visiting rural Kent!

I AM, YOURS, ETC

MIKE WILLIAMS, BEAUFORT RESTORATION SERVICES

* * * *

THE ULTIMATE TECHNOFILE

SIR,

Keith Howard's Technofile is consistently one of the best features in an altogether excellent magazine, and he explains everything with clarity and enthusiasm.

Would it be possible to one day publish an extended Technofile on monocoque chassis design and development? In particular, I would like to finally understand Colin Chapman's dual chassis with the Lotus 88. While it's true that monocoque design has been covered in books, I am certain one of Mr Howard's erudite articles, backed up with comments from such as Gordon Murray, would be of real value.

I AM, YOURS, ETC

MICHAEL KAVANAGH, HAYWARDS HEATH

* * * *

CLAY AT MONACO

SIR,

I write regarding Simon Taylor's assertion in the July issue that overtaking in Monaco is impossible. Am I the only reader who remembers the performance of Clay Regazzoni at the wheel of a Williams FW07 in 1979?

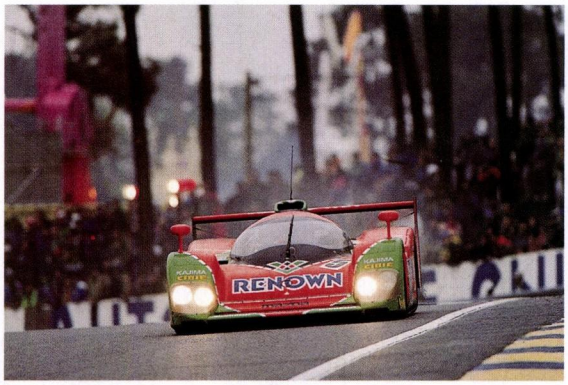
Starting the race from 16th on the grid, and although assisted by several retirements, he overtook many top drivers to be third within 50 laps. When Gilles Villeneuve fell to gearbox failure on lap 53, Clay began to attack the leader Jody Scheckter, crossing the line 0.4sec behind the Ferrari.

Let us remember that in those days there were no pitstops, the cars had wider tracks and tyres than today, and their vulnerable sliding skirts were totally unsuitable to being run over kerbs.

So how did Clay do it if overtaking is impossible in Monaco?

I AM, YOURS, ETC

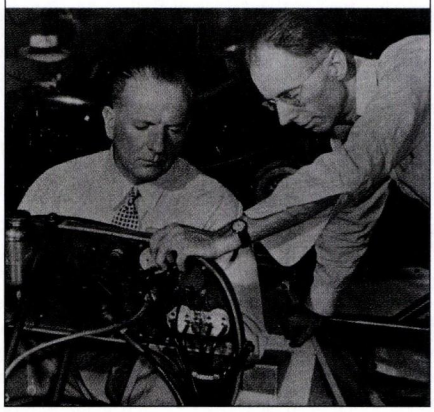
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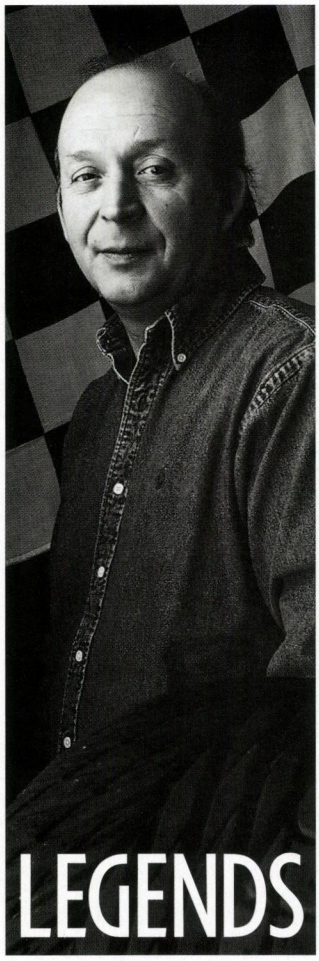


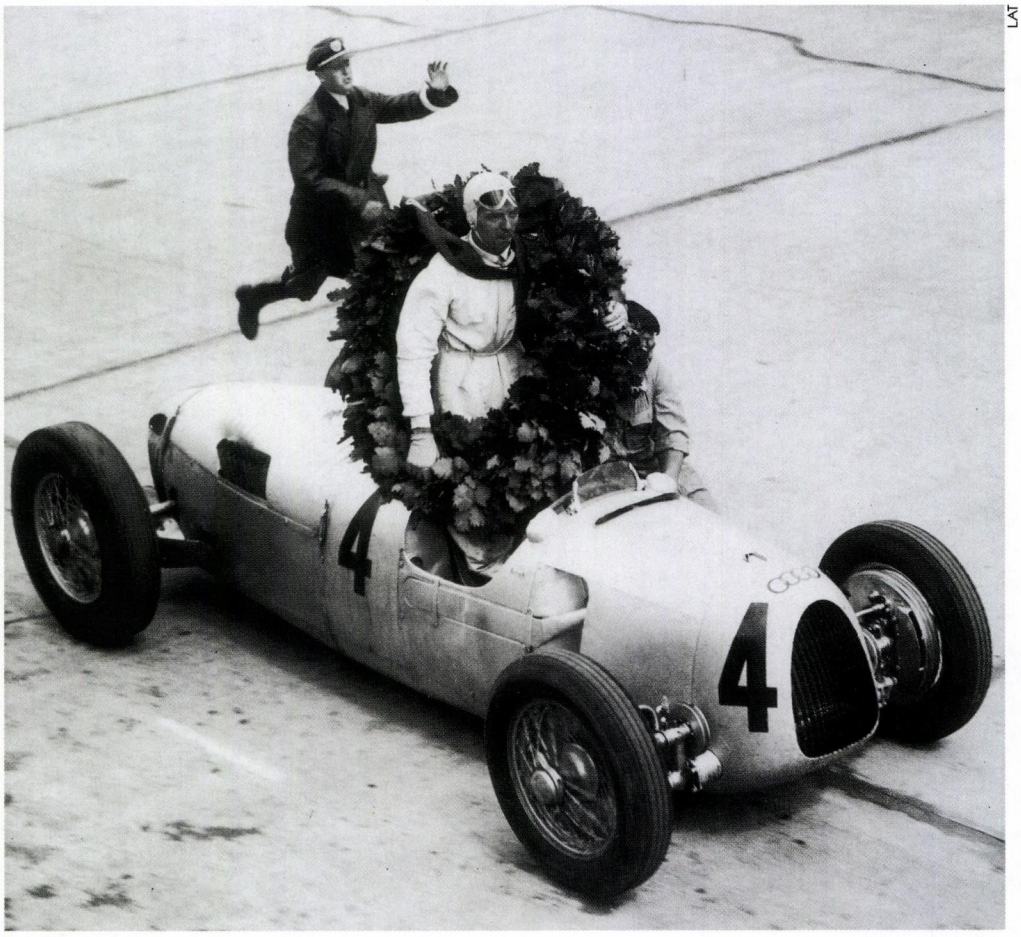
Mazda used XJR-14s with Judds in the back following 1991 win

WILL THE REAL REID RAILTON...

It has been brought to our attention by famous motorsport photographer Guy Griffiths that the picture on page 56 of the July issue is not in fact of Reid Railton, and has sent this photograph to prove his point. Railton is pictured (right) discussing the Mobil Special with its intrepid driver, John Cobb.







Rosemeyer – one of those rare combinations of supreme skill and personality which only occur once in a generation

BERND ROSEMEYER

YEARS AGO, IN A PADDOCK SOMEWHERE, I fell into conversation with Murray Walker on Bernd Rosemeyer. Though he was long the other side of the grass before I was born, Rosemeyer was the man who first drew me to this sport. At the age of seven or eight, I laid hands on my father's copy of *Motor Racing with Mercedes-Benz* by George Monkhouse, and was captivated by this fellow who took on the Three-Pointed Star almost single-handedly.

A fortnight or so after our chat, Murray produced a pencil drawing in a plastic sleeve and, most generously, said he'd like me to have it. It was a superb likeness of Rosemeyer by the artist Jock Leydon, and beneath it was the signature of Bernd himself. When I showed the picture to Denis Jenkinson, he whistled through his teeth. Rosemeyer had been the idol of his youth, and he told me how, in 1937, when the German teams came to England for the Donington Grand Prix, he waited endlessly outside a Park Lane showroom to get his hero's autograph. Jenks loved to talk about Rosemeyer. "He was everything a racing driver should be," he said. "The Gilles Villeneuve of his time."

Once in a while, coincidences dovetail beautifully. I was chatting with Villeneuve at Hockenheim one year, and he mentioned that an elderly German had said he reminded him of Rosemeyer. "I guess that's a pretty big compliment around here, huh?"

Like every driver of real stamp down the ages, Rosemeyer was outstanding from the moment he began. Briefly he raced motorcycles with success, but grand prix racing was his aim, and over the winter of 1934-35 Auto Union gave him a test, following it up with a contract of sorts.

Invariably Auto Union played second lead to Mercedes-Benz, for the unwieldy rear-engined cars were very difficult to drive, and the best drivers were usually on the Mercedes payroll, led by Rudolf Caracciola. In 1935 Auto Union's leading men were the consistent Hans Stuck and Achille Varzi, the wayward genius whose best years were tragically squandered to morphine addiction.

Auto Union had need of a major star, and Rosemeyer believed he was the man. But when the entries were posted for the first German race of the season, at the Avus, he found he was not down to drive.

'Two weeks to go before the Avus. Will Rosemeyer get a drive?' Auto Union's team manager began finding notes scribbled on his calendar, and this continued until eventually he relented. Rosemeyer did drive at the Berlin track, and within weeks became the team's mainstay. He mastered an Auto Union as no one

else – even Tazio Nuvolari – ever did, perhaps because he had nothing to unlearn. He never raced a front-engined car before driving the tail-heavy machines – indeed his first race in any car was that event at the Avus.

Once in a generation, this sport throws up a man whose talent and personality meld inexplicably to produce a kind of magic, which puts him on a plateau, alone. Villeneuve had it, without a doubt, as did Ayrton Senna; and so did Rosemeyer.

That first season, 1935, ended with a victory, in Czechoslovakia, and the following year was one triumph after another, even though his battle with Mercedes was invariably a lone one, for Auto Union had no other driver remotely of his class. Rosemeyer had an absolute inability to give up, charging at all times, leading or not. In 1936 he won at Berne, Pescara, Monza and the Nürburgring, and thus became European Champion in only his second year of racing cars.

The concept of the Auto Union ensured that it was an oversteering car, which tended to snap sideways very suddenly. It was this characteristic which Rosemeyer exploited to such advantage. Where lesser men were intimidated, he was at ease. Yet his driving was only part of the story. At a time when Germany was preparing itself for war, Rosemeyer's personality pleased his countrymen, a refreshing contrast to the quiet Caracciola and the haughty Manfred von Brauchitsch.

"Grand prix racing was an astonishingly snobbish society in the 1930s," Raymond Mays once told me. "At Mercedes, von Brauchitsch and Caracciola were the established men, the aristocrats, and when Dick Seaman arrived they accepted him, foreigner or not, as one of their own class. But poor Hermann Lang started as a mechanic, and von Brauchitsch couldn't stomach that – particularly as Lang was an infinitely better driver than he was!"

Into this sort of society came Rosemeyer who, on the face of it, was the personification of Hitler's fair-haired Aryan hero, the embodiment of courage and youthful strength. The German Chancellor believed grand prix racing was of considerable importance to the country's propaganda machine and even appointed one of his Brownshirts, Adolf Huhnlein, as a kind of overseer of German motor racing.

Rosemeyer, however, loathed pomposity, rarely passing up an opportunity to puncture Huhnlein's authority. Before the 1937 German Grand Prix, the drivers were given a lecture on the subject of morals. German men and women, they were told, do not kiss in public; there must be no displays of affection before a race. Bernd had a quiet word with his colleagues. As race time approached, Huhnlein and his Nazi cronies took their seats in the stand – whereupon all the German drivers climbed from their cars, returned to the pits and seized their wives and girlfriends. The spectators roared their approval.



The charismatic Gilles Villeneuve – cut from the same cloth as Rosemeyer

Bernd's wife was a celebrity in her own right. Under her maiden name of Elly Beinhorn, she had been the Amy Johnson of Germany, and on one occasion was allowed to take the wheel of an Auto Union. She, like her husband, was not easily fazed.

In 1937 there were more wins for Rosemeyer, and at the end of the year the Germans came for the first time to England, then very much starved of serious motor racing. Folk here were accustomed to 'voiturettes', with ERAs as high as they could dream; real grand prix enthusiasts could only read of Mercedes-Benz and Auto Union.

The impact upon them of that famous autumn day at Donington has been documented to death, but undoubtedly it was a classic event, a battle between Rosemeyer and a very much on-form von Brauchitsch. Bernd ultimately won what was to be the last race of his life.

His life ended on the Frankfurt-Darmstadt autobahn, in January 1938. A huge amount of prestige centred around record breaking then, and both German teams built special streamlined cars for this purpose. Rosemeyer held many Class B records for Auto Union, but then heard that Mercedes, with Caracciola, were planning an attempt to break them.

If it was heroic, it was also a little insane. Here were two great grand prix drivers preparing to blast down a two-lane road at speeds approaching 300mph, in wintry conditions. All in the name of national 'prestige'.

Caracciola was out very early that morning of January 28. Before nine o'clock he had made his two runs, reaching more than 270mph, and thus regaining both mile and kilometre world records for Mercedes. But he had not enjoyed the experience, and warned the Auto Union personnel of a severe crosswind at the Langen-Morfelden crossing.

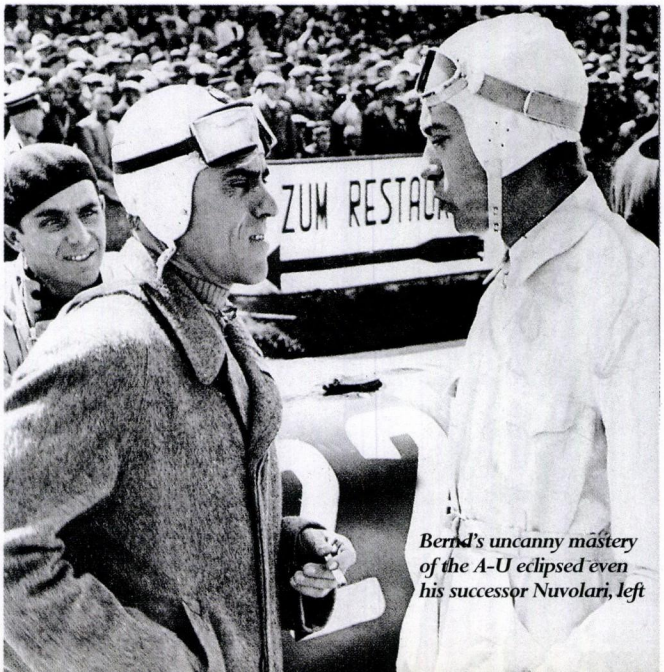
Rosemeyer, though, was anxious to take back his record as soon as possible. While record breaking was not a pleasure, it was an obligation of his contract, and he wanted to get it over with and go home. It was bitter as he prepared to take the car out, and Caracciola tried again to talk him out of it. But Rosemeyer stubbed out his cigarette, put on his linen helmet and climbed aboard for a test run.

When he came back, he looked a little shaken, admitting that, yes, there was quite a crosswind at the Morfelden clearing. Now his own mechanics implored him to postpone the run, but he would hear nothing of it, and shortly before midday the sinister device accelerated away.

The wreckage they found strewn over an area of 600 yards. The Auto Union had been travelling at 280mph as it approached the Morfelden clearing, and there it was literally blown off the road. Rosemeyer's body was found at the edge of the forest, and it is here that a memorial statue stands, always with fresh flowers around it. He was 28 when he died, gone after only three seasons of racing.

Gilles Villeneuve was fascinated by the story, very much drawn to a personality which so closely mirrored his own. "He sounded like a real racer," he said. "Quite a man."

Quite a man. M



Bernd's uncanny mastery of the A-U eclipsed even his successor Nuvolari, left

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EDITORIAL DEPARTMENT
Telephone 020 8267 5722. Fax 020 8267 5619

ADVERTISING DEPARTMENT
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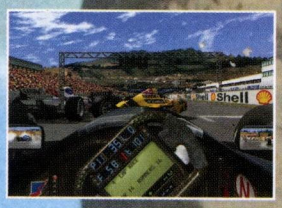
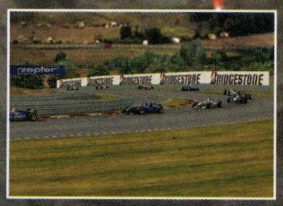
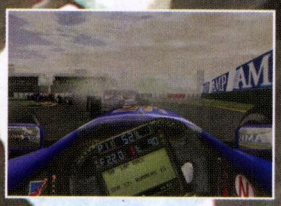
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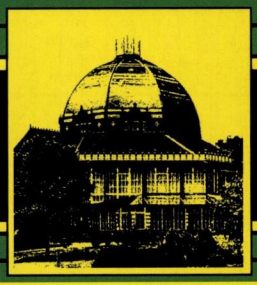
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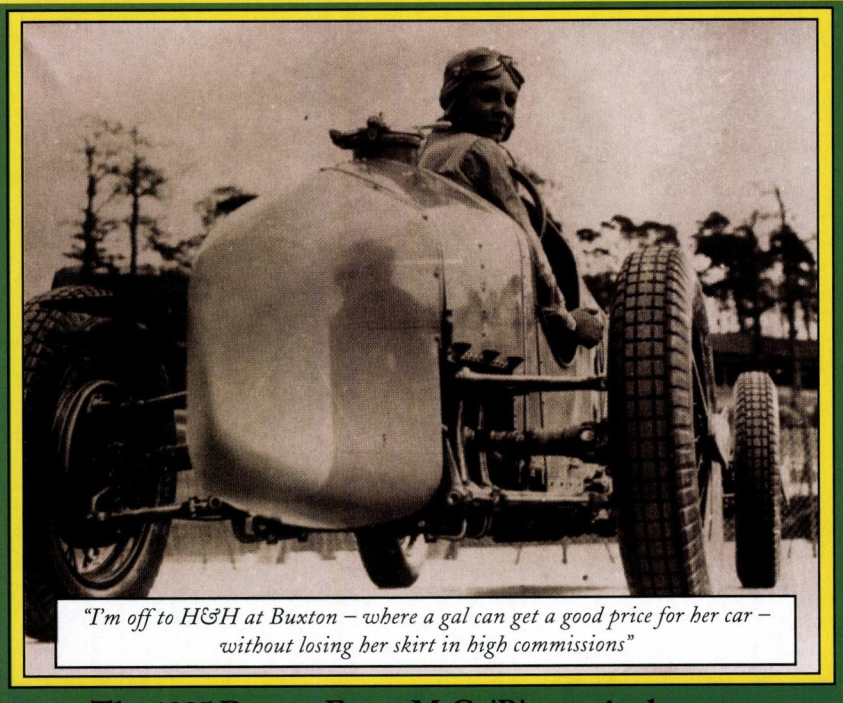
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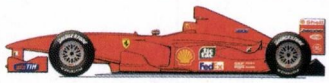


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THE QUESTION OF HOW THE AYRTON SENNA versus Michael Schumacher and Stirling Moss versus Jim Clark struggles would have been resolved may be posed in bars the world over, but the answers don't lie this side of the Pearly Gates.

Sure, there are clues – but they conflict, often as not. And for each bit of evidence, there's usually an entirely plausible reason why it's not representative. Moss showed better than Clark in 1961 despite an older car. Yes, but Clark was at the beginning of his career, Stirling at the very height of his powers. Juan Manuel Fangio was quicker than Moss at Mercedes in '55, but Stirling was almost certainly better and faster by '61 than he was in '55.

What's more, we're only dealing with the obvious cases – Moss vs Clark, Stewart vs Lauda and Senna vs Schumacher. What about Jean-Pierre Wimille vs Fangio? When the Argentine first arrived in Europe, Wimille was the standard to which he aspired, and the Frenchman's margin of superiority over Alfa team-mate Giuseppe Farina was at least as big as was Fangio's later.

Or what about Gilles Villeneuve and Alain Prost? Villeneuve was dissatisfied at Ferrari and Ron Dennis wanted him at McLaren. Gilles would have joined from '83 on a multi-year deal, just as the Woking team was entering its first period of technical dominance. Thus there would have been no room there when Prost was sacked by Renault at the end of 1983. Perhaps Alain would have wound up at a lesser team and retired with half a dozen grand prix wins to his name and that Villeneuve would have been the multiple world champion with over 50 victories.

And he might still have been at McLaren just as Senna arrived there.

AYRTON SENNA vs MICHAEL SCHUMACHER

"Think back to that race at Imola in 1994," says Watson, "when Michael was doing all the things you do when you're that much younger and looking for success – pushing, prodding – as opposed to Ayrton who was defending through an issue of pride. It was the law of the jungle and it was going to be cruel whichever way it happened."

Martin Brundle – head-to-head Formula 3 rival of Senna's as well as Schumacher's team-mate – has a different, though not conflicting, take on the same race: "I think Senna was more naturally gifted, more instinctive, but very emotionally driven. Schumacher is mentally driven. I think that's what you were seeing in the early stages of '94 – Senna just driving himself on to raise his game, pulling out those sensational pole positions, but then the mistakes. Who knows what happened at Imola. But there's no doubt Senna was pushing to his absolute limits to make up for a car deficit. Schumacher was quite able to sit behind him and put him under pressure. He was mentally even better. It would've continued to be a brilliant battle because they were chalk and cheese."



Gordon Murray, who worked with Senna at McLaren for two years, shows less equanimity: "Schumacher isn't in the same league. I've watched him closely from the outside since Spa 1991 and he still makes pressure mistakes and wrong split-second judgement calls. Senna made one at Monaco in '88 and I can't recall him making another one after that. Bear in mind that Ayrton got far more pressure from Prost – a guy of very high calibre in the same car with no team orders – than Schumacher gets from anyone. In terms of natural talent, they were of the same order, but that's as far as the comparison goes. In how they apply that ability, Schumacher isn't even on the starting blocks."

Brundle agrees that Schumacher makes more errors: "Senna would have created those mistakes in Michael and punished them. But I think you're seeing the same thing from Michael now, anyway, now that Mika Häkkinen is able to push him so hard."



Frank Dernie, who worked with Schumacher at Benetton in '94, says: "In a car which at the time was not as quick as the Benetton, Ayrton outqualified Michael in the first three races of '94. Williams later resolved the problem with the car and Damon Hill was then as quick as Michael. Therefore, to my perhaps flawed reasoning, Ayrton would have beaten Michael comfortably. I don't think Schumacher would have got a look in in '94, and probably not in '95 either."

Subsequent to that? "Ayrton would have found it increasingly hard on a fitness and motivational level," asserts Brundle. "I think you peak sometime in your early 30s. He would've been 40 now."

It's a point Watson acknowledges: "I think Ayrton's move to Williams was indicative of a change in focus in his life. He was beginning to look to life beyond F1 and I think he felt the Williams drive would generate another championship, maybe take him beyond Prost in the all-time victory list, without him having to put his cock on the block. He was preparing his life as an ex-world champion, mentally pulling back from the raw edge he used to live in. Michael was thriving in that place.

"Having said all that, once the scale of challenge that Michael represented became clear, Ayrton was always going to respond. The issue of pride would have delayed his move into his new life – it would have been a case of 'Hang on, I've got to deal with this upstart first.' I'm sure he would've beaten Michael to the '94 world title. Longer term, though, Michael would have prevailed as the younger, hungrier guy."

Left: The closest Senna and Schumacher had to a level playing field was in 1993, when both were powered by Ford. However, the McLaren had a higher-spec engine throughout the year and traction control from the start of the season

CONCLUSION

In how he's perceived, Michael's disadvantage here is that he is current. For although the balance of opinion is with Ayrton, it's hard to pinpoint why it is so overwhelming. Michael has arguably a bigger margin of superiority over his peers than Ayrton did over his, though that's probably more a reflection of the competition than anything else.

There's no doubting Senna's persona is more appealing. He was religious and spoke openly and articulately of other-worldly places he would inhabit when his physical body was in the cockpit. It has left a prophet-like afterglow now he's gone. Schumacher can't compare in the charisma stakes, but what he does in the car is just as wondrous.

He hasn't, though, dug as deep into his soul as Senna for a performance that left him emotionally drained. Brundle's right: Schumacher's drive is cerebral than emotional. This may not bring the same impossible heights but in its place is an irresistible, relentless grind. Still, of these two diamonds, Senna shines the brighter. In any light.

LAT

JACKIE STEWART vs NIKI LAUDA

Only Jackie Stewart, Ken Tyrrell and Walter Hayes could have had any idea of how history would record 1973 as a Formula One watershed. They were the only ones who knew that Jackie planned to retire at the end of the year. In his ninth season he was driving better than ever, winning the championship, his third, against a faster car, teasing performances from his Tyrrell that flattered it, alternately calculating and attacking, his timing as exquisite as his throttle control.

Of those he dominated, Niki Lauda did not, in truth, look to be his obvious successor. But, with hindsight, there were signs.

"Lauda did not, in truth, look to be Stewart's obvious successor – but there were signs"

At the end of the first lap of the restarted British Grand Prix, he had the cranky old BRM twitching nervously in the Stowe braking area, protecting an impossible second place from Stewart. In the wet of Mosport – Jackie's final race – Niki even led a few laps.

Maybe the racing world in general was more bedazzled by the exploits of Jody Scheckter or Ronnie Peterson in more competitive cars, but Enzo Ferrari liked what he'd seen of the young Austrian. The subsequent Ferrari ride was perhaps a surprise opportunity, but it's doubtful whether anyone else could have made as much use of it. The remarkable soon became commonplace for Lauda; he didn't answer to the same rules as anyone else. He didn't so much compete against his rivals as transcend them by playing a different game. He was probably never quite the outright fastest driver, but he habitually used reserves of human spirit others didn't even recognise as being there.



Could even Jackie Stewart have competed against that? John Watson's Formula One chapter was opening just as Stewart's was drawing to a close and he went on to serve two spells as Niki Lauda's team-mate – at Brabham from 1978-'79, and McLaren in '82-'83. He draws a distinction between the relative qualities of each driver and how history might have panned out.

"Niki was very smart and incredibly aware for a young guy," says Watson. "He wasn't solely responsible for the turnaround in Ferrari's competitiveness in '74, but he was an intrinsic part of it. He gave them Teutonic discipline and logic, and his work rate was fantastic. There would have been a transition, but the deciding factor would have been that Ferrari was in the technical ascendancy, Tyrrell was flattening out.

"On the other hand, Niki was not as calculating a driver in '74 as he subsequently became. He was pushing very hard, sometimes a little too hard. The way Jackie was winning races in 1973 was very mature – he knew when to be fast, he had a fantastic feel of how to win. I don't think Niki really reached that level until after his accident at the Nürburgring in '76. That changed him, and his approach when he won the title again in '77 demonstrated his altered priorities."

Silky though Stewart's skills were, the raw speed that had been apparent ever since he took pole in his first ever Formula 1 race – the non-championship Rand Grand Prix of 1964 – was always just beneath the surface, ready to be unleashed. Lauda, by contrast, sometimes stood accused of lacking the final tenths. Watson disagrees, but can see where the idea took root: "Niki was capable of being very quick – not in the manner we've seen from Senna or Schumacher – but there were occasions in 1982 and '83 when he would put in a blinding time with a normally-aspirated car among the turbos. But his approach was a very technical one: when he was happy with the car he would put the time in. He became less convincing if the car wasn't at the front. He'd sometimes prejudge a situation, for example, at Detroit in '82. He'd decided there was nowhere to pass in Detroit and the car wasn't competitive. It was only when I passed him, Cheever and Pironi, and he saw me prove otherwise, that Niki switched on. I was perhaps more artisan and instinctive, whereas he was more controlled, premeditated. He didn't hustle to his or the car's full potential if he didn't think he was in a competitive situation. I don't think that ever applied to Jackie."



Brabham designer Gordon Murray competed against Stewart and Tyrrell in the early '70s and ran Lauda at the end of the decade. "I can't think of two drivers more similar," he says. "They were both incredibly intelligent, with lots of natural ability. You can have a lot of natural ability – like Mansell or Schumacher – and still make lots of mistakes. But Jackie and Niki used their ability in a businesslike way and were exactly the right mixture of passion and brain. They didn't really have weaknesses.

"Jackie's amazing strength – and perhaps this is the only thing that gives him the edge over Niki – was his first lap. He used to demoralise people by being 2.5s ahead at the end of the first lap. I asked him how he did that and he said it was just concentration, just slowing everything down and not letting things get on top of you. It's all very well saying that, but to do it you need the right sort of mind." ➤

Right: Jackie Stewart's Tyrrell fights off the Lotus of Emerson Fittipaldi – how F1 life was back in 1973. Behind them though, is Stewart's natural successor. Niki Lauda's talent flattered the BRM that year, and Enzo Ferrari took note

CONCLUSION

Stewart might just have been the most complete, rounded driver of them all. Each of the many facets of his skill merged with the next one as smoothly as Jackie coming off the brakes and turning the wheel. He was fast, shrewd, technical, adaptive.

Lauda was binary, which was his strength and his weakness. The enormous will and ambition were served to stunning effect by the Teutonic logic. He conformed to no blueprint and routinely achieved things never previously seen: coming back from the dead an even better driver than before, retiring a legend then returning after two years for another title. He could see possibilities where others couldn't – then he'd make them happen with ruthless purpose. Conversely, in times of routine adversity he could be blind to routine solutions and he'd simply switch off his resource.

Stewart's endeavours were probably lent more help by his natural gift and, furthermore, he pushed just as hard in each race of his final season as he ever had. That probably swings it in his favour.

LAT


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STIRLING MOSS vs JIM CLARK

Monaco 1961 was the stuff of legend – Stirling Moss in Rob Walker's year-old Lotus humbling the superior Ferraris. Stirling qualified on pole, but he couldn't help notice how well Jim Clark was going. The Scot was just 18 months into his single-seater career yet he had qualified third, ahead of two of the three red cars. Away from the start it was Clark who hounded Richie Ginther's leading Ferrari, not Moss, but he almost immediately suffered ignition problems and history unfolded with Jimmy trailing to the pits and Stirling weaving his magic.

Nonetheless, Moss had seen a flashing glimpse of the future, as he recalls: "I said to Rob Walker afterwards, 'We're not going to be able to get by with last year's car for very much longer. I need one the same as his; I'm not going to be able to afford to give him anything.' He wasn't yet the Jimmy Clark that he became, but the writing was on the wall."

"Stirling qualified on pole, but couldn't help but notice how well Jim Clark was going"

There were just four months between the non-championship South African Grand Prix on Boxing Day 1961 – where Clark and Moss, both in Lotus 21s, fought for victory and Clark won – and Stirling's career-ending accident at Goodwood. As the greatest driver of his day lay unconscious in the St Mary's banking – that magical, mysterious collection of nerve endings, inner ear balance and mental processes that made him great somehow scrambled amid the twisted spaceframe tubes, and motor racing was robbed of the titanic battles it was due.

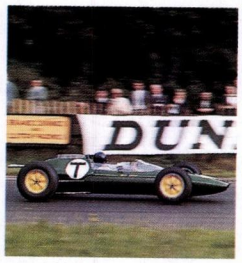


"The combination of Jim Clark and Lotus was just awesome," says Stirling's then-manager Ken Gregory, "but he was still capable of being beaten. It would have been very interesting if Stirling had been able to continue because he would have been driving works Ferraris under Rob Walker's colours. The 1962 Ferrari wasn't a great car but the subsequent ones were competitive – as John Surtees demonstrated – and I firmly believe Jimmy wouldn't have been quite the force he was if that had happened.

"I would put Stirling ahead of Jimmy because his capacity to get into any car on any circuit and produce as near 100 per cent of performance as was humanly possible. Jimmy was very versatile, too, of course, but he didn't really do any road racing and I think that was the most difficult area of racing then – I don't think there has ever been a greater challenge than the Mille Miglia.

"However, in some ways Jimmy was emotionally better than Stirling. I don't think Jimmy ever wanted to have a technical advantage – though, ironically, he had one for most of his career. I think he was quite secure that he could handle the opposition in comparable cars, whereas Stirling was always searching for a technical advantage, quite unnecessarily in my view. He never seemed to come to terms with the fact he was one of the greatest drivers the world had seen and he only needed to rely on his own skills."

John Surtees was trading lap records with Moss that fateful day at Goodwood and went on to become, arguably, Clark's strongest rival. He's in a good position to have a view: "I would say that over a single lap in the same car there would have been virtually nothing in it. But Moss was more of a racer. If Clark was happy with his car then he would do a wonderful job. Stirling was more of a scratcher – he would still be fantastic even if the car was not quite right. I think Stirling was quicker in the wet, but you would probably have seen him have a few more retirements as he pushed the cars that little bit harder."



Of course, not everyone saw it like that. Ian Scott-Watson was Clark's mentor in his early motor-sport career: "I think, in time, Jimmy would have overhauled Stirling. From a racing point of view they were very evenly matched but, when the chips were down, and Jimmy was really driving 11 tenths, he was capable of anything. I doubt whether even Stirling could have equalled that performance of Jimmy's at Monza in 1967 when he went a lap down, and then came back to lead the race."

Trevor Taylor, a team-mate of Clark from 1961-'63, concurs: "I was there that day at Rouen when he climbed into an old ERA, left the pits and, from a standing start, went four seconds under the lap record – in a car he'd never sat in before. That sums up the scale of his natural gift.

"I cannot even begin to put into words how much talent he had. I'd follow him into a corner thinking, 'My God, he's got to go off going in at that speed'. And then he'd just somehow gather it all together, and by the time I got through the corner, Jimmy was disappearing into the next one. I've no idea how he did it: it was like magic.

"I've followed Moss on the track, too, and he was excellent, don't get me wrong – fantastic at the four-wheel drift. But Jimmy's skill went beyond just that – it was something extra. Even now, it makes the hairs on the back of my neck stand up just thinking of how good he was." M

Left: Moss hounds Clark at Brands Hatch in the 1961 Silver City Trophy. Stirling's Lotus 18/21 finished ahead of Jimmy's 21 on this occasion, but at the South African GP on Boxing Day that year, the Scot turned the tables

CONCLUSION

Clark did his stuff from the front. The clear air between him and his pursuers was mute but eloquent testimony to the breathtaking scale of his blessing from the gods. And his machinery advantage from Chapman.

Moss, in contrast, almost wilfully made himself the underdog, sliding himself into his year-old cockpit to see if he couldn't make the impossible happen. Again. Awesome skill was just one ally in this task; his competitive spirit dwarfed even that.

Every other part of Stirling's make-up was subservient to the intense, driving need of his competitive psyche. With Jimmy, though, the talent dominated everything. It was his inviolable security blanket and it allowed the racing to be almost incidental; he didn't so much race as express his gift. In the process, the others grew small in his mirrors. It verged on the mystical.

So who was better? I'm with Trevor Taylor. Moss may have had more wells to draw from, but Clark's one was so very, very deep.

LAT

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1948 Jaguar XK120 Roadster (Alloy)
1949 MG TC Roadster
1952 Ferrari 340 America
1952 Jaguar XK120 SE Roadster
1954 Porsche 550 Spyder
1954 Frazer-Nash LeMans
1955 Mercedes-Benz 300SL Coupe
1955 Ferrari 500MD
1955 Mercedes-Benz 300SL Coupe
1956 Lincoln Capri Custom ("Titanic")
1957 Jaguar XK140MC Roadster
1957 Porsche 356 Cabriolet
1959 Chevrolet Corvette
1959 Porsche 356 A
1960 Jaguar XK150 "S" Roadster
1961 Jaguar XKE Roadster (EBL)
1961 Mercedes-Benz 300SL Roadster
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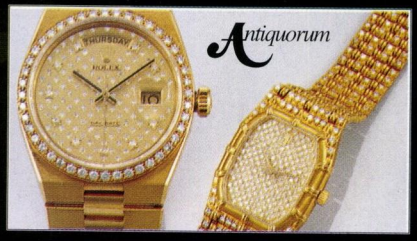
1969 Porsche 917/022
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SHORT, SHARP



SHOCKER

photography by Andrew Yeadon



THE AUDI SPORT QUATTRO EVOKED RESPECT FROM ITS DRIVERS, FEAR FROM ITS OPPONENTS AND AWE IN RALLY SPECTATORS. ANDREW FRANKEL TESTED ONE AND FELT A COMBINATION OF ALL THREE PHENOMENA



It dawns on you slowly, at least letting you absorb the hideous truth at your own pace. A soft breeze of suggestion blowing on your face becomes a howling gale of conviction. My God, this car is ugly. Think what you like of the short, squat, bewinged monster in the photographs on these pages; just take my word, it is a fairy tale princess of a car compared to how it appears in the flesh.

I'm glad. Beautiful cars belong on the racetrack, where wind-carved aerodynamics and non-existent ground clearance have their essential place. In the history of the sport there have been just three startlingly attractive rally cars, two Lancias and one Alpine and, of them, I'd say only the latter has a true claim to beauty. Rally cars are about purpose, and if that means pugnacious, then so much the better.

No car did pugnacious better than the last Audi quattro, the S1 Evolution 2, the ultimate iteration of the car that started it all. The quattro began life as a clever and professionally executed commercial road car concept and ended as a short-wheelbase, 520bhp, Kevlar-bodied, Group B maniac.

And yet people forget. Look at the outside and its hard to remember that, at its heart lay a road car. Look under the bonnet and you cannot forget. Lancia and Peugeot built dedicated competition machines, with their engines behind their drivers, while the quattro's is not just in the nose but every square inch of it is in front of the axle line. It was put there to help package a road car and it would be hard to imagine a location where agility – the simple ability to change direction in a hurry – could be more compromised.

Yet the Audi Sport quattro helped the marque to the title in 1984 and was beaten to the constructors' championship the following year only by Peugeot with its bespoke 205 T16. The 1986 season was just three events old when the Ford RS200 of Joaquim Santos went off the road in Portugal, killing four spectators. Audi withdrew from the championship and Group B died before the year was out.

Group B. My mind's eye remembers it as such a recent era, as if the vibrancy, speed and thrill it encompassed have somehow served to squeeze the 14 years between now and its passing. But you have only to look inside the Audi to be taken aback at how far the world has progressed. A modern World Rally Car presents its driver with a smart and ordered office, all crucial controls honed to a point of ergonomic excellence. Information is presented by LCD display, clearly and unambiguously.

It is not like this inside the Audi. It is as if someone has loaded a sawn-off shotgun with parts bin dials and fired them at the dash. Some even landed in front of the passenger and only when provided with the incontrovertible evidence is it clear this was actually intended. Column stalks are standard Audi while the centre console is a splat of switches, toggles and fuses. Confused? Well, yes, now you mention it.

None of this actually matters very much; not for the purposes of this exercise. Today there are no times to set, just a lot of time, a lot of Tarmac and a car I craved to understand. I've driven a few quite old rally cars and one very modern one but a Group B car? Never even sat in one of the evil little demons. Even so, it's just a car: all the controls are where you'd expect and the driving position is positively airy compared to any contemporary racing car. So let's go back to basics.

What we have here is an Audi quattro with, most importantly, some 12.5in hacked out of the wheelbase behind the door and clothed from head to toe in Kevlar panels (save the steel roof). At 1090kgs, it weighed over 200kgs less than the already light road-going Sport quattro, 215 of which were built to homologate this rally car.

The engine is a twin-cam, 20-valve version of the famous straight-five which displaces 2142cc. This is less than the road-going car, so it comes under the 3-litre class once the multiplication factor of 1.4 for turbo engines is taken into account. The unit produces a nominal 520bhp at 7500rpm, though this naturally varies according to the boost setting, while some 368lbft of torque is available at 5500rpm. The forced induction comes courtesy of a colossal

Frankel's hands are a blur as he flies through the cogs. From 5000rpm, the power surge was so great that it was hard to keep to a 7000rpm limit; hard, too, to keep the car pointing straight with just one hand on the wheel

The stunted shape of the quattro Sport looks menacing from any angle. Though hacking the wheelbase by over a foot improved agility, its engine remained ahead of the front axle, consigning the car to understeer tendencies

single KKK blower and the entire powerplant is governed by Bosch Motronic fuel injection.

Four wheel drive is, of course, permanent and is simply regulated by a central Torsen differential, a viscous coupling at the front and a limited-slip differential at the back. There is a six-speed gearbox with phenomenally close ratios: first is quite tall while sixth will run the engine out of revs by 120mph.

The factory career of this actual car was short to say the least. 'Born' on 2 August 1985, it was driven by Stig Blomqvist to second place in the 1000 Lakes rally behind only the Peugeot T16 of Timo Salonen before Walter Röhrl rolled it into retirement on the RAC Rally. It was sold and converted into a rallycross car before being restored to full factory specification. Its only duty these days is to provide the weaponry for Michèle Mouton to terrorise the Formula One hotshots at the Goodwood Festival of Speed.

The first surprise is how civilised it is. The engine is no more difficult to start than a normal quattro – you push a button instead of turn a key – and it idles at least as equably, albeit at nearer 2000 than 1000rpm. Most surprisingly, it's quiet. Turbochargers always damp down engine noise but this alleged monster truly makes less noise than some road cars. First engages as easily as it would on a Ford Fiesta and, so long as someone has told you about the on-off competition clutch, there's nothing at all to stop you going for a potter.

And what a remarkably fine potterer the Audi Sport quattro S1 is. You could tootle all the way to Scotland in it; the ride is splendid for a competition car, there's not too much noise and the heavily padded race seats support you in a way that makes road-going equivalents seem positively inadequate. The six speed 'box is childishly easy thanks to its quick, strong syncromesh and the engine feels pleasantly responsive on part throttle, almost as if there was no monster KKK blower under the bonnet.

But there is and, once the Audi is warmed and all temperature and pressure gauges are pointing in the right direction, it is time to make it work. Second gear, the road's straight, foot flat on the floor at 2000rpm – and it accelerates with the alacrity of an arthritic Land-Rover. 3000rpm, still nothing. At 4000rpm the boost gauge lifts, flickers, and slowly starts to register positive pressure. Then, at 5000rpm, the needle suddenly hurls itself across the gauge.

I'd been told to keep it to 7000rpm but, to be honest, it's not easy. This most calm and relaxing of all competition cars I've driven has turned into the feral beast I'd been hoping for all along. Thank God the gears are quick and easy because you need them at a rate which makes returning your hand to the steering wheel between shifts if not impossible, then certainly entirely pointless. Five blasts of power, five flutters of the wastegate and you're there: maximum revs in top gear, acceleration cut only by my right foot and the extraordinary aerodynamic properties of its monstrous wings.

Except it's not that easy. Amid the mayhem it unleashes, sits yourself, trying to change gear and, of course, trying to keep it pointing in the right direction. Despite a straight piece of track and four-wheel drive, the Sport quattro goes left, right and left again, hunting around on its competition Michelins, reminding you that, above all, rally cars are set up to change direction very quickly and, consequently, are not that fond of the straight-line stuff. Despite its size, configuration and technological variance, it reminded me briefly of a Lancia Stratos that had once scared me stupid by doing exactly the same, only on a public road.

I was cowed by the Audi – I didn't trust it, not in the very least. All I'd done was test its engine performance in the most tame of environments and still it had worried me. What would it be like when I started to hurl it around?

Delightful as it happened, but only after I had climbed a near vertical learning curve. So many competition cars from all spheres are so much easier to drive hard and fast than they are just playing about. It's a breed the quattro defines. You can tell at once that it is a compromise – that for all those wings, the hydraulically driven alternators in the boot and that huge slice cut from the wheelbase, the engine is simply in the wrong place. It's an



'Our' car was number two of 20 Sport quattro S1s, and its finest moment was second place in Stig Blomqvist's hands on the 1985 1000 Lakes Rally. Three months later, Walter Röhrl rolled it out of the RAC Rally

instinctive understeerer and, with a greater turbo lag even than in the 800bhp Beatrice-Lola F1 tested last month, you can't balance the car on the throttle. Lift your right foot an inch and boost goes, the power goes with it and you run out of corner before it returns. If I were a wizard at left-foot braking, I could have ameliorated the problem, but I'm not and I couldn't.

What I *was* able to do, however, was drive around it. The technique is this: approach the corner too fast, turn in early to counter the understeer, tugging it round as savagely as you can and simultaneously plant your foot back on the throttle, while your brain is insisting it should be on the pedal in the middle. Then, and this is the secret, do not move your right foot. Not for anything. As the apex approaches, so the boost will arrive and the Torsen diff will do its stuff, shuttling at least 400bhp to the rear wheels. At this stage, the engine location ceases to matter and you will be broadside, with smoke pouring off the rear tyres, car in an implausibly well balanced powerslide. Run out of revs or road and you simply have to lift your foot and it will instantaneously resort to its natural, understeering state.

Now we had a rapport and I no longer mistrusted it. I respected it, remain to this day slightly in awe of it, understood exactly why even the best drivers of the day were nervous about it – but I can also see how you could become addicted to it.

None of this, however, is what fascinates me most about the Sport quattro. Just occasionally I drive a car with real pioneering spirit, one which went about its business in a way different to any other car in the history of its field; most memorable was another of Dr Ferdinand Piech's little brainchilds, the Porsche 917. Both became victims of their own success: the Porsche was simply banned, the Audi overtaken by those who nicked its concept and encased it in a purpose-built shell. But not before it earned its place in history as the most important rally car of its era. Given that its era encompassed the glorious, tragic age of Group B, that's some accolade.

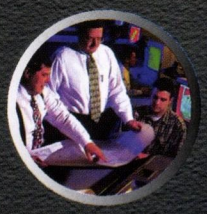
Hannu Mikkola once described the quattro as 'the most terrifyingly effective way of covering loose surfaces at speed ever devised by man' and, in its day, no definition would have suited it better. Today, even without comparison to a modern WRC car, it feels old, compromised and even clumsy if you don't drive it properly. How pleased I was, therefore, to get to know it a little better, to seek out and find some of the magic within that magnificently awkward exterior.

The Audi quattro may not be the best rally car ever to stalk the special stages but, right now, I'd be hard pressed to name a greater one. M

SPECIFICATIONS **Audi Sport quattro S1 (chassis no. 85ZGA905002)**

Engine	5 cyl, dohc, 20 valves, 2142cc, turbocharged	**Gearbox**	synchromesh, 6-speed (or PDK semi-auto)	**Length/width/height**	4240/1860/1344mm
Turbocharger	KKK, intercooled	**Diffs**	viscous coupling (f), Torsen (c), friction plate (r)	**Wheelbase**	2244mm
Engine management	Bosch Motronic	**Clutch**	twin-plate, dry	**Kerb weight**	1090kg
Max power	520bhp at 7500rpm	**Brakes**	vented discs (water cooling option)	**Tyres/wheels**	Michelin/16-inch
Specific output	243bhp/litre		330 x 32mm (f), 280 x 25.4mm (r)	**0-100km/h (62mph)**	3.1sec
Power/weight ratio	477bhp/tonne	**Suspension (f&r)**	Steel coils and shock absorbers	**0-200km/h (124mph)**	11.8sec
Transmission	permanent four wheel drive	**Steering**	rack and pinion, power-assisted	**Top speed**	133mph



















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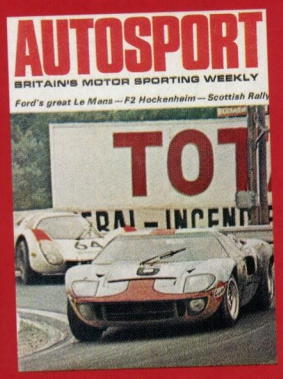
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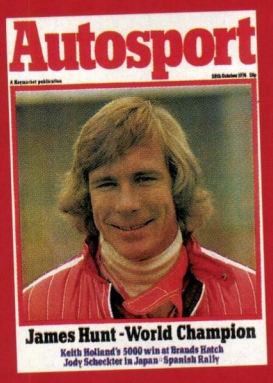
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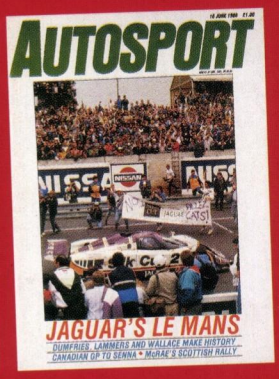
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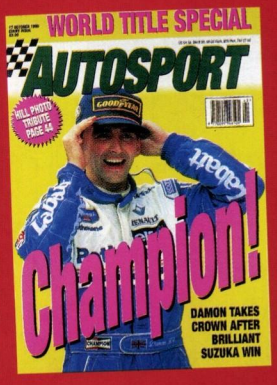
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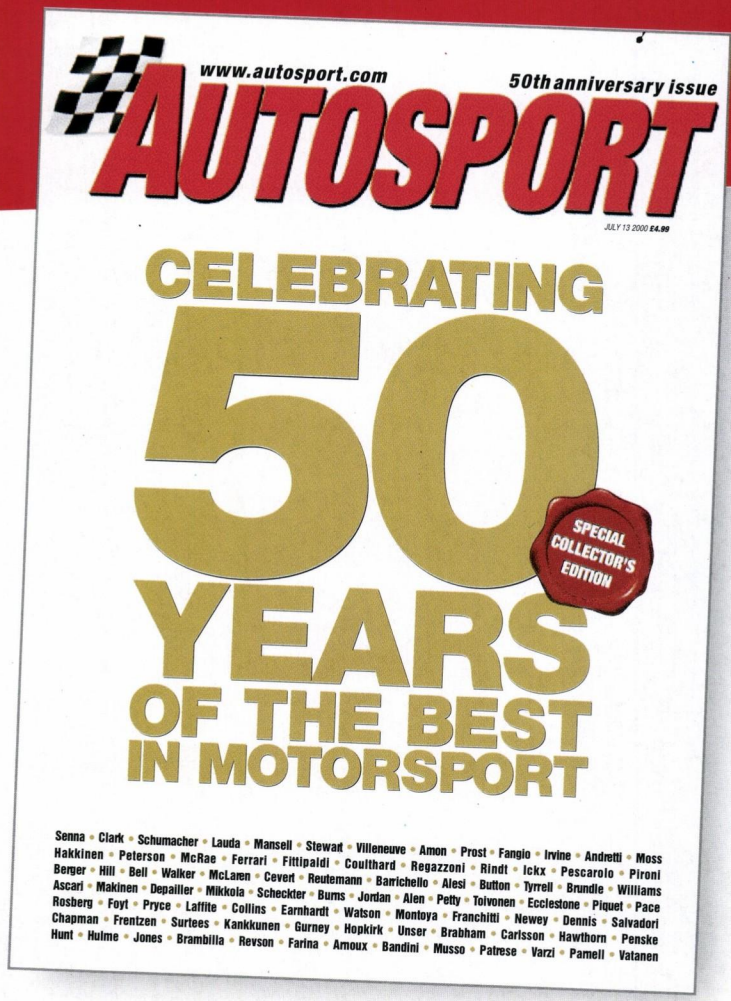
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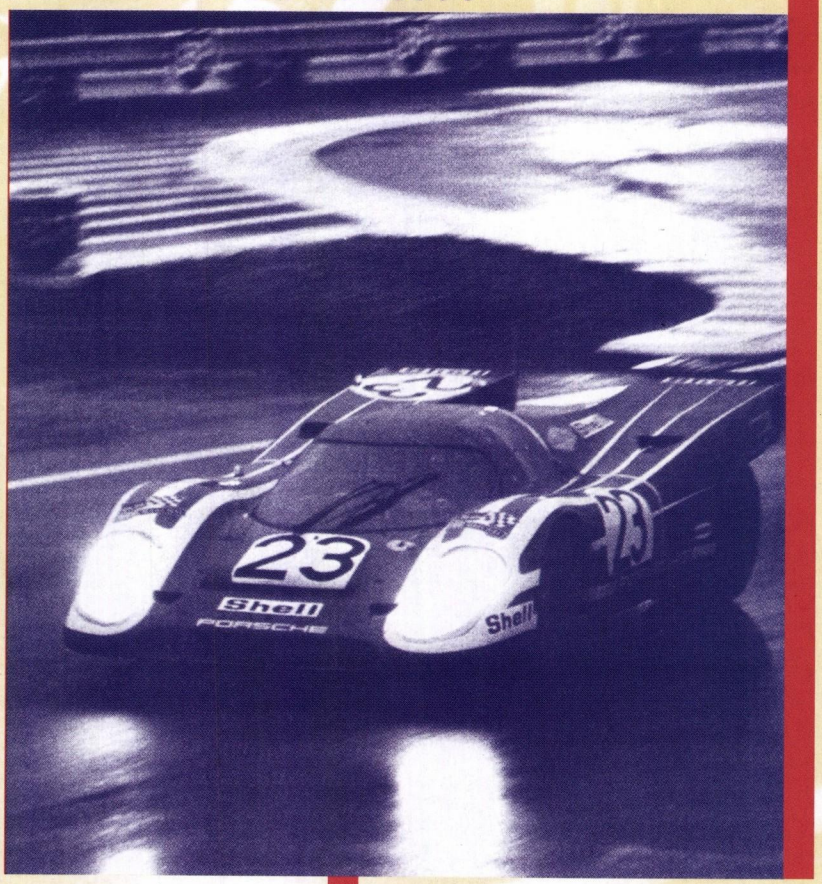
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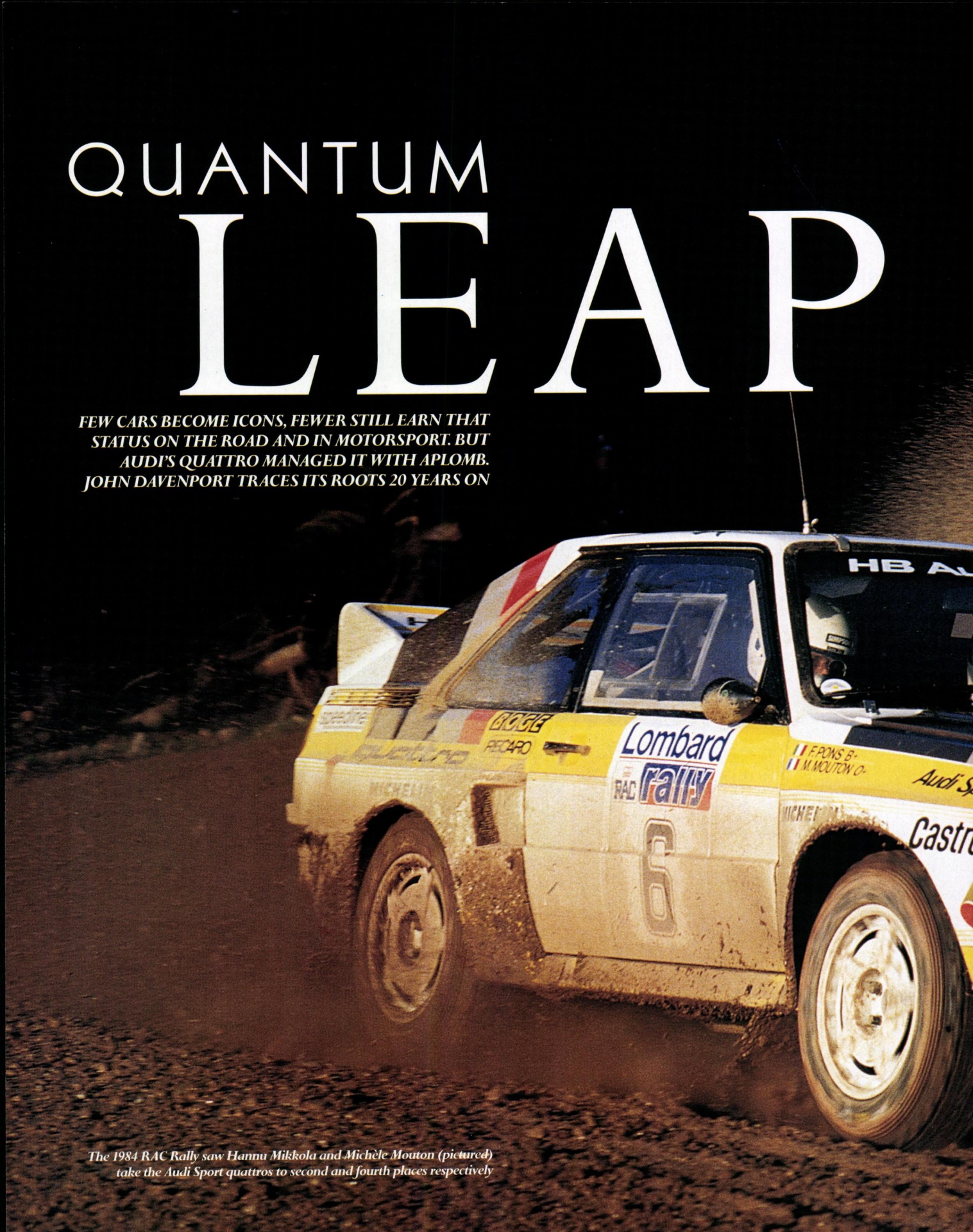
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QUANTUM LEAP

FEW CARS BECOME ICONS, FEWER STILL EARN THAT STATUS ON THE ROAD AND IN MOTORSPORT. BUT AUDI'S QUATTRO MANAGED IT WITH APLOMB. JOHN DAVENPORT TRACES ITS ROOTS 20 YEARS ON



The 1984 RAC Rally saw Hannu Mikkola and Michèle Mouton (pictured) take the Audi Sport quattros to second and fourth places respectively


TEAM


MICHELIN

In life, one occasionally learns that one has been present at a momentous event but just hadn't noticed it at the time. Such was the case with the Audi quattro.

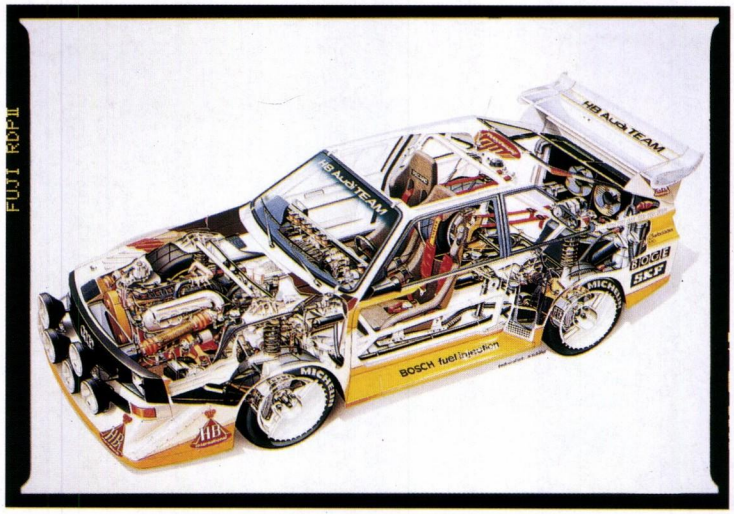
In the late 1970s, all manufacturers in motorsport convened four times a year in Paris at the Bureau Permanent Internationale des Constructeurs d'Automobiles (BPICA). Here they deliberated on technical and sporting regulations and passed on their thoughts to FISA, the Fédération Internationale du Sport Automobile via a delegate. It was at the BPICA Sporting Committee meeting on 4 September 1979 that the Audi delegate, Jürgen Stockmar, raised a question about the eligibility rules for the World Rally Championship. At that time, there was a sentence that read: Four-wheel drive cars will not be admitted. His question was whether this could be changed.

To understand how significant this was for rallying, one has to go back to 1976. The Research and Development section of Audi was given the job of designing a new four-wheel drive vehicle to be built at Ingolstadt but badged as a VW. The new vehicle was to be called the Iltis (German for polecat) and was powered by the 75bhp, four-cylinder engine from the 1972 Car of the Year, the Audi 80.

Testing during 1976/77 showed the Iltis handled very well in low-grip and normal road conditions. Jörg Bensinger, number one chassis engineer, initiated a chain of thought about the advantages of 4WD in a normal road car. He and Walter Treser, the newly-arrived man in charge of Advanced Development Projects, worked up an informal proposition for Ferdinand Piech (the member of the Audi Board responsible for research and development) requesting permission to build a prototype.

It is a measure of his commercial acumen that Piech saw immediately the potential benefit for Audi in terms of building up a brand name for the company with a range of performance 4WD cars. Together with Dr Wolfgang Habbel, he gave the word to Bensinger and Treser to start work on an Audi 80 fitted up with an Iltis transmission.

Of course, it was not quite that simple. For a start, the engine chosen was the 2.1-litre, five-cylinder, turbocharged item from the as-yet-unannounced front-wheel drive Audi 200. The Iltis' transmission was not sufficient to handle that output, so gearboxes and final drives from bigger Audis were adapted. In doing so, Audi made a fundamental design step that enabled them to have a centre differential and yet avoid the need for a transfer box to split the drive the front and rear of the car. This was a hollow gearbox output shaft that took the power to the centre differential and had, rotating within it, the shaft taking part of that power to the rear axle.



Audi Archive, LAT

Work on the prototype continued through 1977 and finally it was given an official project number, EA 262 shortly before it was shown to Audi's board of directors in November. They were sufficiently impressed to agree to the continuation of the road car project.

About that time, Piech called in Stockmar, a dyed-in-the-wool racing enthusiast who was at that time supervising various racing programmes with the Audi 80, and told him he should build up expertise by running 80s in rallies the following year. This showed remarkable foresight considering no one had mentioned rallying at that time. All the focus was on making a high-performance road car, but Piech realised you needed to convince people that permanent 4WD really works in order to sell cars.

The next big step for him was to convince the Volkswagen Supervisory Board, a much harder task. A demonstration was arranged for the men from Wolfsburg in January 1978. The place chosen was the Turracher Höhe in Styria, only some 20 kilometres as the crow flies from the birthplace of the earliest Alpine Trials, the Katschberg. The prototype, looking every bit a normal Audi 80, apart from slightly widened wheel arches, ascended the classic climb on snow using just ordinary road tyres. The VW board was impressed but sceptical as to whether the company could sell any quantity of these cars. But they gave their assent to further development and testing.

This testing included proving the 4WD system had advantages on dry tarmac as well as on ice, snow and wet roads. A test at Hockenhein with Bensinger and Treser driving the prototype back to back with a Porsche 928 (with 50 per cent more horsepower than the Audi) showed there were advantages for sporting drivers. Before the year was half-way through, the detailed project was successfully re-presented to the VW board and this time it had the suffix 'quattro'. Alongside approval for the production car, there was also a green light for a world championship rally programme.

In the meantime, Stockmar's rally programme with the 80 had proceeded and, during 1978, Audi rallied a Group 2 version in Germany with Joachim Knollman as well as tackling the 1000 Lakes and RAC rallies with Freddy Kottulinsky. For 1979, they homologated the front-wheel drive 80 into Group 4 to take advantage of bigger brakes and various suspension tweaks. The fuel-injected engine may only have been a 1.6-litre, but it gave 160bhp – a similar output to the engine in the quattro prototype at that time – and very good torque. ➳

MIKKOLA'S BLAST FROM THE FUTURE

One of the master strokes of the Audi quattro rally programme was to have Hannu Mikkola driving for them from day one. Persuading someone with Ford and Mercedes contracts on the table to jump ships was not an easy job.

"I contacted Mikkola and he was not interested to even look at our car," says Stockmar, "but I managed to convince him. He flew into Munich late in 1979 and out of the 'plane came a real gentleman in a cashmere coat over a dark suit. Not the rally driver I expected, with a crash helmet under his arm.

"Anyway, we went out to a hilly area towards Ingolstadt where I showed him the car. He was a bit disappointed as the car really did not look anything special like a Stratos. We showed him how everything worked, he took off his cashmere coat and jumped in. He drove off and I could hear the car's exhaust echoing round the hills and forests for a while until we could not hear any more.

"He did not come back for half an hour or so. I did not know whether it was a good or bad sign that he had been away so long and I also did not know where he went. He stopped the car and got out. He looked very serious and said to me 'I will join your team'. That was it. No more discussion. He had been so convinced of the capabilities of the car that he could not imagine driving anything else."

Mikkola went back and signed for Ford and Mercedes for 1980 but made sure that both contracts enabled him to test for another company and left him free for 1981. On the Monte Carlo Rally of that year, he drove the Audi quattro on its WRC debut and after six stages was six minutes ahead of his nearest competitor. Two years later, he was world champion.

Above: The Sport quattro took 12.5in from the wheelbase of the standard version and, in final form, added a monstrous rear wing, creating one of the ugliest but most purposeful car shapes of the 1980s
Left: Walter Röhrl on his way to victory at San Remo in 1985; he won by six minutes

Their best international result was a sixth place for Harald Demuth in Portugal, while Walter Smolej won several German national championship events. But they were gaining experience.

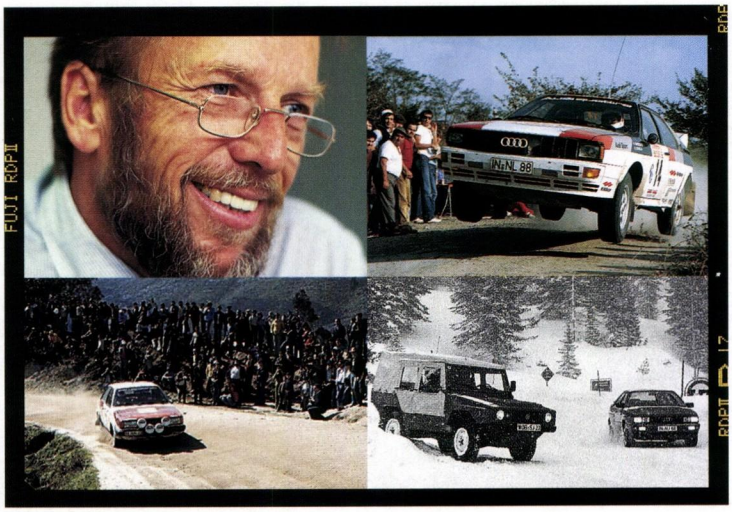
One of those experiences was to discover deep in the world championship regulations that 4WD cars were not allowed. Stockmar recalls: "I had to try and market the idea of changing the regulation within the BPICA. I talked always of our rally plans for the Iltis. Then I talked with Peter Ashcroft of Ford who had experience of 4WD Capris built with the Ferguson system. He told me he had no problem with allowing 4WD because he knew it would not be competitive. This seemed to be the opinion of all BPICA members. Of course, they could only see the Iltis."

Thus the manufacturers agreed to suggest to FISA that 4WD vehicles be allowed to compete in rallies, including those of the World Rally Championship. To FISA members, most of them rally organisers, if this meant more cars then it could not be a bad suggestion. The offending paragraph was dropped from the 1980 sporting regulations and Audi's doubts disappeared.

Things were now moving apace. With Treser in charge, a second and a third prototype were built, still utilising the 80's bodyshell but incorporating much new design detail including a 100mm increase in wheelbase. The turbocharged engine now had an intercooler and more than 200bhp, so drivetrain failures were to be expected. The under-bonnet temperatures were rising, too, and the second prototype suffered a fuel line failure next to the turbo while doing high-temperature running in Tunisia.

Most of this work was now firmly associated with the rally car version, but running in parallel was the design and development of the road car. The company launched its turbo version of the 200 with 170bhp from its non-intercooled engine at the Frankfurt Show in September 1979 and the pressure was on to have the quattro ready to show the world six months later at the Geneva Show. But one suspects the prospect of a WRC programme provided all the motivation that Treser, Stockmar and their team needed to get the job done.

It was at this point that Roland Gumpert first came into the quattro equation. During 1979, he was working on the Iltis and Audi 80 projects and Stockmar selected him to manage the entry of four Iltis on the 1980 Paris-Dakar. Kottulinsky and Patrick Zanirolli duly scored an Iltis 1-2, while the other two cars finished fourth and ninth, the last of the four actually being the chase car Iltis driven by Gumpert. It was a famous victory that almost went wrong when Kottulinsky tried a short cut on the last rough and twisty section from Bakel to Linguere and broke two driveshafts. Fortunately, Gumpert found him and fixed them in the hands-on style that was to become familiar in later years when he was team manager for the Audi Sport Rally Team.



Finally came the moment at the Geneva Show when the new Audi quattro Coupe was revealed to the public. For certain rally directors, it was analogous to that moment in a poker game when the player you thought had a pair of twos reveals four aces. As order books filled up, Audi had only two problems. The first was to get the rally version developed in time for the 1981 season. The second was how to build the thousands of cars demanded. It is a tribute to Audi manufacturing that, by the end of '81, quattro Coupe production exceeded 2000 cars and the initial fears of the VW board about selling enough units were definitively quashed.

For the rally programme, engine development involving the adoption of Pierburg mechanical fuel injection saw engines reach 320bhp without losing too much in the way of driveability. Dampers came from Böge and tyres from Kleber, both companies being exclusive suppliers and thus able to give Audi intense development back-up. In the spare time from his regular rally programme with Ford and Mercedes-Benz, Hannu Mikkola tested all he could while Demuth, Kottulinsky, and Mikkola's partner for the forthcoming WRC programme, Michèle Mouton, joined in a year-long festival of testing. By the time the quattro Coupe was ready for its international rally debut in January 1981, the test cars had already covered more mileage than the works rally cars would in a full season of rallies and recceing.

This intensive preparation paid off: the quattro made its debut on Austria's Janner Rally, January 1981, and Franz Wittmann won – by just over 20 minutes. The writing was on the wall.

The path to world rally titles for the Audi quattro and its drivers was never going to be that smooth. But in its five-year run, the quattro did win the manufacturers' title twice (1982 and '84) and had two of its drivers crowned world rally champion (Mikkola in 1983 and Stig Blomqvist in '84). It won all the WRC events (except the Safari and Corsica) at least once. It also helped a lady driver, Mouton, to the distinction of winning three WRC events outright.

But more than all this, the quattro was the car and Audi the company that fired the total-traction revolution and gave us the rallying extravaganza we have today. Along the way, they also gave us some spectacular cars to watch and marvel at, as anyone who ever saw a Sport quattro-E2 in action will testify. M

Audi Archive, LAT

EVOLUTION OF A REVOLUTION

The original FIA homologation of the Audi quattro Coupe was into Group 4 on the basis of 400 identical cars produced by the company. This was granted as of 1 January 1981. At the beginning of 1982, the FIA introduced Groups A and B to replace the old Groups 1 to 4. In 1983, the quattro transferred into Group B and Audi took the opportunity to do a bit of 'housekeeping' on the homologation. By this time, the company had manufactured more than 200 quattros with alloy cylinder blocks and, since that was the requisite production number for Group B, the new homologation was for the Audi quattro-A1 where the 'A' referred to the cylinder block material.

The capacity of the quattro's engine was reduced from 2145 to 2135cc for the A2 version, and at the same time, the centre differential was dropped from the homologated specification and an electro-hydraulic clutch added. There was recognition for plastic boot lid, bonnet, doors, windows other than the windscreen, and also titanium wishbones and struts.

Finally the Sport quattro was homologated on 1 May 1984 as the Sport-S1 and made its debut with all the goodies allowed by an evolution in Group B based on a production of 20 cars (right). The second evolution of that car was granted on 1 July 1985 and titled the Audi Sport quattro-E2.



Audi withdrew from the World Rally Championship after the fatal accident in the 1986 Rally of Portugal.

Clockwise from top left: Jörg Bensinger, the man who came up with the quattro concept; Michèle Mouton won the 1981 San Remo Rally; quattro road car dashes past the Iltis, Audi's 4WD which inspired Bensinger's decision, and brought Audi victory in the 1980 Paris-Dakar Rally; Harald Demuth's Group 4 front-wheel drive Audi 80 provided invaluable rally experience for the company in '79

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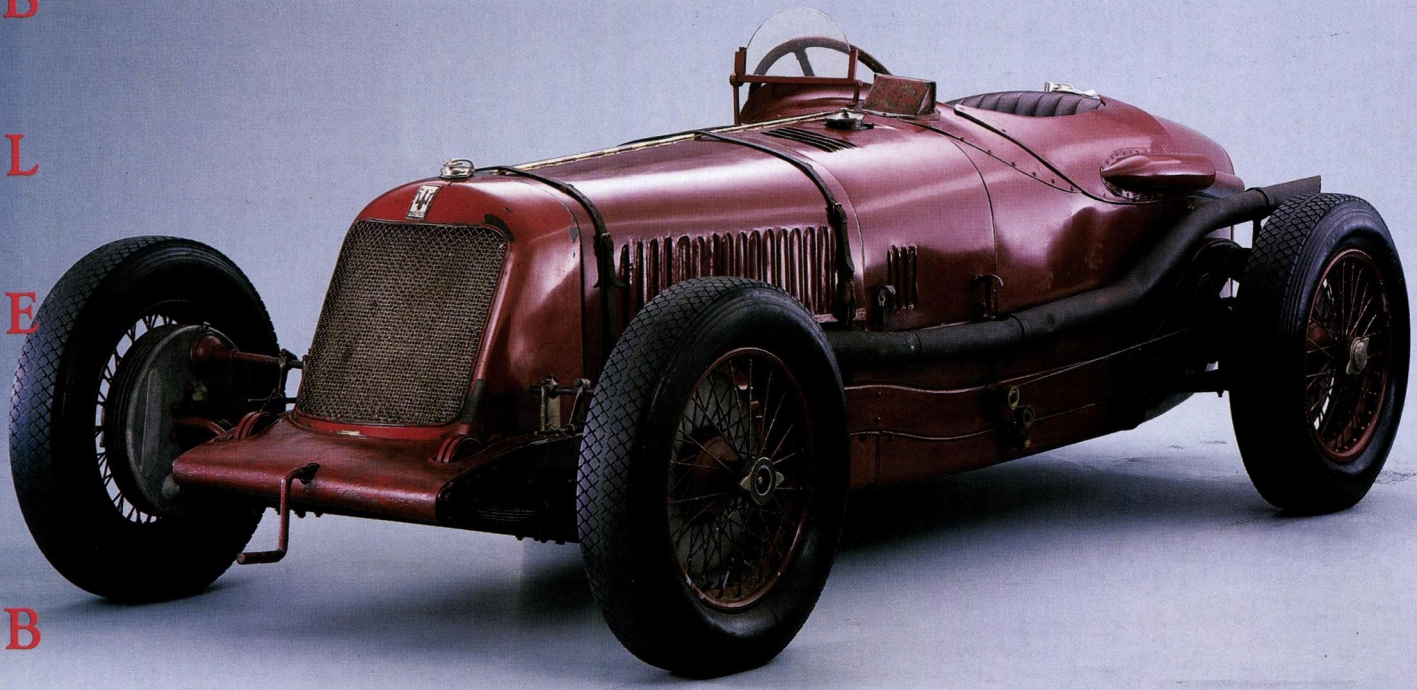
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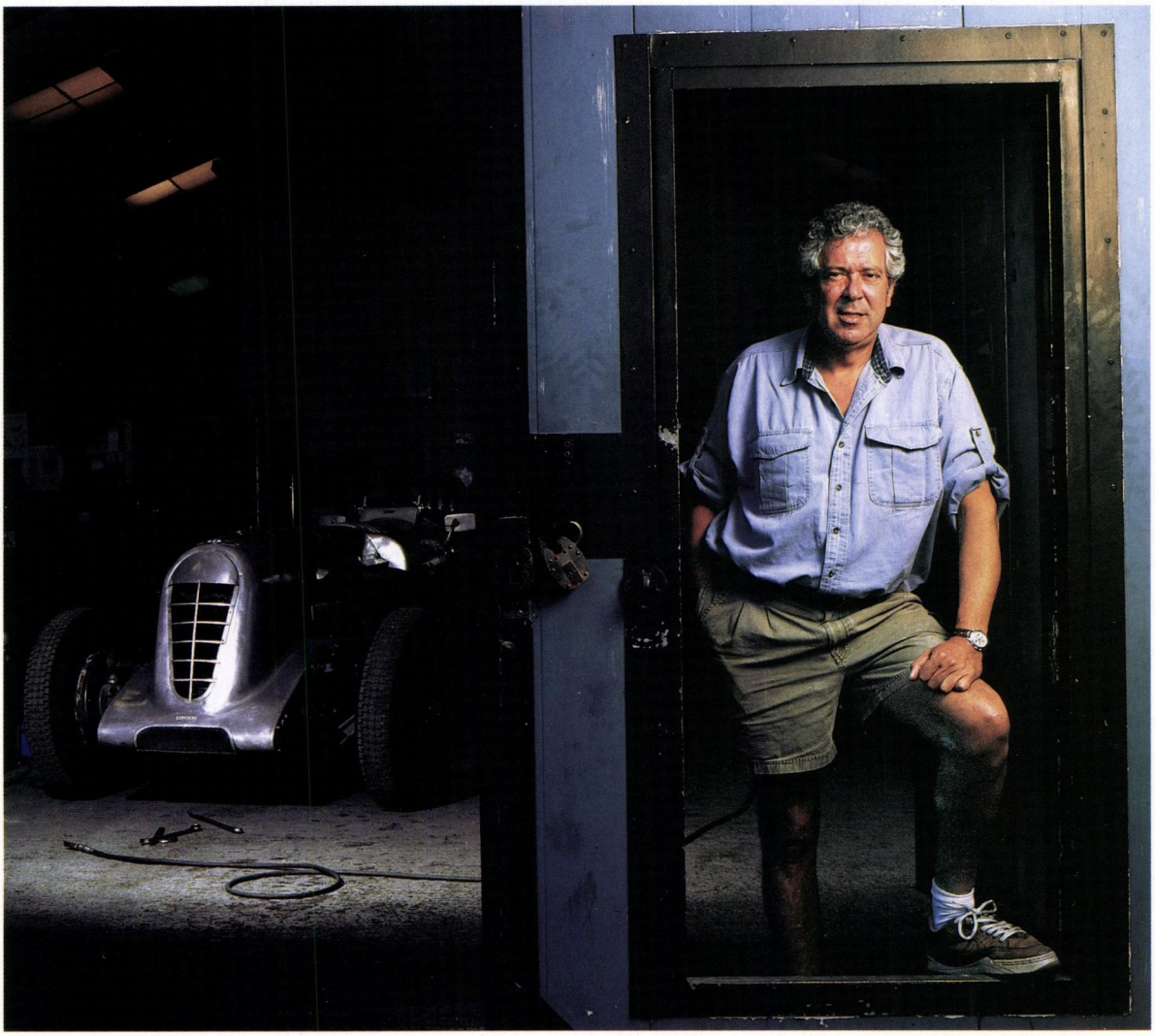
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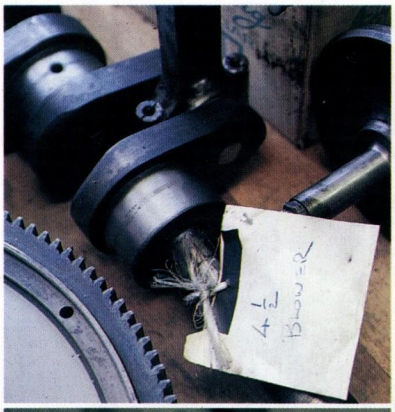
Stanley Mann

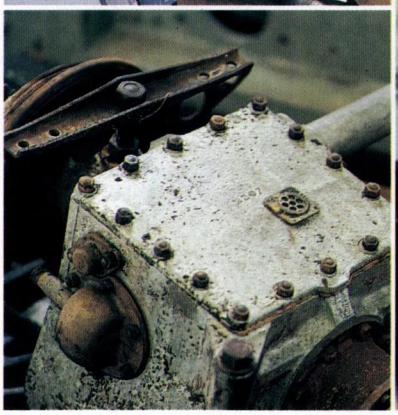
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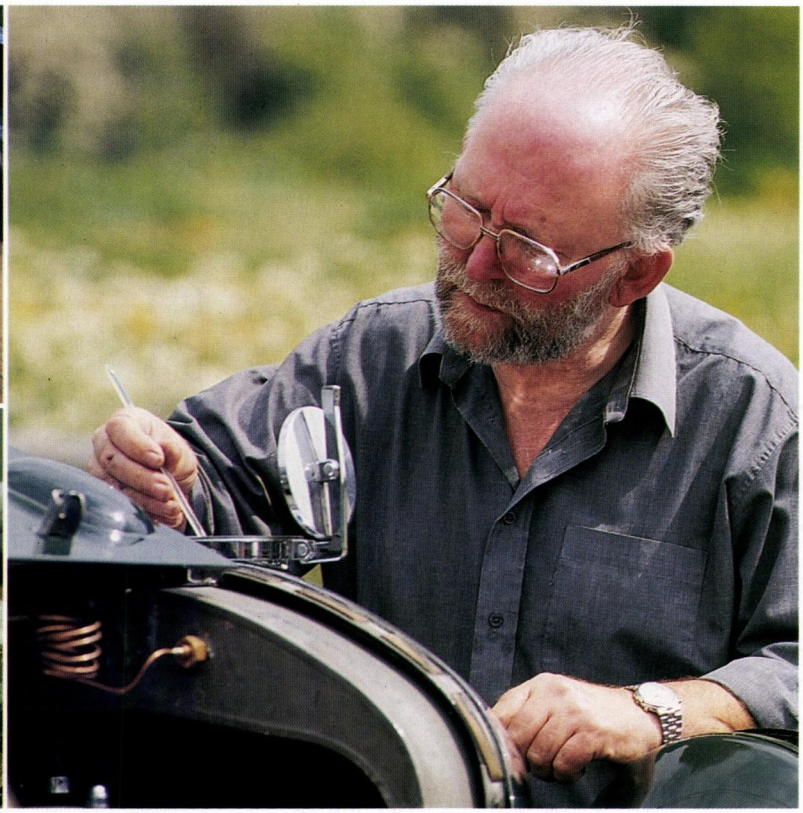


photography by Charles Best

STANLEY MANN, SYNONYMOUS WITH BENTLEYS FOR MANY YEARS, STANDS BESIDE 'MOTHER GUN', THE MARKER/JACKSON BENTLEY WITH WHICH HE AND VAUGHAN DAVIS, WITH THE HELP OF PRINCE MICHAEL, RECENTLY BROKE RECORDS SET BY MODERN CARS







Only those who possess determination and a good map will find their way to the secluded rural base from where Stanley Mann runs his operation. With every junction the road diminishes until high hedges are brushing the door mirrors on both sides. One final turn into a narrow gate shows a dainty sign reading 'The Fruit Farm'. No business name, no Bentley logo; like the best restaurants, this is one of those places to where the cognoscenti will find their way, no matter what.

You can't be involved with old cars without knowing of Stanley Mann. Purveyor, restorer and racer of WO Bentleys for several decades, Mann has been at the centre of just about every British Bentley meet, racing either one of his own cars, something from his stock-in-trade, or a car belonging to one of his clients. Over the years his firm has handled a significant proportion of the world's vintage Bentleys, either in sales, restoration or simple maintenance, and the boss is obviously still enraptured by them.

"Stanley flings his arms wide: 'All this and Jussi Björling too!'"

As we walk into the sales building to see the double line of Bentleys shimmering between elaborate cast-iron lamp standards, an operatic aria rolls out from the speakers. Stanley beams and flings his arms wide: "All this and Jussi Björling too!" He revels in being here, and in telling you the story of each car. For they all have histories, and Stanley knows them all. "That's Eddie Hall's Jarvis-bodied 3-litre; that 8-litre was rebodied in the 1960s, you wouldn't do that to it now. Look at this 6½ – I've built it twice so far." By now some of these cars must regard The Fruit Farm as their home base between owners.

We work down the line to a handsome black 6½-litre H J Mulliner saloon. This one has a superlight Weymann-pattern body whose fabric sides conceal nothing but air; there is no panelling between the timber framework, and as a result Stanley can pull his party trick. "Go on, guess how much it weighs." It turns out to be no heavier than the Le Mans-style tourer alongside. "You can have a really fun day out in that; it'll scare anything, even four up." He just loves driving these cars on any possible occasion.

He goes on: "I've already saved this one twice." From what? "From being turned into another tourer." This is a tender point in Bentley circles – the conversion of normally slow saloons into dramatic tourers, usually with Le Mans accoutrements. Fingers are often pointed at Stanley, and he has done his share, though frequently on instruction from owners. But there are other views: these cars are no longer for transport. They are preserved only for the pleasure of driving, and, that HJM lightweight apart, a tourer will always be a lighter, quicker car. A saloon is dearer and harder to build; and of course he runs a business. He makes a point to me: "That car there I can probably sell as it stands for £140,000. But as a tourer I could get another £100,000 for it." It says something for him that he has been known to sell a saloon with a contract

CLOCKWISE FROM TOP LEFT: CRANKSHAFT REMOVED FROM SUPERCHARGED 4½. MANN TEAM HAS WORKED ON ALL VARIANTS OF PRE-WAR AND DERBY CARS – EVEN THE ODD CREWE-BUILT EXAMPLE; MICHAEL MCCORMICK, STANLEY'S PARTNER SINCE THE EARLY DAYS IN EDGWARE, CHECKS THE FUNCTIONING OF A 4½ RADIATOR THERMOSTAT. UNRESTORED CARS STILL SURFACE – AFTER 70 YEARS THIS GEARBOX IS READY FOR SERVICING

CLOCKWISE FROM LEFT: PASTORAL SURROUNDINGS GIVE LITTLE HINT OF PRECIOUS METAL INSIDE ROOMY WORKSHOP WHICH EASILY ACCOMMODATES SEVERAL CUSTOMER CARS AS WELL AS MANN'S TEAM RACERS; SPEEDOMETER SITS ON RACKS OF ORIGINAL BENTLEY COMPONENTS AWAITING AN APPROPRIATE NEW HOME; MOTHER GUN, FAMOUS FOR SETTING MODERN RECORDS, STANDS ALONGSIDE MORE MODERN VERITAS METEOR

preventing the new owner from removing the body.

The company stock is on display in a large metal building which, in a previous life, might have been a barn. Inside, though, are touches of luxury which don't seem to have come from this down-to-earth man himself. That's because this building used to have nothing to do with Mann. The cast-iron lamps and panelling date back to when this was the private car collection of Ed Hubbard, the mysterious individual who sold Old Number One Bentley and was taken to court by the purchasers, who disputed its originality. They famously lost and went bankrupt; Hubbard later disappeared, with Interpol on his tail.

In Hubbard's time this building was decorated like a Parisian bordello, which Stanley showed me when he had just taken it over. Behind the blank metal doors, the sudden sight of gold-plated chandeliers and red flock wallpaper was a disconcerting surprise.

Now it is more restrained, more suited to Bentleys, with steering wheels and radiators on the wall. It also liberates the whole of Mann's workshop for restoration and maintenance. Here, as always, there are WO Bentleys in every stage of undress – the surprisingly slender frame of a 4½-litre on trestles, an 8-litre crankcase looking more like a marine engine with its massive cam-drive tower, conrods like locomotive parts, a huge Le Mans fuel tank in a cradle on the floor. A pair of 4½s loom alongside, and behind sit 'the team': the two Bentleys you're most likely to see Stanley racing this season. On the right is 'Mother Gun', the famous Marker/Jackson special rescued by the late Vaughan Davis; on the left, 'Monty', the latest incarnation of a car which was an ugly two-seater in the 1960s, was raced by Victor Gauntlett in the '70s and which Mann's team rebuilt a few years ago into a 300bhp single-seater with 8-litre engine. With its slender body it looks like the early Barnato-Hassan, even though the chassis remains the standard width.

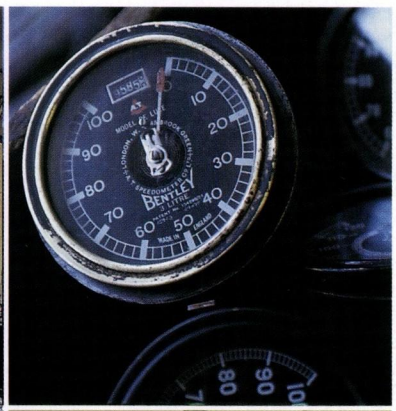
"WO Bentley said 'I can't understand people still being interested'"

In between the two racers in their polished aluminium is a surprise: a Veritas Meteor which Stanley was preparing to race at the Monaco GP Historique. Even though it's not from Cricklewood, he is just as enthusiastic about this East German novelty. "Very advanced for its time, you know. And it's small, light, and it handles – not like a Bentley at all."

Mann pours out details of the histories of all these cars without looking up any of it (even though he has himself published a second edition of Michael Hay's 'bible' on the WO cars). The history has been in his blood since he was a small boy growing up near the site of the Cricklewood factory, and as soon as he began to rebuild a Bentley for himself, it became, he says, "like a religion". At that time the central figures in the Bentley story were still alive, and Mann made sure he met them – Walter Hassan, Billy Rockell and WO himself, who he recalls said "I can't understand people still being interested". And that was 30 years ago.

Soon it was obvious that the family meat business could not keep Mann from cars, and he started his own company, moving to Radlett some 15 years ago. One of the first one-make specialists, he was soon to become almost ➳







CLOCKWISE FROM LEFT: STANLEY MANN USES A COMBINATION OF OUTSIDE CONTRACTORS AND IN-HOUSE SKILLS TO RESTORE AND MODIFY THE CARS WITH WHICH THEY HAVE BECOME SO CLOSELY IDENTIFIED; 4½-LITRE CHASSIS LOOKS SURPRISINGLY LIGHT WHEN STRIPPED FOR GROUND-UP RESTORATION; FOREST OF VALVES HINTS AT NUMBERS OF CARS WHICH HAVE PASSED THROUGH THE FRUIT FARM

synonymous with the marque; at the same time he began racing, showing up as something of an oddity at a time when Bentleys were beginning to be locked away as they made the transition from old cars raced by eccentrics to valuable property. Often Stanley's was the only Bentley on the track, but gradually a new breed of owners became more confident about using their cars, until today no long-distance endurance event would be complete without a vintage Bentley.

Apart from the machinery, Stanley's contribution has been Benjafield's Racing Club, founded with like-minded owners – many, inevitably, Mann's clients – to recreate the more casual and sociable world of pre-war racing. Visit the Club's chief event, the Cornbury Park sprint, and you might have drifted back decades.

Nowadays Stanley is delighted that the age of his clients is dropping. "They all used to be 55; now many of them are 35. And whereas they all used to be engineers, now they might be city types who don't want to tinker. They want bulletproof engines, and we're good at those." Not that this is in any way a bulk market. "The worldwide turnover in vintage Bentleys is probably only 40 or 50 a year; but we handle between 20 and 25 of those."

Despite the spacious premises, there are only four permanent employees besides Stanley, although the firm regularly calls on 25-30 contractors for machining jobs and tasks like trimming. Not that they lack the skills: 'Monty' was built here mainly by Stewart Fernside, and in 1998 Stanley won the Itala Trophy with it. Despite his extensive race record, he says he is not used to victory because, until the new breed of 8-litre specials arrived, a massive Bentley usually lost out to lighter competitors. "It was my first big win. I've never bothered to read about what you do on the slowing-down lap, so I nearly ran over the lady with the laurel wreath. We don't win much, but you have to be out there doing it. The car is the challenge – can I stay on the track and keep up with the little cars?"

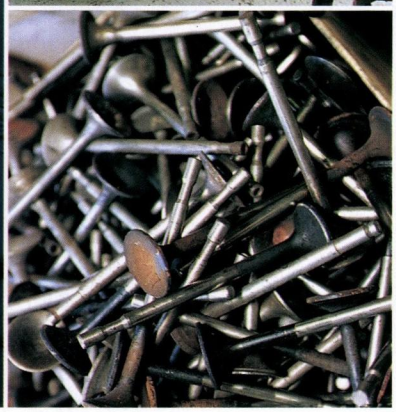
"We don't win much, but you have to be out there doing it"

What he can say with some pride is that racing proves the quality of their work. "If it lasts on the track, it'll be bomb-proof on the road. And all our cars are roadworthy, even the racers." Sure enough, there are tax discs on 'Mother Gun' and 'Monty'. "Takes about 15 minutes to put mudguards and silencers on 'Monty'," says Stewart, busy fabricating an exhaust bracket to make the job even quicker. Having done every possible job on every type of Bentley, and developed tweaks that give a vintage engine torque that would tear the clutch out of most modern stuff, the team is enjoying the new popularity of short-chassied, big-engined specials. While it is satisfying to sort out the mixture on a pair of SU sloper carbs, planning and building one of these heavyweight rockets is a creative outlet.

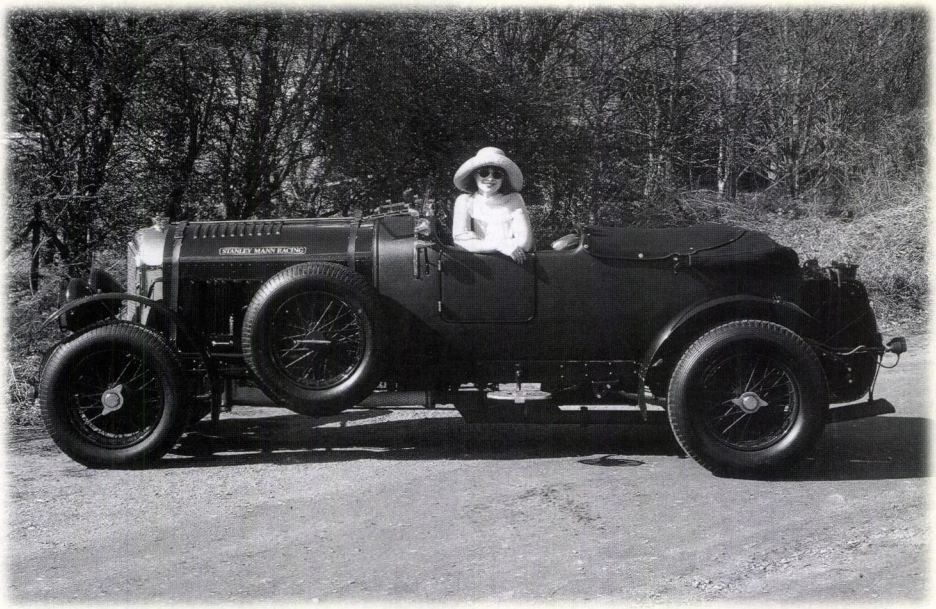
Behind the workshop are the stores where Bentley treasures are piled on shelves, from sidelights to wings and engines, surrounding a nicely restored Model A Ford van which says "Bentley Service Dept"on the door. "And," says Stanley with glee, "the phone number is the number of the Cricklewood factory!" It's just the sort of detail which delights a man in love with the marque. M







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ABOVE: **JEAN ALESI DROVE THE TYRRELL 019, HIS SECOND F1 CAR**
RIGHT: **FORD'S LE MANS-STORMING MKIV FROM 1967**

photography by Andrew Yeadon




2
FORD

BRITONS JOHNNY HERBERT AND JENSON BUTTON, RESPECTIVELY IN THE twilight and the dawn of their Formula One careers, treated their fans to some electrifying stunts which proved that pace is not everything at Goodwood's Festival of Speed. Herbert marked his 36th birthday with a virtuoso demonstration of tyre-frying, transmission-caning doughnuts in his Jaguar R1. Smoke from this display drifting across the feature marque's 'Cats Cradle' showpiece in front of Goodwood House imbued it with a surreal quality.

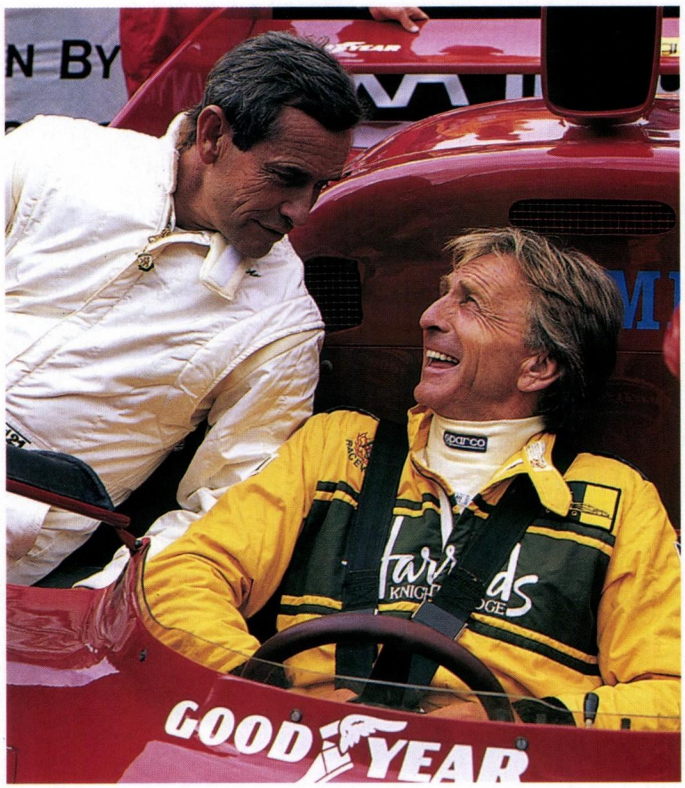
The crowd, already whipped into a frenzy of delight by young Button – who laid great streaks of black rubber the length of the 1.16-mile course in the shrieking Williams-BMW FW22 – went wild at this unprecedented climax to the event.

With hillclimb record holder Nick Heidfeld precluded from chasing his 41.6sec by his sponsors at Prost F1, times went out of the window. Martin Brundle and Darren Turner nonetheless impressed in last year's McLaren-Mercedes, but Jordan-Mugen designer Mike Gascoyne thumped the 199 into the straw bales in an ill-starred attempt to match the professionals.

Fastest of all up the course, therefore, was Thoroughbred Grand Prix star Martin Stretton, in the ex-Ronnie Peterson Tyrrell P34-6. Confidence building with every run, the versatile Briton went "pretty close to the limit" on Sunday to turn in an astonishing 45.05sec, the six-wheeler pulling 149mph through the finish.

Tragically, just 24 hours earlier, the Hon John Dawson-Damer died instantly when he lost control of his four-wheel-drive Lotus 63 F1 car on the final straight and crashed through the finish gantry at around 100mph. Two marshals were critically injured in the accident, one of whom died in hospital that evening. The other was still in hospital as we closed for press (see Matters of Moment).

The fatalities, the first involving a car in the event's eight-year history, left a shocked air over what is usually motorsport's golden garden party. But the event resumed on Sunday, with seven F1 ➤



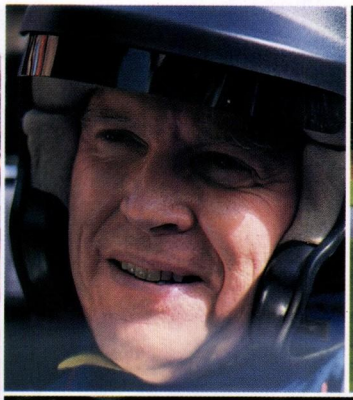
ABOVE: **LE MANS LEGENDS JACKY ICKX AND DEREK BELL MBE** REACQUAINT
BELOW: **JAG'S 'CAT'S CRADLE' GAVE NEW PERSPECTIVE ON FAMOUS MARQUE**
BOTTOM LEFT: **1902 GORDON BENNETT NAPIER** BOTTOM RIGHT: **JOHN SURTEES**

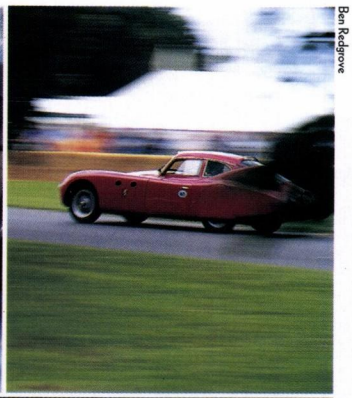






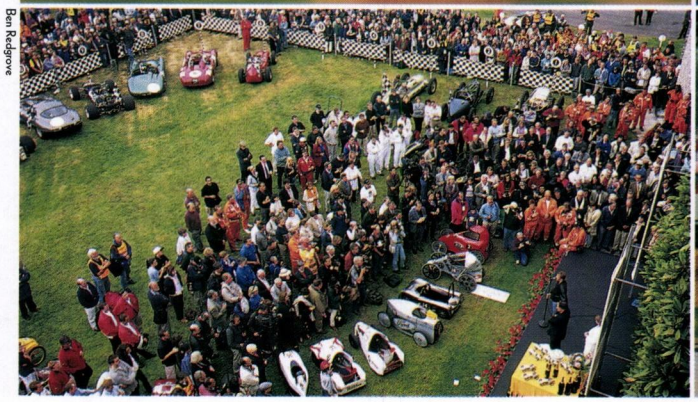






Ben Redgrove

Ben Redgrove





TOP: **Peter Hardman drove hard in beautiful Aston Martin DBR1**
TOP CENTRE: **ever-popular Dan Gurney ventured out in Eagle-Weslake**
TOP RIGHT: **dramatic-looking Cisitalia 202 Savonuzzi Streamliner**

ABOVE LEFT: **soapbox racers added a new element to Festival formula**
ABOVE: **'Banana Split' Duesenberg won Indianapolis 500 in 1925 and '27**
BELOW: **Jackie Oliver samples just-rebuilt McLaren M7C 'Biplane' of '69**



world champions and current World Rally Championship leader Richard Burns topping the cast, on what was by popular concensus its best-ever entry.

Alan Jones was the Goodwood debutant among the elite, the bull-necked Australian reunited with Williams FW07B-04, the Argentine GP-winning car which launched his 1980 title campaign. "It's the first time I've had my bum in an open-wheeler for 15 years," said Jones. "I'd heard great reports about the Festival, but the reality exceeded them all."

Emerson Fittipaldi pleased his public by driving a JPS Lotus (team-mate Peterson's 72-6) for the first time since 1973. To celebrate his first title in '72, the Brazilian dressed the part in a helmet painted to match his eye-catching original. "The Lotus 72 was the best car I ever drove, so I wanted to feel exactly like I was then," he grinned.

Themed 'Champions and Challengers – The Men, The Machines,' the event brought together winners spanning every heroic racing era, from a 1902 Napier to the previous weekend's Audi Le Mans winner. Also there were the wackiest failures, such as Smokey Yunick's bizarre Hurst Floor Shifter Special Indycar of 1964.

Jaguar's celebration brought together its most famous sports-racers, from XK120 through Le Mans-winning C- and D-types, to a set of Group C prototypes. Legendary test driver Norman Dewis was back in the XJ13, but Johnny Dumfries unfortunately crashed his '88 Le Mans-winning XJR-9.

And event host Lord March led a poignant tribute to Bruce McLaren, at the wheel of the 1965 McLaren-Elva M1A 'driven' by Elvis Presley in the film *Spinout*.

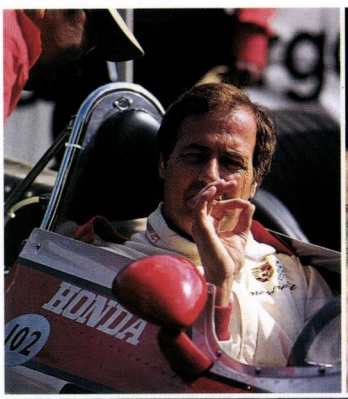
Bruce's 1967 series-winning M6A headed a fine trio from the all-orange Can-Am era of the 'Bruce and Denny (Hulme) Show'. But fresh from restoration, the unique M7C F1 biplane (driven by Jackie Oliver), and high-winged M8B Can-Am monster of 1969 were the focus of most cameras. M

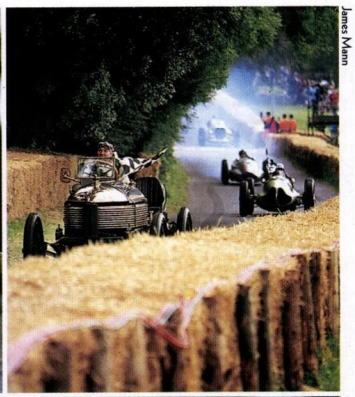


Ben Redgrove



TOP: **JENSON BUTTON WON NEW FANS WITH HIS PERFORMANCE IN WILLIAMS-BMW** ABOVE: **INFAMOUS MERCEDES** BELOW LEFT: **'88 INDYCAR CHAMP, DANNY SULLIVAN** BELOW RIGHT: **FESTIVAL'S ECLECTIC MIX, FROM NAPIER 'SANSOM' TO 917** (BOTTOM)





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1990 HARLEY DAVIDSON FLSTC MOTORCYCLE
1952 JAGUAR XK 120 CONVERTIBLE
1949 PACKARD SERIES 2200 TWO DOOR PROSTREET
1968 MUSTANG SHELBY GT 350 CONV.
1930 STUTZ DUAL COWL PHAETON
1966 SUNBEAM TIGER

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BOSCH

BOSCH P-MOTRONIC

AS REV LIMITS ROSE, SO COILS, POINTS, DISTRIBUTORS AND CUMBERSOME MECHANICAL INJECTION SYSTEMS REACHED THEIRS. KEITH HOWARD UNRAVELS THE SECRETS OF THE LITTLE BLACK BOX THAT SPARKED OFF MODERN-DAY ENGINE MANAGEMENT

photography by Charles Best

Delivering the exact amount of fuel, and igniting it at precisely the right moment, are challenging tasks in high-performance engines, particularly at the elevated crank speeds now seen in Formula One. The TAG engine management units used by McLaren this season contain twin Motorola PowerPC processors, making them more powerful than most desktop computers.

The introduction of digitally-controlled fuelling and ignition ranks as the single most significant development in the history of the internal combustion engine, and it happened relatively recently. For the greater part of the last century, race and road cars used carburettors and the familiar Kettering system of coil, points and distributor. Through the 1950s and into the '60s, mechanical fuel injection gradually supplanted the carburettor, and transistor-assisted systems were developed to relieve the contact breakers of coil current. Crude electronically-controlled injection and ignition systems followed.

By the end of the 1970s, the world of combined digitally-controlled injection and ignition – engine management, as we now call it – beckoned, but both the inertia of established practice and the stringent restrictions of contemporary computing power presented significant obstacles to its development. A small team at Bosch took up the challenge, and within a few years changed the nature and accuracy of engine fuelling and ignition forever.

The most widely favoured means of fuel delivery in F1 at the time was the Kugelfischer mechanical injection pump. Usually driven by a toothed belt from a camshaft, it was, essentially, a petrol equivalent of the rotary diesel pump. Injection pressure was 30 bar – trifling for a diesel but notably high for a petrol injection system, which would normally get by on 3-5 bar. This high pressure was thought necessary to improve mixture preparation, important in high-speed engines where there is little time for evaporation to occur between injection of the fuel mist and combustion in the cylinder. In truth, it wasn't required at the relatively modest engine speeds of the time.

Size and weight were Kugelfischer drawbacks, as was its inherent lack of controllability. This could be improved by fitting a microprocessor-controlled servo motor to its cam mechanism – an approach adopted by Renault and BMW for their Formula One turbo engines of 1982 – but response time was a painfully slow 80 milliseconds and the entire system weighed an unwelcome 7kg. It was a final, desperate act to save a technology past its sell-by date.

The Bosch team that was to plot an entirely new course was joined in late 1981 by Dr Udo Zucker, whose influence on the project proved substantial. Four years later he would become head of the company's motorsport division; in early 1989 he would leave to set up TAG Electronic Systems. When Zucker arrived, Bosch's first-generation Motronic engine management system, destined initially for the BMW 7-series, already existed. Able to deliver the correct amount of fuel and spark advance at any combination of engine speed and load, it represented a quantum change in engine control. But it was complex and costly. Zucker joined the Electronic Development Motronic group and began work on a parallel development known as P-Motronic, P standing for pressure, in recognition of it using inlet manifold depression to measure engine load rather than an air metering flap.



1984: Lauda's third title, Bosch P-Motronic's first

"Young, euphoric, almost arrogant" is Zucker's candid description of the development team which, with mainstream car makers already committed to the original Motronic system, soon found itself honing P-Motronic for motorsport applications. Their vision was an engine management system based on a microcontroller, which incorporates timing capability and simplifies the control circuitry, rather than the original Motronic's microprocessor. Cocking a snook at the Kugelfischer, injection pressure was to be a mere five bar.

Initially an RCA 1804 chip was used. Somehow they managed to create a fully mapped system with it, despite a piffling two kilobytes of memory, but the constraints made it highly inflexible. Zucker suggested using the superior Intel 8051 instead, and rashly promised to have a system based on it developed within two months. It was a tall order, but they succeeded.

The new system's first motorsport application should have been the Ford RS1700T but the entire project was controversially cancelled early in 1983, in the face of the paradigm-shifting Audi quattro. Next up was the Porsche 956 Group C car, which proved a valuable if often puzzling learning experience. The engine performed excellently on the dyno but mysteriously misfired in the car. Eventually it was realised that the turbocharger was altering gas flow through the engine on throttle transients, and a cure was effected. A starting problem, caused by the sudden drop in battery voltage scrambling the microcontroller – which would often respond by holding the fuel injectors wide open – also had to be overcome.

Porsche had a Kugelfischer-based fuelling system developed in parallel for the 956, just in case. They needn't have worried: at the inevitable showdown, the Motronic MP1.2 system proved itself consistently 10 per cent more fuel efficient. On the track in 1983, the works 956s – the only ones equipped with Motronic – swept all before them.

But the most persuasive demonstration of the P-Motronic's superiority came on the Porsche/TAG turbo F1 engines used by McLaren from 1984 to 1987. Mindful of the turbo effects encountered during development of the 956, the Bosch team used three-dimensional mapping for the first time, monitoring not only engine speed and load but also turbo pressure. Fuel economy benefited as before, and a novel adaptive wastegate system improved power delivery, but arguably the principal gain was to the engine's driveability, which allowed Niki Lauda and Alain Prost to balance the car in corners with unprecedented delicacy.

The record speaks for itself. The McLaren drivers won three titles in a row from 1984-86, and the team secured the constructors' title in '84 and '85. In four years, mapped engine management proved itself an essential requirement for grand prix success – and the once-dominant Kugelfischer was suddenly a bad memory of a bygone era. M

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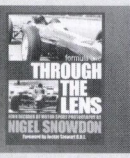
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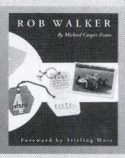
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A B L E S

BILL BODDY RECALLS HOW DICK SEAMAN WAS PERSUADED TO BUY A 10-YEAR-OLD DELAGE AND HOW HE USED IT TO DEFEAT THE E.R.A.s AND MASERATIS THREE TIMES – IN JUST THREE WEEKS

THE LATE DICK BEATTIE SEAMAN, BORN IN February 1912, was undoubtedly one of the greatest British racing drivers until his untimely death after the accident at Spa in a Mercedes-Benz in June 1939. He was dedicated to becoming a successful racing driver, and after meeting and becoming friendly with wealthy American Whitney Straight while he was up at Cambridge, Dick decided to leave the university and follow Straight's plan of making a career out of motor racing, Whitney Straight Ltd having been formed in December 1933. Nothing of the amateur approach here – both hoped to become top professional drivers. They soon succeeded, although Straight then left racing for a business career associated with civil aviation.

Seaman, aided by his mother, was able to own sportscars while the family was living in the Elizabethan Weald Hall in Essex, where Queen Mary and Queen Elizabeth had been brought up as Princesses and to which Dick returned when on vacation from Rugby. (Does the house still exist?) He read the motor magazines (ours included, I hope) and after adventures with BSA solo and Rover sidecar motorcycles, he had his first sportscar, a Riley, while at Trinity College, Cambridge, driving it in an MCC trial. He followed this with an MG Magna, used in CUAC events and an Alpine Trial.

In his second year at Cambridge, Dick had a 2-litre Bugatti from Papworth's, but he was aware that Straight had the ex-Birkin 2½-litre Maserati. This was a 'learning' time for him: his social awareness had been sharpened when he was asked to be the English Equerry to the Crown Prince of Bavaria when he was in London; at Cambridge, Seaman had



Dick Seaman bought the Delage against the advice of many, but swiftly proved the doubters wrong by winning first time out at Donington (below). This was the prelude to a remarkable run of success

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E A M A N

rowed in the second boat of the First Trinity Boat Club, and had taken his pilot's licence at Heston.

At Dick's suggestion the family had now moved to another mansion, Pull Court, near Tewkesbury. I remember how, when I went there after the war to buy cider from an old man at one of the estate gates, I asked him if he remembered Seaman the racing driver. He said, yes and how careful you had to be when he was testing a car down the back drive, which was very long and very straight. Later, the house became a boy's prep school; when I went there to photograph it for MOTOR SPORT's 'Homes of the Racing Drivers' I discovered the bursar was a brother of Brooklands timekeeper, R King-Farlow.

The Bugatti seems to have been raced just once, at Donington Park in 1933, and not in Brooklands (BARC) races, contrary to some reports. For 1934, Dick came to a complicated financial arrangement with Straight, allowing him to race the latter's MG Magnette, using his open 2-litre Lagonda to tow its trailer. He retired at Albi, was third in class in the Coppa Acerbo, won the Prix de Berne, came fifth in the 1½-litre class of the Masaryk GP, second to Mays' ERA in the Donington Nuffield Trophy and finished fifth in Africa's East London Border Hundred.

His enjoyment of racing and increasing skill steered him into buying a 1½-litre ERA, painted in his black livery, for 1935. With this more powerful car, Dick had a good year, with wins in the Coppa Acerbo, and at Berne and Brno, a fourth place in the 1½-litre Eifelrennen race at the Nürburgring – and just two retirements. But he was dissatisfied, believing that more attention was being devoted to the works ERAs at Bourne than to his own car, which was race-prepared there. He withdrew it, writing a restrained letter to Raymond Mays with his reasons, and sought another car for 1936.

In this he consulted his head mechanic, Giulio Ramponi, who had been associated with motor racing for so many years, as riding mechanic to Antonio Ascari, working for ➳

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Left: The Delage not yet ready, Seaman drove a Maserati 8CM in the 1936 British Empire Trophy. Running in 2.7-litre form it gave him his first win in England. Right: Dick's amazing performances in the Delage brought him to the attention of Mercedes-Benz, for whom he drove from 1937 to his death in '39

Enzo Ferrari's Alfa Romeo team, and then driving himself, from 1926, winning, for instance, the 1928 Brooklands Six Hours with a supercharged, twin-cam 1500cc Alfa Romeo. He had been with Campari in the Alfa when he won the 1930 Mille Miglia, and had won the 1929 JCC Double 12 with Alfa Romeo, of course. Here was exactly the engineer Seaman needed and, backed by Birch, he became Dick's racing manager.

Ramponi suggested buying Earl Howe's old GP Delage, which he would revamp. After some doubts, shared by many – myself included – Dick agreed. No doubt Ramponi had been influenced by memories of the wonderful, watch-like, if complex, supercharged, straight-eight Delage designed by Lory which had won the 1927 manufacturers' world championship. The responsibility of making a 10-year-old Delage into a race-winning proposition for a racing driver as accomplished as Seaman was a heavy one, but Ramponi obviously remembered how these cars had dominated in its second year.

Revised for 1927, with a single supercharger in place of the former twin blowers, and the exhausts now on the nearside, these fabulous 130mph, 1½-litre Delage cars had dominated GP racing. Robert Benoist won at Montlhéry – Bourlier and Morel completing a 1-2-3 in the French GP – and Benoist and Bourlier took first and third places in the Spanish GP. Benoist's lone Delage won the European GP at Monza and the Delage team was 1-2-3 in the British GP at Brooklands.

Earl Howe's results with these cars from 1931 to '35 obviously confirmed Ramponi's decision. Howe had wrapped his first Delage, with which Malcolm Campbell had also had good results from 1928, round a tree at Monza, so what Seaman was able to buy was Howe's ex-Senechal car. Seaman's ERA R1B was sold to G F Manby-Colegrave for £1400, and there was but one winter in which to ready the old Delage.

Ideas for a new supercharger and light-alloy block were abandoned after Murray Jamieson had seen the Delage. He said it had an excellent blower and could be made to give 175bhp, but warned against any lighter pistons. Hepworth & Grandage supplied free sets of pistons, about an ounce heavier than the Delage items, which gave a 7:1 compression ratio, later increased slightly with another set. With 15lbs boost and 80 per cent alcohol fuel, 9000rpm was envisaged. The piston rings were as used in Napier aero engines.

Howe had used an ENV pre-selector gearbox but it was very heavy. Delage were asked if they had a 'box as used in 1926/27, but had only one for the 1925 2-litre V12 GP cars, which they had long forgotten but now wanted 1000 francs for! Seaman agreed to have the gearbox, but the eight-cylinder crankcase bell-housing had to be altered to take it. Delage supplied the original valve timing diagram, and gave the speed at which maximum power was developed in 1927 as 7000rpm, peak revs as 7500.

The 'new' gearbox saved 70lbs on the weight of the ENV. Laystall made new clutch plates for 18/6d each, Ferodo MR lined. Jonas Woodhead made new front spring leaves, Universal Power Drives supplied free universal joints and Laystall made many small parts – such as gudgeon pins of NCCH steel, and special tools – and the engine was bench tested on the last day in February on their rig.

Superflex copied the original petrol piping and two new sections of the three-piece front axle, suspect in later times, were made by Laystall's, of heat-treated 70-ton tensile Ductalas steel (£30). Frank Ashby provided a free 17-inch diameter 'Brooklands' sprung steering wheel with hiduminium RR 50 boss, weighing 8½lbs, as on the ERA, its rubber rim cordbound, to Dick's requirement. The Delage had had an 18-inch wheel. But an Ashby quick-action filler cap, at 1¾lbs, was heavier than the Delage one.

Lockheed sent their then chief engineer, G van Vestraut, to change the servo brakes from cable to hydraulic operation, with 150lbs pedal pressure. David Brown's axle gears took too long to make, at five weeks, so were not accepted. Standard Valves supplied a free set of 16 valves, and a spare set for 4/9d a valve.

Progress was being made. The weight was further reduced by a new steel fuel tank, ➳

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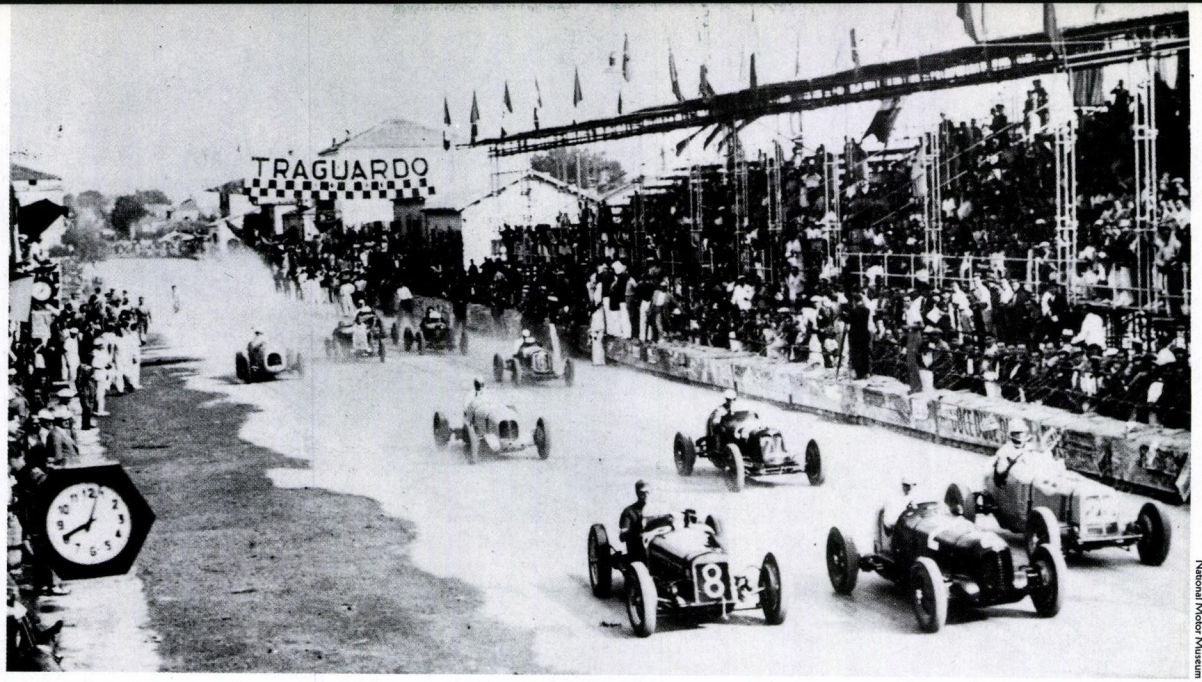
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National Motor Museum

At Pescara, Seaman's Delage (car No8) won the 1936 Coppa Acerbo Voiturette race by almost 40 seconds, beating the Maseratis of Trossi and Reusch. This completed back-to-back victories for the Englishman on this difficult course, having won with ERA R1B in 1935. He had finished third in '34 in an MG

95lbs lighter than the original with its tail cowling, and the twin seven-gallon oil tanks were changed for a four-gallon tank. The front springs were outrigged and some cross-members drilled. The weight of the Delage was now down to about 14.7cwt, one cwt less than in 1926 form, and for the '200' race was quoted as only 56lbs heavier than an ERA. With 7lbs boost, the bhp was given as 175 at 8000rpm, and possibly 200bhp was obtained with 12lbs boost. The low fuel thirst meant that Dick did not need to exceed 7500rpm in most races, the deep exhaust note reminiscent of a Tipo B Alfa Romeo.

Bosch overhauled the FH8 magneto and supplied plugs. T B Andre made duralumin shock absorbers, Arens billed at cost price, Kesterton sent an SU carburettor with aluminium piston, and a new radiator saved 62lb. Hepworth & Grandage supplied cost-price oversize pistons for the Dodge van, and Dunlop took space on it, paying a racing bonus of between £75 and £150. The scene was set.

Any doubts the pessimists had were dispelled when Seaman took the rejuvenated Delage to Donington in May 1936 and won two short races easily, beating Prince Bira's ERA and then Peter Whitehead's ERA. The Delage was then taken to the Isle of Man for the 200-mile International 1½-litre race on a new road course, against nine ERAs. Before the race, Bira's entrant Prince Chula, as recounted in his book *Dick Seaman – Racing Motorist* (Foulis 1941), asked Dick if the Delage would go through without stopping to refill but "Dick just smiled and said he hoped so, but was not sure." The ERAs would have to stop, hence Chula's question. The race turned out to be a great battle between Bira's ERA and Seaman, but Dick did not need to refuel. He won after 2hr 52min 1sec, having driven his usual steady race, contriving always to be at least a minute in the lead.

Next, the Eifel race. The Delage was leading Count Trossi and Tenni in the works Maseratis in the rain when it slid off the road and got bogged down. On to Peronne for the Picardy GP. The Delage won its heat – the French loved this – but in the final, after a duel with Trossi, Dick went off the road and the Delage was somewhat damaged. In the Coppa Ciano, the Delage was leading when the fuel pressure pump failed and Seaman was sixth. Dick drove a Maserati in the GP proper but it fell to bits so soon that he said he would never drive a works Maser again.

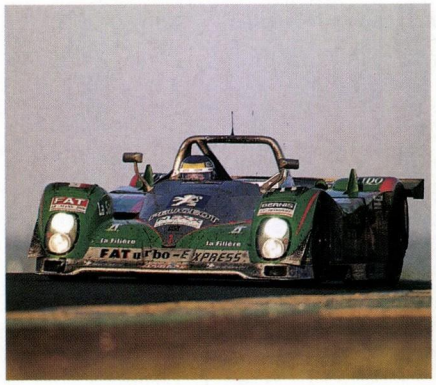
Then came that magnificent 'three in a row'. First, the Coppa Acerbo, on August 16, at Pescara, where Dick had won in '35. It was rumoured that the spare engine was now in the black Delage, and that Ramponi had looked it over – although I believe that only superficial attention was given to it between the three consecutive races. Over the difficult course it was never challenged, beating Trossi by 39.4sec.

Next over the Alps for the 1½-litre Swiss Prix de Berne. The work ERAs were reputed to be faster than before. But Seaman won comfortably, setting a new lap record of 91.22mph.

And so to Donington for the JCC '200'. I reported for MOTOR SPORT how again the wonderful Delage, so ably driven by our best British driver, won for the third time in that memorable three-week period. Seaman drove impeccably, making not a gesture to his pit, so giving no clues to Howe, whose ERA was his only close rival, whether or not he would need fuel. The more efficient French car didn't, whereas Howe had to interrupt his spirited chase for a quick dash of fuel. Only as he crossed the line did Dick raise a finger to Ramponi and his jubilant pit staff.

It had been a race decided by pit stops. Howe led by 8.4sec after 50 of the 77 laps, but the stop cost him 39sec. Seaman passed and speeded up as insurance against the Delage requiring an unlikely stop. In fact, he finished 51sec ahead of his Lordship, after 2hr 50min 14.6sec, at 69.28mph, winning £350 and the enormous Andre Gold Cup. There was still fuel in the Delage's reserve tank. 'Bira' had a big tank but it leaked in practice and the smaller one had to be used for the race.

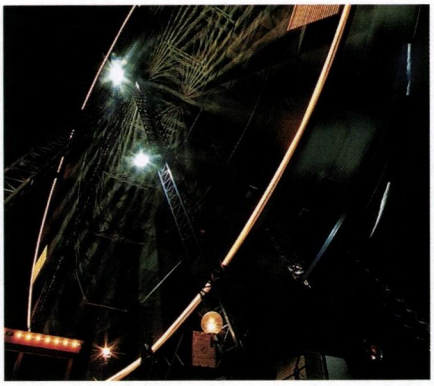
Then, in '37 came the call from Mercedes-Benz, and Seaman sold the famous Delage ... to Prince Chula. M



Courage Peugeot was fourth behind the Audi train



ORECA Viper dominated GTS – so no shock there



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Atmosphere of Le Mans at night remains special

Easy Day's



Pirro, Kristensen and Biela: tired but elated victors



Funfair provided thrills and spills; the race didn't

LAT



Barbour Porsche (No83) disqualified from GT win



Classic car, classic event, classic image of Le Mans

THE 2000 LE MANS 24 HOURS TURNED OUT AS EVERYONE PREDICTED. THE AUDIS WERE TOO QUICK AND TOO RELIABLE, AND THE JOEST TEAM TOO COMPETENT FOR THE COMPETITION. ANDREW FRANKEL REPORTS

Night

AT 4.00PM ON SUNDAY JUNE 18, THREE AUDI R8 sports prototypes crossed the line at Le Mans to win the famous 24-hour race at Audi Sport's second attempt. The slowest of the three, despite having to stop for an entire new rear end, and as a result finishing three laps behind the winner, was 176 miles ahead of the next quickest car.

That's the distance from London to Manchester, and Reinhold Joest's team put that between themselves and the opposition in just a day and a night's racing. Put another way, the leader dropped its fastest finishing rival at an average of a lap an hour, every hour for 24 hours. And that's an 8.4-mile lap. Now consider that for rather more than half the race the Audis were cruising, circulating nowhere near their potential pace and try to imagine what the margin might have been had they actually been trying.

It was the most dominant win by any team (if not by an individual marque) in the history of the race, and it is hard to see how Audi could have hoped for more. And yet, despite the ocean of ink the Ingolstadt marque expended celebrating its victory, the overwhelming impression is that no one, not even Audi, wanted it to turn out this way.

For the simple truth is, this was as boring a Le Mans as any of the Sarthe-side diehards could remember; more boring even than the Group C races where the only question was which Porsche would win. But at least those many years ago there were private teams, like those run by Herr Joest back then, which would race with each other and, on occasion, beat the works machines.

Not this time. Just three racing laps in 368 were completed with something other than an Audi in the lead, thanks to David Brabham's Panoz making the most of an early safety car situation, but then that was it. No one knew it at the time, but when the Audis assumed the top three positions before the 10th hour was out, there they would stay for the rest of the race. They did not even swap positions among themselves.

Further down the field both Chevrolet Corvettes finished at the team's first attempt, but failed to match either the pace or the reliability of the invincible ORECA Chrysler Vipers. Yet they do not relish the Viper-free race they will almost certainly have next year: "We need them there," said Justin Bell, "to give us something to beat."

Finally came the GT class, containing only Porsche 911 GT3-Rs. Initially it appeared to be won by Dick Barbour's entry with, notably, Bob Wollek at the wheel. But having beaten its nearest rival by over nine laps, it was later disqualified for a fuel tank capacity which exceeded regulations. This handed class honours to the Japanese Team Taisan squad.

It speaks volumes that the strongest feelings for Audi were of pity. The team did a perfect job and made sacrifices elsewhere to make sure of it. This was only the second time this year that the R8s had been wheeled out. They kicked off the year with a strong win against the works BMWs at Sebring but were then kept out of competition until Le Mans. In between, Audi used last year's hugely inferior car, losing at both Charlotte and Silverstone, while the R8s secretly grew substantially better even than at Sebring. Nothing was left to chance at Le Mans.

If only, one of their crew told me, the BMWs had entered the race. Charley Lamm's Schnitzer team, maybe the quickest, smartest crew in the pitlane, would have been close, and there would have been a fight to the finish, a fight Audi would have won because even during qualifying they kept something in reserve. To beat BMW, last year's winner and a deadly rival on both road and track – *that* would have been the perfect result.

They approached the problem with unprecedented thoroughness. First they created a car which exploited the rules better than anyone else, and then developed it better than anyone else. After the 12 hours of Sebring, the R8s were parked for 24 hours, refuelled and sent out for another 12, just to make sure. Then there were the drivers, nine across three cars, over half of them former Le Mans winners.

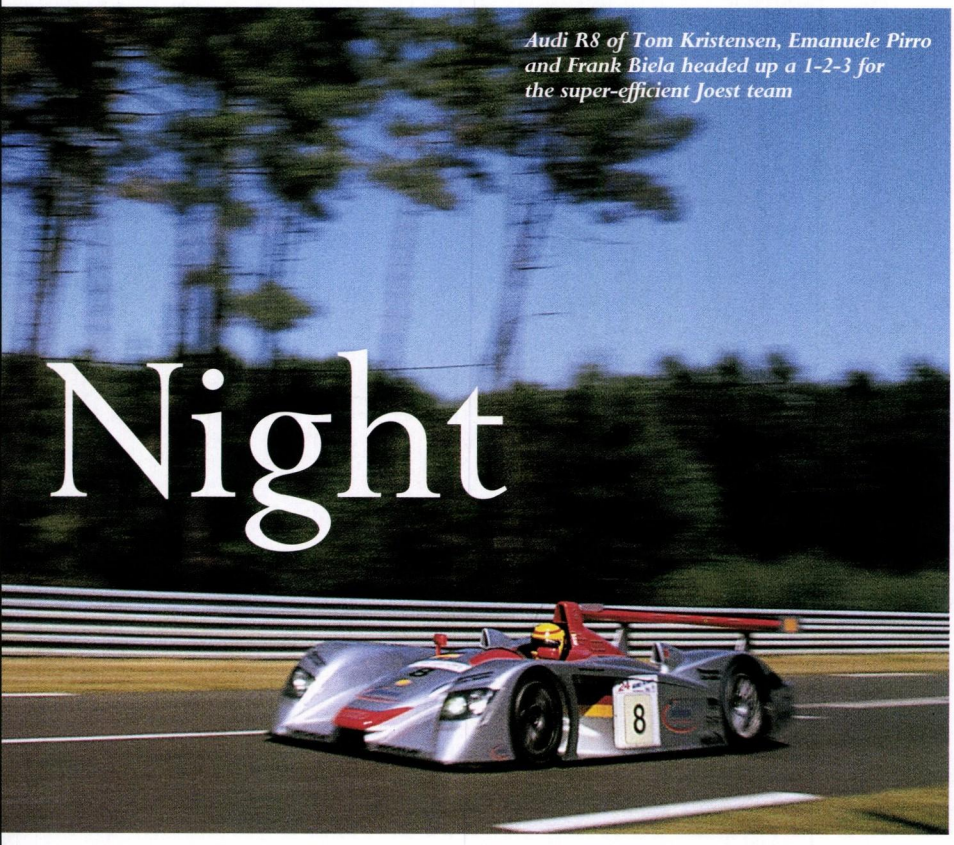
And then they got practical. Two of the three cars came in for new rear ends during the race: that's new suspension, gearbox, bodywork, the lot. Each one took just five minutes to do, so the team could afford the luxury of repairing what in all probability were undamaged cars. Why hope for the best when sacrificing five minutes means you don't need to?

I take my hat off to Audi and, in time, so will the history books, adding Audi to the short list of manufacturers including Bentley and Jaguar to have won at only the second attempt. Right now we remember only that they walked it, that it wasn't a proper race and how the only interest would have been had they not won. And even what little capital they could make out of it was swamped on the sports pages by (inevitably) Euro 2000 and an unusually interesting Canadian Grand Prix.

It was a huge effort, masked by the lack of opposition. Would they have still won if the Toyota, BMW, Nissan and Mercedes teams had stayed on for one more year? Audi believes so, and so do I. From looking at the cars, the way they were driven, the talent behind their wheels, their reliability and the consistency of their lap times, I would argue that not once, not even during qualifying, were they driven as fast as they would go.

We can only hope that, if Audi returns next year, other manufacturers will apply the same painstaking science to their cars. If not, it's going to be another very tedious 24 hours.

My fear, however, is that none of the current players will be in a position to beat Audi in 2001 and that we will witness another procession. If that looks likely, don't be surprised to see Audi announce its withdrawal, prior to a return in 2002. By then, Cadillac and Chrysler prototypes should be developed and racing against new cars from Aston Martin, Bentley and Maserati. And then, thank God, we should have a motor race again. M



Audi R8 of Tom Kristensen, Emanuele Pirro and Frank Biela headed up a 1-2-3 for the super-efficient Joest team

THE WORST CAR I EVER DROVE

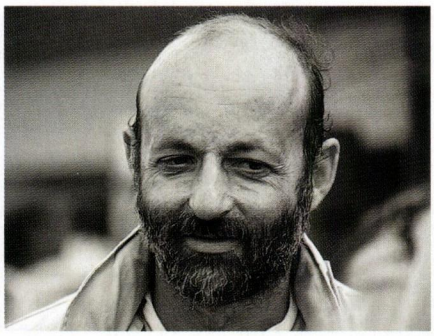
NO SPECIAL FX

HENRI PESCAROLO 1972 POLITOYS FX3

IN THE DAYS BEFORE PATRICK HEAD, FRANK WILLIAMS RAN A VERY DIFFERENT TEAM FROM THE STANDARD-SETTER WE KNOW NOW, AS HENRI PESCAROLO FOUND OUT TO HIS COST IN 1972. ADAM COOPER REPORTS

THIS YEAR HENRI PESCAROLO DID NOT TAKE PART IN the Le Mans 24 Hours for the first time since 1969, when injuries sustained in a testing crash kept him away. Instead the bearded Frenchman pursued a new role as a team boss, as part of his arrangement with Elf's *La Filière* programme to support young drivers. Henri says he might drive again in 2001, but even if he doesn't, his record of 33 Le Mans starts is unlikely ever to be beaten. What's more, he never really had duff machinery at the Sarthe.

"The Rondeau M482 was supposed to be the first car with fantastic downforce," he recalls, "but in fact it was slower everywhere than the M382 of the year before; naturally, we were very disappointed. The car was quite nice to drive, but it was slower than the conventional car. But apart from that, all the other sportscars were either fantastic, like the Matras, or at least very good. I never had a really bad car to drive in my career – except the Politoys."



Above: Pescarolo today – older and much wiser
Below: Ron Tauranac joined too late to sort FX3

The Politoys was the first ever Williams Formula One car. And even Sir Frank would probably admit it was also the worst.

Pescarolo is so closely associated with Le Mans that his single-seater achievements are often overlooked. With Matra in F3 and F2 he was one of the very best of the era, and his F1 career got off to a good start in 1970 when he bagged third place at Monaco. But the French team dropped him at the end of that year and he never really got back on course.

His first step, in 1971, was with Frank Williams. Shattered by the loss of Piers Courage the year before, and having split with de Tomaso, Frank was forced to regroup and prepare and run a customer March 711.

"I was very happy to be with him, because he was a nice guy and I knew him from F3 days. It was a team which I was pleased to go to. Of course I was not very pleased to be pushed out of Matra. For my second year in F1 with Matra, I was ready in my mind to win, as I did in F3 and F2, so I was very disappointed. But after that I was pleased to go with Frank. He had no money, but the March was an interesting car to drive. It was not too bad, and there was no problem in the first year.

"Frank was a genius at trying to find money. He was always finding new sponsors, and was really fighting very, very hard to create a good team. What was fantastic with him was that, even with no money, the team was still looking very good, and his cars were always very well prepared. He was a fantastic guy, though he was already against all the 'Froggies'!"

In 1971 Henri finished fourth at Silverstone and sixth in Austria, and qualified a respectable 10th at both the Nürburgring and Monza. This solid performance allowed Frank to push ahead with more ambitious plans for 1972. As FOCA grew stronger, it became clear that the team would earn more if it built its own cars rather than continued to run customer machinery. He hired Len Bailey, closely associated with Ford's sportscar activities, as designer, while construction of the chassis was entrusted to Maurice Gomm. Frank landed a £40,000 deal with Italian toy manufacturer Politoys, and agreed to put their name on his new car. Frank's next job was to persuade 'Pesca' to stay on.

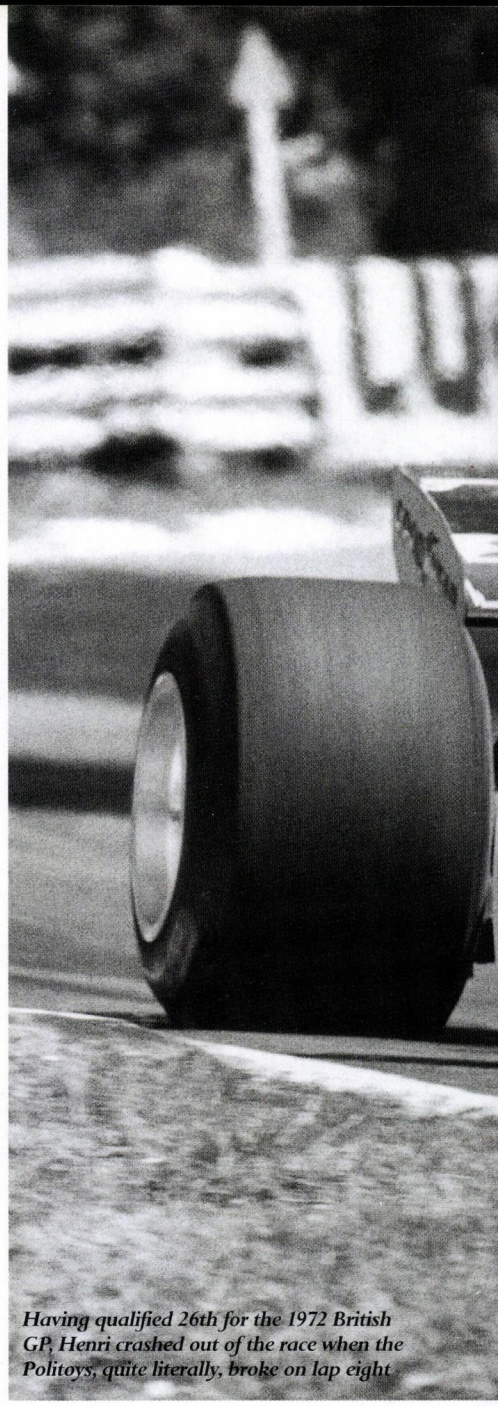


"I had a good offer from Ron Tauranac to drive for Brabham, but Frank was sure that, with this new designer and brand new car, it should be a lot better than with the March, and a lot better than joining the Brabham team. He was so insistent that in the end I re-signed for him. And that was the biggest mistake I made."

Unfortunately, the Politoys endured a long gestation period, and Pescarolo had to start the season in a well-used March 711, uprated to 721 spec. The early races brought mediocre results, and then the car was written off at Clermont-Ferrand.

"I was catching Nanni Galli and at the top of the circuit there was a very fast ess, flat out in fourth or fifth gear. He went off into the dust just as I arrived, so there was no visibility at all, and I hit the guardrail."

By now, the Politoys was nearly ready, and there was a rush to get it out for the British GP at Brands Hatch. It looked smart, and the 'Coke bottle' tub was reminiscent of the McLaren and Tyrrell. Ironically, Tauranac was now working with Frank as a technical consultant, having sold Brabham to Bernie Ecclestone. But even he couldn't make up for some fundamental flaws.



Having qualified 26th for the 1972 British GP, Henri crashed out of the race when the Politoys, quite literally, broke on lap eight



"It was absolutely undriveable, very dangerous, and it was breaking all the time. It was impossible to find the right settings, impossible to drive."

Fuel pressure and other engine problems saw Henri qualify 26th of 27. And after just eight laps of the race, he was sent off the road at Dingle Dell. Reports either blame steering failure or assume that the Frenchman had just lost it, but the real story is somewhat bizarre.

"I broke the car in two places in the compression where you are going down and up – it was unbelievable. I was sitting right on the track in the middle of the car! In fact the engine was disconnected from the monocoque. The bolts which fixed the engine to the chassis were broken. There was no rigidity – it was just not strong enough."

When the wreckage was towed back to the pits, Frank was heartbroken. Back to square one again.

"He was, of course, as disappointed as me, because he really believed that Len Bailey was able to design a good car."

The team had no choice but to rebuild a 721 that was already past its sell-by date, and got worse after massive accidents in Germany, Austria and Italy.

"In Zeltweg I had a puncture in the same place where Mark Donohue was killed three years later. I don't remember exactly what happened, but every race something was breaking, and each time I had a terrific crash, and each time I was completely safe, which was miraculous. That was the worst year I ever had with a racing car."

Meanwhile, the unloved Politoys was rebuilt, and Pesca's Matra replacement Chris Amon gave it a second outing in the October 'Victory Race', again at Brands Hatch. He retired with a misfire after an undistinguished weekend.

"At the end of the season, when Frank gave the car to someone else, it was about the same. It was just a shit car!"

Williams found new backing for 1973, and the Politoys FX3 developed into an Iso-Marlboro. The next few seasons were tough, but eventually he got it right.

"I felt one day he would have a fantastic team. With his capacity and some money, I was sure he would be able to do something good. What he was trying to do with Len Bailey was what he did later on with Patrick Head." M

LAT

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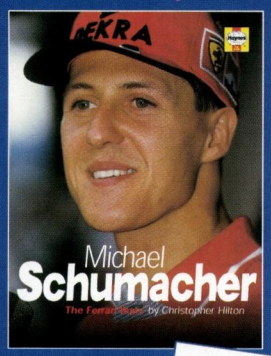
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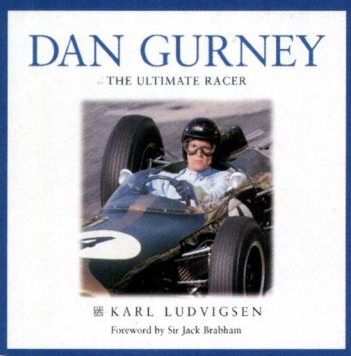
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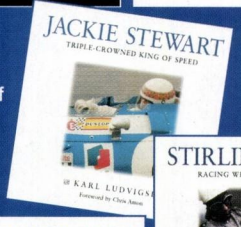
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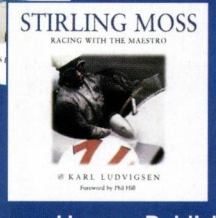
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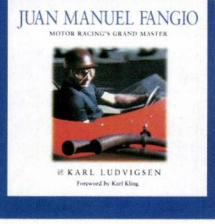
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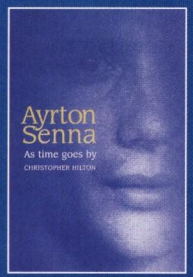
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TRIAL OF THE CENTURY

IN 1900, THE THOUSAND MILE TRIAL WAS DEVISED TO PROMOTE AND PUBLICISE THE MOTOR CAR IN BRITAIN. A CENTURY ON, IT REMAINS AN AMAZING ADVENTURE, AS STEVE CROPLEY DISCOVERED ABOARD A 1901 MORS

photography by Malcolm Griffiths

IT'S THE BATTERING OF INCESSANT HEADWINDS AND PERIODIC hailstones I'll remember. That, and the screwball pleasure of getting so drenched that it simply wasn't possible to get any wetter. In the week-and-a-bit last May during which the Veteran Car Club chose to recreate the great Thousand Mile Trial of 1900, Jupiter Pluvius asserted himself right across Britain, and put beyond doubt any question that roofs, windscreens, dashboards and scuttles are an awfully good idea in cars.

In a way, we triallers were glad about the conditions. The weather lent an intrepid quality to proceedings, to underscore the fact that driving a bunch of pre-1905 cars on a 1000-mile journey is still a hell of a thing to do, even if the smooth roads under our ancient wheels, and modern fuels and lubricants in our chuntering engines, made it an easier proposition than it must have been when our cars were new. In effect, we were asking century-old machines to do two Brighton Runs a day for nine days. Before the off there had been considerable doubt in veteran car circles whether a) this was fit treatment for cars of such antiquity and b) whether a respectable proportion of the field would survive the ordeal for it to be branded a success.

Let's dispel the uncertainties. The event was a triumph. It did no significant harm to its entrants, human or mechanical. Like the original trial, it brought old cars to the attention of people who don't see them in numbers (their reaction, even when severely baulked in traffic, was almost entirely positive). And it demonstrated that, in surprising respects, Brighton veterans are tougher and more reliable than classic cars many decades younger.

"Driving pre-1905 cars on a 1000-mile journey is still a hell of a thing to do"

There were about 200 of us (drivers, passengers and support crew) on this revival of Britain's first ever motor rally, an event even more important to history than the Emancipation Run which spawned the famous London to Brighton Veteran Car Run. At the turn of the century, petrol-powered vehicles were already 15 years old in Europe, but Britain's restrictive laws and short-sighted establishment thinking meant car design lagged years behind the progress in France and Germany.

Impatient to correct the situation, Claude Johnson, secretary to the Automobile Club of Great Britain and Ireland (later RAC), galvanised an influential body of motoring enthusiasts to take a group of motor vehicles around the country with the purpose of introducing them to the vast body of Britons who had never so much as clapped eyes on a motor car. He devised rules for a three-week regularity trial, with hillclimb tests and day-long exhibitions en route. Johnson's route took the cars west from London to Bristol, north through Manchester to Edinburgh, then south through Newcastle and Sheffield and back home to London – a little over 1000 miles in total.

From 64 starters, 49 were declared finishers, though there are strong suspicions that some cars were rebuilt comprehensively on the way (by mechanics who brought spares by train) and others did a good proportion of the route travelling on flat-cars. Still, nearly every entrant (often the manufacturer) returned home with a long list of ways to improve his car, and the event also helped stimulate badly needed car sales. Previously the preserve of 'toffs' and 'furious drivers', the car improved in the public's esteem to a point where *The Times* pronounced the motor car "a serious and trustworthy means of locomotion, not a toy".

This year's rerun mustered a field of around 50 starters. Organiser Daniel Ward decided to restrict entrants to ensure that they were in character. Lord Montagu brought his father's 1899 12hp Daimler, an entrant in the original trial. Phil Hill, 1961 world champion and celebrated old car expert, brought an 1894 Panhard formerly owned by Hon CS Rolls, who took the honours in the original trial. In all, nine of the 50 entrants were old enough to have participated in the original event. The 1901 Mors I was to drive missed that all-important cut-off by a year.

Owned by the Royal Automobile Club, the Mors is a well-known Brighton veteran, brass-adorned and brightly painted in blue following restoration in the early 1990s. With the car's long-time custodian, Roger Walford, I was to travel the whole route on the car, yielding the wheel to guest drivers along the way. Proper mechanical support was to be provided by club engineer, Tony Worsfold, in a Land Rover Discovery. The Mors would need an oil, grease and water stop every 25-30 miles and Tony would be provider of spares, tools and vital fluids, as well as his own endless brand of good cheer.

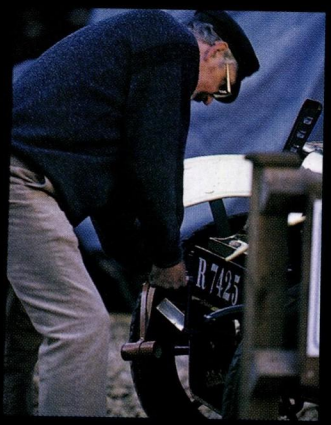
The '01 Mors is far more advanced than most cars of its age, built by a company which truly embodied France's superiority in car design at the turn of the century. It has four speeds and four cylinders in an era when most cars had one pot and either two or three speeds. The engine is an in-line four of 2.4 litres and 15.9 horsepower with air-cooled barrels and heads, as well as a belt of water cooling around the inlet and exhaust valves. Drive goes back through a leather-faced cone clutch to a differential in unit with the transverse gearbox under the driver's seat. Drive splits left and right to two sprockets, each outside the chassis rail, each of which connects to its own rear wheel by roller chain. There ➤

Clockwise from top left: Trial recreated 1900 event; official entries all pre-1905; starting problematic for old cars; De Dion trike (No4) gamely entered despite lack of a clutch; rally plate same size and shape as original; 1900 Georges Richard waits at start; '01 Mors engine had four cylinders when most cars had one; VCC stalwart Ron Harris (bowler) entered 1900 Daimler; Mors looked pretty after start


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MILES TRIAL




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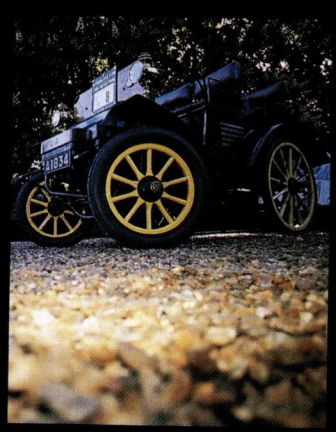

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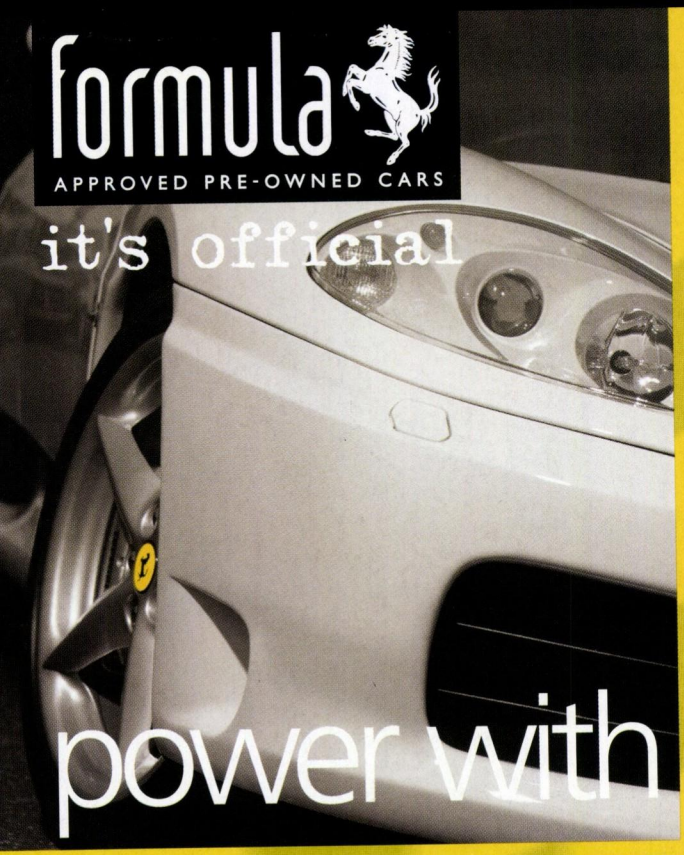

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Ferrari F355 F1 Spider
1998 S - 2,000miles **£97,995**
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Ferrari F355 Berlinetta F1
1998 R - 6,000miles **£86,995**
Rosso Corsa / Crema leather interior, Climate controlled air conditioning, 18" Alloy wheels, Challenge grille, Red brake callipers,
Electronic suspension, CD player, Full Ferrari service history.

Ferrari F355 Spider
1998 R - 8,000miles **£84,995**
Giallo Modena / Black leather interior, Full specification including Electronic suspension, Electric seats, 18" Alloy wheels, Twin airbags, Climate controlled air conditioning, Full Ferrari service history.

Ferrari F355 GTS F1
1998 R - 15,000miles **£82,995**
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Automatic - 1997 R - 28,000miles **£19,995**
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are two braking systems: the conventionally placed pedal operates a drum on the shaft connecting the two drive sprockets; a long brass hand lever actuates external contracting drums on each rear wheel.

Nominally, the Mors is a six-seater, but we soon found three or four people a more sensible crew for serious distance-gathering. Trial legs varied in length between 83 miles from Bowness to Lake Windermere, to 145 miles from the Lake District to Edinburgh.

The event started from the Veteran Car Club's impressive HQ at Ashwell, Hertfordshire, on a bright, brittle Thursday morning. Within a few miles, drivers in exposed cars were stopping to don more layers of clothing. The route took us across the top of London, then south-west towards our destination at Newbury. There were lengthy workshop sessions that first night for some runners, including Phil Hill's Panhard, which sadly couldn't continue. Hill still did every mile of the event driving with (and for) his many friends.

Day two was to take us north-west through the Cotswolds and on to Worcester and a comfortable, rambling hotel called the Green Dragon, famous for a labyrinthine garage which swallowed our whole field of 50 cars. More rebuilds and a few more retirements there, but more of the cars (including our own) seemed to be improved by the running. Perhaps it was just our spirits rising. I drove the Mors for most of those first two days, learning its ways. It's quick for a veteran, capable of 45mph in ideal conditions, and pretty good at hill-climbing provided you're slick with the gearbox. On the flat you select second (using the precise, straight-line shift) as soon as the car is rolling. Second to third change is around 15mph, third to top is 25mph, and an easy cruise is 32-35mph. Double-declutching down through the 'box for gradients is a challenge, because exactly when you change down has a huge effect on how much speed you can maintain. Getting it right is pure elation.

"The villain in all modes of driving is the carburettor, an unaccountably crude device"

The villain in all modes of driving is the Mors carburettor, an unaccountably crude device shaped like a lidded brass frying pan from which four brass inlet tracts flow to the atmospheric inlet valves. It works fine with a wide open throttle, but the engine stumbles and runs rich on part-throttle. It won't idle, so blipping is a must. Before a climb, you must also ensure the engine's pipes are truly clear, or you'll be seriously short of power. Blipping for downchanges is a matter of flooring the throttle and counting to five. It all adds to the challenge.

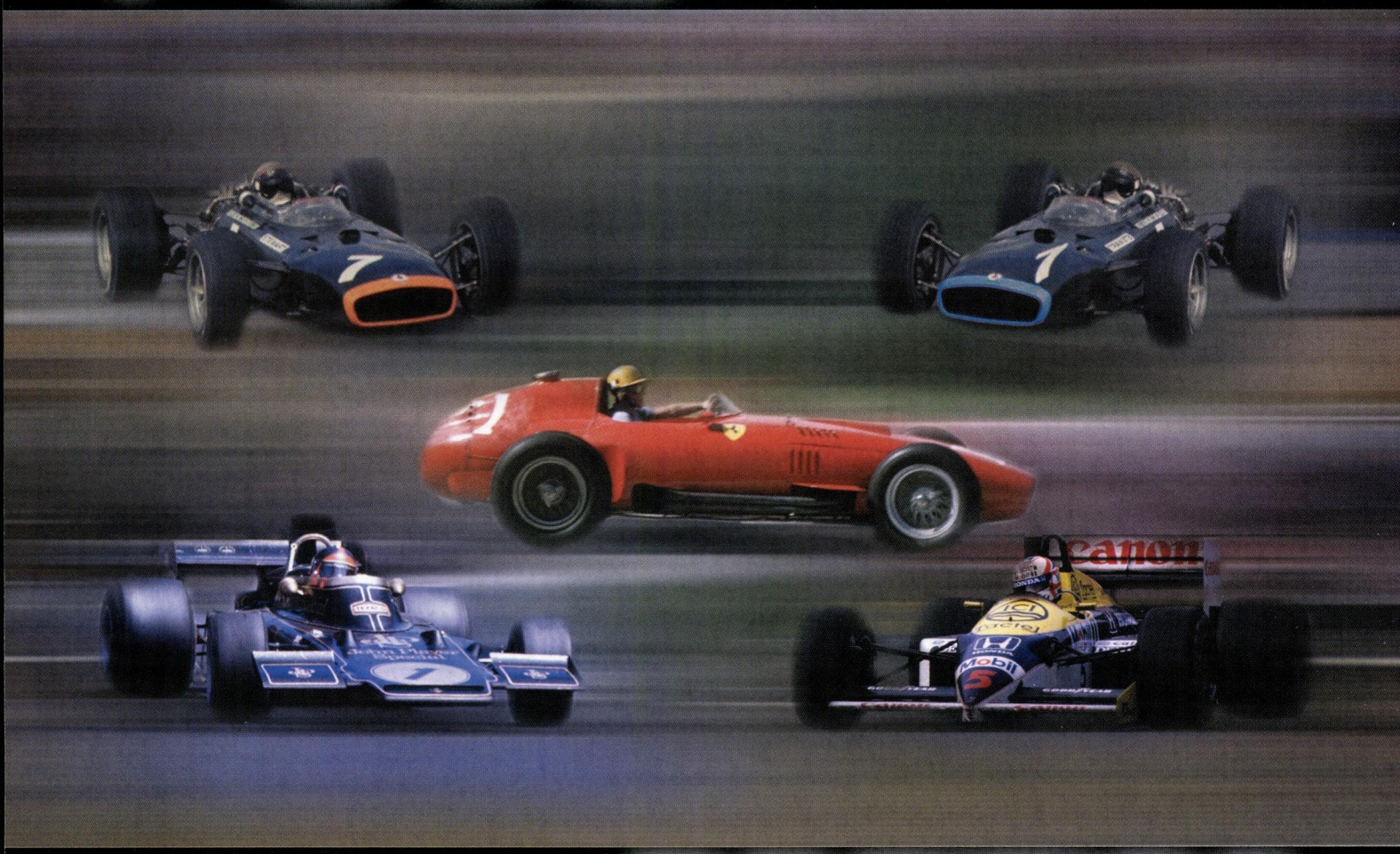
On the third day we made Manchester for a mayoral reception and stayed in the Midland Hotel where Rolls met Royce. Then on the fourth, disaster struck. Barely a mile from our start, a dog joint carrying drive to the driver's side sprocket sheared, leaving us stranded. In my naïvety, I thought it was curtains and started thinking about a train ticket south. But I reckoned without Rob Poskitt and his handy rally breakdown crew (Yorkshire Motor ➤➤

Top left: Mors seats six but much quicker with lighter load. Four-speed gearbox, so it tackled hills better than most, despite dodgy carburation
Top right: Easy-to-follow route loosely replicated original, but sensibly kept entrants away from busy trunk roads
Above right: Veterans surprised many with durability of tyres, brakes, mechanicals, but 25-mile maintenance stops were essential

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Car Co., 01757 268268) who fell on the problem, dismantled the offending components, shaped and welded new ones and had us running in three hours.

By the law of averages, that should have been the end of our troubles. It wasn't. Outside Lancaster University, 30 miles short of our evening stop, a lady in a little car pulled briskly in front of us just short of a busy intersection, then hit the brakes when the lights turned amber. Her power-assisted stoppers were far better than ours: we were always going to hit her. And did. The upshot was a 20mph impact, enough to throw Roger Walford from the passenger's front seat, out onto the road. We called the ambulance. The car's right front mudguard, elegantly shaped in wood, was smashed to pieces and the front wheel was pushed right back into the body. The impact sheared the front spring's centre-bolt and smashed the innards of the steering box. Police and ambulance men arrived swiftly to attend to Roger (badly bruised, but game to continue) and to help load the Mors onto a transporter.

"We were always going to hit her. And did. The upshot was a 20mph impact"

Once more I thought our trial was over, but Tony Worsfold and Rob Poskitt's crew combined again to produce a heroic repair, restoring the steering box, reassembling the scattered front spring leaves, anchoring the front axle back in place and generally putting us back on the road. We were late leaving Windermere for Edinburgh on day five, but when we arrived unscathed, Daniel Ward and the rest of the gang cheered loudly.

After that, it seemed easy. Day six took us south to Hexham, day seven to Harrogate and by day eight we were in Grantham. The car merely purred. The steering wasn't quite so precise as it had been, but it was a small price to pay. On day nine, the last, it bucketed so hard we could hardly see. By rights we should have been dreaming of going home, but all I could think was that the adventure would shortly end. The field halted at Bishops Stortford (to board buses for a slap-up dinner at the RAC Club in Pall Mall). I made the short hop across to Ashwell to pick up my modern, and drove sedately into London.

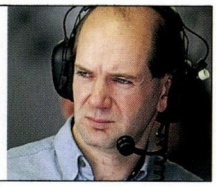
Even if you wanted to, you could never forget a jaunt like the Thousand Mile Trial rerun. It was too extraordinary, too absorbing, too much fun. I'll never forget the way we gloried in every mile we put under our old car's wheels, and how close we sat – for nine days – to the miracle of motivation. This, I now believe, is what veteran cars are for. I found myself pitying the drivers of whizzing moderns, cocooned so completely from their progress. When not driving the Mors, I was always impatient for the tug of its steering wheel, the click of its gear lever and the comforting flex of its simple chassis beneath my feet as we rode the bumps for home. At the wheel I was always absorbed, disappointed only when we had to stop. This was a different kind of driving, but it was driving pleasure as intense as anything I've ever known. M

Top left: Mors custodian Roger Walford conducts routine maintenance. Despite unscheduled adventures, car's reliability was almost perfect
Top right: Most-used tool on journey was this trusty red oil can. Veterans seem to thrive on modern, hi-tech lubricants
Lower right: Mors could hit 45mph on the flat, but somewhat primitive steering geometry meant 35–40mph felt a lot more comfortable

LOTUS 72

FORMULA ONE'S LEADING DESIGNER FOR THE PAST 10 YEARS IS A MAN YOU ASSOCIATE WITH COOL, RATIONAL THINKING. HIS CHOICE OF FAVOURITE RACING CAR, HOWEVER, IS AN AFFAIR OF THE HEART

ADRIAN NEWEY
Technical Director,
McLaren International



FOR ME IT'S THE LOTUS 72 – AN EMOTIONAL CHOICE as much as a design one. It came out in 1970 when I was 11 and getting interested in motorsport, starting to appreciate the designs. I began to build Tamiya kits. These were very accurate, very good for teaching you the names of the components and how they fitted together. They helped me appreciate the design much more than from just spectating.

The 72 was a pretty big lateral departure from its competitors; the cars at that time were still very much the classic 1960s cigar shape but with wings bolted on as an afterthought. Chapman decided to go the wedge-shaped route, which was relatively novel, designing the car around the aerodynamics rather than vice versa. There was no airflow management underneath the 72 – it was a first step – but it was saying, 'Let's think about the aerodynamics from the root of the design.'

It was one of the first to have its radiators ahead of the rear wheels; that follows on from the wedge shape, which dictates very little space in the nose. I imagine that was partly for penetration, letting the front wings work as well as possible, and partly because it's a good packaging solution, with short pipe runs and keeping the weight of the radiators central, reducing the polar moment. An elegant solution, mechanically and aerodynamically.

It had torsion-bar suspension – not the first car to use it in F1, but it reintroduced the concept – presumably for reduced weight and better packaging than a coil spring. But you're creating an extra problem because you can't buy ready-made torsion bars like you can springs – it's a question of how you push design against production. Modern F1 cars, without exception, have torsion-bar front suspension, and most have it at the rear too, so it's a trend that has been followed several years later, though not necessarily for the same reasons.

Lotus did a neat job of installing inboard front brakes while respecting the wedge shape, with those little conning towers to extract the air. Today, carbon discs and light calipers form a relatively small percentage of the unsprung weight, but they were using iron discs and heavy calipers, so, especially with the small front wheels of the time, the brakes were a big fraction of the unsprung weight, hence moving them inboard.

I'd not seen a Lotus 72 since I was a teenager, and when I saw one a couple of years ago I was surprised at how big it was. I had the impression at the time that it was rather small, but now the monocoque seems broad. Cars have got much slimmer now – a reflection of progress, not a criticism of the 72.



In the early years Chapman was very much the designer and engineer, but Maurice Phillippe was heavily involved from the Lotus 49 onwards, so it's less clear who was responsible for what. It's probably true that, latterly, Chapman was getting more credit than he was due, when it was people working for him who were coming up with the ideas. But nevertheless there's no doubt he was a highly talented and ingenious designer.

The 72 prompted people to think about how to integrate the aerodynamics into the design, with broader wings – a better overall package. Whether they copied it, or it simply triggered fresh ideas, it pushed current thinking into new areas. In my own case, when we introduced the March 881, the Leyton House car, it was smaller than anything else. It was running at the end of the turbo era, which had produced engines of enormous horsepower and, with that, rather big, clumsy-looking cars. The smaller 881 integrated the aerodynamics in a different way, and while there were a few direct copies the following year, it forced people to re-evaluate their thinking. That was a rewarding achievement for me, even if the car didn't win a race.

One of the things which has changed, and it's a double-edged sword, is that, in the days of the 72, the level of design was, dare I say it, relatively low, simply because there were fewer research resources available. So they weren't able to quantify whether the wedge shape was the way to go, or whether the extra complication of inboard discs was justified, because they never tried it with outboard brakes.

Now we have the budget and tools which allow us to quantify those. I enjoy that, because it means that any decision you make is less black art and more based on science. Before you even manufacture something, you know which direction to follow. I think it was quite common in those days for people to produce a new car which wasn't as good as they'd hoped, and not to understand why. You might take two steps forwards and one back and still be pleased with yourself because you had made some progress. In a way it would be exciting because you would have to use your intuition, yet if you'd made a mistake and couldn't understand why, it must have been be very frustrating.

I try to be inventive in my designs, but the more restrictive the regs become, the more difficult it is to pursue new avenues. I'd much prefer more open regulations. There's more technical freedom in designing a road car than designing an F1 car, which is an anomaly the rule-makers might consider.

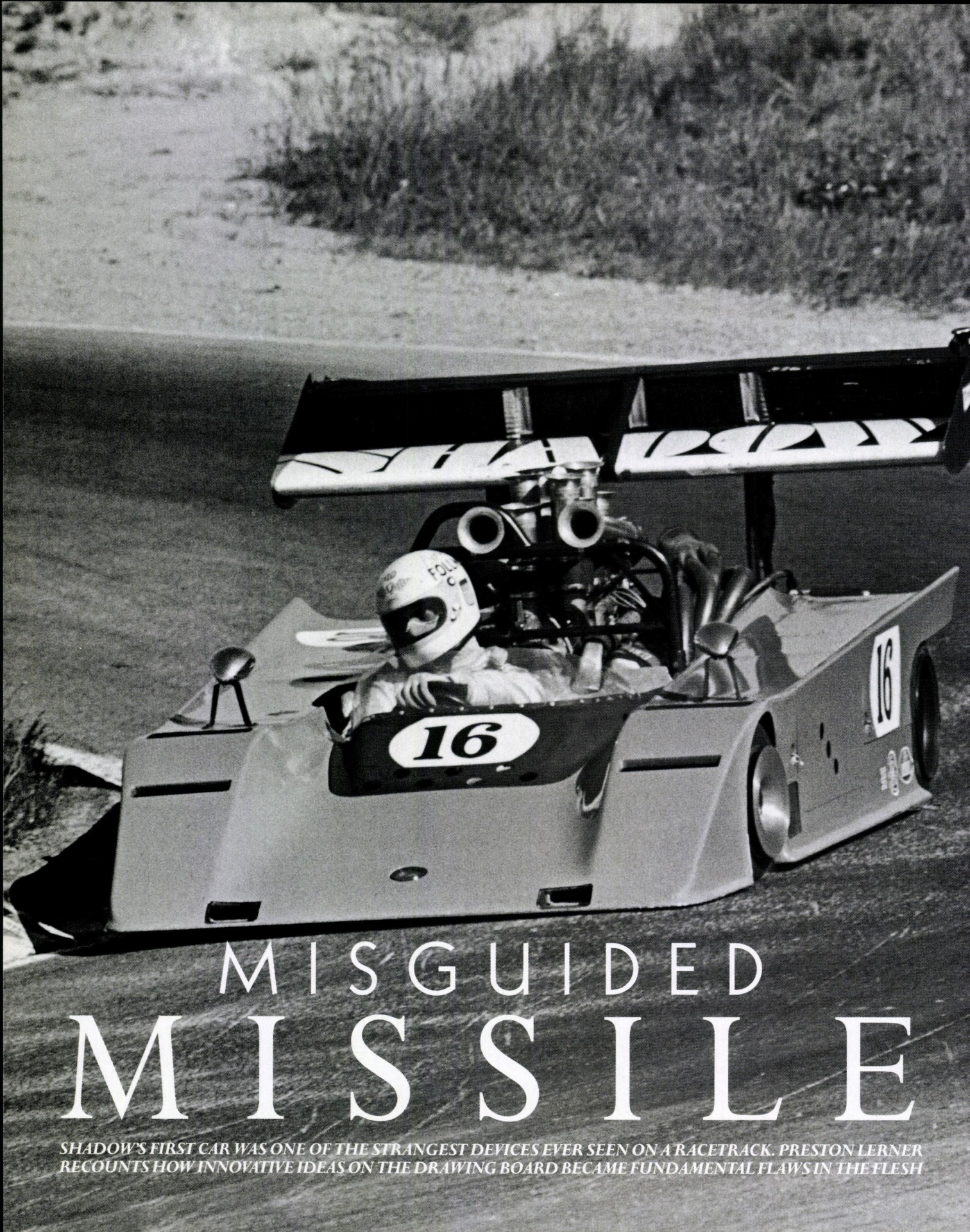
Whether it's to the detriment of the sport depends how you weigh competition against the design element; if you feel it should be a battle between drivers, not of technology, then regs which produce similar cars are the way to go. Personally I think the sport should be a blend of technology and driver skill; it's one of the things that makes it fascinating.

Adrian Newey was talking to Gordon Cruickshank M



LAT

Above: Jochen Rindt guided the wedge-shaped 72 to victory in its first four starts. Left: fans were used to cool inboard disc brakes



MISGUIDED MISSILE

SHADOW'S FIRST CAR WAS ONE OF THE STRANGEST DEVICES EVER SEEN ON A RACETRACK. PRESTON LERNER RECOUNTS HOW INNOVATIVE IDEAS ON THE DRAWING BOARD BECAME FUNDAMENTAL FLAWS IN THE FLESH

Picture a car the size of a go-kart. No, a tad bigger. Say knee-high, with tyres that wouldn't look too out of place on a Ford Ka. Now picture a hulk of Detroit iron. No, bigger. A *lot* bigger. Say seven litres of Chevy big block crowned by an intake manifold that resembles a grenade launcher. Now picture one shoehorned into the other. Uh huh, a 675bhp kart?

Now imagine your name is George Follmer, and you've got to *drive* the damn thing.

"Don't remind me!" Follmer says now, 30 years after his last ride in Shadow's first Can-Am car. "It was an absolute rocket-ship down the straight. But it wouldn't stop. And it wouldn't cool. And it bounced around like crazy because it had hardly any springs, and the shocks came off a Model T. It had a lot of clever ideas. But basically, it was an awful car."

The AVS Shadow MkI might best be described as a vision of motorsport's future as seen through a grotesquely distorted crystal ball. Raced intermittently in 1970, it just might be the oddest, most radical, least-likely-to-succeed car ever to post reasonably competitive lap times in a world-class field.

True, many of the car's most startling innovations were winnowed away between when the "What-the-hell-is-that?" mock-up graced the cover of *Road & Track* in August 1969 and its race debut at Mosport in June '70. Even so, the Shadow was bristling with a fantastic assortment of beyond-cutting-edge technology, ranging from clutchless shifting and microscopic suspension travel, to rear-mounted radiators and underbody aerodynamics.

"It was the perfect project for a wild character like me," says the car's designer, Trevor Harris. "I was willing to go out on a limb in as many areas as you'd care to name because I *knew* I could pull it off. And I still think it was doable, given enough time and money. But I learned that you don't want to incorporate too many untried technologies in one car. Don't ever do such a crazy thing."

The car was a disheartening failure, a mini-maxi mongrel stubbornly barking up the wrong tree. The original chassis twice failed to finish before being written off by a drunk in a stolen car. A second chassis was parked nine laps into its first and last race because it was undriveable in traffic. Conventional wisdom had prevailed again. Or had it?



The Picasso of motorsport design, Trevor Harris surveys his handiwork with an appropriately bemused air



Dale von Trebra, Pete Lyons

AVS Shadow MkI makes its debut at Mosport 1970

"We were ahead of our time," team founder, Don Nichols, insists. "Carbon brakes, for example, would have solved our fade problem. But for one reason or another, the car never reached its full potential."

Rarely have a car and its owner been better matched than Nichols and his Shadow. Both were unconventional, provocative and, above all, mysterious. When Nichols showed up in southern California in 1968, a tall, bearded stranger full of strange notions, he seemed to have materialised out of nowhere. Actually, he'd been a major player on the Japanese motorsport scene as a tyre distributor, parts importer and race promoter. But he shunned publicity like the military intelligence officer he'd once been, and cultivated an image perfectly attuned to the team logo – a shadowy figure cloaked in a black cape. He named his company Advanced Vehicle Systems, which called to mind lunar rovers rather than race cars. The front door of his shop was locked to discourage visitors. "If people wanted to see us," he explains, "they dumped their business cards through the mail slot."

In 1968, Nichols commissioned Harris to install a big-bore Chevy into a Lola for Pedro Rodriguez to race in Japan. Harris was – still is – an engineer-for-hire, constantly working on his own speculative ideas. One of his more outlandish fantasies was stuffing a hot-rodded engine in the back of a scaled-down race car. When Nichols saw a Harris-built mock-up resting on wooden wheels, he seized upon the concept. "If I wanted to be ordinary," Nichols says, "I could have bought a McLaren." ➳



Upon viewing this photo, one can only conclude that George Follmer was one of the bravest drivers ever

Inaugurated in 1966, the Canadian-American Challenge Cup was the world's most lucrative road-racing series. It was also the apotheosis of the American approach to road racing: take the biggest V8s, then bore 'em, stroke 'em and strap 'em to purpose-built race cars with open cockpits and full-width bodywork. Technically, the cars had to meet the FIA's Gp7 specifications. But for all practical purposes, the Can-Am cars of 1966 to '74 were the last of the unadulterated, unlimited ground-pounders.

In 1970 the series was dominated (as usual) by the works McLarens, but the competition included Porsche, Ferrari, March, BRM and Lola. The most notorious car was the Chaparral 2J, the 'sucker car' that used a two-stroke snowmobile motor to produce a pioneering form of ground effects. But the Shadow was odder still, and by several orders of magnitude.

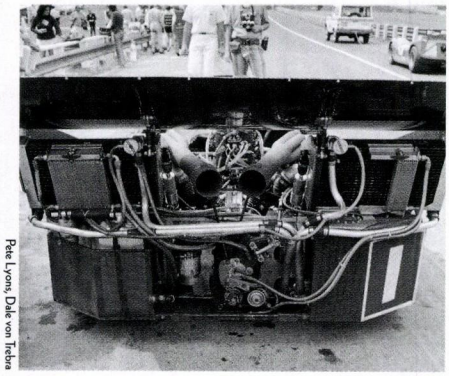
Harris was the son of two university professors, and taught himself his trade by buying a 1935 Maserati grand prix chassis, junking the frame rails, building a tube frame, designing and fabricating independent front and rear suspensions, then designing and fabricating a fibreglass body. He planned to maximise the MkI's top speed by minimising frontal area. Assuming that appropriately sized tyres were available, he calculated that he could limit the height of the bodywork to no more than 24 inches – a full foot lower than contemporary McLarens. Because the car was so low, the team talked about it as being two-dimensional, hence the name Shadow. Nichols pitched the project to Firestone, which agreed to develop ultra-low profile tyres, 17-inch at the front and 19 at the rear.

The tub, a sophisticated pop-riveted and bonded aluminium monocoque, was so small that the driver sat with the sloping steering wheel next to his crotch and his feet splayed out at a 45-degree angle. There was room for only two pedals – throttle and brake; the clutch was hand-operated. "It was a difficult car to drive," Harris allows, "and George did a terrific job. He never used a clutch, anyway."

The suspension arms were, again by necessity, extremely short. The springs – three per wheel – were so tiny they appeared to have been mistakenly picked up out of the valvetrain parts bin. Even so, space was so limited that Harris couldn't use a conventional damper. He drew inspiration from, of all places, his 1935 Maserati and created multi-plate, Teflon-coated, anodised-aluminium friction dampers. That's right, friction dampers – the fastest and, most likely, last friction dampers of all time. "I hope nobody decides they can use them on an all-out race car ever again," he says.



Seven litres of Chevy behind Follmer's shoulders produced 675bhp. The car's tiny brakes couldn't cope



Pete Lyons, Dale von Trebra

Shadow's rear looks like the back of a gas boiler

Harris realised the 10- and 12-inch wheels didn't leave much room for brakes, so planned to supplement them with air brakes that would pop out of the front fenders and rear bodywork. However, moveable aerodynamic aids were outlawed during the car's gestation, so he fitted the wheels with Corvair engine fans to cool the undersized and overworked rotors. Tyres were an even bigger stumbling block. Not only were their compounds uncompetitive but they required astronomical pressures of 50-60psi just to produce a workable contact patch.

There were engine problems, too. Power wasn't an issue (sadly, the Flash Gordon-style ray gun intake manifold didn't make the final cut) though cooling was a constant headache. When the engine *was* running, however, the ratios of the five-speed Hewland 'box limited top speed to 165mph. So Harris performed emergency gearbox surgery, reversing gear sets, cutting them apart and welding them back together. He then rigged an oil pump to force feed the trick gears, and they worked fine.

Another novel and successful touch was the divergent duct under the nose, which created a form of ground effects. The full-perimeter lower spoiler also broke new ground. The car would turn in, Follmer recalls, but the virtually flat bodywork generated no appreciable rear downforce – and 75 per cent of the beast's weight was at the rear. Oversteer? You betcha.

Harris had no choice but to slap a rear wing onto the Shadow, and then, knowing the radiators had to be relocated for better airflow, he ingeniously slung them on top of the new wing, where they served double duty as spoilers.

All this development took lots of time and money. "Before we started," Nichols recalls, "Trevor told me, 'It's going to cost a lot of money.' I said, 'How much?' And he said, 'Oh, about $60,000.' In the first 20 months, we spent nearly $1 million on the programme – and that was before we started racing."

Although Ford and several other would-be sponsors showed interest in the project, none of them produced any money except for Coca-Cola, which paid $10,000 for the rights to a model that was never built. Further complicating matters, a civil lawsuit prompted a pair of law enforcement officers to descend on the team's shop a month before the season was scheduled to begin with a writ of attachment for two Shadows.

As fate would have it, the first two cars the policemen saw were the mock-up (as featured in *Road & Track* a year earlier) and an unfinished Shadow containing a four-cam Toyota V8 that had never been so much as fired up. What the cops did *not* see was Shadow's race car, which was rolled out the back door and secured in a second, secret shop. Two cars were eventually impounded and crushed, but not before the team started racing the prototype MkI.

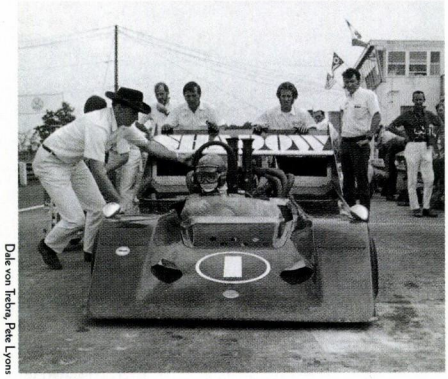
The 1970 Can-Am season opened at Mosport Park – fast, bumpy and dangerous – but Follmer remained undaunted. Motoring "like a raped ape down the straightaway" in the words of a rival, he broke the 190mph barrier while the 8.1-litre McLarens were barely reaching 170. But the car's marginal brakes and pathological instability left him sixth on the grid, three seconds off pole. Even worse, his engine had been damaged, and it puked after 25 race laps.

A fortnight later, the team was in St Jovite and the Shadow's rear wing had now been outlawed. Harris relocated the radiators inside a new hollow wing, but there wasn't enough time to plumb them properly, and Follmer lasted only 13 laps before the engine overheated. After the race, the car was squashed to death when the trailer carrying it was wrecked by a drunk driver in a stolen car. Nichols began work on a second Shadow.

By this time, Harris was gone, and Follmer soon followed. "After St Jovite," he says, "I knew it was time to look for something else to do. So I conned Vic into driving it." He laughs. "I'm not sure if he holds it against me or not."



Follmer ponders his predicament. Rear wing-mounted radiators are just one of the MkI's many quirks



Dale von Trebra, Pete Lyons

Vic Elford gave the car its third and final outing

Despite substantial testing, Vic Elford – rally star, Daytona winner and the last man to drive an F1 Cooper – could do little with the new, slightly more conventional Shadow. Starting seventh at Mid-Ohio, four seconds off the pace, he parked after just nine desultory laps. The MkI never raced again, but Nichols is thinking about restoring a chassis for historic racing.

For its four highest-profile players, the project was the low point of otherwise successful Can-Am careers. After Mid-Ohio, Elford put the Chaparral 2J on pole three races on the trot. Two years later, Follmer won the Can-Am championship in the Porsche 917/10K. Two years after that, Jackie Oliver won Can-Am for Nichols in the DN4. Harris either designed or reworked the cars that won five consecutive Can-Am titles after the series switched to a single-seat formula. Yet Nichols, Harris and, to a lesser degree, Follmer will always be associated with the bizarre AVS Shadow MkI, a car that wasn't so much ahead of its time as it was the resident of a parallel universe.

"We went into the project not knowing what the hell we would get out of it," Harris says. "Motor racing is about winning; when you're not – and don't have a sponsor – you're in big trouble."

Follmer, too, is philosophical about the first – and worst – of the Shadows. "Trevor is a very clever guy, and the car had a lot of very good ideas," he says. "It just would have taken a Ford Motor Company to make it work." M

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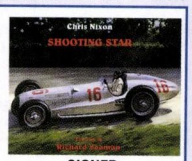
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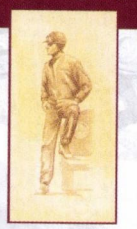
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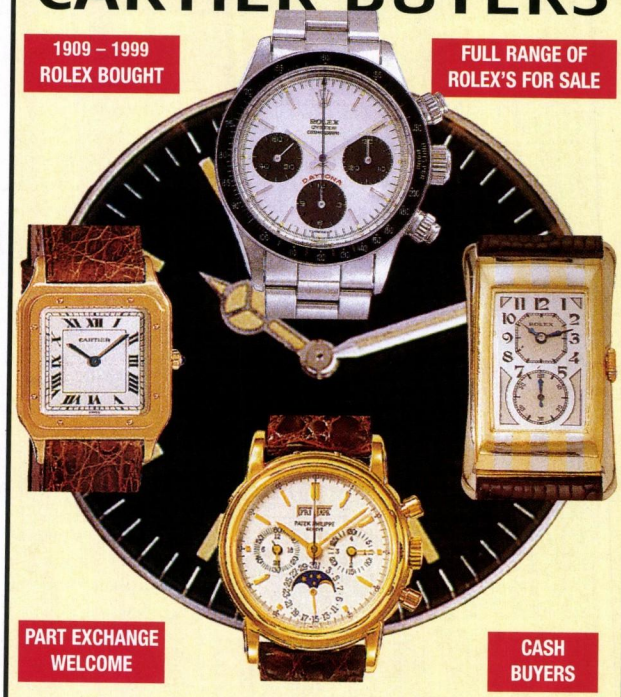
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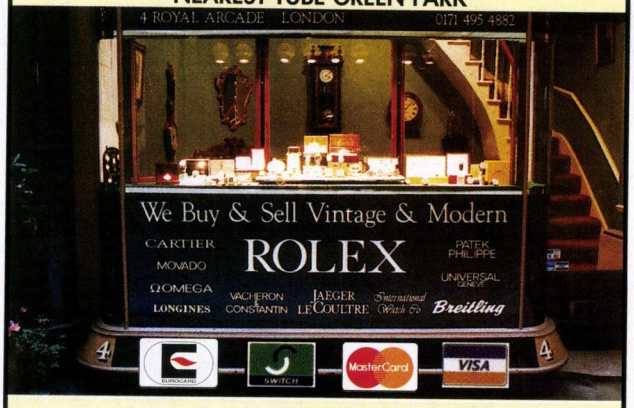
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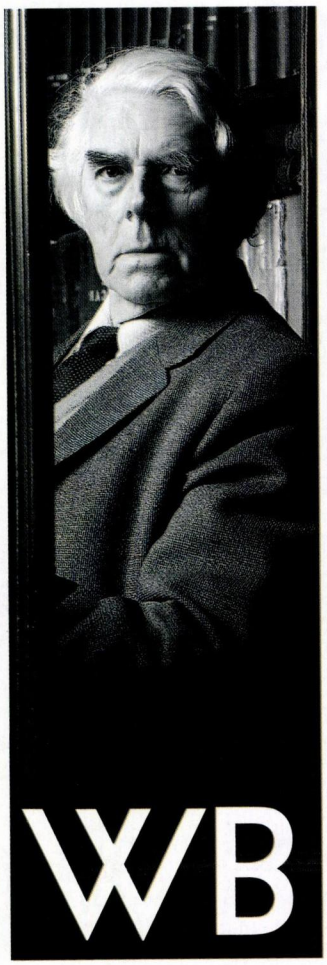
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A Brooklands baby

CYCLECARS AND OTHER SMALL CARS HAD BEEN ENCOURAGED to race at Brooklands before and after WWI, but the former were mostly crude devices, if one excludes the Morgans and the GNs, which had engines of around 1100cc. Any way, apart from the latter two, the Austin 7 rather ousted cyclecars from the Weybridge scene as the 1920s rolled along. So when visitors to the Track opened their programmes on Easter Monday in 1925 and saw that a 344cc car had been entered for the second race they could be excused for being mildly surprised.

The tiny racing car was called the Jappic, in deference to its JAP engine. It had been designed by motorcycle racer H M Walters, and built by the coachbuilders Jarvis of Wimbledon in London SW. The Jappic's entrant was J V Prestwich of the JAP engine company.

The baby was no lash-up. It was a proper miniature racer. The frame was of ash with ½in steel flitch plates and tubular cross-members, with another cross-member of T-section channel by the cockpit. The tubular front axle had forward-facing, underslung quarter-elliptic springs, the shock absorber anchorages adjusting the steering castor angle.

At the back, reversed quarter-elliptic springs supported an axle of tubular transverse rods instead of a solid casing, this enabling the final-drive sprocket to be accommodated in a three-armed spider, roller and ball bearings being used for the driveshafts. Expanding rear wheel brakes sufficed, and the wire wheels were shod with minuscule 650x65 tyres.

The engine was a two-port ohv 74x80mm single-cylinder JAP, driving by chain to a three-speed gearbox giving ratios of 6, 8 and 12:1, and fitted with a kick-starter. Another chain drove the back axle. The slender body was actually a two-seater, because production of Jappics at £150 each was contemplated, though this was in the end never proceeded with. But this Jarvis-bodied 5cwt car, its hemispherical nose admitting air to the engine, looked every inch a racing car. The cramped cockpit had seats of sheet aluminium and the bottom half of the steering wheel was cut away to improve access. The driver sat at a head level of 2½ft. Minute gear and brake levers were mounted externally, as were the two exhaust pipes.

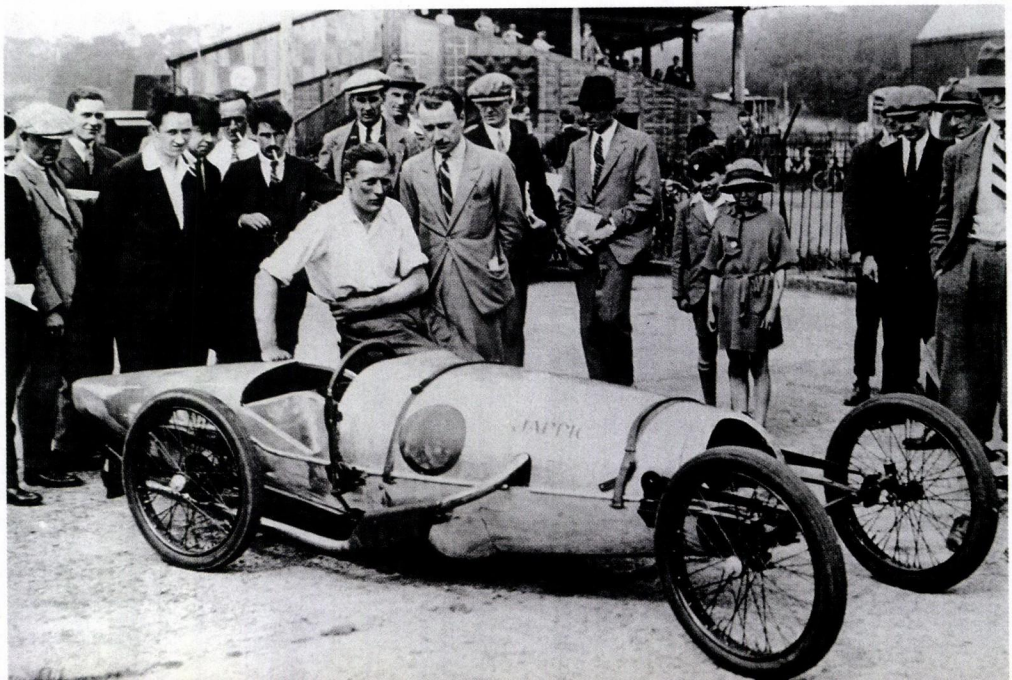
On that long-ago Bank Holiday afternoon the Jappic was driven by Walters, who had 1min 14sec start from the scratch cars, Victor Gillow's sidevalve Riley and a 1914 GP Nazarro, with Reid Railton's Amilcar, an entry probably prompted by Parry Thomas, leaving 11sec after the tiny cyclecar, in the 5¼-mile race.

Walters was not placed, but did a lap at 66.85mph, implying a top speed of some 70mph. Enough for one day. But the Jappic was out again at Whitsun, lapping at 68.03mph and just missing a third place. Walters then used it to break records, such as the Class J flying mile at 70.33mph.

In 1926 Kaye Don, the famous Sunbeam driver, was not averse to driving cyclecars, attempting records with the Avon-JAP and the Jappic, the latter now with a 495cc JAP engine, which gave Don some Class I records of up to 10 miles, at around 65mph.

After which Mrs Gwenda Stewart, of Derby-Miller fame, took it over, changing the mite's identity to HS (Hawkes-Stewart) and refitting the 344cc engine. At Montlhéry in 1928 she set the Class J 10-mile record to 70.95mph. Alas, in the garage fire at that circuit in 1932 the HS was completely destroyed.

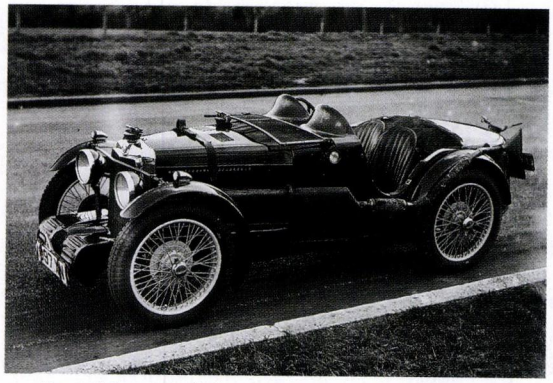
Unlike many cyclecars, the tiny Jappic was a properly engineered racer which could reach some 70mph



MG's Montlhéry Midget

THERE IS THAT SAYING, NOW BECOMING DATED, THAT "there's no substitute for litres", another that "small is beautiful". In the latter respect a notable car was the 1931 Mk II MG Montlhéry Midget sports two-seater. Not for the non-adventurous perhaps, but for enthusiasts a wonderful possession as the vintage years almost ran out.

The four-cylinder 57x72mm (746cc) oh-camshaft engine of the C-type MG was developed from the 847cc M-type, but the stroke was reduced by 12mm to put it in Class H for racing. With its revised valve timing and a Powerplus supercharger driven from the nose of the crankshaft, power was increased to 52bhp with 12lbs boost, a useful jump of 25bhp over the unblown M-type in 'Double-12' race trim.



One of the great little cars of the 1930s, the Montlhéry Midget boasted a high-revving blown 746cc engine

This gave astonishing performance for a 750cc car, which with its twin scuttle cowls, fold-flat wire-gauze screen, faired front dumb-irons enshrouding the blower and a well instrumented fascia, was a sporting proposition anyway. Maximum power was developed at 6500rpm and, limiting this to a prudent 5500rpm, you got 20, 40 and 60mph in the lower gears. The engine would pull 6200rpm on the 5.37:1 top gear, which on 27x4in tyres proved equal to 87.8mph over the Brooklands ¼-mile. On the road 90 could be achieved on a favourable stretch. There was excellent acceleration to match – 10-50 mph in 12.5sec, to 60 in 17sec, good figures for sportscars in the 1½-litre category. 0-60 took 20.8sec, the standing-start quarter-mile 19.8sec. So lots of urge, even for circumspect owners not exceeding 5500rpm.

Here was a 13cwt, 6ft 9in wheelbase car which was eminently suitable for those prepared to accept about 27mpg from an 80/20 benzole-petrol brew and do without a speedometer, although a hood was provided. Champion R1 plugs did not oil up, but carburettor flooding was needed for a prompt start. For £575 this MG was suitable for racing and trials (it had a 21.5:1 bottom gear) and gave lively road enjoyment.

Those who sampled it described the exhaust note as sounding "like tearing calico" or just "a satisfactory crackle", the blower scream coming in only at high revs. The gearchange was a delight, roadholding good with 32/30lbs tyre pressure front/rear, and the ride comfortable. The 1931 price was £575, with Rudge 'knock-on' wire wheels, racing tyres and duplicated ignition and fuel systems, while a 15-gallon tank gave a touring range of some 400 miles. One of the great little cars of the 1930s. The press demo car, RX 8306, was later raced by Kenneth Evans.

Clarkson on calamity

I ALWAYS SEEM TO MISS WATCHING THE BBC'S *TOP GEAR* programmes, but I had to see Jeremy on 'Who killed the British Motor Industry' (BBC 2, June 22). To do this the "burly host with the vocal mannerisms of a man undergoing surgery without an anaesthetic" (the *Daily Mail*'s words, not mine) focused on the Triumph Stag, with a team including Sir Michael Edwardes, Derek Robinson and Tony Benn to explain why the BMC failed.



Triumph's Stag showed typical BL mixture of good and bad

JC said he had quite liked some aspects of the Stag but was rude about its V8 engine. When I road tested this Triumph for MOTOR SPORT I was quite impressed with this sporting car from Coventry. Not being as tall as Clarkson, I did not bump my head on the roll-bar, and the easy-running 145bhp 3-litre smoothness was liked equally by both of us. The first Stag I tried had unacceptable steering feel, but a later version was so improved as to be recommended, although I conceded that the steering was still disappointing.

In the headlamp beams a real stag jumped into the road ahead near Eastnor Castle and then jumped over a box hedge, a feat I do not think either Jeremy nor I could accomplish.

Clarkson also set out to decide which was worse, the Austin Allegro or the Morris Marina. I found the Allegro 1750SS acceptable when new but with too flexible suspension, baulky five-speed gearbox, and some body shake (not mine!). I know about the stupid 'quartic' wheel, but a round one did come later. As for the Marina, I was disappointed with the TC coupé, and thought the ordinary Marina a car for the masses. Finally, I was surprised JC did not castigate Lord Stokes for suppressing that extremely promising mid-engined Rover coupé with V8 Buick power.

miscellany

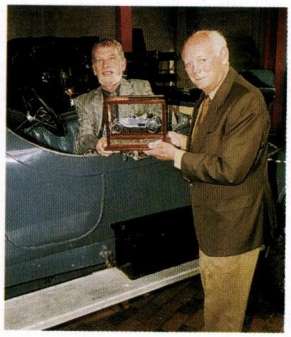
THE TYPE 44 BUGATTI OWNED a long time ago by Miss Cynthia Turner is now in Norfolk in very good original condition. Miss Turner used to run a Brescia Bugatti with outrageously flared mudguards in speed-trials, and her mother went from Scarborough to buy her 5-litre Bugatti from the Brixton depot.

* * *

EDGAR KEHOE, WHO RACED a Riley 9 at Brooklands and edited MOTOR SPORT for a few issues in the 1920s, is now 97 and still driving considerable distances.

* * *

I AM DELIGHTED THAT THE NMM's top award was presented recently by Lord Montagu of Beaulieu to Malcolm Jeal, for the many years he spent on the VCC's



Dating Committee, to ensure that veteran vehicles, of which he owns two, were correctly dated and that only genuine pre-1905 ones take part in the Brighton Runs.

* * *

HAVING QUERIED WHETHER THE Citroën Big Six once owned by the well-known actor, the late Rupert Davies, and used in the BBC *Maigret* series, is owned by his family, once again MOTOR SPORT'S readers have come up with an answer. The car does indeed remain with the Davies family.



In 1934, a female trio – IC Shwedler, MMG Allan and DB Evans (left to right) – won the Light Car Club's Relay Race at Brooklands, driving MG Magnettes

Ladies who broke male dominance

GIRLS IN F1 AGAIN? ONE DAY, PERHAPS! GIRLS AT Brooklands – yes, lots of them. To escape some confusion, the first ladies' races were in 1908, a decorous age, so their skirts were tied round their ankles as they sped along on exposed chassis. The BARC then said, no more, although girls raced at some of the smaller club events.

By 1928 the parent club relented, staging a ladies' two-lap Sweepstake at a Thursday evening meeting. It was won by Miss Maconochie's supercharged Salmson.



Riley Nine of Joan Richmond/Elsie Wisdom after winning the 1932 JCC two-day 1000-mile Race

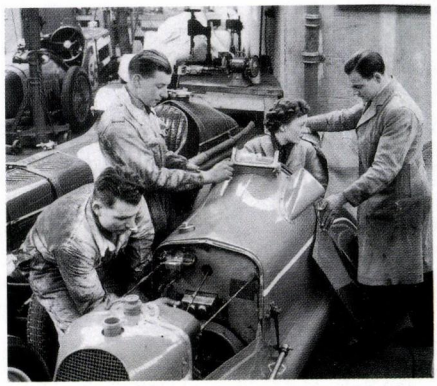
The late Dame Barbara Cartland took a bunch of debutantes in M-type MGs to the Track in 1932 to show that women drove better than men, and claimed that as the first female 'race', but it was so dangerous that it was quickly stopped.

Although the Hon Mrs Chetwynd had shared a Lea-Francis in the 1929 BARC Six-Hour Race, the ladies were still banned from competing with the men in lesser events, though they now wore skirts above the knee, bobbed or Eton-cropped hair, and were flying, sailing, and beating the men at tennis, and other sports.

Elsie Wisdom and Joan Richmond, in a Riley, won the JCC two-day 1000-mile Race in 1932, and at last the BARC lifted the ban on mixed races. Mrs S Tolhurst was the first to beat the chaps, in a Riley, lapping at 90.88mph, and before the Track closed in 1939, Kay Petre's Bugatti had lapped at 125.45mph to win a mixed race in 1935.

In 1933 they even agreed to a girls' handicap over the two-corner Mountain circuit, watching with fingers well crossed. Rita Don, in daddy's Riley, was first. It was said that as she slowed for the Fork Hairpin, Freddie Dixon, who was passengering, banged open the hand throttle!

The Ladies' Mountain Handicap became an annual fixture, won in 1934 by Doreen Evans in a Bellevue R-type MG, and in 1935 by Mrs Oxenden in a long-skirted tweed two-piece, collar and tie, white helmet and a stripped sports Alta, at 66.86mph.



Doreen Evans has her MG tuned up in 1936, by which time she was a well-known racing lady

Sands of time recorded

LYNN HUGHES' *PENDINE RACES*, PUBLISHED BY Gomer Press, Llandysul, Ceredigion, Wales for £25.00 (ISBN 1 85902 830 6), is quite a feat, describing what happened on the famous sands from 1905 onwards, with reports, results, pen sketches of famous riders and drivers, and newspaper accounts.

The amazing array of pictures is extremely well reproduced. The record attempts are described, the fatality to Parry Thomas in considerable detail. Hughes is not afraid of describing the biased investigation into his accident in 'Babs' – but why isn't Reid Railton's solution finally accepted?

Nonetheless, this is a remarkable book, the pictures so worthwhile, and now we look forward to other histories of sand-racing, at Porthcawl, Southport etc.

Brooklands Books of Cobham now have volumes about Le Mans and the Land Speed Record. Both are truly impressive, and are composed of topical reports from various leading motor journals. Much can be learned from reports written at the time of events.

Bravo, Mrs Bennett

THE VCC'S MOST AMBITIOUS EVENT THIS YEAR must be the replay of the 1900 Thousand Miles Trial. I could not follow it as no map of the route was sent to me, but I can say that it boasted 55 veterans, half a dozen of which were pre-1900, the oldest being John Bentley's 1894 1½hp Benz.

I also know that Lord Montagu of Beaulieu ran his 1899 Daimler, and that the most exciting car was the 1903 Mercedes 60 of Tim Scott, once owned by Peter Hampton.

Four entries came from America, one was from the Netherlands, and two were from Germany. The route covered 1063 miles in 10 days, for satisfaction rather than prizes.

Mrs Elizabeth Bennett, who wrote the book about the Trial (as reviewed last month), edited an equally superb official programme with colour pictures and brief histories of the vehicles taking part. Copies of this programme, priced £2 plus 75p postage, may be available from the author.

Mrs Bennett herself had an anxious moment when the four-cylinder Renault she had intended to drive on the Trial was not ready in time. Instead she hastily replaced it with her two-cylinder 10hp Renault. This machine went on to average 22mph and 20mpg, after completing the equivalent of 18½ Brighton Runs.



Remarkable rerun of the Thousand Miles Trial covered 1063 miles in ten days

A German smokescreen

AUTO-UNIONS HAVE BEEN IN THE NEWS recently. It was disappointing that the one which we hoped would be raced at the VSCC Donington Meeting did not appear, but Tom Wheatcroft took his 1939 A-U out of his Museum of Historic Racing Cars for it to be photographed on the Melbourne loop of the circuit, with Rosemeyer's son holding the Trophy with which his famous father was presented after he had won the 1937 Donington GP for Auto Union.

This recalls a true or false story. It has been said that when testing for the 1938 GP season A-U put four dummy exhaust stubs on their new car to make Mercedes-Benz think they were using a last year's V16 engine, whereas they had a new V12 in the car. Which was swallowed by all the journalists and experts present. But somehow, had Jenks been there, I can hear his saying "Bod, no smoke came from four of those exhaust stubs!"

miscellany

THOSE WHO LIKE SINGER cars, which still offer some bargains among post-war models, may like to know that the 23rd National Singer Day will be at Blenheim Palace on 6 August. If your interest is in classic Rootes cars, the Association of Rootes Car Clubs has its Millennium Rally at the same venue on the same weekend, benefiting the Children's Society. Members only, of course, but visitors to the palace, or watching without, should take the chance to see these cars.

* * *

THE INTER-REGISTER events, suggested by MOTOR SPORT years ago, still happen. These are a means by which the one-make clubs and registers can compete against one another in a variety of mild competitions organised by themselves and run on a team basis. The STD held driving tests at Brooklands, with 30 starters, the STD team of small Talbots winning, with a tie for second between the Humber Register and 12/50 Alvis Register. The Pre-war A7 Club held their contribution in Herefordshire, with a 50-mile navigation exercise, the Alvis Register winning easily.

* * *

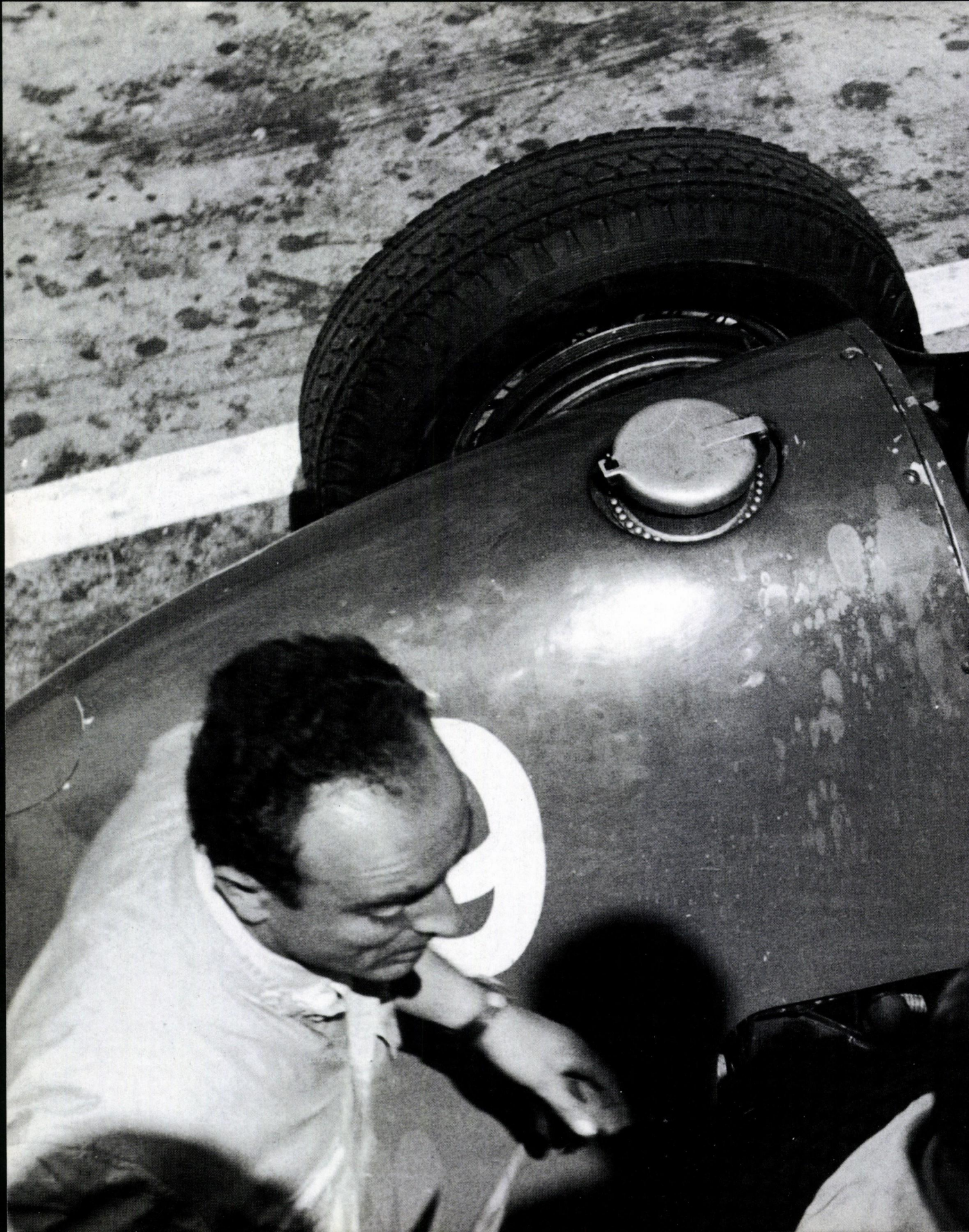
HOW RIGHT THAT Andrew Frankel should press for the preservation of what remains of the great French circuits. One must also hope for the continued existence of Montlhéry track, where eight French GPs and many other important races were held over the 7.8-mile road course before the war, and where many day-and-night record bids took place, up to the Citroën Rosalie's 133 days at 58.07mph for 185,354 miles, and a lap at just short of 149mph by the fwd Derby-Miller. This Paris track is still in use, its bankings intact; pray it never goes the way of Brooklands.

* * *

CORRECTED RESULT: THE VSCC Light Car Section Llwynbarried Trophy was won by CM Piercy's 1927 Trojan for best two-day performance, not as originally announced.

* * *

WHEN ONE IS OLD, DOES one become more critical? Anyway, let's just say I was surprised that red RAC has a quest to find the person with the most annoying driving habits. If it's you, log on to www.redrac.com and you might, by 31 July, win their prize of free tickets and flights for two to the Italian GP. Another surprise is that the NMM is staging an exhibition of 22 cars representing 'the good, the bad and the ugly', Michael Ware's idea, following an experts' panel on this odd subject. The VW Beetle was judged both best and worst! And why did ITV make us wait until night-time for Formula One qualifying from Montreal, and then interrupt it with advertising breaks in a 1¾-hour programme? None interrupted the three-hour coverage of the Euro 2000 England vs Germany football match. And, finally, why are there accident shots on the F1 race lead-in?





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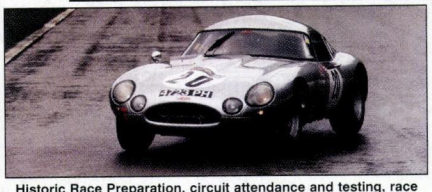
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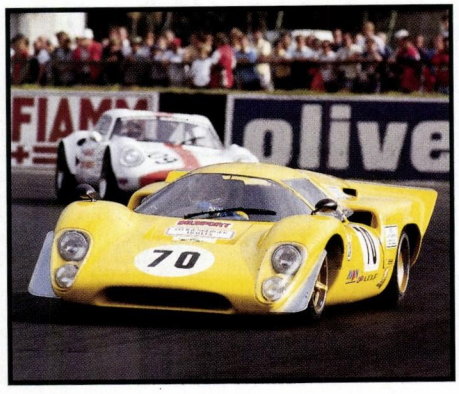


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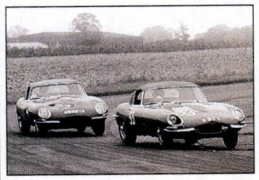
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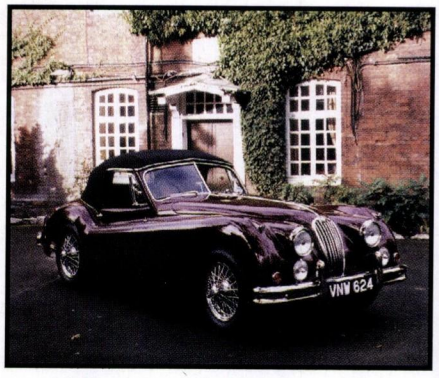
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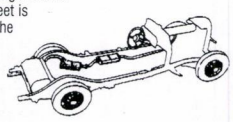


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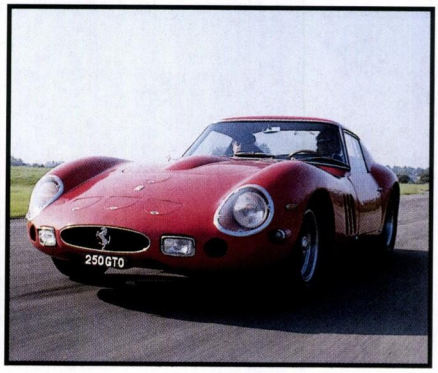
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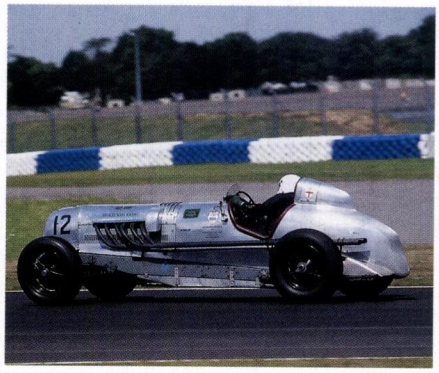
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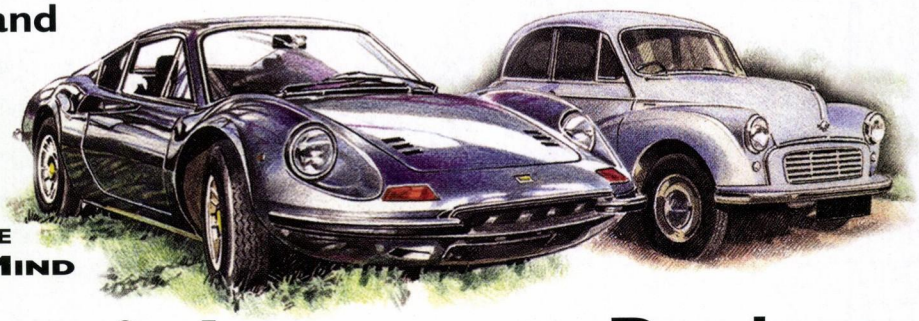
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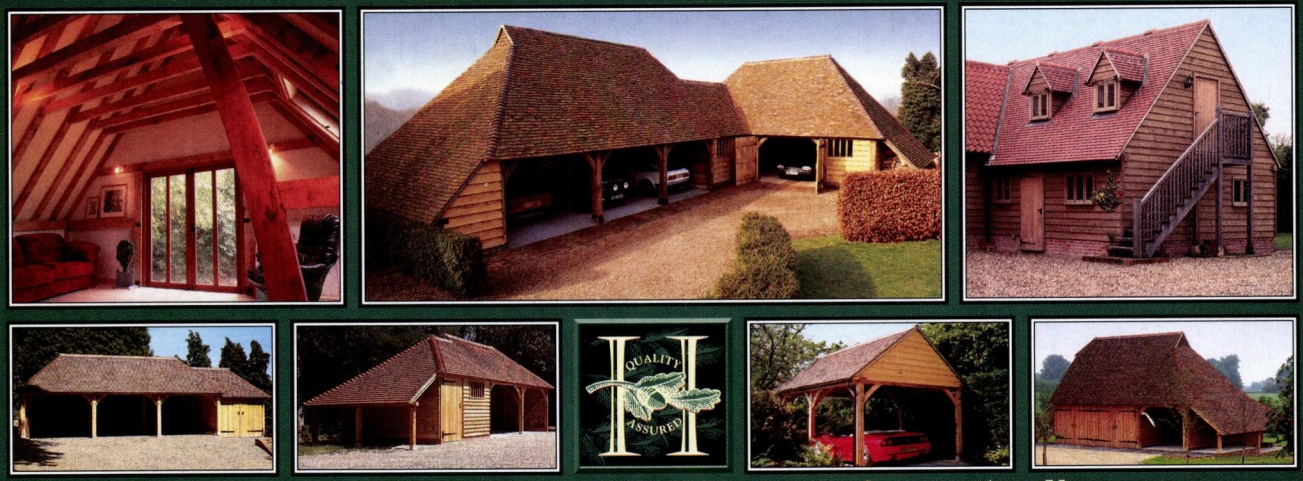
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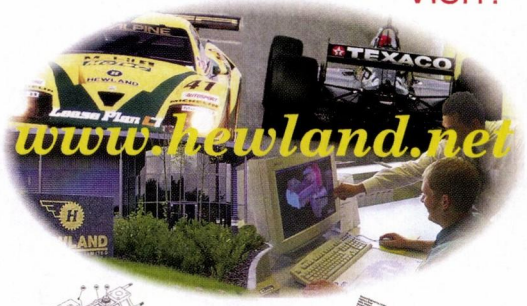
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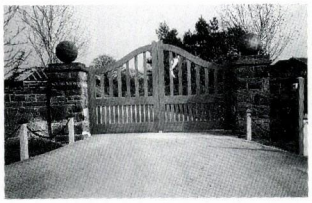
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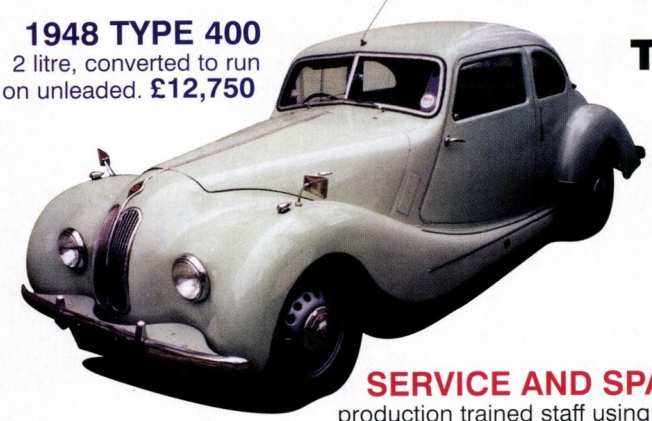
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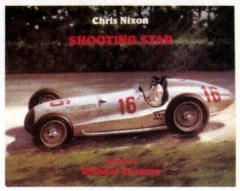
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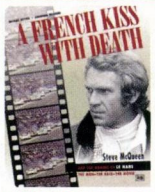
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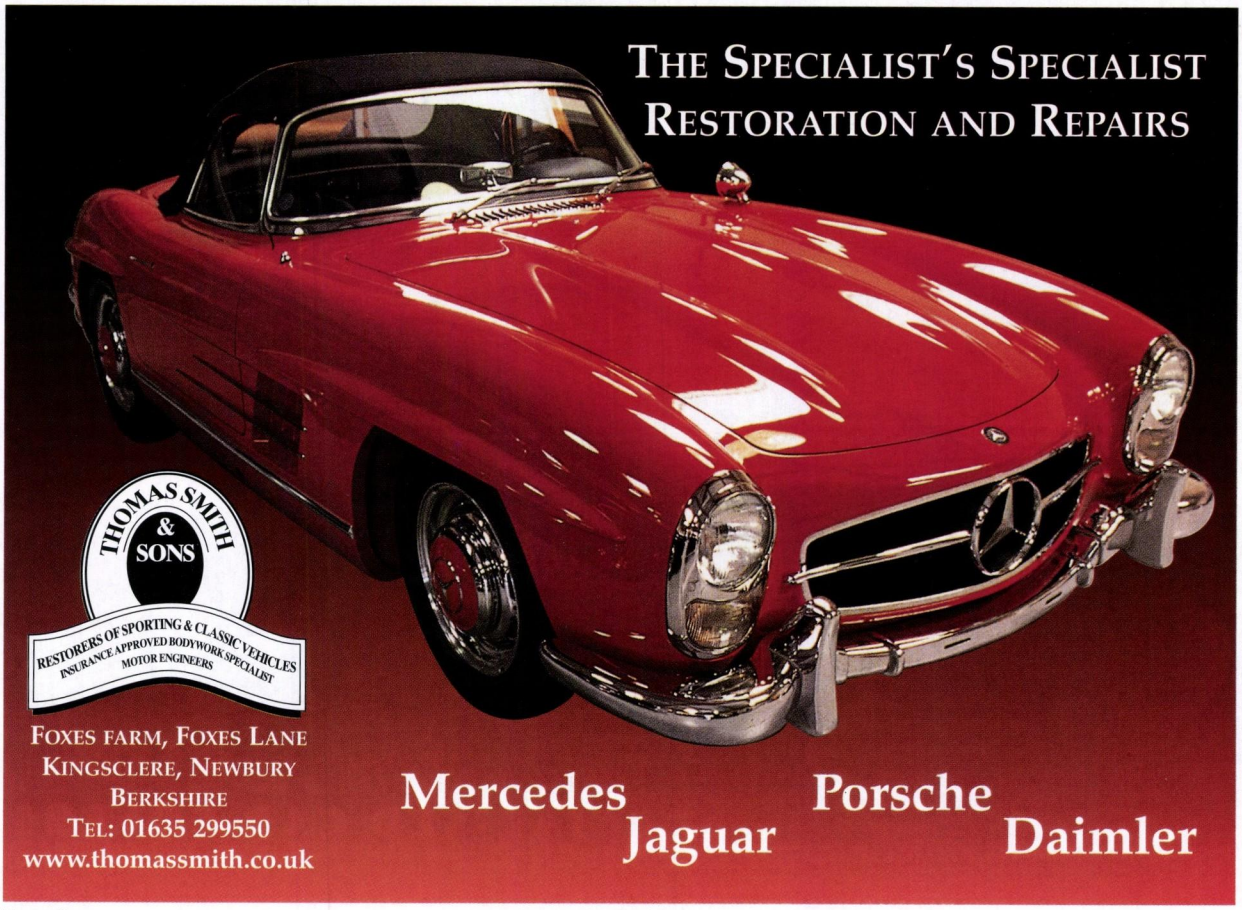




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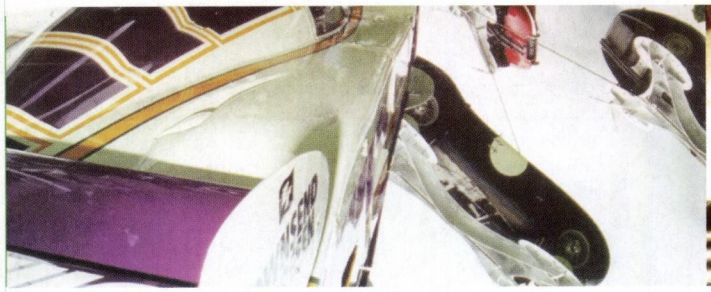


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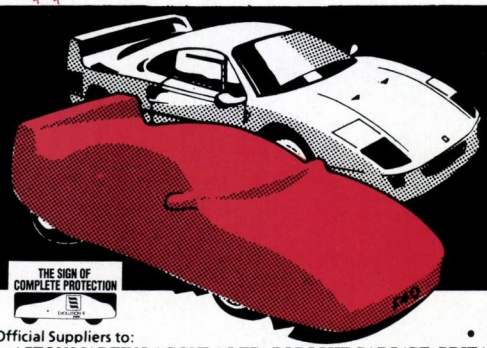


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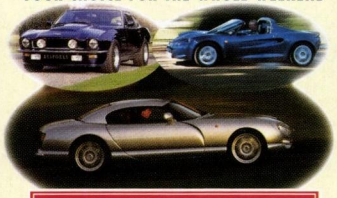
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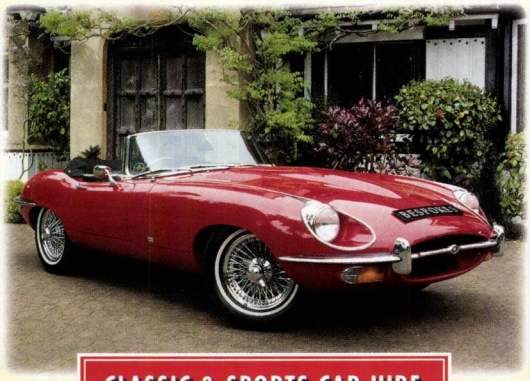
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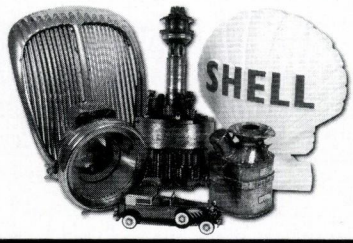
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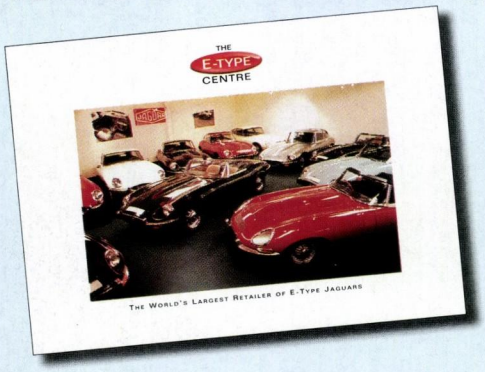
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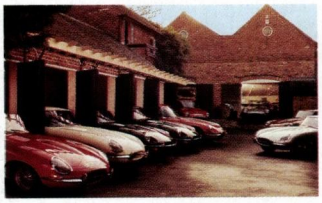
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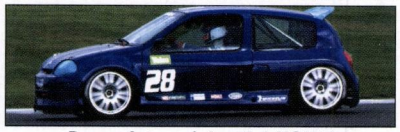
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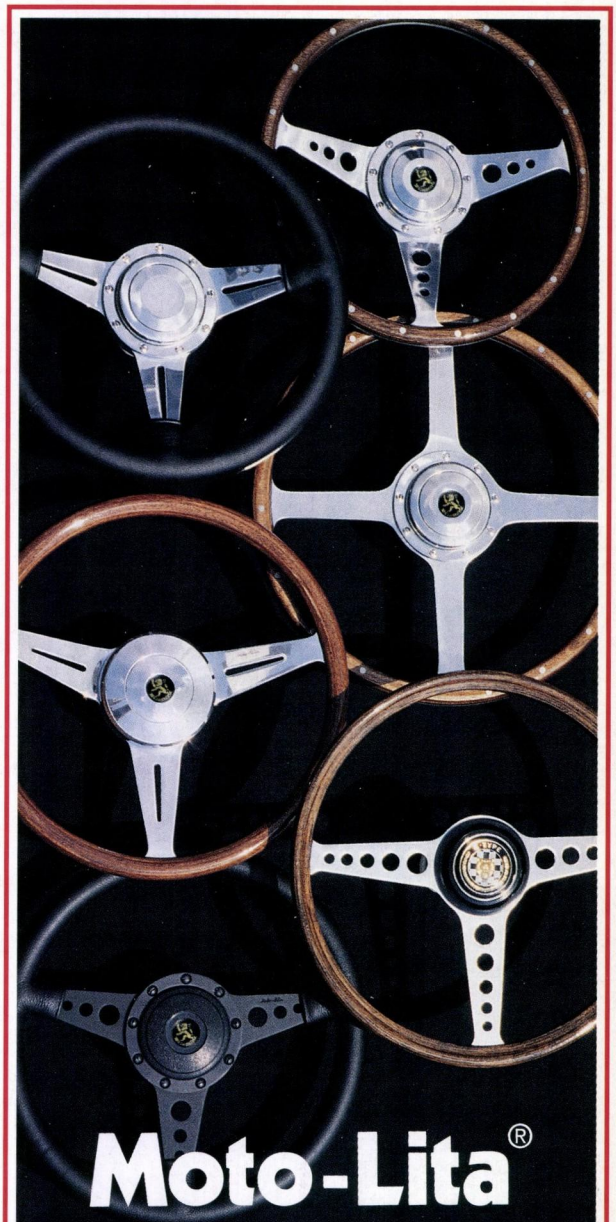
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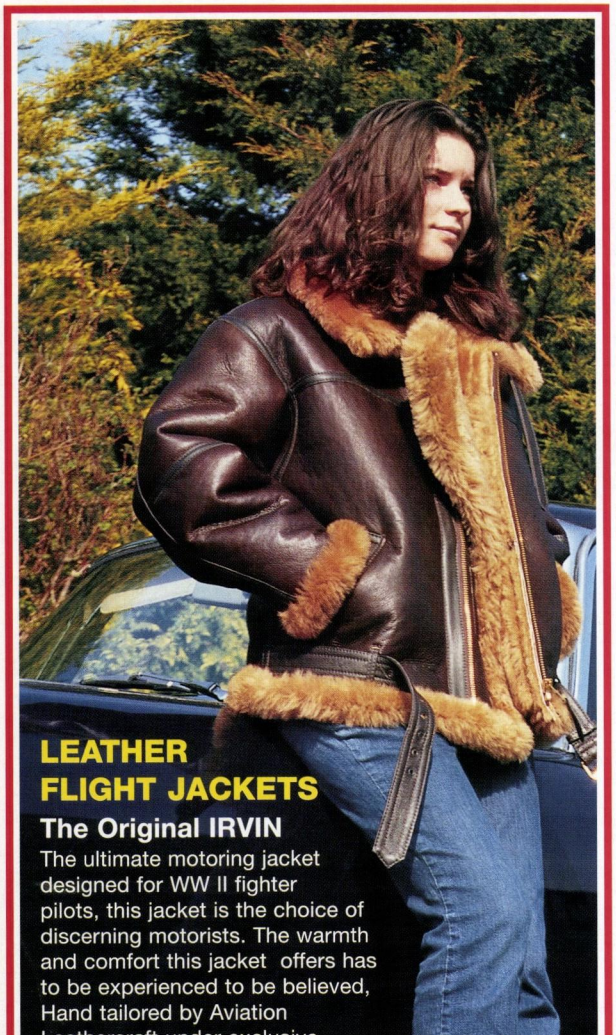
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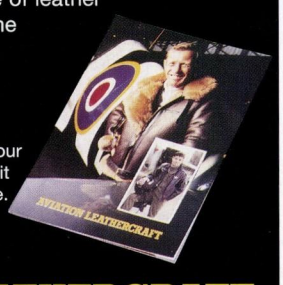
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MGB GT, 1973, white, chrome bumper, Heritage shell, new interior, bills for work done, £2,500 ono. Tel: 0161 281 3930 Private sale.

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MGB ROADSTER, 1974, fully restored, Minilites, electronic ignition sports, sse K&N, filter uprated suspension, immobiliser, walnut dashboard, full history, superb conditions, £7,245 ono. Tel: 0148 323102 or 0777 1773612 Huddersfield (P).

MGB ROADSTER, 1967, 12,500 miles on the clock, blue, black leather seating, wire wheels, immobiliser, overdrive, excellent condition, garaged, full history, 12 months MoT, £6,950. Tel: 0186 864474 Oxford. Private sale.

MGB, 1978, Inca yellow, black interior, full ground up rebuild on California shell as new, choice of 5, £9,750. Tel: 0145 828401.

MGB GT, 1973, chrome bumper, red, unleaded, cww, professionally restored and maintained (bills for £13,000), used daily, very good condition, £4,250. Tel 01342 835 704, Reigate, Surrey.

MGB ROADSTER, 1973, chrome bumper model, manual with overdrive, unusual Mallard green with ochre, wire wheels, unleaded, s/s exhaust, good history, restored to a very high standard superb! £7,500 ono. Tel: 01485 210 34 anytime.

MGC, 1969, 3 litre, 67k miles, too many extras to list, £8,750. Contact Mike, day time 0208 6699 1719 or 020 866 1719. Genuine reason for sale.

MG MIDGET, 1980, blue, Mo November 2000, six months MoT, exce

lent condition, £5,000. Tel: 029 20220686 Cardiff.

MG MIDGET, 1973, round wheel arch, professionally rebuilt/restored 1996, beautiful condition, low mileage, unleaded, lady owner, extras, £4,600. Tel: 023 80221832.

MG MAGNETTE SALOON, 1957, Island green, owned by ourselves last 17 years, car is totally original, interior wood, leather etc, all perfect, only 28,000 miles from new with lots of history, offers around £5,800 (will be sold with new MoT). Ashburton Motor Works. Tel: 01364 652302.

MG NA MAGNETTE, two seater, 1934, unique, full three owner 85,000 miles service history from new, totally sound, £28,000 ono. Tel: 01243 377692.

MG TC, 1947, reg. number GTX 87, red with buckskin upholstery, older rebuild, low mileage, good condition, £14,000. Tel: 01242 524973.

MG TC, 1947, red, good mechanical condition, excellent runner, £11,750. Tel: 020 8614 6200.

MERCEDES 230C PILLARLESS COUPE, 1980, auto, PAS, e/windows, low mileage, good condition, pleasure to drive, £2,995. No offers. Tel: 01268 784336 or 0777 372 9998 (Essex).

MERCEDES 230SL AUTO, 1966, red with cream leather, hard and soft tops, fully restored, 138,000 miles, £14,000. Tel: 020 8891 6100.

MERCEDES 280 CE AUTO, white, PAS, electric sunroof/windows, one driver, 1984, years MoT, very good condition, £4,750. Tel: 01371 851643.

MERCEDES 300 SL, 1989/F, RHD, auto, black with grey leather interior, Mercedes alloys, hard and soft tops, 80k miles with full Mercedes Benz service history, always securely garaged, immaculate condition, £16,500 ovno, view London. Contact Andrew on mobile 0956 291702. Private sale.

MERCEDES 380 SLC, 1980 in mint condition with only 5,000 miles. A true classic, Champagne gold with biscuit trim, electric sunroof, alloys, cruise control, r/stereo, fully documented history, maintained by specialist. An appreciating asset, £9,950 ono. Tel: 02882 251244 or 0860 652325. Private sale.

MERCEDES 450 SLC, 1980, gold, 57,800 miles, believed genuine. Air conditioning, cruise control, s/roof, e/windows, c/locking, new MoT, good condition, £6,000 ono. Tel: 01722 330020 (Wilts).

MERCEDES 450 SEL 6.9, 1979, FMBSH, blue interior, all extras, 93k miles, only two owners, 4k recent bills with MB, original wheels inc personalised plate, really nice example, £8,995. Tel: 07000 700007.

MINI COOPER 'S' RSP, 1990, one of the original batch of 1000 Mini Cooper RSP Limited Editions produced. This is one of the 77 fitted by John Cooper Garages with it's Cooper 'S' conversion, FSH, new MoT, immaculate condition, £5,250 ono. Tel: 0850 862106 mobile, 02476 506359 home.

MINI VAN, 1983, exceptional original condition with only 26,000 original miles from new, one lady owner, new MoT, £3,750. Tel: Sussex 01273 626768 or mobile 0831 173729.

MORGAN +4 2 LITRE, 1986, Indigo blue, red leather, walnut dash, wire wheels, 168 bhp, C Musgrove engine, 30k miles, FSH, many extras including registration A13 MOG. Excellent condition, £14,950. Tel: 01763 260319 or mobile 07867 824554.

MORGAN 4/4 1.6, 1980, ivory, leather, wire wheels, unleaded head, many extras, one owner, new MoT, exceptional, £9,750 ono. Tel: Brighton 01273 300700, Guy.

MORGAN +4 4 SEATER, 1993, Connaught green, aluminium body, 15,500 miles, one owner, FSH, £19,750. Tel: 01243 371212 eves.

MORGAN SERIES I COUPE, 1948, standard special engine, royal ivory, twin spares, concours winner, full MoT, tax exempt, £13,500. Tel: 01934 838578.

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MORGAN 4/4 1600 73L. Good, original condition. Extensive history. Last owner since 1980. MoT end October. Tax exempt. £11,750. Tel 020 73773161(D) or Moble 0385 766911 or 0208 946 5528 (E).

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MGB GT V8, 1975, chrome, Damasc red, 58k, everything done, every extra fitted, mine since 1985, agreed valuation £9k, £6,950 ono. Tel: Sheffield 2758573.

MINI MARCOS BODYSHELL, 1969, Mk3, correct documentation, screens, lots of bits, £550. Tel: 01225 866378.

P

PORSCHE 2.7 CARRERA RS TOURING, LHD, light yellow, matching numbers, all original panels, stored 13 years, excellent value, £34,000. Tel: Autofarm 01865 331234, web: www.autofarm.com Email: auto.farm@virgin.net

PORSCHE 911 CARRERA 3.2 CABRIOLET, 1985/6, Grand Prix white with full Burgundy leather, electric seats, sport wheels, Blaupunkt radio, Scorpion alarm, FPSH, original UK car, always garaged, 55,000 miles from new, only one owner since 2,000 miles (1986), a fantastic car in superb condition, £19,950. Tel: 020 7602 6788, fax: 020 7603 0927. Serious enquiries only please. Private sale.

PORSCHE 356C COUPE, 1964, LHD, silver with red interior, full MoT, tax exempt, excellent condition throughout, ready to enjoy, £15,000. Tel: 01442 219326 Herts.

PORSCHE 924S, 1987 (E), Guards red, third owner last seven years, black pinstripe interior, 52,000 genuine miles, PAS, electric sunroof and windows, excellent condition throughout, one of the best, £6,250. Tel: 01656 880772.

PORSCHE 944 S2 COUPE, 1991 H, Baltic blue, cream leather, Porsche FSH, electric sunroof/seats, alarm immobiliser, Alpine radio/CD player, MoT, recent full service, careful owner, pristine, reluctantly for sale at £9,995. Tel: 0771 858 1135 (N. London).

PORSCHE 911 TURBO II, 1991, red/grey leather interior, 60k miles, 18" Gimballa wheels, engine and suspension modifications costing over £10,000. Ring for full specification, £29,500 ono. Tel: 01923 267519 or 0370 642104, part-exchange considered (Herts).

PORSCHE 924 S LE MANS, 1988, 93,000 miles, FSH, MoT, taxed January, s/s exhaust, power steering, electric windows, sunroof, very good condition, £5,750 ono. Tel: 01563 860276.

PORSCHE 944 ST2 CAB., 1989G, 85,000 miles, black, cream leather, usual electrics, recent tyres, brakes, FSH, excellent condition, £11,500 ono. Tel: 01223 874377, 0402 511810.

PORSCHE 968 COUPE, 1993, midnight blue, full grey leather, electric sports seats, new rear tyres, electric sun roof, a/c, driver air bag, excellent condition, FSH, £20,500 ono. Tel: Geoff on 01675 462813.

PORSCHE 944, 1984, excellent condition, silver/Pascha interior, reconditioned engine, 70k, S2 wheels, FSH, recent exhaust, tyres, belts and water pump, £4,500. Tel: 07712 547149 or 020 8995 3606.

PORSCHE GT3 LHD, March 2000, brand new, delivery mileage, black/black, air conditioning, e/w, full leather, £POA. Also Porsche 996 Carrera Cabriolet, LHD, Tiptronic 1999 model, £POA. Tel: 020 8209 0481 UK or 00 33 611 534970 (France).

PORSCHE 911 CARRERA 3,2,1, 1987, one owner from new, sunroof, 65,500 km, service book, mint condition, £14,000. Hamburg, MIKA GmbH. Tel: 0049 4542 2041, Mr. Kampschulte.

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PORSCHE 911T LHD, 1970, signal orange, personal import from California, absolutely excellent condition, £2,500. Very recent bills, long MoT, tax exempt, Cat 1 alarm/immobiliser, £12,250 ono. Tel: David 0207 228 3086 or 0777 1986595 (Private).

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R

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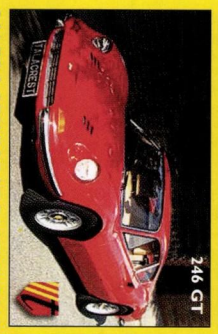
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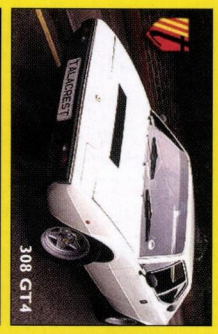
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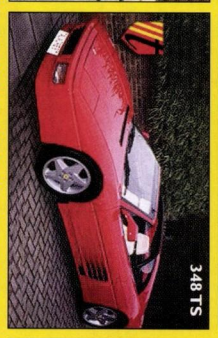
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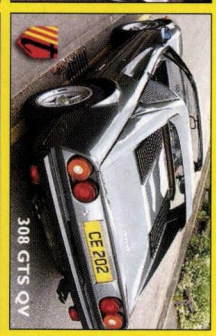
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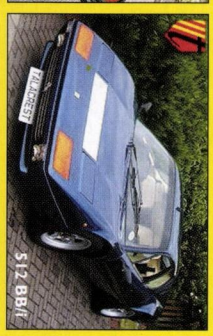












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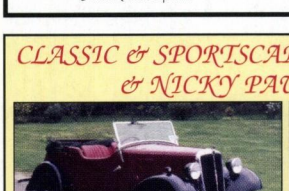
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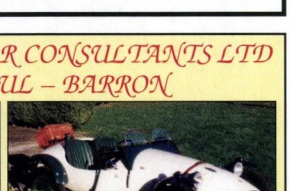
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RILEY 472 SALOON, 1970 H reg., powder blue, blue leather interior, only two previous owners, extensive history file, absolutely outstanding condition, £4,500 ono. Tel: 0208 679 2699. Private sale.

ROLLS-ROYCE 1935 20/25 COUPE DE VILLE H.J. Mulliner. Very stylish and unusual, twin sidemounts, louvered bonnet, P100's. Smartly finished in black with recent tan leather interior and running very nicely, £37,500. The Real Car Co. Tel: 01248 602649, www.realcar.co.uk

ROLLS-ROYCE 1935 20/25 LIMOUSINE by Thrupp & Maberly, well finished in black with good black leather to front and beige cloth to rear. P100 h/lts, division, occasional seats, ideal for weddings, £19,500. Choice of several more Limousines. The Real Car Co. Tel: 01248 602649, www.realcar.co.uk

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ROLLS ROYCE SILVER SPIRIT, 1986, Honey beige metallic with parchment hide interior, 80,000 miles, FSH, superb condition, perfect for wedding use, £11,250. Tel: 020 8977 1946.

ROLLS-ROYCE 1977 CORNICHE CONVERTIBLE SERIES 1A. Low mileage and in lovely condition, finished in Willow gold with excellent original dark brown leather interior and beautiful woodwork. A pleasure to drive, £26,000. The Real Car Co. Tel: 01248 602649, www.realcar.co.uk

ROVER P36 14 SPORTS SALOON, 1936, six cylinder, yellow and black, blue leather interior, original leather seat, sliding roof, new tyres and many spares, in very good condition, 87,000 miles, MoT'd, fully restored in late 1980s, registered JP 1317, £8,000. Tel: 01744 884385, Lancashire. Private sale.

S

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T

TR6, 1973, Mallard green, grey interior, 150 bhp, fully restored to original specification, BMIHT certificate, hard and soft tops, new Revington rear springs, unleaded conversion, Halogens, DUO £9,750 ono. Tel: Justin 0121 322 8400 (w), 01386 792 110 (h).

TRIUMPH STAG 3.0, 1974, auto, fantastic condition, 12 months tax and test, hard and soft tops, s/s exhaust, immobiliser, lumenition, magenta limited edition paint, over £5,700 in receipts, £7,500. Tel: 01543 252393 or 0385 921714. Private sale.

TRIUMPH TR6, 1972, 150 bhp, green, h/s tops, £4,000 receipts last 12 months, unleaded conversion, MoT 6/01, garaged, very good original condition, £2,950. Tel: 01980 632385.

TRIUMPH TR7 CONVERTIBLE, 1980, 69,000 miles, metallic blue, body restored, new engine 14k miles ago, regularly serviced by TR7 specialist. In daily use, usable classic, near concours condition, this car recently appeared on Top Gear on satellite TV, £4,995. Tel: 0161 798 9838. Private sale.

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TRIUMPH TR6, Inca yellow, 1973, 150 bhp, in excellent condition, fully restored 1991/2, hard top, new Happisch hood, consistently well maintained, MoT until November 2000, £9,950. Tel: 020 7935 2666. Private sale.

TVR 1600M, 1975, great looks, metallic blue, grey interior, noise, fastisiously maintained since complete restoration, gleaming bodywork, engine, differential recently rebuilt, inspection welcome, £6,000. Tel: 0780 1063712. Private sale.

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TV7 V8, ex-works imported from UK by current owner 1995. Completely rebuilt, excellent condition, Safety devices bodyshell no. 189, for full details and photos etc contact Sydney, Australia, phone/fax: 0061 (0)2 945 18866 or email: hawk.eye@bigpond.com.au

TVR S2 2.9 LTR, 1989 G, metallic blue, cream leather interior, blue piping, 82k miles, s/s exhaust, TVR history, excellent condition, £7,995. Tel: 01362 820629.

W

WESTFIELD SE, built 98, 2 litre 16v Vauxhall engine, LSD, full weather gear, epoxy coated chassis, professionally built with no expense spared, done 1200 miles and is as new, full spec on request, £10,500. Tel: 01282 690184, mobile: 0780 800 2525.

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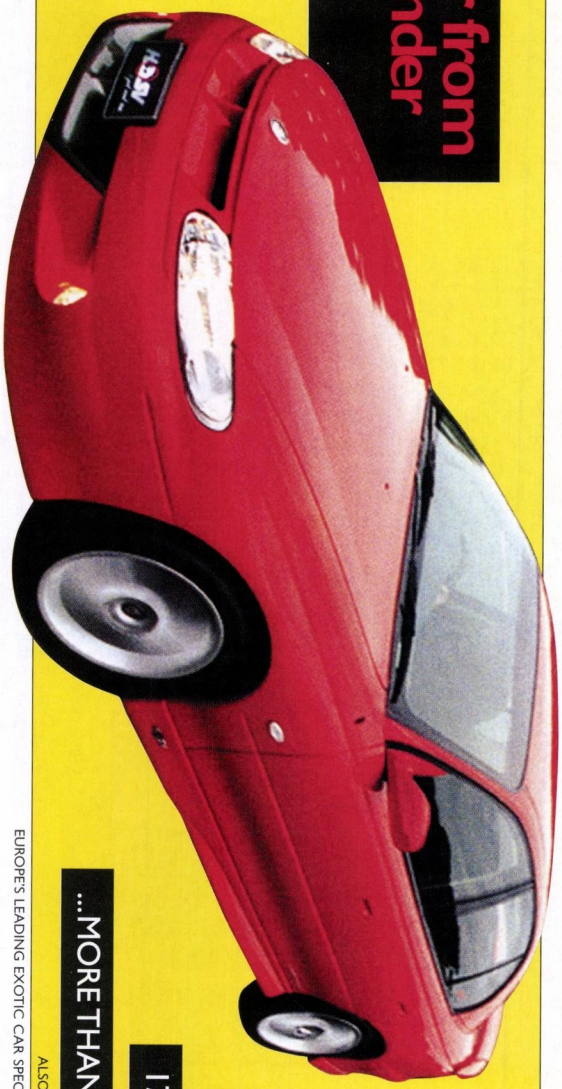
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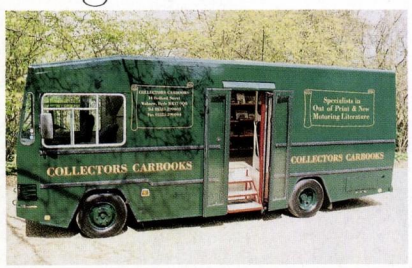
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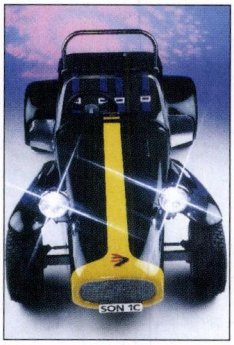
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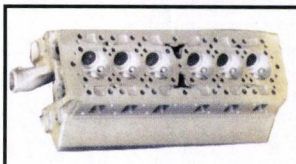
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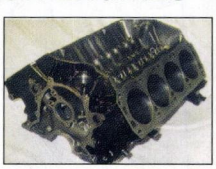
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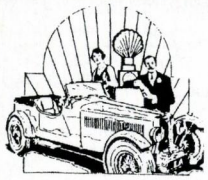
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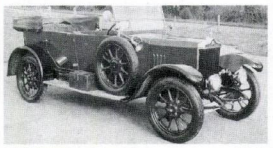


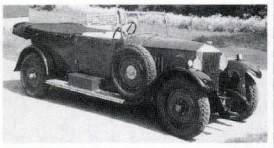
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1924 **STANDARD** SL/04 13.9hp 4-seat Warwick tourer (Photo) £13,750
1924 **SUNBEAM** 14/40 4-seat tourer £16,750
1925 **ALVIS** 12/50 SC 4-seat tourer by Cross & Ellis £34,000
1925 **METALLURGIQUE** S-type VdP tourer 2-litre o.h.c. (Photo) £24,000
1925 **ROLLS ROYCE** 20 (1937 Southern Coachworks saloon body) £15,250
1926 **FORD** model T 4-seat tourer £10,250
1926 **HUMBER** 9/20 4-seat tourer £10,750
1927 **LAGONDA** 14/60 (2 litre) semi-sports 4-seat tourer ..... £POA
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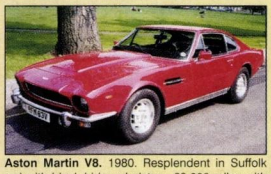
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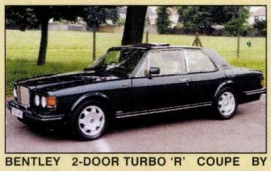
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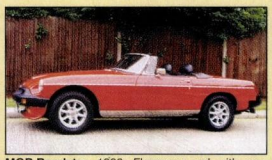


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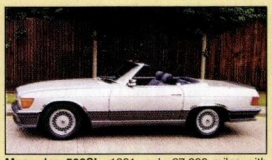
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Rolls Royce Cloud III Continental Flying Spur. 1965.
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Rolls Royce Silver Spirit III. 1994. 12,000 miles.
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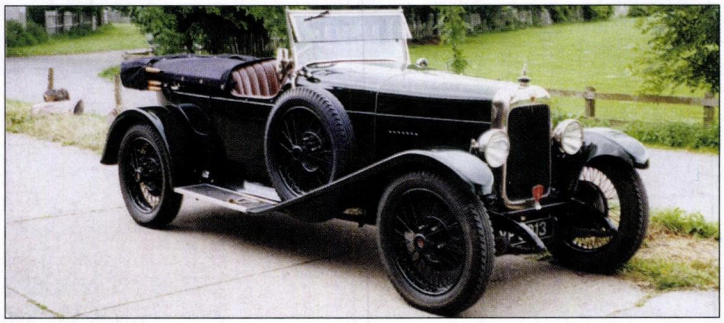
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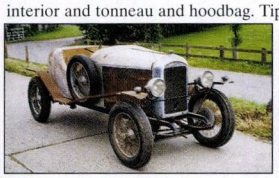
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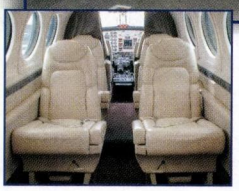
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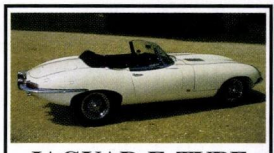
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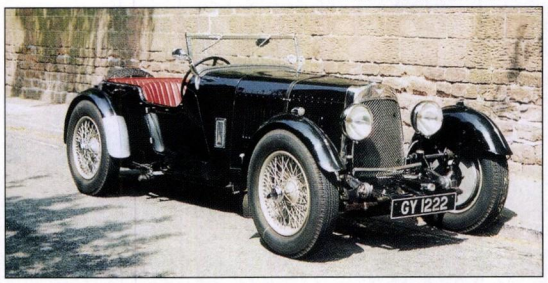
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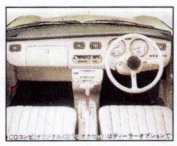
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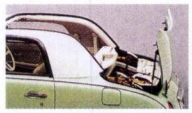
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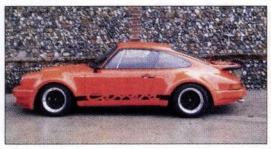
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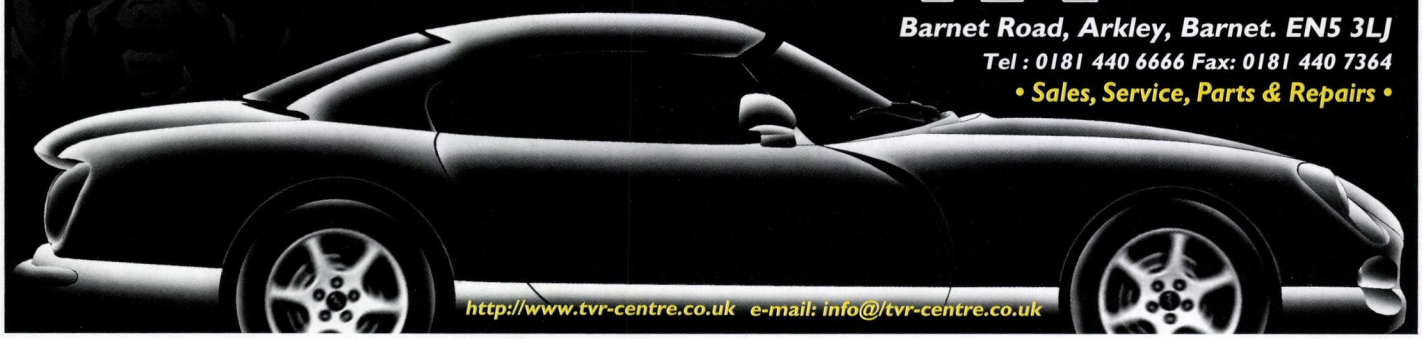
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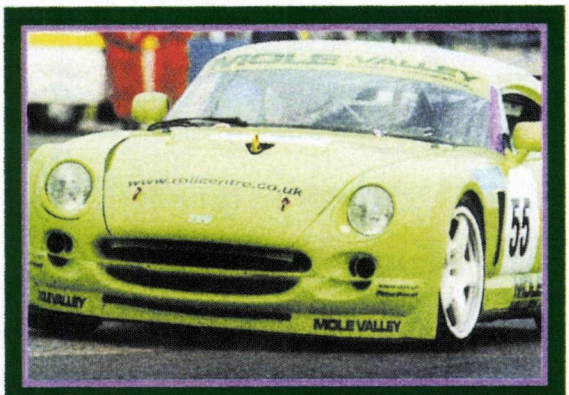
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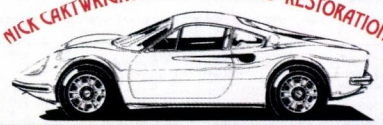
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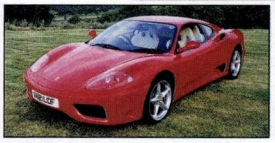


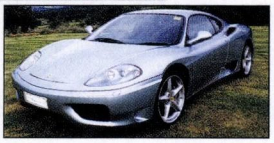
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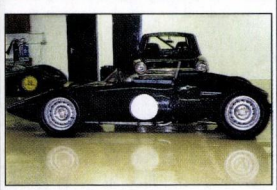
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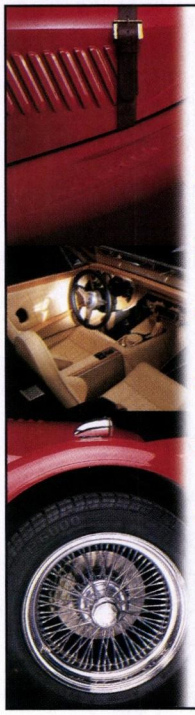
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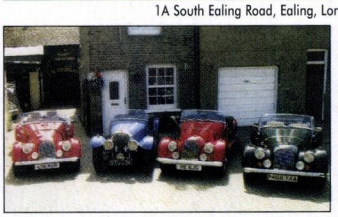
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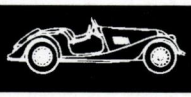
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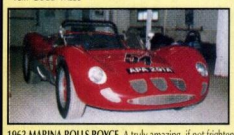
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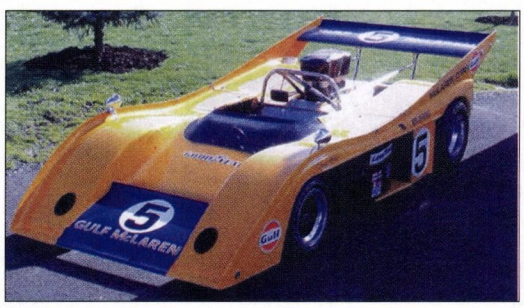
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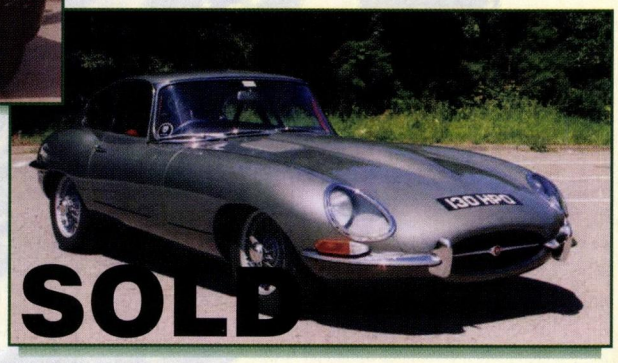
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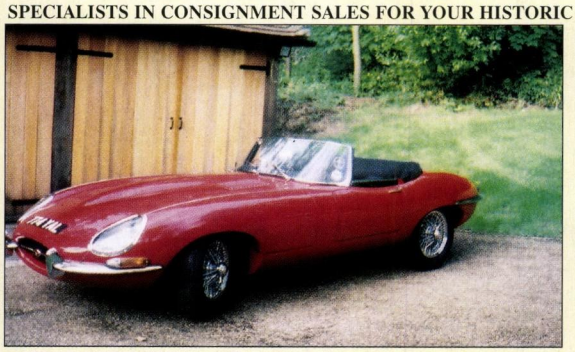
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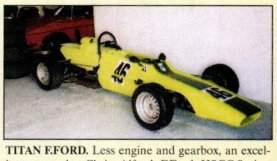
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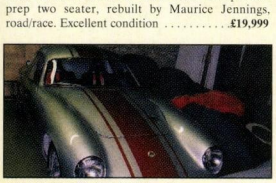
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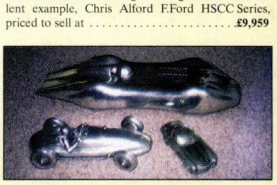


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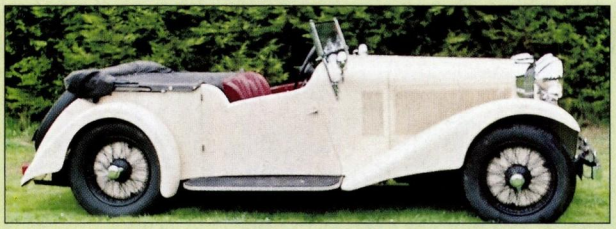
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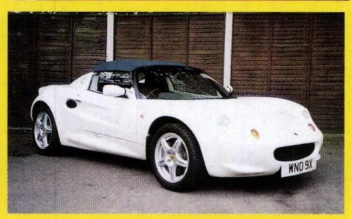
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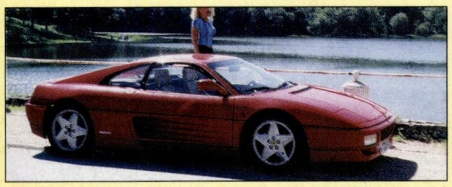


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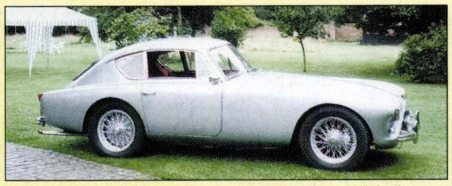
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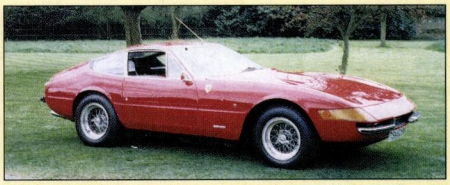
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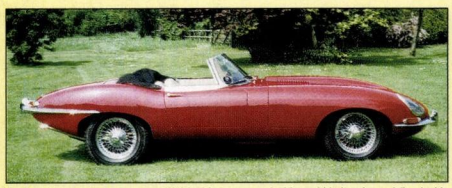
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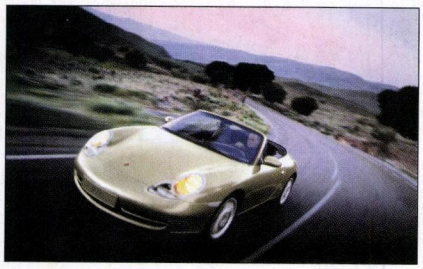


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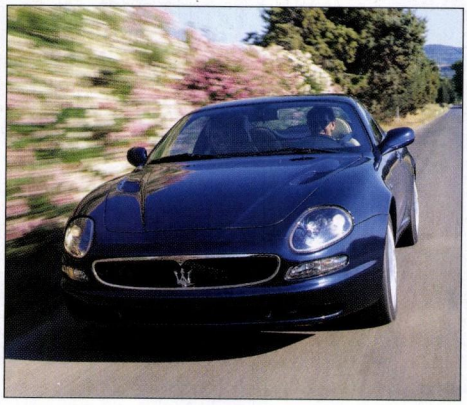
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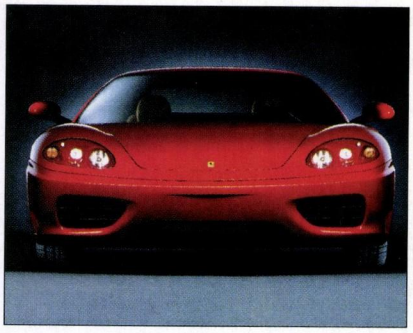


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The Diamond Jubilee

Aston Martin

Offers invited in the region of

£3,990,000.00

(Offers only considered providing the car does not leave Great Britain)



A unique, one-off production model - certified as never to be repeated.



Built to commemorate the Aston Martin Owners Club Diamond Jubilee.

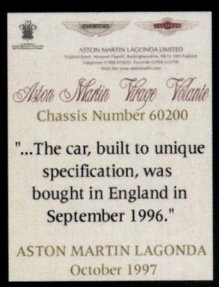








Diamond Jubilee Volante





Please telephone: 07939 177 810, or Fax: +44 (113) 2426682, or apply in writing to:
D Kitching, F.I.L. Ex., Graham-Stowe-Bateson (Solicitors UK), Portland House, 5 / 7 Portland Street, Leeds, LS1 3DR, England.

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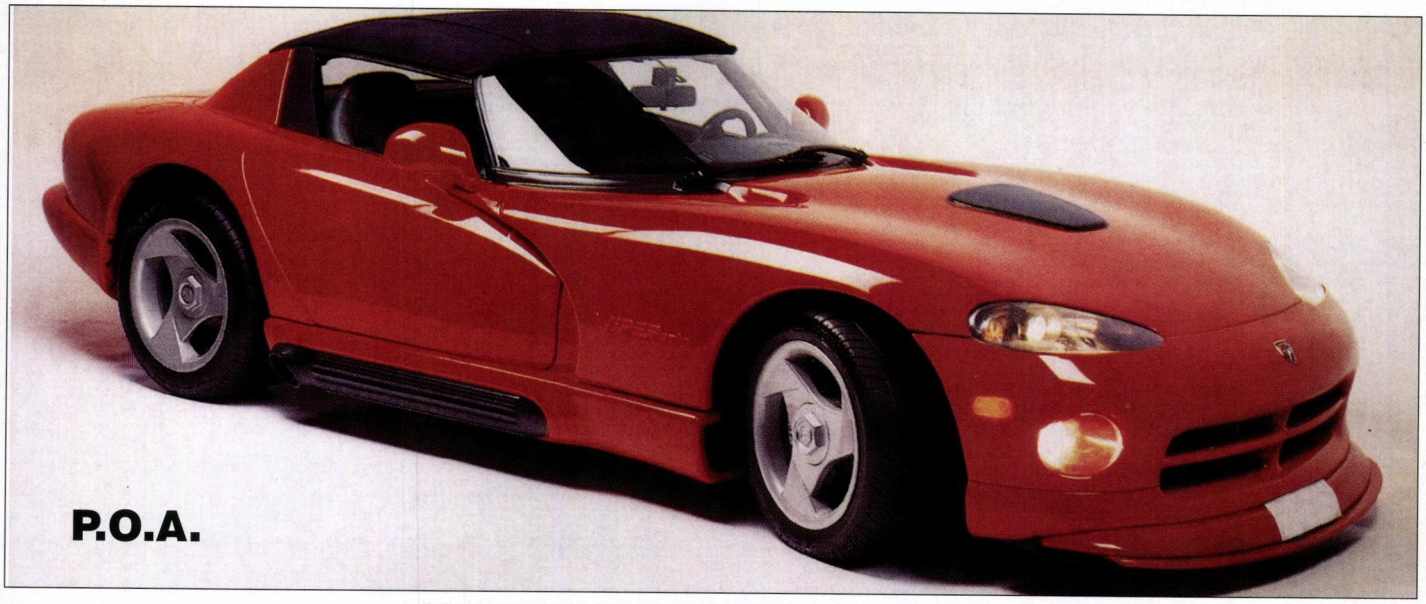
"0-60 MPH IN 3.5 SECONDS 200 PLUS MILES PER HOUR!"

Could this be the World's fastest Viper?
If this car was for sale, would you be tempted?

THIS *TWIN-TURBO* DODGE VIPER RT10 IS FOR SALE!!

PERFORMANCE DETAILS

BHP: During dynamometer testing, the car's modified power unit produced in excess of 800 bhp.
TOP SPEED: The car's top speed should be in excess of 250 mph (the car has been tested in excess of 200 mph).
TORQUE: In test conditions, the car's modified power unit achieved in excess of 750 ft. lbs. of torque (1020 Newton metres).
ACCELERATION: It is anticipated that the car will achieve acceleration of 0-60 mph from a standing start in 3.5 seconds or less.



P.O.A.

SOME OF THE CAR'S PRINCIPAL MODIFICATIONS

Two T04 Garratt Turbo Charges fitted. Traction control developed and fitted. Up-rated, fully adjustable suspension.
ABS braking system developed and fitted. 10 Bosch green 100 HP top-fed injectors fitted.
Custom-made intercooler fitted in front of the oil cooler and radiator. New custom-made steel flywheel fitted with McLeod twin 10.5 inch clutch.
New electronic Engine Management System, incorporating 3 power levels -
(the 2 most powerful of which are accessed only with additional ignition key).

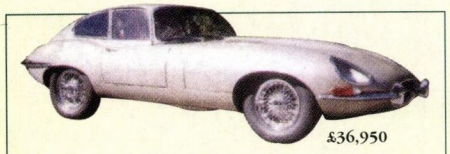
A host of additional modifications have been made to improve the car's overall specification.

For further information on this remarkable car, please contact Hal Goodwin, you can reach him on the following telephone and fax no: (01202) 391988. Alternatively, you can see the car at Silverstone during Coys International Historic Festival 21st-23rd July 2000. The car will be exhibited on the American Express stand, which will be situated in the Trade Mall behind the Woodcote Stands at Silverstone Circuit. Hal will be there to answer all your questions about the car. Prepare to be charmed by this mechanical snake!

IMPORTANT NOTE: All performance figures quoted in this advertisement are approximate and taken from earlier tests.



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1965 E-Type Series 1, 4.2 FHC. Man
Golden Sand/Red. Genuine matching no's car. Very original, in superb condition. Not to be missed. (D)



£33,500

1973 E-Type V12 Roadster. Auto
Old English White/Black. A very original car. Drives like new. (D)



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1950 XK 120 Roadster
Silver/Red. WW, SS exhaust. Fully restored. (N)



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1966 E-Type Series 1, 4.2 FHC. Man
Willow Green/Beige. Restored late 80's. Flawless paintwork and mechanically superb - a truly mint car. (D)



£32,500

1974 E-Type V12 Roadster. Man
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1955 XK 140 FHC
Red/Beige. Overdrive. Twin SS exhaust. Webasto roof. Older restoration. Looks good and drives excellently. (N)



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1964 E-Type Series 1 3.8 FHC. Man
Opalescent Dark Blue/Blue. CWW. SS exhaust. Fully restored. Extensive history and photos. Stunning car. (N)



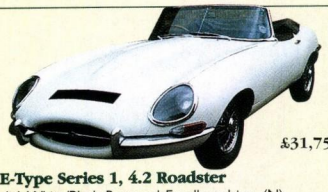
Choice of two

1973 E-Type V12 2+2 FHC. Man £24,950 (D)
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1974 E-Type V12 2+2 FHC. Auto £26,000 (N)
Red/Beige. CWW. Factory steel sunroof. Full restoration.



£32,500

1959 XK 150 3.8 SE DHC LHD
Claret/Beige. WW. Very original. Imported from dry US state. (D)



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1967 E-Type Series 1, 4.2 Roadster
Old English White/Black. Restored. Excellent drive. (N)



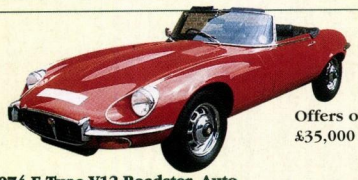
£19,950

1962 Mk 2 3.4 MOD
Dark Blue/Magnolia. Factory sunroof, P/S. CWW, SS exhaust. Restored. (N)



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1960 XK 150 3.8 S FHC
Red/Beige. Orig. RHD. Matching no's. Fully restored. (D)



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1964 Mk 2 3.8 Auto
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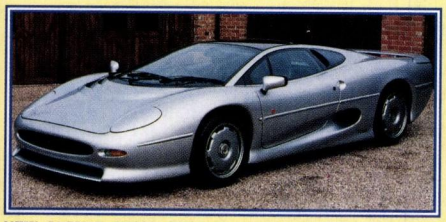
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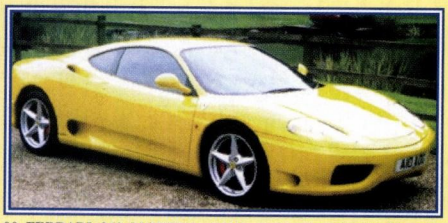
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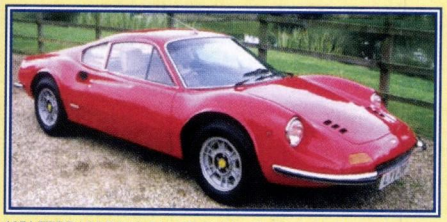
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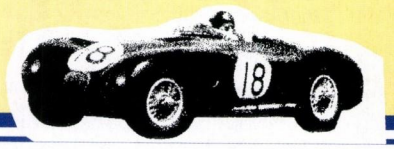
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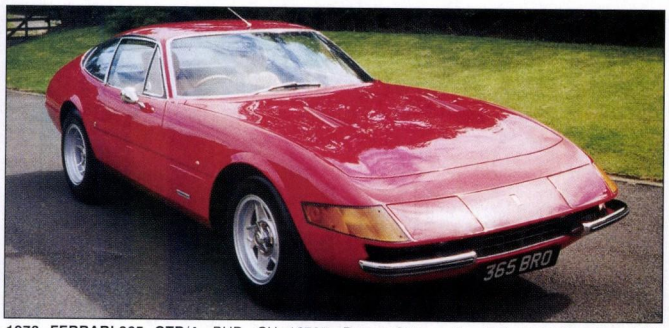
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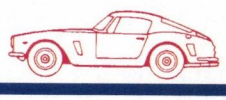
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JAGUAR XK 140 DROPHEAD, RHD. British Racing Green/Beige hide and carpets, 16" chromed wire wheels, front J.D. Sport disc brake conversion. Subject of a total chassis off restoration three years ago. Superb throughout.

JAGUAR XK 140 ROADSTER RHD – Dark Blue/Grey hide and Dark Blue carpets, 16" chromed wire wheels, power steering, front disc brakes, J.D. Sport 5 speed gearbox. Subject of a total chassis of restoration to very high standards, unused since. Stunning.

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JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD. – Black/Red hide and carpets, colour coded 16" wire wheels, full matching numbers and original factory colour specification, two owners and a genuine 72,000 miles from new. This is the most original genuine right hand drive XK 150 'S' 3.8 Litre fixed head you will ever see, it is a credit to its second owner who had owned the car since 1961. It is in the most original and beautiful condition throughout. Very, very rare.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD. – Black/Red hide and carpets, 16" chromed wire wheels, original right hand drive, total chassis-off restoration 10 years ago to a very good standard, nicely mellowed useable car. The rarest of all XK Jaguars.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – British Racing Green/Green hide and carpets, 16" chromed wire wheels, matching numbers, original right hand drive, one of 44 cars built, a superb 40,000 genuine mile car which has been the subject of a very light restoration, all original panels, original hood and tonneau, etc. A wonderful original car. Unrepeatable.

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JAGUAR XK150 3.4 LITRE DROPHEAD – Dark Blue/grey hide. Dark blue carpets, dark blue hood. 16" chromed wire wheels, subject of a total chassis off restoration incorporating many J.D. sport updates including: 5 speed gearbox, rack and pinnion power steering, alternator with modern wiring loom, disc brakes, wood veneer dashboard etc. UNIQUE

JAGUAR XJ6 4.2 LITRE COUPÉ AUTOMATIC – Red/black hide and carpets, chrome pressed wheels, 16,000 miles and two owners from new, recently fitted with new stainless steel exhaust and Harvey Bailey suspension. Wonderful original example.

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JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full syncromesh gearbox, J.D. Sport modifications include fast road engine, suspension, exhaust system, brakes, alloy radiator, seats, etc. Alpine stereo system, tinted glass, fully restored by ourselves three years ago. Very low mileage since. Superb detail throughout.

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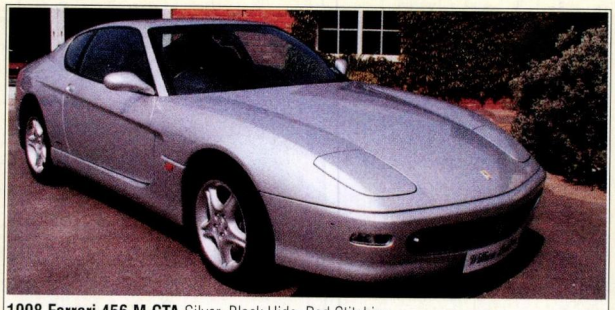
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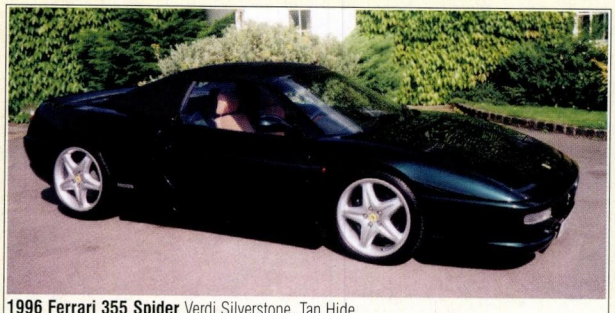
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1998 Ferrari 456 M GTA Silver, Black Hide, Red Stitching,
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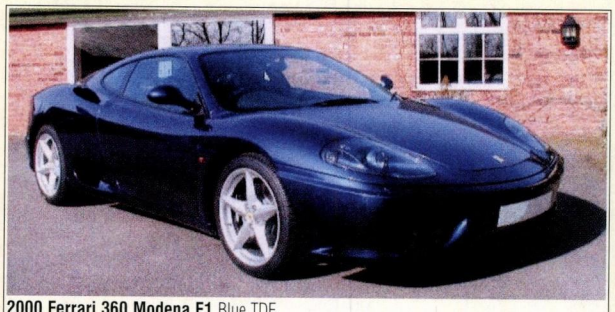
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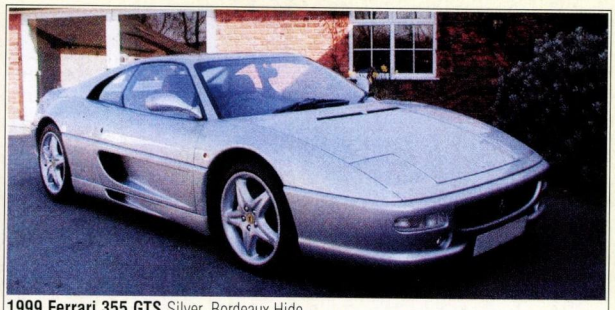
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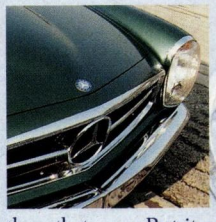
Arrows to the heart

Mike Campbell reports.

Silver Arrows – two words which, together, conjure up a host of images.

Elegant, quick but dependable cars, piloted to huge success by some of the greatest motorsport heroes of their generation – Rudolf Caracciola, Juan Manuel Fangio, Stirling Moss and, for the younger fans, Mika Häkkinen.

What does not spring instantly to mind is a beautiful 19th century cobbled stable yard in Putney, South London – but it should. For here is where Michael Lavers set up his garage, Silver Arrows, to deal exclusively in Mercedes-Benz classics. Even a cursory look around the yard will reveal that Lavers is a true fan of the marque: almost 30 classic Mercedes, a painting signed by both Fangio and Moss and hundreds of books on Mercedes and motor-racing. Everywhere you look, there's a three-pointed star.



This enthusiasm carries through to the work they do. Dealing in only the very best examples of Mercedes-Benz from the 1950s to 1980s means the cars are sold on quality rather than price, but then, that was always the policy Lavers adopted. It seemed logical to him that if a customer was happy with the car and the service received, he or she would come back for more, and would recommend Silver Arrows to friends, family and colleagues. No surprise, Lavers' logic worked. The business expanded quickly, and is now regarded as the Britain's foremost dealer in high quality classic Mercedes.



Though Silver Arrows deals in all cars from the Stuttgart marque, SLs are something of a speciality. There are always stocks of the 190SL, that pretty design based on the famous 300SL, which is now a true classic in its own right. Considerably cheaper than its big brother, its twin-carburettored 1.9-litre engine allowed it to comfortably exceed the 100mph mark, still a rare feat 46 years ago when the model emerged. Silver Arrows also hold plenty of examples of the all-time masterpiece, the 'Pagoda-roofed' SL, and its timelessly elegant replacement which went on to enjoy a 18-year production life.

But it cannot be stressed enough that Silver Arrows is much more than just a dealership. The company owns all of the cars it sells – there are no commission sales – so it is in the best interest of all parties that each example comes up to the highest standard. For reassurance, they will even give you a personal guarantee. In addition, no amount of detailing is too much trouble for Lavers. If on visiting Silver Arrows, you find a car with which you are 90% happy, but wish it to be painted a different colour, or given an interior re-trim, they will take care of it.

Even before you reach Putney, you can check out their current stock on perhaps the most impressive website on the classic car market. **www.silverarrows.co.uk** was described by one customer as as "like reading a book on the subject of classic Mercedes", for there you will find detailed information on classic Mercedes as well as prices, options and mechanical specifications. However, Michael Lavers was keen to point out that they do not expect to sell over the web; rather, it is for customers to check out any information before visiting the showroom.

It is an opportunity not to miss. I'll start saving for my 300SL Roadster, but in the mean time I could make do with the silver 190SL that I saw being painstakingly prepared for another satisfied customer.





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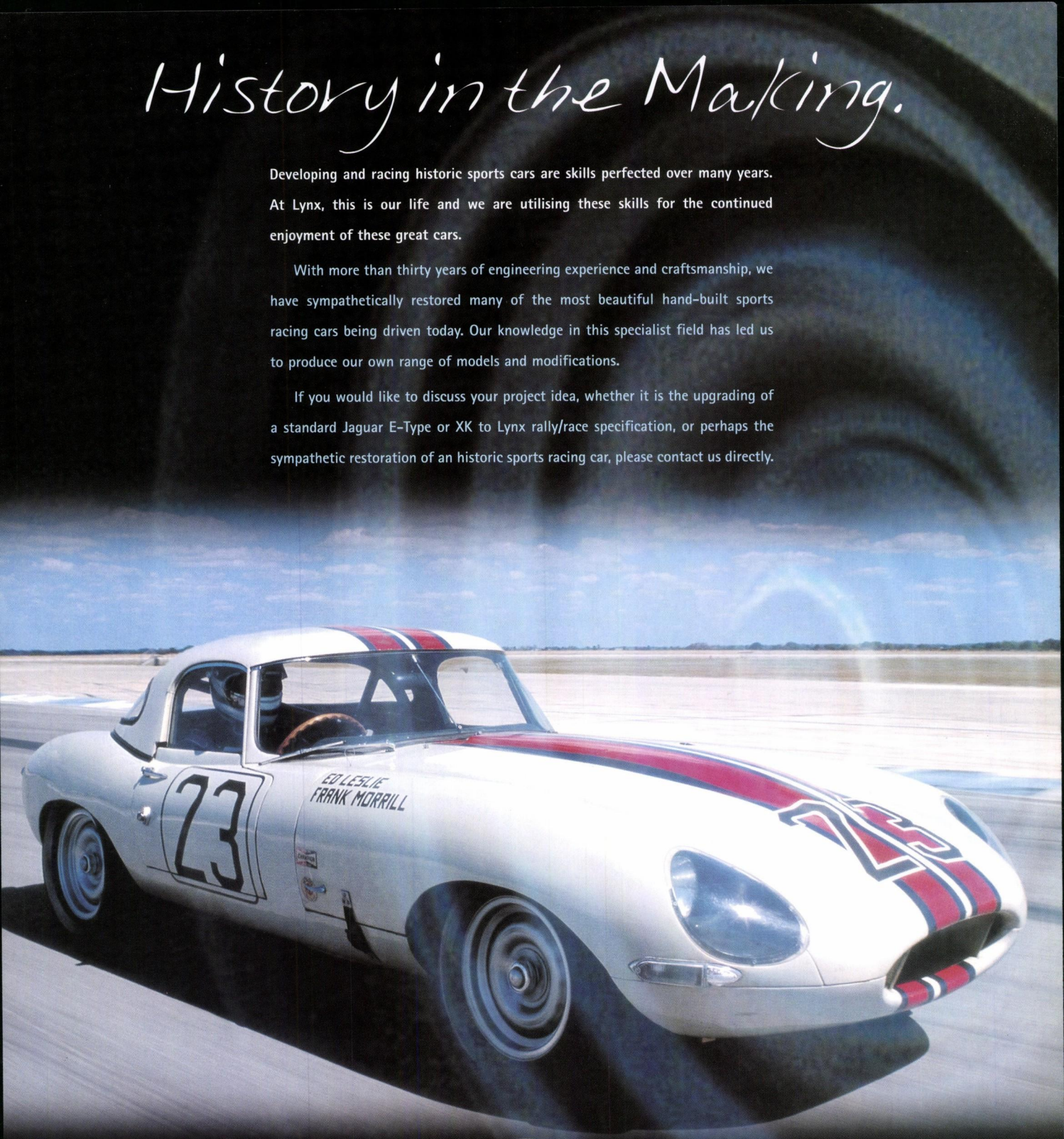
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