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MAY 1996

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Diluted Safari



Last great rally to be snipped

Classic focus:



Lancia Stratos

PLUS: British Rally Championship confusion ★ Volvo 850 TDI on test ★ Indycar racing grows up ★ Pat Fairfield remembered ★ Will Hoy interview

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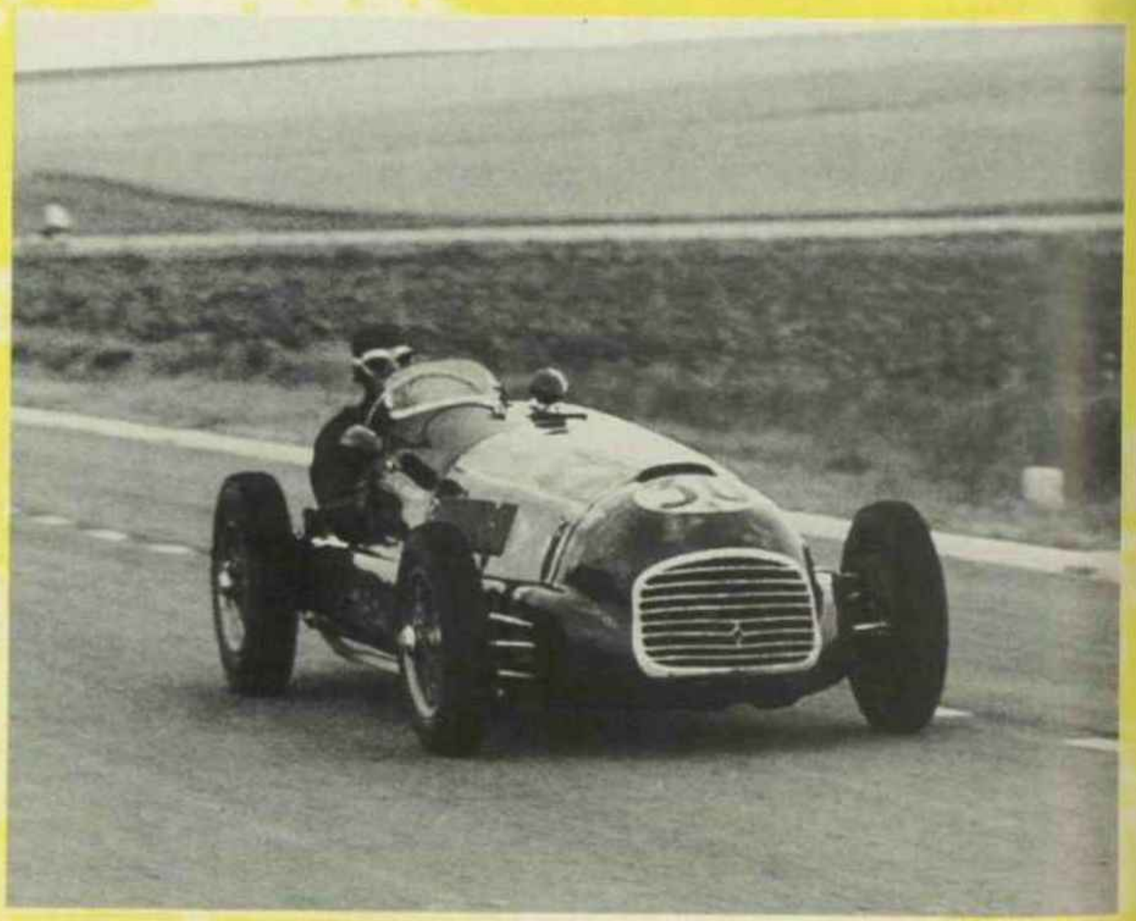
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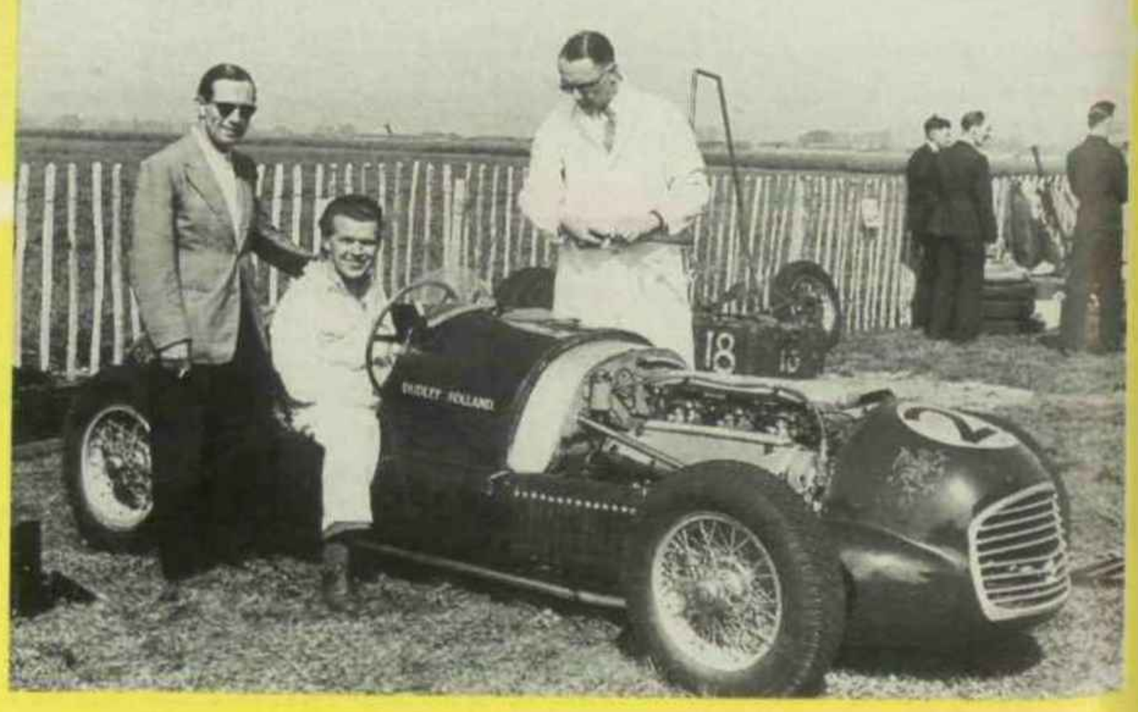
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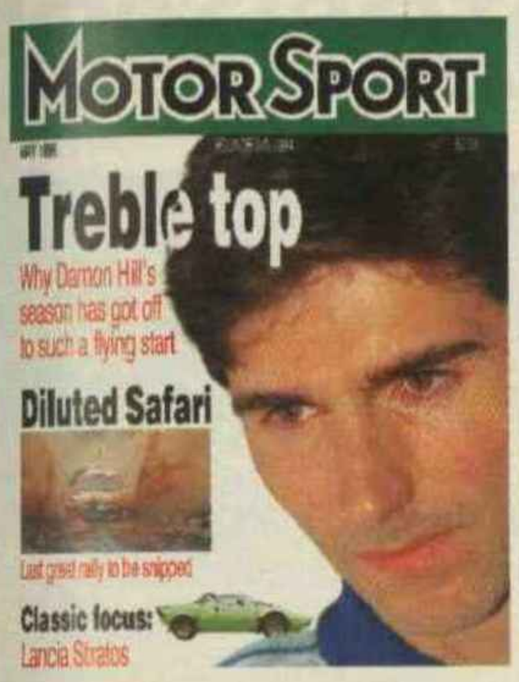
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Front cover: Dream start as Damon Hill makes it three in a row. Inset, Tommi Makkinen and Mitsubishi carry off Safari trophies.

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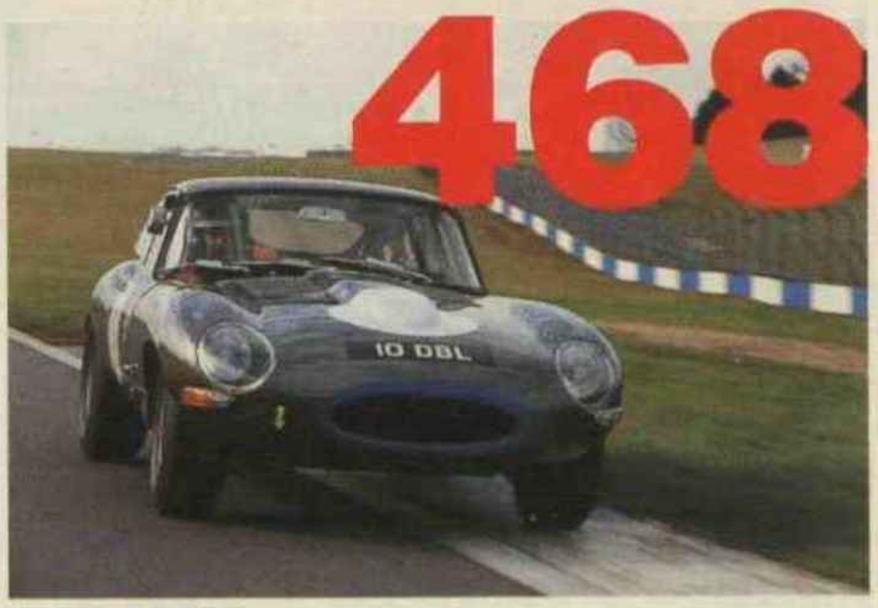
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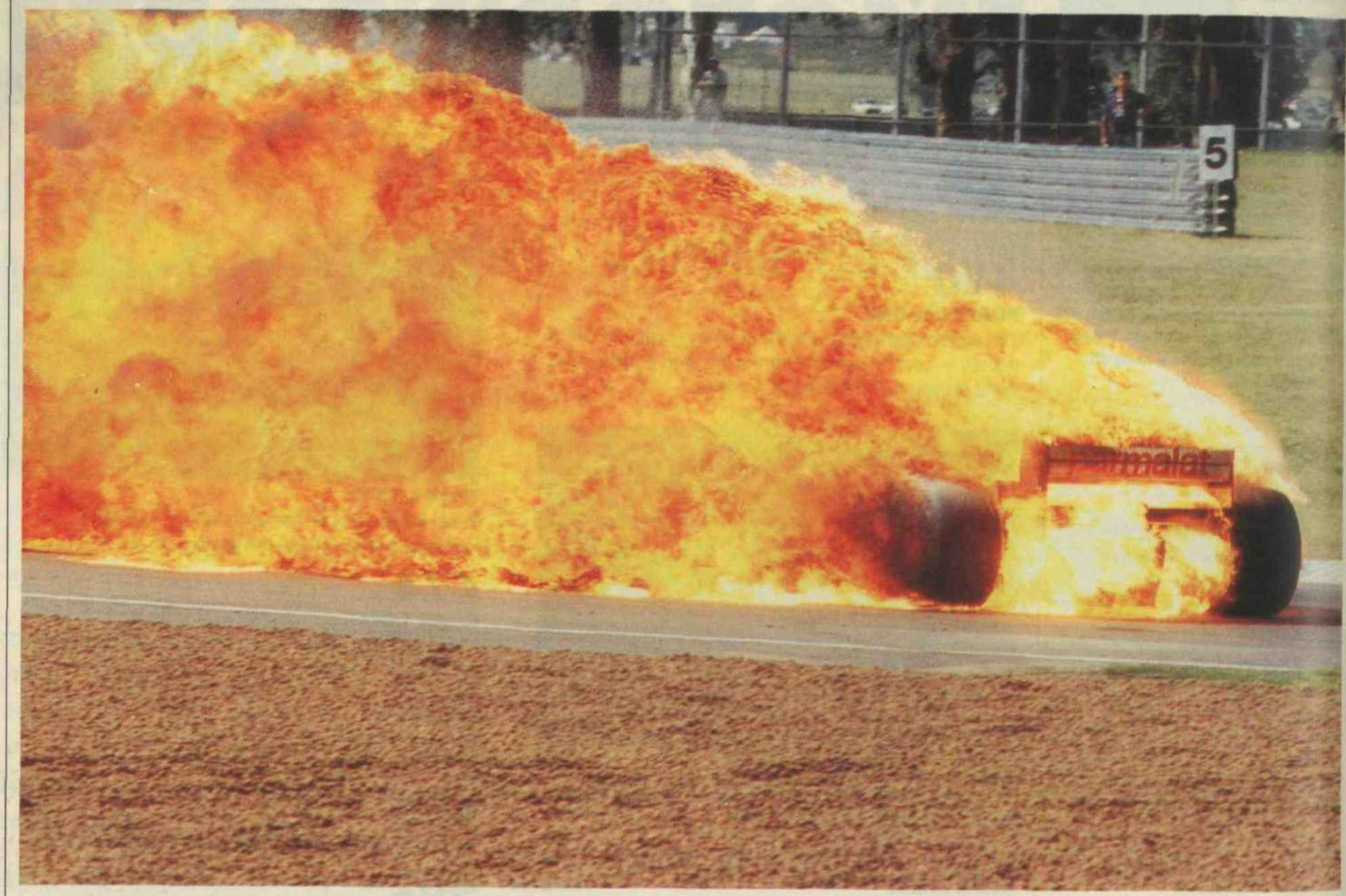
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DIARY

THE MONTH IN MOTOR SPORT











Clockwise from above: *Pedro Diniz's* fiery escape; the first Dome F1 chassis; latest Porsche Le Mans challenger; Jan Magnussen — ITC leader; Dome from the rear.

MARCH

12 The FIA releases a **14-round World Rally Championship calendar** a full nine months *before* the start of the season. Several rallies, notably the **Safari**, change date in the contentious re-shuffle.

13 Brands Hatch BTCC testing sees **Rickard Rydell** continue to set the pace for Volvo, although **John Bintcliffe** impresses on his first UK run for Audi. Five days later, the former Fiesta Champion gets first-hand experience of the A4's rigidity when he rolls at Snetterton . . .

13 Factory test driver **Jürgen Barth** shakes down **Porsche's** stunning new sports car contender, the 911 GT1, at its Weissach test track.

14 An **FIA press release** is issued to quell rumours that the governing body has vetoed **Juha Kankkunen's** participation on the Safari Rally. But it is near-certain that **Ian Duncan** will be the Kenyan importer's lone representative.

14 ***Dome*** *unveils its F1 plans in Tokyo, underpinned by what prime mover Minoru Hayashi calls a* **"Japanese challenge"** in terms of technology and engineering. Surprisingly, he insists that a Japanese pilot will only be hired if they can get within half a second of the pace.

15 *In the wake of his controversial defection from Ligier, a meeting between* **Tom Walkinshaw** and **Jackie Oliver** paves the way for the Scot to take a **controlling interest** in **Arrows**. Many of Ligier's personnel – and much of its sponsorship – are expected to follow the TWR baron.

15 The AC de Monaco, organiser of the **Monte Carlo Rally** hints at radical changes for the 1997 event – including the abolition of the antiquated **Concentration Run**.

THE DEATH OF **INNOCENCE**



The late Henri Toivonen on his final event in Corsica 10 years ago.

It is common practice not to award number 13 in the start list for any form of motorsport. On the Tour of Corsica, there has been no number four since 1986. Twice running, the driver of car number four – a Lancia on both occasions, as it happened – had been killed. Rallying went about its business after the death of poor Attilio Bettega, but the demise of Henri Toivonen and his co-driver, *Sergio Cresto, 10 years ago on May 2,* was a cataclysmic blow that transformed the sport for good. Indeed, it is hard to think of the death of any sportsmen having a comparable impact.

Most feel that the accident was inevitable; if it had not been the outrageously gifted Toivonen, it would have been someone else, because the performance of Gp B cars such as his Delta S4 had far exceeded the limits of traditional rally roads. Far from adhering to the strict safety standards imposed on racing cars, in the age of innocence before Toivonen's fiery death, engineers were free to indulge their mechanical fantasies with little regard to the risk of fire. If the ultimate, turbocharged cars had begun to filter into private hands in any number, the carnage would no doubt have been greater still. Toivonen's accident was after all the best-publicised of a string of serious rally accidents in 1986 that *had killed four Portuguese spectators and nearly* cost Marc Surer his life.

Cars come and go. Regulations change. Toivonen's death changed rallying itself, from a test of endurance as much as speed into a sprint sport, still fundamentally different to anything on a circuit, but a discipline where reliability and stamina *have become no more than incidental virtues.* FISA, as the governing body was then known, shortened all subsequent international rallies so drastically on that May afternoon that the rules of engagement changed for good, for the works driver and the humblest clubman alike. On short rallies with slack road timing, merely finishing is no longer something to be especially proud of.

Ten years on, it seems likely that the demands of television and environmental considerations would have put paid to the all-night slog in any case. Yet, while circumstances might have "sanitised" rallying, change would not have been so rapid and might therefore have preserved more of the sport's traditional character. We should be grateful that safety has become a serious topic, but in the process it has largely squeezed out a sense of adventure. **DKW**



17 **Mark Blundell's** chequered Indycar baptism continues apace. The Briton is lucky to escape with three broken bones in one foot and a severe shaking when his **PacWest Reynard** spears into a wall at the Rio de Janeiro oval after brake failure (above) – especially since the team estimates the impact at **195 mph**. **André Ribeiro** prevails in the race in his Tasman Lola.

18 **Ferrari** scuppers plans to introduce limits on **F1 testing**, insisting on the right to run at the sacrosanct **Fiorano** facility. And perhaps it needs it: plans are afoot to revert to its old **gearbox** after early problems with John Barnard's radical new transverse unit.

18 US importer **Carl Haas**'s 25-year relationship with **Lola** comes to a litigious end. A deal with Stateside newcomer **Swift** on the horizon.

18 **Minardi** reveals that 20-year-old F3000 hotshoe **Tarso Marques** (right) – the youngest F1 debutant since Mike Thackwell in 1980 – will be its second driver at the Brazilian GP.

18 Britain's only **24-hour race**, the **Willhire** at Snetterton, is set to be revived for 1996 with a relay format.



19 **Niki Lauda** (above) returns to the cockpit for the first time in 12 years, sampling an ex-Ellen Lohr **Mercedes C-Class** racer at Hockenheim. But the company is keen to label the outing as a strict **one-off**.



21 The **BBC signs a long-term deal to cover the BTCC**, doubling its *Grandstand* airtime to **15 hours** a year from 1997 onwards with a provision for live transmission of selected events. The corporation is also on the brink of a deal to televise the **World Rally Championship** on *Top Gear Motorsport*.

21 **BMW** decides **not** to enter **Formula One** in 1998, reducing Williams' possible avenues for future engine supply. **Frank Williams** had pursued lengthy negotiations with the Germans, fuelled by a dislike of sharing Renault powerplants with Benetton.

21 **Ron Dennis** (right) moves to scotch suggestions that he will **leave McLaren** to make way for **Alain Prost**. In addition, the Woking outfit and F1 partner **Mercedes** launch an unprecedented initiative to support young kart racers.



23 The opening round of the **British Rally Championship**, the **Rally of Wales**, is won by **Alister McRae/David Senior** in their Escort Cosworth, ahead of Finn Ari Mökkönen in his similar car. But neither four-wheel drive machine was eligible for championship points, leaving Formula Two winners **Gwyndaf Evans**, with Howard Davies alongside, to romp home to third and a maximum score in their Gordon Spooner **Escort RS2000**.

23 On its British Rally Championship return, **Skoda** is excluded from the Rally of Wales for running its Felicia with an **undersized** engine. The Czech manufacturer is penalised two maximum scores, but appeals against the decision.



24 **John Nielsen/Thomas Bscher** (above) win Monza's round of the **BPR Global Endurance GT Cup**, their West McLaren F1 two laps clear of Muller Racing's similar car, driven by Fabien Giroix/Jean-Denis Deletraz/Didier Cottaz.

24 Former Italian GP victor **Clay Regazzoni**, paralysed after an accident in 1980, is denied his racing comeback in the BPR GT race at Monza, when his Porsche transpires not to have **suitable hand controls**.

25 The ACO rejects 31 applications from an over-subscribed **Le Mans 24 Hours** entry, with a further **76** teams pencilled in to pre-qualify at the end of April. Among those included in the starting line-up is **Nelson Piquet**, the big name in BMW's Bigazzi-run multi-car effort.

25 **Bernie Ecclestone** and various F1 teams are rumoured to be in talks with the **Walt Disney Company** regarding a merchandising deal.

28 **Lola Cars** pushes ahead with plans to enter Grand Prix racing in 1997, and is working closely with Pacific Racing supremo **Keith Wiggins** (right).



28 Long time Ferrari stalwart **Gianpiero Moretti** meets with Luca di Montezemolo to discuss the possibility of running a **Ferrari F50** in next year's BPR GT Cup.

28 **Ford** announces the recruitment of Belgian **Bruno Thiry**, who will contest six rounds of the World Rally Championship in an Escort Cosworth. Popular Welshman **Gwyndaf Evans** is rewarded with an outing on the Rally of Indonesia. A bitterly disappointed **François Delecour** is left with just one F2 outing for **Peugeot**.

29 The **Grand Prix Drivers' Association** issues a statement announcing its formal constitution and officers. All drivers except Jacques Villeneuve have joined.

30 **Tom Walkinshaw** officially takes control of **Arrows**, and vows to win the World Championship by the end of the century. A Mugen-Honda V10 engine deal is expected.

30 **Renault Sport** boss **Patrick Faure** confirms in Brazil that his company will not supply **Ligier** with Formula One engines in 1997. The team receives a further blow when **Peugeot** insists that it will not provide motivation either after the Argentinian GP, concentrating instead on its **Jordan** relationship.

31 **Damon Hill** silences his doubters with a masterful victory in the initially soaking wet **Brazilian Grand Prix**. The Englishman's Williams-Renault drives into the distance, as Jacques Villeneuve, Michael Schumacher, Jean Alesi and Rubens Barrichello fight it out behind.

31 **Jimmy Vasser** retakes the lead in the Indycar World Series by winning at **Surfers Paradise**. His Ganassi Racing Reynard-Honda holds off Scott Pruett's Lola, with Canadian rookie Greg Moore impressing again in third.

31 A superb **British F3 Championship** debut from **Guy Smith** (bottom) gives the Fortec Dallara-Mitsubishi driver victory at Silverstone. But **Jamie Davies** turns the tables by scoring in the second race in his TWR Dallara-GM.

APRIL



1 **Ford** fails to homologate its kit car version of the **RS2000** (above) on April 1, following disagreements with the FIA.

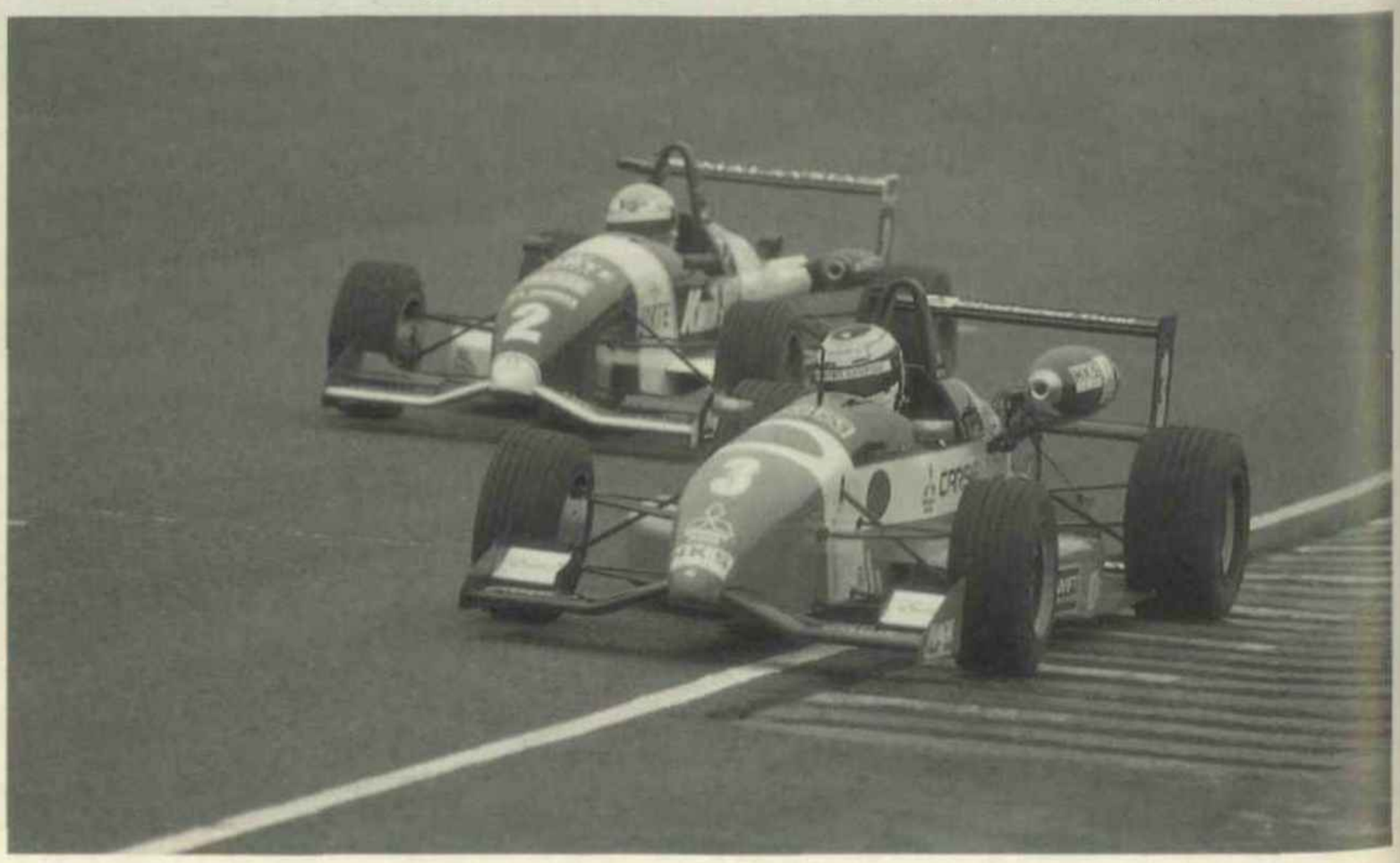
2 A spy tampers with a **Mercedes** F1 engine, as teams unload equipment for the Argentine GP. The **McLaren** team's misery is compounded when another of the German engines is dropped and destroyed whilst being unloaded.

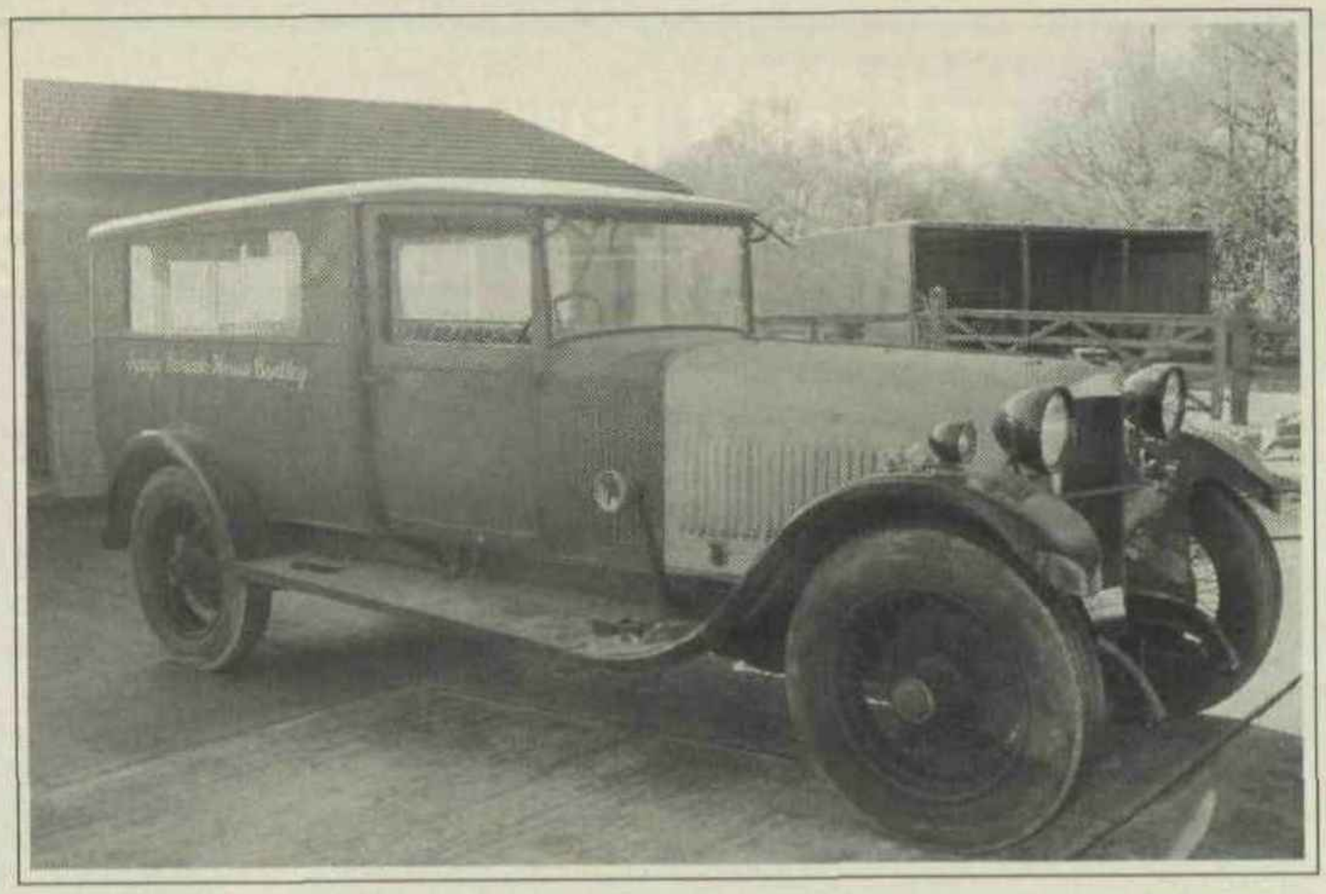
4 Former **Le Mans 24 Hours** winners **Derek Bell** and **JJ Lehto** finalise drives in the 1996 event. The Englishman will drive the Harrods McLaren with Andy Wallace/Olivier Grouillard, while the Finn joins Ray Bellm/James Weaver in the Gulf version.

5 Kurdish groups deny any involvement in death threats issued against **Michael Schumacher**. The World Champion is undeterred, and races as planned in Argentina.

5 It is confirmed in Argentina that **Formula One** chiefs are investigating rules which would encourage **overtaking**. Unfortunately, they are unlikely to reach fruition until the year **2000**.

7 **Damon Hill** maintains his perfect score with





The 1927 "Equipe Barnato-Hassan Bentley" Sunbeam tender support vehicle. To be sold at Olympia on May 8th.

OLYMPIA & GOODWOOD

MAY & JUNE

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

OLYMPIA, LONDON
MAY 8 1996

Brooks Olympia sales traditionally include a variety of collectors cars from veterans to more modern classics. Amongst the entries for our May 8th sale is the 'Equipe Barnato-Hassan Bentley' Sunbeam tender support vehicle (pictured above). 0T4510 started life as a Sunbeam Straight Eight saloon before conversion for commercial use during the war. It subsequently came into the ownership of Keith Schellenberg - the well known vintage racer - who used the vehicle as a 'towing car' to transport around the Barnato-Hassan Bentley which he still campaigns. In the hands of its subsequent owner since the mid '60s, this is believed to be the only surviving 35hp Sunbeam in the northern hemisphere.

Further entries are invited.

AN IMPORTANT SALE *of* SPORTS,
COMPETITION *and* TOURING CARS,
FINE AUTOMOBILIA *and* MOTORING ART

GOODWOOD FESTIVAL OF SPEED
JUNE 21 1996

Brooks' Goodwood Festival of Speed sale will once again be a high point of the summer, an event that typifies those hot summer days of Goodwood past which captured the essence of British motor racing at its best.

The sale traditionally features some of the finest historic sports and racing machinery, with this year being no exception. Entries already include a Lister Jaguar, a Lancia LC2 Sports Prototype and a Lotus 29 Indianapolis Single-Seater.

Further entries are invited.

LES GRANDES MARQUES A MONACO - MAY 15 1996

Catalogues are now available for Brooks' 6th Monaco sale which already includes a fine selection of sports and racing Ferraris, a Maserati Birdcage, an OSCA Grand Prix Car and a 1937 Delahaye 135m Drophead Coupe.

Catalogue price £25 (which includes the May 17 sale of important Sports and Collectors' watches Chronographs and Instruments).

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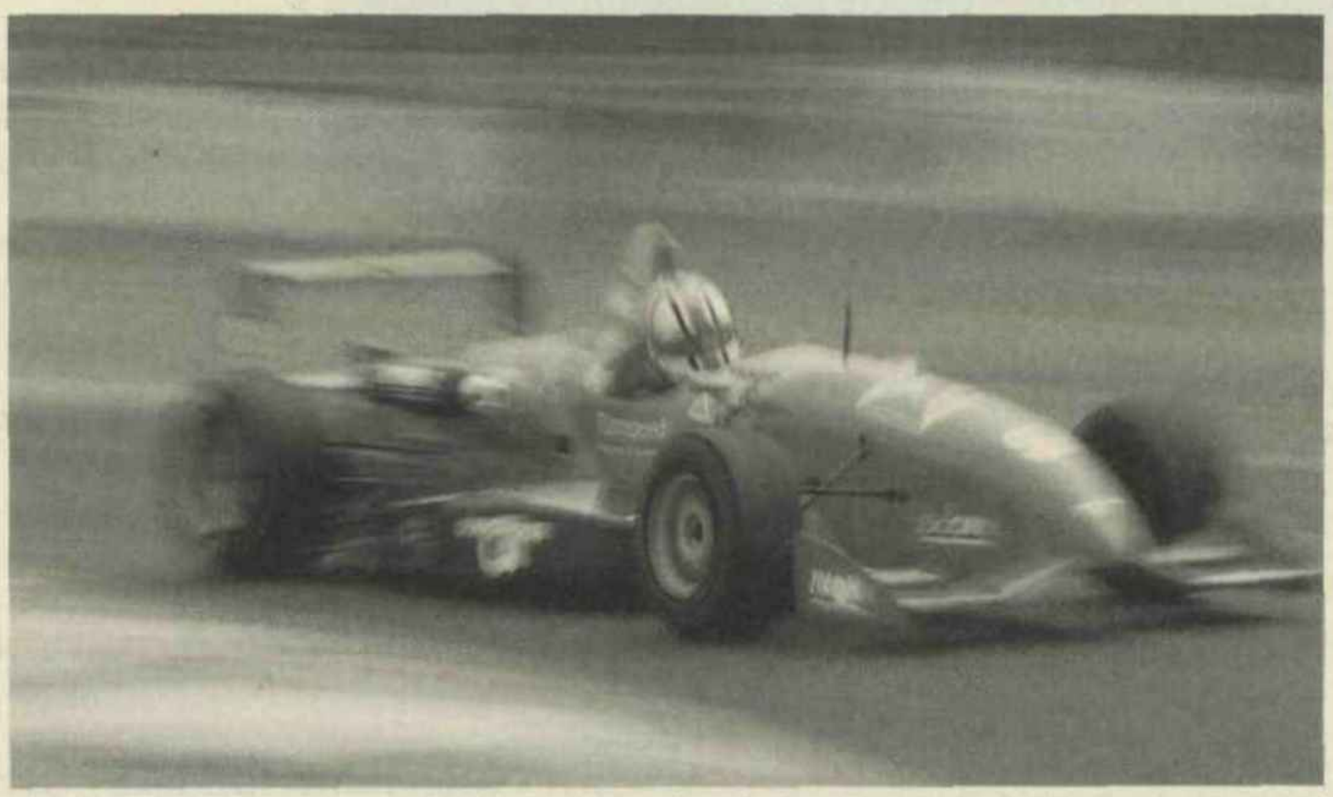
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another win, in the **Argentine GP**. The Englishman's Williams-Renault is hotly pursued initially by the flamboyantly driven Ferrari of Michael Schumacher, but the German retires with a broken rear wing. **Jacques Villeneuve** makes it a Williams one-two, but only after Jean Alesi stalls his Benetton-Renault in the pits, dropping to third.

7 The Formula One **refuelling debate** is re-opened when **Pedro Diniz** jumps out of his blazing Ligier during the Argentine GP. The incident comes a few minutes after **Luca Badoer** rolls his Forti over the Brazilian.



7 **Tommi Mäkinen** wins the **Safari Rally** for Mitsubishi. The Finn betters Subaru's **Kenneth Eriksson** when the Swede is forced to stop four times on the last day due to overheating and driveshaft problems. Local man Ian Duncan is third, from Colin McRae.

7 **TOCA** announces the return of the **Tourist Trophy**, which will take the form of an 80-lap race for **Supertouring** machinery at Donington on November 3.

7 Unhappy with the lack of publicity surrounding last season's **FIA Touring Car World Cup, Renault** pulls out of this year's race.

8 It looks as though the **Safari Rally** will become a **stage event** in 1997. Traditionally a road race, this will bring it into line with the rest of the World Championship, with the aim of making it more promotable.

8 An extremely dull start to the **BTCC** sees **Frank Biela** and **Audi** getting their British invasion off to a perfect start at Donington. Will Hoy's Renault Laguna leads the breathless chase in both races.

8 **Stephen Finlay** wins his second **Circuit of Ireland**, at the wheel of his Ford Escort Cosworth.

9 British firm **G-Force** will build chassis for the 1997 **Indy Racing League**, as will dominant F3 constructor **Dallara**.

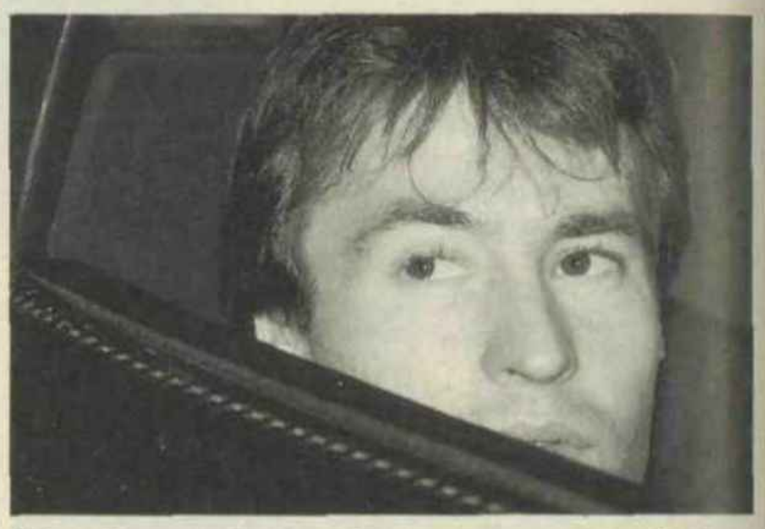
9 Young Belgian talent **Pascal Smets** will get his World Rally Championship opportunity courtesy of **Mitsubishi**. Smets will campaign a Group N Lancer on the Acropolis and Sanremo events.

14 The **International Touring Car Championship** kicks off at Hockenheim amid fanfares of approval – most notably from FOCA boss **Bernie Ecclestone**, who gives his endorsement to Class 1 racing as a "worldwide NASCAR". **Opel** picks up a surprise win in the first race, courtesy of **Manuel Reuter**, but **Jan Magnussen** prevails for pre-season favourite **Mercedes** in the second – and earns a narrow championship lead.

14 **Jamie Davies** (above) wins the third round of the British F3 Championship at Thruxton, although the race is shortened by the horrific accident that befalls **Philip Hopkins**. The Class B driver somersaults out of the race avoiding a spinning car in the flat-out Goodwood sweeps, and is lucky to escape with severe concussion.

14 The Gulf Racing McLaren F1 of **Ray Bellm and James Weaver** dominates the Jarama BPR Global Endurance GT Cup race, rocketing to the top of the standings in the process.

15 A fortuitous **Jimmy Vasser** wins the IndyCar round at Long Beach after luckless former British F3 Champion **Gil de Ferran**'s Hall Reynard breaks a turbo hose with four laps to go. It is the Californian's third win in four races.



15 Reports in the German press link **Heinz-Harald Frentzen** (above) with a **Williams** berth in 1997.

15 Former F3000 hotshoe and Ligier F1 sub **Franck Lagorce** is signed as **Forti** test driver. The team also intimates that he may race in the French GP.

15 Ford's Director of Motorsport, Australian **Peter Gillitzer**, is rumoured to be on the verge of standing down.

15 Sources suggest that this year's **RAC Rally** may feature a drastically-revised **three-day** format.

MAY FIXTURES

Date	*Venue*	*Event*	*Type*
May 5	**Imola**	**San Marino, Grand Prix**	**INT**
May 4/5	Donington Park	British F3, GT, Saloons, Rovers	N
May 4/5	Knockhill	TVRs, ProSport 3000, Eurocars	N
May 4/5/6	Mallory Park	MonoKent FF1600	R
May 5	Snetterton	HSCC	R
May 5	Sears Point, USA	NASCAR	N
May 5	Texas, USA	IMSA	N
May 5/6	Thruxton	TOCA	INT
May 6	Brands Hatch	AMOC, Porsche, InterMarque	N
May 6	Castle Combe	Ginettas, Saloons, Super Coupés	N
May 6	Lydden Hill	2CVs, Westfields, MGs	R
May 6	Snetterton	British F2, FF1600, Sports/GT	N
May 6	Mallory Park	Caterhams, Saloons, Alfas	N
May 10-12	**Medan, Indonesia**	**Rally of Indonesia (WRC)**	**INT**
May 11	Douglas, IoM	Manx National Rally	N
May 11	Kirkistown, NI	FF1600, FVee, Metros, Libre	R
May 11/12	Silverstone Int'l	Global GT	INT
May 11/12	Pembrey	Rover Gtis, FF1600, Sports/saloons	N
May 12	**Nürburgring**	**ITC, F3000**	**INT**
May 12	Brands Hatch	F First, FF1600, Eurocars	N
May 12	Cadwell Park	750MC, F4, F Vee, Kits	R
May 19	**Monte Carlo**	**Monaco Grand Prix**	**INT**
May 19	Silverstone Ntnl	TOCA	INT
May 19	Mondello Park	F Opel, F Vee, FF1600, Fiats	N
May 25	Kirkistown	FF1600, F Vee, Metros, Libre	N
Pembrey 25/26	Pembrey	Sports/saloons, GTs	R
May 26	Michigan, USA	IndyCar US 500	INT
May 26	Indianapolis, USA	Indy 500	INT
May 26	**Estoril**	**ITC**	**INT**
May 26	Charlotte, USA	NASCAR	N
May 26	Snetterton	750MC, F4, F Vee, Kits	R
May 26	Knockhill	Kits, saloons, 2CVs, F Libre	R
May 26/27	Brands Hatch	British F3, Nat Saloons, Ventos	N
May 26/27	Oulton Park (Long)	TOCA	INT
May 27	Pau, France	F3000	INT
May 27	Lime Rock, USA	IMSA	N
May 27	Silverstone Nat'l	Rover Gtis, FF1600, Ginettas	R
May 27	Cadwell Park	Classic F3, HSCC Roadsports	R
May 27	Castle Combe	FF1600, ProSport 3000, Minis	N
May 27	Mallory Park	TVRs, Eurocars, Legends	N

TOCA meetings include: BTCC, F Vauxhall, F Renault, Fiesta Challenge, Renault Spiders, Historics.

DHL WORLDWIDE EXPRESS

DHL International Raceday
Sat 18 - Sun 19 May



Auto Trader RAC

British Touring Car Championship

BMW • Ford • Honda • Peugeot • Renault • Vauxhall • Volvo

Auto Trader
RAC British Touring Car Championship

RAC MOTOR SPORTS ASSOCIATION

Saturday
- Practice and qualify for all races from 09.15 including Touring Cars at 11.15 and 15.15
- Full racing action at 17.20

Sunday
- Pit lane walkabouts
- Full racing action from 11.30
- Touring Car Drivers Parade Lap at 12.00
- Auto Trader RAC British Touring Car Championship Rounds at 12.30 and 15.30
- 7 race support programme featuring Formula Ford, Formula Vauxhall, Classic Touring Cars, Spiders, Fiestas and Renault Sport
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MAXIMUM ATTACK



Mark Skewis saw Damon Hill take home maximum points from South America after two flawless drives



Normally such a happy figure on the podium, Schumacher looked far from impressed by Hill's win in Brazil (inset). In Argentina Damon again led from lights to fla







Michael Schumacher left South America with a dog, wife Corinna having taken pity on a stray she found in the Interlagos paddock. The World Champion merely gave a smile of exasperation when asked about the new addition to the family. In truth, he'd probably had enough of dogs by then. After all, he'd been driving one for the past two weeks.

The German had another unexpected companion in Brazil, Ferrari having resurrected the rear-end of the car it ditched at the end of the '95 season. It was an attempt to ensure some reliability, while the F310's complex new gearbox was tested extensively back at Maranello. It did its job, for he finished third around Interlagos, but Schumacher had to drive his heart out to extract any performance from his hybrid machine over bumps so vicious that one driver described them as "sleeping policemen".

Back in 1989, the Scuderia's 640 underwent a similarly troubled gestation period, only to win its maiden race in the hands of Nigel Mansell. If Schumacher had hoped for a similar miracle, he never let on. And he never got one.

'Il Leone' plays a still greater role in the history of Williams, where Damon Hill hopes to emulate his title feat, than he does Ferrari. But where Mansell was forever driving the hardest race of his career, his best race, his most exhausting race, Hill is content to understate his feat in winning the first three Grands Prix of the current season.

"I honestly felt I've had occasions where I've had to dig deeper to get the result," he reflects of two races he led from start to finish. "I was very satisfied with the results, but they weren't anything less than I wanted to achieve. In Brazil I felt very in control over the whole weekend, very on top of the situation, so it was pleasing that I got the job done with no dramas.

"Argentina was a different kind of race, with different pressures. For two days I wasn't able to eat anything because anything that went in, came out again very quickly! I was pleased to make it through the race without any ill effects."

He had felt washed out, too, at Interlagos, but the sensation owed nothing to ill-health. Instead, he defied a sudden thunderstorm so bad that the cars struggled even to get out of the pits, never mind race. To that point, he had dominated the event. Suddenly, a straightforward task had been turned on its head. So how, sitting on the grid, did he deal with his disappointment?

"You have to make a decision whether you're going to go forward or backward, really," he explains. "That's the only decision you make: do you attack the situation, or do you come back from that edge? If you come back, it's very difficult to drive not pushing the limits, because then you really don't know where the limit is. In a way it's almost easier to go flat out into the unknown. You

in spite of having his early lead erased when Luca Badoer's Forti rolled (below) and led to the appearance of the Safety Car.





The Rain Man: Hill admitted he would have preferred the Brazilian GP to have started behind the Safety Car.

just drive until something happens, then try to correct it so that you stay on the road. It's very, very difficult to judge, but as long as it's not dangerously wet, I don't mind it."

Attack he did, with the result that he took two seconds a lap out of his opposition. The move was a crucial one, for its reward gave him a buffer when the track began to dry out and the rain tyres had less purchase. A lot of drivers can eventually set quick lap times in a wet race. The mark of a great driver, some say, is that they are immediately able to find the limit, as did Senna, and as does Schumacher. Damon was down to 1m 43s before the rest of the field was out of the 1m 46s bracket; he was in the 1m 41s when the others had only just broken into the 1m 43s.

That was due, in part, to the fact that whilst Hill set his sights on victory, his pursuers – lost in a cloud of spray – had virtually no sight at all. The role of pathfinder is a double-edged one. "As the first guy to go round, you do get far better visibility than the rest," he accepts. "The down side is that none of the water is dispersed and the car is aquaplaning everywhere. But I used to love the wet when I raced bikes. It's well-fun riding a bike in the wet, I can tell you! You haven't experienced aquaplaning until you've experienced it on a bike . . . "

Perhaps the most impressive aspect of his performance was that he and the team overcame precisely the sort of obstacles which have caught them out before: who can forget Alain Prost's wet weather disaster at Donington Park in 1993, or Hill's nightmare sequence of stops at Spa last year? Williams Technical Director Patrick Head readily admitted after Brazil that the risks of tripping up had been high. "There was plenty of opportunity to make mistakes," he said, "and Damon didn't make any of them".

Hill confesses that given the bitter experience of last season, when anything that could happen *did* happen, he wasn't that surprised when the heavens opened. "I sort of half-expected something like that to happen, because everything had gone so well to that point. I thought, 'That's pretty much par for the course for Formula One'. There are always things thrown in your path which, on the face of it, are put there to trip you up. That's always the challenge – how you can cope with the next problem that arises. In a way I was relieved. I thought, 'Well, that's the thing, rather than something else! If it's only rain, I can cope with that.'"

> "I used to love the wet when I raced bikes. You haven't experienced aquaplaning until you've experienced it on a bike . . . "

He coped with the tactical demands of the race too. Although he wasn't the first driver to switch to slick tyres – David Coulthard took that accolade – he was the first to switch *and* stay on the track. If anything, you could argue that he was a little too conservative, for his first lap after his pit stop was some seven seconds quicker than the previous best lap of the race. But as the man in front, he could afford to call the tune. Meanwhile, it was indicative of the struggle Schumacher was having with his Ferrari that he elected not to risk a change to dry tyres at his first stop.

In Brazil, as in Argentina one week later, Schumacher initially attempted to out-manoeuvre the Williams duo by making more pit stops and running faster in between. The general perception is that last year, when he applied similar logic, Benetton's tactics swayed the title struggle its way.

Damon bridles at the suggestion.

"Last year a lot of times we actually got the strategy perfectly right but, for one reason or another, it didn't go our way," he argues. "At Spa, quite honestly, you couldn't predict what the weather would do. In Nürburgring [where he was in contention until a clash with Alesi] we were on the right strategy from the word go, because we were on one less stop than Michael. But we didn't know that until after the race. I didn't know until I got home and watched the television. I would have won that race, even if I had just chugged along. He didn't get it right, but he won that race.

"From time to time we were right on the money and it didn't come off. You can easily take one result and make too much of it. Generally what happens is that people look at the race result and say, 'Didn't the guy who won it do a brilliant job by getting everything right?' Sometimes it's true. Sometimes it's not."

Whether the team's strategy was flawed or not, Williams has made a conscious attempt to start 1996 with a fresh attitude. Its lead driver mirrors that change.

"I have made it my job to let everybody know that I am enjoying what I am doing, and I am enjoying working with the team," he explains. "A lot of the things I went through last year were a result of my intensity, and my desire to do well. But that ignored the fun factor which is really very important to everybody. Formula One is not just a job to most people, it's a way of life. And it has to be a fun way of life. I kind of forgot that last year and focused too much on my job.

"We've got a job to do, in a professional way, but at the same time it's bloody good fun driving a racing car. Especially a Formula One car, and the competition is fun."

It may be fun but, with the exception of his team-mate in Melbourne, the competition has also been pretty much non-existent in the opening month of the season. Such dominance inevitably tends to cloud the issue when people try to evaluate Hill's performance.

"Mostly the driver who wins the championship is in the best car," points out an exasperated Head. "Damon's got the equipment, had the opportunity, and made the best of it. What do you want to do? Shoot him?"



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BRAZILIAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Interlagos, Sao Paulo, 31 March 1996

71 laps of 2.684 mile circuit (190.564 miles)

FLASHBACK: 1995

1 Michael Schumacher
(Benetton-Renault) 71 laps in 1h 38m 34.154s



2 David Coulthard (Williams-Renault) +8.06s
3 Gerhard Berger (Ferrari) +1 lap
4 Mika Hakkinen (McLaren-Mercedes) +1 lap
5 Jean Alesi (Ferrari) +1 lap
6 Mark Blundell (McLaren-Mercedes) +1 lap

Winner's average speed 116.15mph
Pole:
Damon Hill (Williams-Renault) 1m 20.081s
Fastest lap:
Schumacher 1m 20.921s (119.54mph)
Lap record (1994):
Schumacher 1m 18.455s (123.315mph)

STARTING GRID

11 BARRICHELLO 1m 19.092s
1 SCHUMACHER 1m 19.474s
12 BRUNDLE 1m 19.519s
4 BERGER 1m 19.762s
2 IRVINE 1m 19.951s
14 HERBERT 1m 20.144s
8 COULTHARD 1m 20.167s
18 KATAYAMA 1m 20.427s
10 DINIZ 1m 20.873s
20 LAMY 1m 21.491s
22 MONTERMINI 1m 23.454s

5 HILL 1m 18.111s
6 VILLENEUVE 1m 19.254s
3 ALESI 1m 19.484s
7 HAKKINEN 1m 19.607s
15 FRENTZEN 1m 19.799s
19 SALO 1m 20.000s
17 VERSTAPPEN 1m 20.157s
9 PANIS 1m 20.426s
16 ROSSET 1m 20.440s
21 MARQUES 1m 21.421s
23 BADOER 1m 23.174s

LAP CHART

LAP	POS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	5	6	3	11	1	12	15	17	8	4	20	19	2	7	16	22	9	10	18	23	14
2	5	6	3	11	1	12	17	15	8	4	19	2	7	16	22	9	10	18	23	20	14
3	5	6	3	11	1	17	12	15	8	19	4	2	7	16	22	9	10	14	23	18	20
4	5	6	3	11	1	15	12	17	8	19	4	7	2	16	9	10	14	22	23	18	20
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68	5	3	1	7	19	9	2	10	18	20											
69	5	3	1	7	19	9	2	10	18												
70	5	3	1	7	19	9	2														
71	5	3																			

FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 104.193mph
Conditions Wet, then drying
Fastest lap Damon Hill, 1m 21.547s on lap 65, 118.646mph

Round 2

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 49m 52.976s	1m 21.547s	65
2	Jean Alesi	F	Benetton B196-Renault V10	+17.982s	1m 21.866s	58
3	Michael Schumacher	D	Ferrari F310-Ferrari V10	70 laps	1m 22.889s	55
4	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	70 laps	1m 22.283s	69
5	Mika Salo	SF	Tyrrell 024-Yamaha V10	70 laps	1m 22.483s	61
6	Olivier Panis	F	Ligier JS43-Mugen Honda V10	70 laps	1m 22.743s	61
7	Eddie Irvine	GB	Ferrari F310-Ferrari V10	70 laps	1m 23.062s	69
8	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	69 laps	1m 23.576s	53
9	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	69 laps	1m 22.722s	63
10	Pedro Lamy	P	Minardi M195B-Ford V8	68 laps	1m 23.559s	67
11	Luca Badoer	I	Forti FG01B-Ford V8	68 laps	1m 25.627s	55
12	Martin Brundle	GB	Jordan 196-Peugeot V10	64 laps	1m 22.043s	64
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	59 laps – spin	1m 22.359s	52
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	36 laps – engine	1m 36.166s	25
Rtd	David Coulthard	GB	McLaren MP4/11-Mercedes V10	29 laps – spin	1m 36.245s	24
Rtd	Johnny Herbert	GB	Sauber C15-Ford V10	28 laps – engine	1m 38.127s	23
Rtd	Jacques Villeneuve	CDN	Williams FW18-Renault V10	26 laps – spin	1m 36.383s	24
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	26 laps – hydraulic pressure	1m 36.998s	24
Rtd	Andrea Montermini	I	Forti FG01B-Ford V8	26 laps – spin	1m 40.661s	22
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	24 laps – accident	1m 36.981s	24
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	19 laps – spin	1m 35.435s	14
Rtd	Tarso Marques	BR	Minardi M195B-Ford V8	0 laps – accident	no time	

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CHAMPIONSHIP POINTS

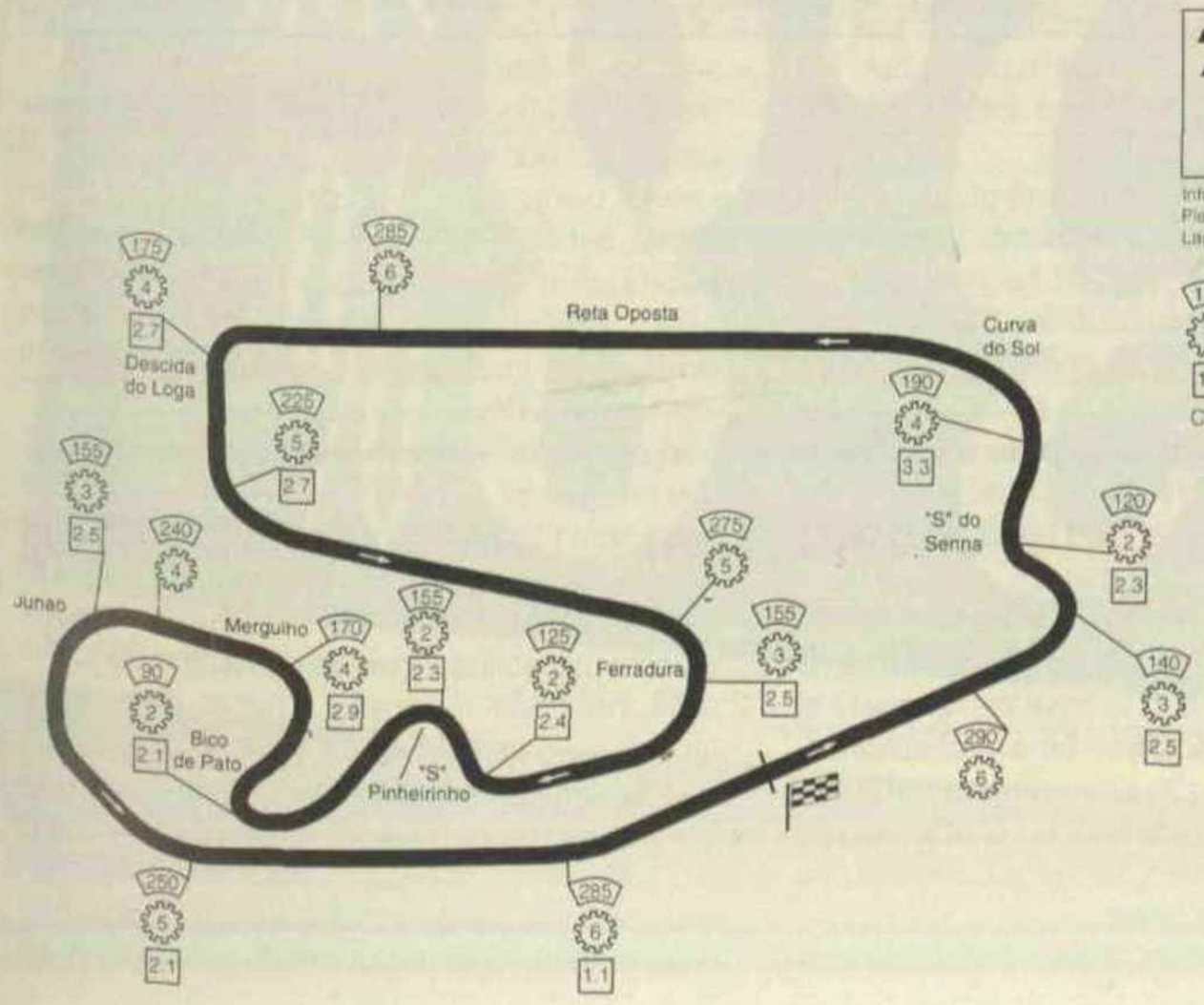
DRIVERS

1	Hill	20
2	Villeneuve	6
2	Alesi	6
4	Hakkinen	5
5	Irvine	4
5	Schumacher	4
7	Berger	3
7	Salo	3
9	Panis	1

CONSTRUCTORS

1	Williams Renault	26
2	Benetton Renault	9
3	Ferrari	8
4	McLaren Mercedes	5
5	Tyrrell Yamaha	3
6	Ligier Mugen-Honda	1

THE CIRCUIT



Tyrrell YAMAHA

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113 Speed (km)
3 Gear
1.9 G Force

Circuit length: 4.325 km / 2.687 m

THE RACE IN BRIEF

An hour before the race it starts to **pour with rain**. Only a couple of laps possible in the acclimatisation period. **Herbert forced to start from pit lane in spare Sauber** when his own car develops a misfire.

Hill retains lead at the **start** as Villeneuve pulls level from third, ahead of Barrichello. The Jordan then slips to fourth behind Alesi but ahead of Schumacher and Brundle. **Marques spins** and fails to complete a lap in his first GP.

Lamy and Katayama tangle on **lap 2**, with the latter spinning, but both are able to continue.

Coulthard up to ninth from 14th on **lap 3** and now ahead of McLaren **team-mate Hakkinen**.

Barrichello briefly moves up to third past Alesi on **lap 7** by diving inside at the left hander after the pits, only to **slip back immediately** when he runs wide. He attempts this move again - without success - on subsequent laps.

A **dry line** begins to emerge at certain parts of the circuit by **lap 13**.

Verstappen sets **fastest lap** for the second time on **lap 14**, the first coming on lap 7.

Brundle spins on **lap 15** and drops to 11th.

Frentzen darts ahead of Schumacher for fifth across the start/finish line on **lap 17** but can't hold on at the left hander and slips in behind the German.

Coulthard goes **onto the grass on lap 19** and drops to 14th. Verstappen out with **engine problems**.

Lap 22 and Coulthard makes an early pit stop to switch to slicks, slipping back even further to 18th.

Schumacher comes in on **lap 24, refuels** but goes out on new wets. Drops to 12th.

Frentzen pits on **lap 26** whilst Berger retires with **hydraulic failure** when lying 11th.

Villeneuve spins out at the bottom of the hill on **lap 27** as he tries to stay with Alesi.

Hakkinen and Brundle **refuel on lap 30**, Barrichello on lap 34, Irvine on lap 35 and Schumacher on lap 39, the latter two switching to **slicks**.

Hill makes his only stop on **lap 40** and rejoins second behind Alesi who, in turn, pits on lap 42 and resumes behind Hill. Both are now on slicks.

Barrichello, Hakkinen, Salo and Irvine **all stop for slicks on lap 43**, Brundle on lap 44. The order is now Hill, Alesi, Schumacher, Barrichello, Hakkinen, Salo, Panis, Irvine and Brundle.

Race **settles down** for around 15 laps and the only move is Brundle passing Irvine for eighth on **lap 55**.

Barrichello attempts to wrest third from Schumacher on **lap 60** in a repeat of his **earlier moves**. The Jordan fails and then spins off at the end of the next straight and retires.

Hill **laps third-placed Schumacher on lap 62**.

Seventh-placed **Brundle spins** and retires on **lap 65**.

Hill wins again, his second successive GP victory and 15th in total. Only **Alesi** is still on the **same lap**.

THE SENNA LEGACY

No longer preoccupied with filling the shoes of his hero, Rubens Barrichello starred in front of his home crowd.

Mark Skewis reports

Sao Paulo smells like a sewer.

Personally, I refuse to be convinced that it's not.

That may, perhaps, have something to do with the fact that while I was visiting a Churrascaria – a restaurant where you pay your money and take as much as you like – somebody was visiting my room, had *found* my money, and was applying the same principle.

Wealth and poverty live shoulder-to-shoulder in the industrial capital of Brazil. Consequently, the thieves' work is the stuff of legend. One year, for instance, Goodyear's laundry went missing, only to appear on the backs of a volleyball team on the beach the next day!

In Rio, where the Jacarepagua circuit hosted the Brazilian Grand Prix until 1989, after which Sao Paulo's political muscle ensured a change of venue, a wife once anxiously awaited her husband's return from the beach. When he failed to materialise, a search found him – still alive – wrapped in a blanket. The locals had removed one of his kidneys . . .

Two compelling reasons why Formula One tolerates the trauma of Sao Paulo is that the locals often smoke while they rifle through your kit. They also purchase cars with which to make their getaway. The tobacco and car companies love the fans, and there is no disputing that – for all the failings of their countrymen – the fans love their racing.

Most things 'lost' by the Formula One circus are replaceable. One, Ayrton Senna, is not, and it is with his legacy that Rubens Barrichello – the sensation of his home Grand Prix – has struggled to come to terms for over a year.

In the wake of Senna's death, Barrichello's entourage grew considerably, while his reputation diminished. In spite of a podium finish in Montreal, his 1995 season was a disaster. All too often Jordan team-mate Eddie Irvine outshone him; indeed Ferrari, for years rumoured to be the Brazilian's final destination, finally took his team-mate instead.

But Barrichello's form at Interlagos, where he qualified second and ultimately crashed out whilst battling for the same position, signalled not only Jordan's serious intent to challenge for honours, but his emergence from a personal nightmare.

Where 12 months earlier the team's high expectations had been shattered in Brazil, this time its cars were competitive throughout the weekend. Had it not been for a wayward weather forecast, Eddie Jordan is convinced that Barrichello would have been challenging Hill for victory. Believing its local sources, which predicted that a sudden rain shower would abate right at the start of the race, Jordan started with insufficient fuel for Rubens to stay out long enough to capitalise upon the window of opportunity in which slicks and fuel could be taken on at the same time.

"A search found him – still alive – wrapped in a blanket. The locals had removed one of his kidneys . . ."

Consequently, Hill's Williams was well clear when, struggling with fading brakes, Barrichello finally deposited his car in the gravel attempting to overtake Alesi's Benetton. Notwithstanding his exit, the event was something of an individual triumph.

Barrichello idolised Senna, and he admits that Ayrton's loss affected him deeply.

"Right from the start of last season I felt a great deal of pressure on me," he confides. "It was the first season in which I had run without the presence of Ayrton, and I had lost one of my benchmarks.

"The fans' expectation was one of the biggest problems I have had since his death. One cannot forget what a great champion he was, but it is impossible for anyone to be a new Senna. Ayrton was so exceptional that no one can claim to be able to replace him. I cannot do it, nor can anyone else. I must be Rubens Barrichello and nobody else. Nowadays people talk a lot less about my being Senna's successor, and I realise now that I was trying to be someone that I'm not."

There were also technical reasons why his '95 season was such a disappointment. For one, Peugeot's engine tended to have the longevity of a balloon in a pin factory – as a precautionary measure at Interlagos its engines raced with 400 revs fewer than they qualified. He also struggled to come to terms with a two-pedal set-up, and eventually reverted to three.

But for all that the team let Barrichello down, he let himself down too. His attitude was such that his team-mate privately referred to him as 'The Brat', and Irvine's pace, and attitude, did little to dispel Rubens' paranoia.

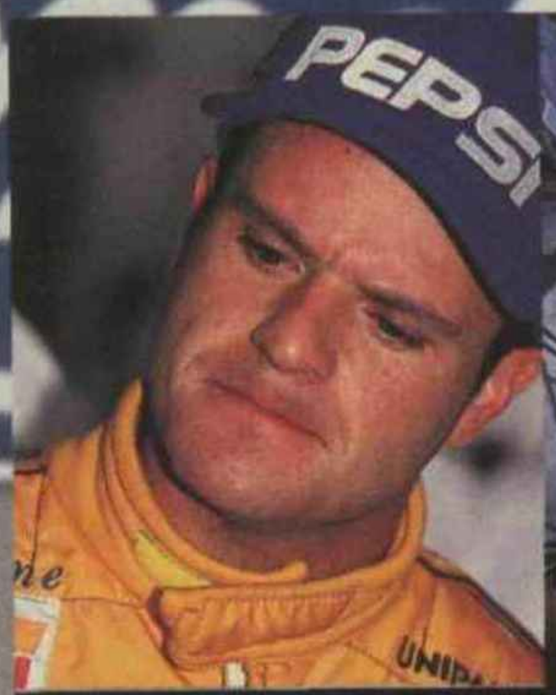
"I have to say Eddie is a very unusual guy," he reflects. "He looked after himself very well – all by himself – and was able to sort out his problems. But it was virtually impossible to talk to him about my problems. He was not really bothered. Martin [Brundle] makes life a lot easier for me, and it's easier to work with him. He does not shut himself off. He knows how to exchange information."

And how to exchange compliments, for Brundle gave a glowing assessment of his new team-mate after qualifying at Interlagos. "It didn't surprise me to see him on the front row," he said. "Ever since I first tested with him, he's been driving exceptionally well. He really looks to have got his head sorted this year, and you're seeing the results."

Still only 23, Barrichello insists he has emerged all the stronger for the bitter experience of last season: "I learned to drive under pressure. It does not feel good to make mistakes, or to have problems, but it is very good from the point of view of being strong enough. I am more professional, but also more relaxed. I feel strong on the track. I am in F1 for the good moments and I know what I am capable of doing – without trying to achieve the impossible. I am aware that I am lucky to be a driver with a top team."

In Argentina, where Barrichello finished fourth, the 196 was all at sea on a low-grip surface. But there aren't too many of those remaining on the calendar and, buoyed by the team's showing in Sao Paulo, Jordan himself confesses that he dreams of that first F1 win. When asked about his aims, his driver maintains a rather more sober attitude.

"I have none," he responds. "That may sound a little bit surprising, but it is the truth I am not fixing any objectives. I am going to do my best and I hope that will bring good results. This is a new Rubens Barrichello in F1 and I am just happy to be there."





After anxious moments towards the end of the session, Barrichello qualified second in Brazil. The performance gave him more satisfaction, he said, than his pole position at Spa in 1994. Then, he had fallen back quickly. On this occasion he was able to run with the leaders.

THE PECULIAR CASE OF THE DISAPPEARING ALE.

It was snowing hard that morning as Jeff Kitching hoisted himself up into the cab, but even in those days the Theakston drays went out in all weathers.

The dray was taking the long, winding route from Masham through Fearby and on up the Dales road for the first delivery at The Crown Hotel in Lofthouse. The 'Pateley Bridge Run' the Theakston drivers call it.

There would be few folk about in that blizzard. Except to



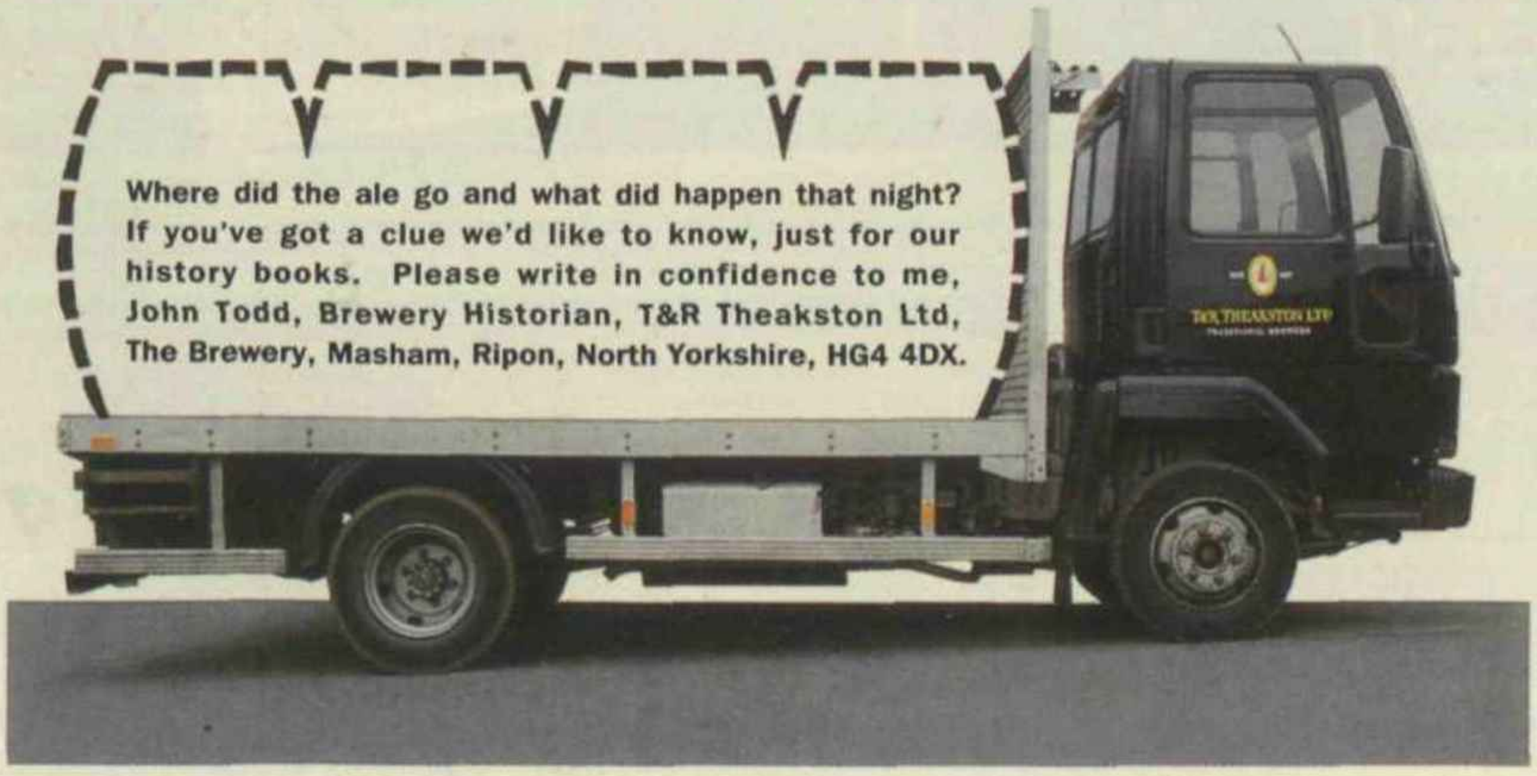
The legendary and award winning Theakston Old Peculier, one of our ales that went missing that night. Available now in cask, or in a bottle.

go down to their local, of course. That's what made the journey all important, delivering supplies of our ale, including our award winning Theakston Old Peculier.

So laden down with casks and crates, he and his fellow driver set off, their thin rubber tyres carving deep patterned lines into the soft falling snow.

The weather got worse. "B***** awful," Jeff said it was. And then the inevitable happened. With many miles still to go, the B road suddenly became no road. Dray, driver and mate churned to a halt, stuck fast like decorations on an iced cake, I'd say.

"We hung about, frozen but determined to guard our load," remembers Jeff. The local police were called and a helpful bobby from Ramsgill provided a welcome change of clothing and took them back to the warmth and shelter of Ramsgill Police Station.



Where did the ale go and what did happen that night? If you've got a clue we'd like to know, just for our history books. Please write in confidence to me, John Todd, Brewery Historian, T&R Theakston Ltd, The Brewery, Masham, Ripon, North Yorkshire, HG4 4DX.

Me, the Yorkshire Dales, and the spot near where the dray stopped.

Next day local contractor Willie Wise fired up his JCB in Masham and within hours had liberated the abandoned dray, ale and all. Mind, he couldn't shift it without demolishing part of a wall. But the rescue mission was thankfully completed.



Ales have been disappearing down Yorkshire throats since the 12th century, a time when the Cistercian Monks first began to brew ale, just down the road from Masham, at Jervaulx Abbey.

Or was it? For the sight which met them was most peculiar. The dray was there all right, but the ale wasn't. Not all of it anyway. And even in those days a little of our Theakston ale was worth a lot.

"They must have come after the police picked us up," recalls Jeff. Clearly someone had drunk the profits and warmed themselves with our rich, dark and creamy smooth Old Peculier.

I've asked around but it's still a mystery. Folk in the Dales have remained tight lipped, although someone, somewhere, must have opened theirs to sup our ale.

We've never brewed much Old Peculier, so naturally we were keen to recover it. But we never did. Whoever discovered our abandoned dray full of ale must have thought it was Christmas. Although come to think of it, it was Christmas. Christmas 1976, I think.

EST. 1827

THEAKSTON
TRADITIONAL BREWERS

JOHN TODD, THEAKSTON HISTORIAN

T&R Theakston, The Brewery, Masham. Ripon, North Yorkshire HG4 4DX. Theakston Old Peculier is brewed in Masham and Newcastle-upon-Tyne.

FIA FORMULA 1 WORLD CHAMPIONSHIP ARGENTINE GRAND PRIX

Buenos Aires, 7 April 1996

72 laps of 2.64 mile circuit (190.08 miles)

FLASHBACK: 1995

1 Damon Hill (Williams-Renault)	72 laps in 1h 53m 14.532s
2 Jean Alesi (Ferrari)	+6.407s
3 Michael Schumacher (Benetton-Renault)	+33.376s
4 Johnny Herbert (Benetton-Renault)	+1 lap
5 Heinz-Harald Frentzen (Sauber-Ford)	+2 laps
6 Gerhard Berger (Ferrari)	+2 laps
Winner's average speed	100.90mph
Pole:	
David Coulthard (Williams-Renault)	1m 53.241s
Fastest lap:	
Schumacher	1m 30.522s (105.24mph)
Lap record (1995):	
Schumacher	1m 30.522s (105.24mph)

STARTING GRID

5 HILL 1m 30.346s

6 VILLENEUVE 1m 30.907s

4 BERGER 1m 31.262s

16 VERSTAPPEN 1m 31.615s

8 COULTHARD 1m 32.001s

15 FRENTZEN 1m 32.130s

18 KATAYAMA 1m 32.407s

12 BRUNDLE 1m 32.696s

14 HERBERT 1m 33.258s

20 LAMY 1m 33.727s

23 BADOER 1m 34.830s

1 SCHUMACHER 1m 30.598s

3 ALESI 1m 31.038s

11 BARRICHELLO 1m 31.404s

7 HAKKINEN 1m 31.801s

2 IRVINE 1m 32.058s

9 PANIS 1m 32.177s

21 MARQUES 1m 32.502s

19 SALO 1m 32.903s

10 DINIZ 1m 33.424s

17 ROSSET 1m 33.752s

22 MONTERMINI 1m 35.651s

LAP CHART

LAP	POS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
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72	5	6	3	11	2	17	8	9	14													

FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 99.432mph
Conditions Dry
Fastest lap Jean Alesi, 1m 29.413s on lap 66, 106.556mph

Round 3

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 54m 55.322s	1m 29.653s	44
2	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+12.167s	1m 30.163s	64
3	Jean Alesi	F	Benetton B196-Renault V10	+14.754s	1m 29.413s	66
4	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+55.131s	1m 31.443s	50
5	Eddie Irvine	GB	Ferrari F310-Ferrari V10	+1m 04.991s	1m 31.372s	65
6	Jos Verstappen	NL	Footwork FA17-Hart V8	+1m 06.913s	1m 31.099s	66
7	David Coulthard	GB	McLaren MP4/11-Mercedes V10	+1m 13.400s	1m 31.408s	46
8	Olivier Panis	F	Ligier JS43-Mugen Honda V10	+1m 14.295s	1m 31.343s	60
9	Johnny Herbert	GB	Sauber C15-Ford V10	71 laps	1m 31.930s	44
10	Andrea Montermini	I	Forti FG01B-Ford V8	69 laps	1m 34.592s	68
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	56 laps – suspension	1m 30.104s	43
Rtd	Michael Schumacher	D	Ferrari F310-Ferrari V10	46 laps – handling/broken rear wing	1m 30.659s	23
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	39 laps – cv joint	1m 32.958s	21
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	36 laps – electronics	1m 31.930s	34
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	34 laps – accident damage	1m 32.668s	20
Rtd	Tarso Marques	BR	Minardi M195B-Ford V8	33 laps – accident	1m 32.925s	29
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	32 laps – spin	1m 31.005s	23
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	29 laps – fuel leak/fire	1m 32.882s	24
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	28 laps – transmission	1m 31.396s	18
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	24 laps – fuel pump	1m 33.606s	20
Rtd	Luca Badoer	I	Forti FG01B-Ford V8	24 laps – accident	1m 35.893s	20
Rtd	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	19 laps – sticking throttle	1m 32.369s	17

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CHAMPIONSHIP POINTS

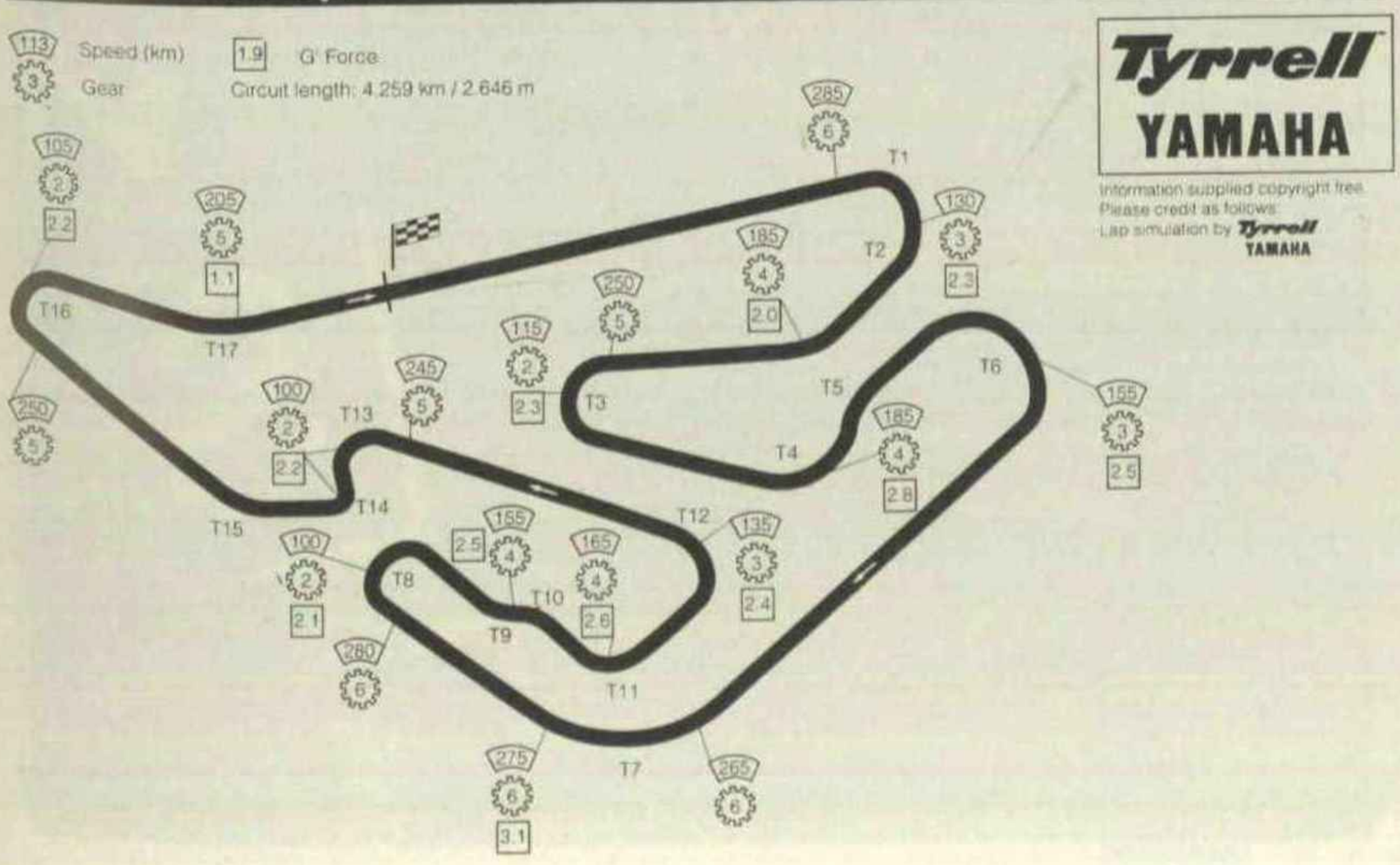
DRIVERS

1	Hill	30
2	Villeneuve	12
3	Alesi	10
4	Irvine	6
5	Hakkinen	5
6	Schumacher	4
7	Berger	3
7	Salo	3
7	Barrichello	3
10	Panis	1
10	Vertappen	1

CONSTRUCTORS

1	Williams Renault	42
2	Benetton Renault	13
3	Ferrari	10
4	McLaren Mercedes	5
5	Tyrrell Yamaha	3
5	Jordan Peugeot	3
7	Ligier Mugen-Honda	1
7	Footwork Hart	1

THE CIRCUIT



Tyrrell YAMAHA
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Please credit as follows:
Lap simulation by Tyrrell YAMAHA

THE RACE IN BRIEF

Hill leads Schumacher, Alesi and Berger at the **start**. A slow getaway drops Villeneuve to ninth.

The **fast-starting Coulthard**, up from ninth to fifth, **drops back** from the leaders **on lap 2**, holding Barrichello, Verstappen and Hakkinen at bay.

Villeneuve passes Hakkinen for eighth on **lap 3** and **Verstappen** for seventh on **lap 4**.

Barrichello succumbs to the second Williams on **lap 5** and Villeneuve moves into fifth on **lap 9**, albeit 20 seconds adrift of Berger's Benetton, as Hill continues to lead Schumacher and Alesi.

Verstappen drops back after **an off on lap 11** whilst challenging Barrichello for seventh.

Having suffered from a throttle problem since his 10th lap, **Hakkinen retires on lap 19**.

Schumacher's stop on **lap 21** heralds the first **round of refuelling**. Despite running low fuel after adopting an aggressive three-stop strategy, the Ferrari is six seconds adrift of Hill when it pits.

Lap 24 and Hill refuels, resuming with a four second advantage over Schumacher, Alesi.

Badoer **rolls on lap 25** after a tangle with Diniz. The **Safety Car** is ordered out while the Italian is extracted from his Forti. Rosset retires with fuel pump failure. Villeneuve pits, having asked for less front wing, but a communication problem sees his Williams given **more wing** and his handling worsens.

The **Safety Car** picks up the leaders on **lap 29**, nullifying Hill's lead, but enabling Villeneuve to join the lead bunch. Katayama's transmission breaks.

Lap 30 and **Diniz** escapes with only burns to his hands after **fuel leaking** from his Ligier's tank ignites on a hot engine as he brakes for a corner.

The Safety Car pulls off on **lap 33**, and **Frentzen's Sauber immediately falls off**.

Marques hits the **rear of Brundle**, accusing the Jordan driver of a **brake test**. Both retire on **lap 34**. Schumacher's rear wing is hit by debris from Hill's car and the Ferrari's handling starts to deteriorate.

Salo's Tyrrell finally succumbs, on **lap 37**, to persistent trouble with his fly-by-wire throttle.

Lamy's Minardi exits with a **broken CV joint on lap 40**. Having adjusted his strategy during the pace car period, **Schumacher** makes his second and **final fuel** stop on the same lap.

Alesi stalls at his second stop on **lap 44**, dropping to fourth behind Berger and Villeneuve.

Lap 46 and the element **breaks off from Schumacher's wing**, and he retires.

Villeneuve up to second on **lap 56** as Berger's suspension breaks. **Alesi inherits third**. Barrichello moves to fourth ahead of Irvine. Hill leads by 17s.

Verstappen passes Coulthard for sixth on **lap 60**. The McLaren driver is struggling with his handling on his **third set of tyres**.

Irvine's **gearbox jams** in sixth on the **final lap**. Verstappen unsuccessfully tries to pass him for fifth. **Hill takes third straight win**. Herbert finishes a lap down, in ninth, after struggling without rear brakes.

If any man is capable of challenging the Williams supremacy, Mark Skewis believes it is Jean Alesi

THE MAN WHO WOULD BE KING

Jean Alesi has it in him to be world champion. If only he believes it himself.

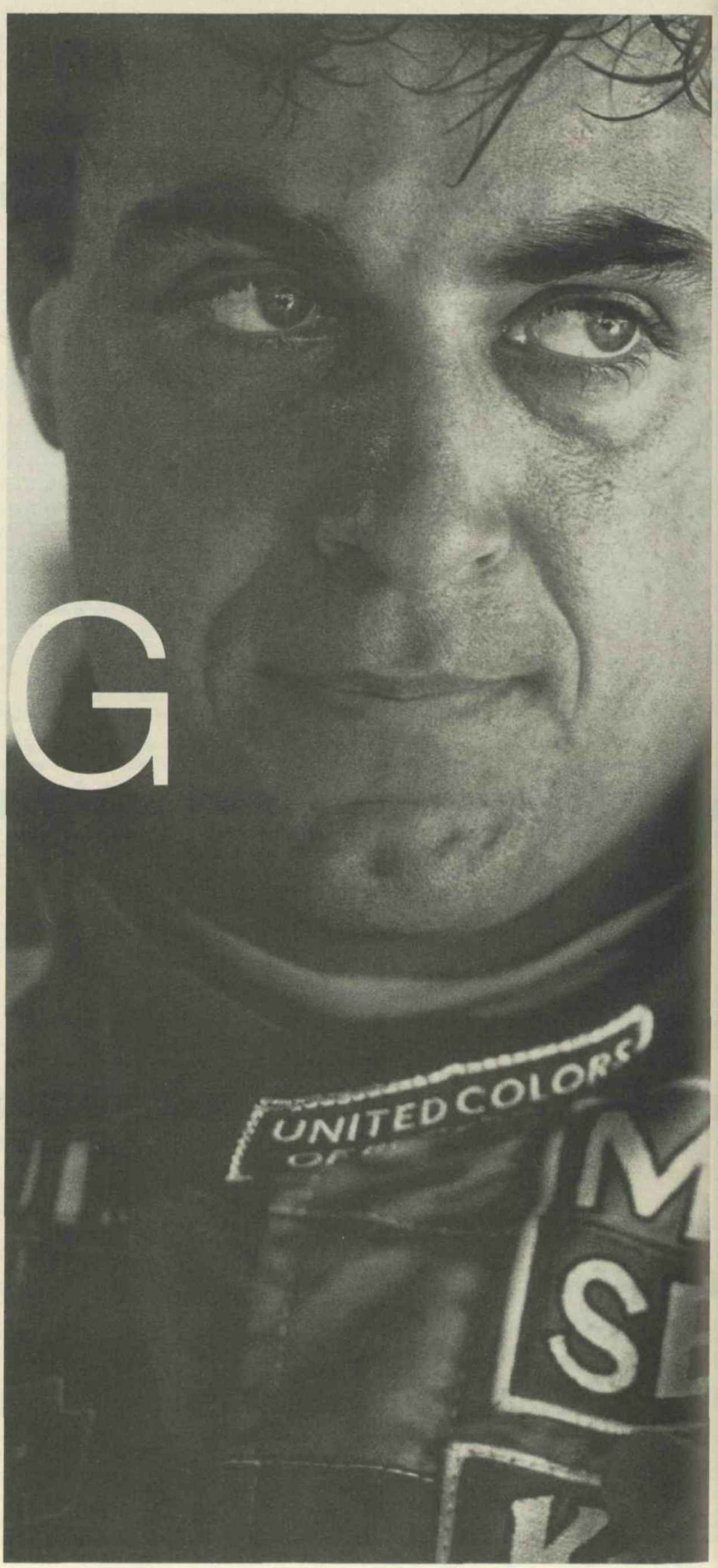
In each of the first three races, the mercurial Frenchman has made a costly error. Where in the past his car invariably failed, since moving from Ferrari to Benetton Alesi has let himself down.

It is common knowledge that he has always ridden an emotional roller coaster. But insiders suggest that even Benetton has been shocked by Alesi's temperament. In the interlude between South America and the onset of the European season, it knows it must work not only on its cars, but on how best to harness its star driver's flair.

"He has this tremendous passion which drives him on, and that can work for him, as well as against him," maintains Benetton Technical Director Ross Brawn. "He gets frustrated, and we have to help him understand that it's not all about setting the fastest lap all the time. He has to think about the whole structure of the race. The last lap on Sunday afternoon is when it counts."

And that, all too often, has been his failing. Given the V12 Ferrari's fabled lack of reliability, he never knew if the current lap would be his last. Consequently, he sometimes drove as if *every* lap would be just that.

That 'seize the moment' mentality was arguably betrayed on his Benetton debut in Melbourne when he exited the race early after a senseless assault on Eddie Irvine's Ferrari. It was a stupid manoeuvre, at a stupid time of the race and season. Reliability alone has often been sufficient to pick up points over the opening races but here he was, barrelling down the inside as if the very championship depended upon it.



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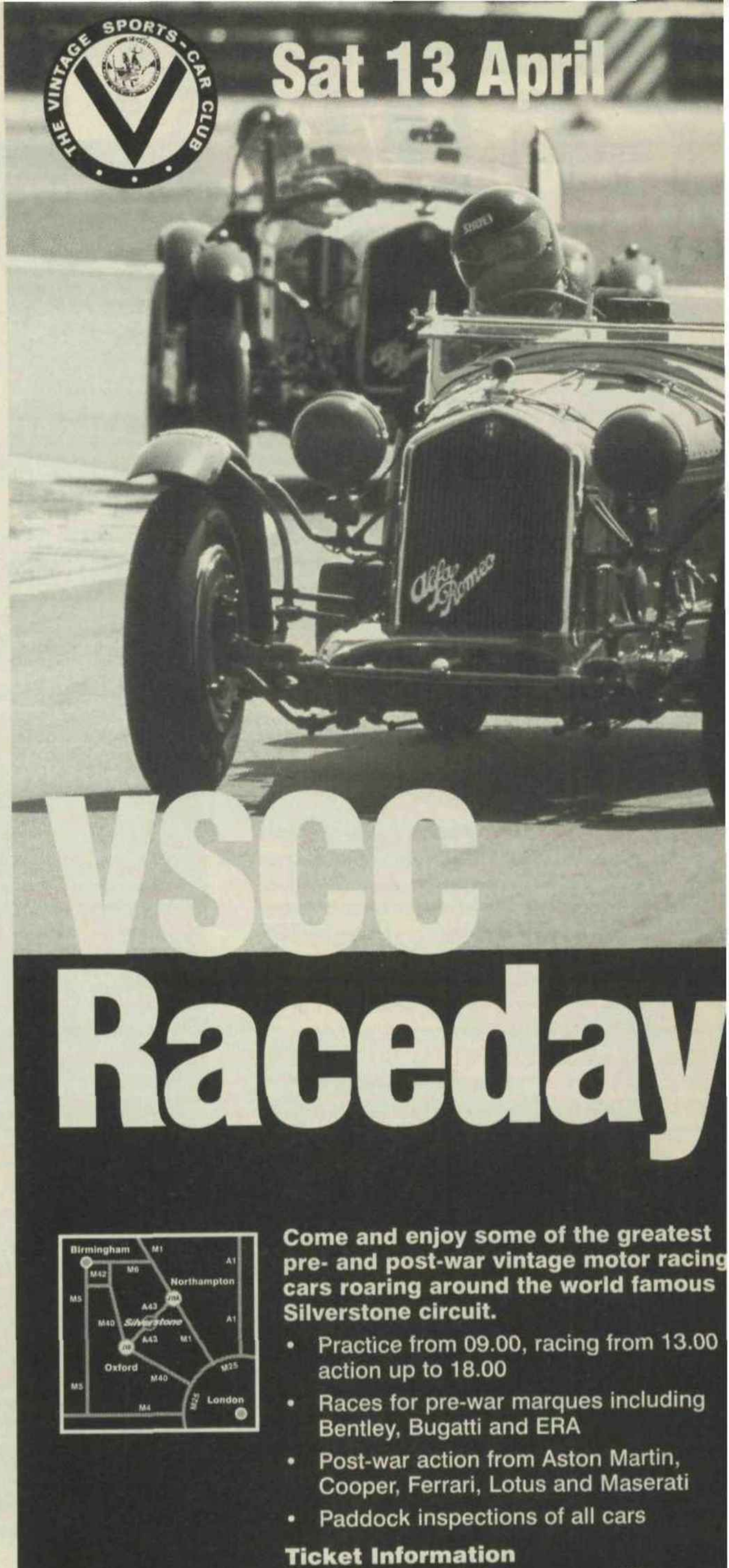
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"At Ferrari it was only the fans who were speaking with me!"

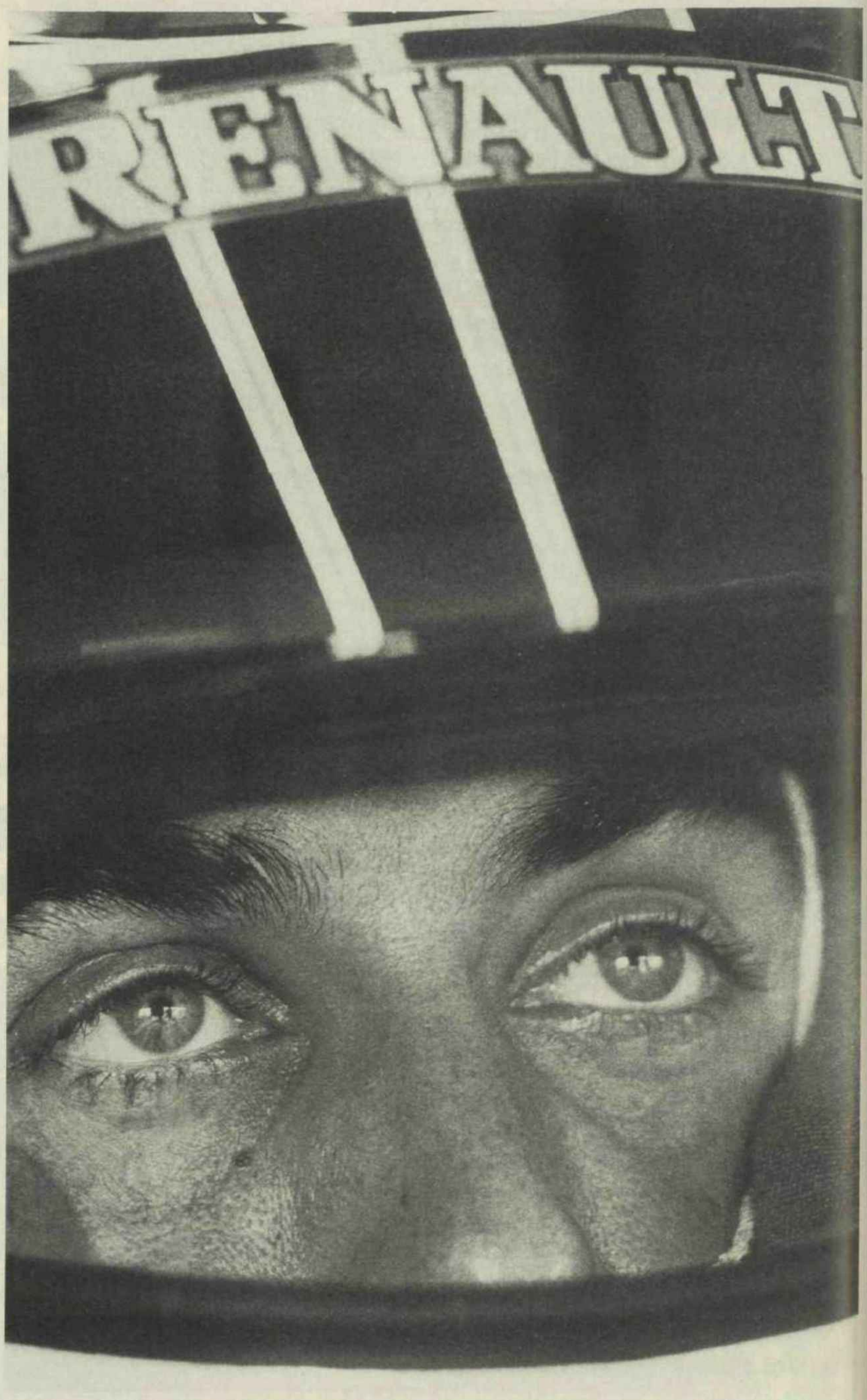
Upon his return from Australia, Alesi was dealt a stinging rebuke from the team. His response was podium finishes in both South American races, but each drive was marred by an unforced error. In Brazil he finished runner-up after conceding 11s when he slid off the road while chasing Hill. In Argentina, where he finished third, he was within sight of the leader until he stalled at his second pit stop. He sacrificed 15 seconds as a result – and lost the race by 14 . . .

With Hill 18 points clear of his rivals by the time he left Buenos Aires, some are convinced that the destiny of the title is already assured. After all, Damon has three straight wins to his credit. In 1991 Senna dominated the first four Grands Prix, as did Schumacher in '94. In '92 Mansell swept the first five. In each case they went on to clinch the championship. But where Ferrari could match Hill's pace only by adopting a desperate three-stop strategy, Benetton hinted in Argentina that its performance is not so far removed from that of the pacesetter. It is also worth recalling that at the end of the first three races last season, people were also writing off Benetton. Yet Flavio Briatore's men still bounced back to win both F1 crowns.

But where, with Schumacher, the team was used to dealing with the finished item, now it is working with raw material. Perhaps, with the German at the wheel, Benetton could have won in Argentina. Or at least have ensured that something other than a dose of Montezuma's revenge gave Hill cause for consternation.

So often in the past all the team had to do was get the car in the ballpark, and Schumacher would do the rest. Alesi too could be capable of such feats. But only if he can shrug off the paranoia that is the legacy of five years at a team where Alain Prost once remarked that every time he felt a pat on the back he turned around to check if the hand had a knife in it.

Already, perhaps, there are a few signs of Alesi's rehabilitation within the environment of an English team. For example, his relationship with Gerhard Berger, team-mate at Benetton as at Ferrari, has certainly improved. Sometimes the two even talk to each other . . .

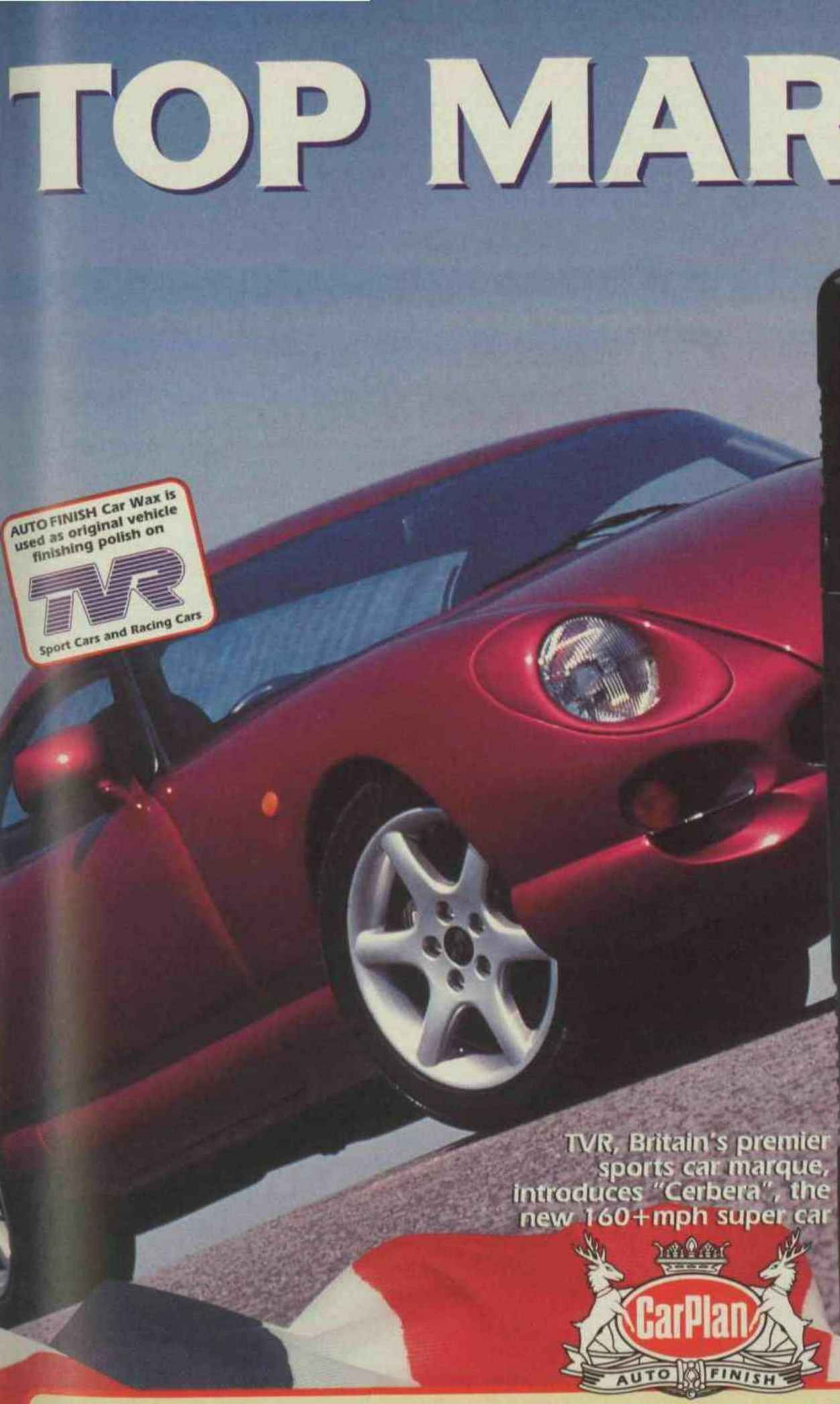


"Upon his return from Australia, Alesi was dealt a stinging rebuke from the team."

"I didn't expect the start of the year to be quite so rough, but I'm not that disappointed," insists Alesi. "The car has no basic defect, and the team's response time is good. This is a very different situation for me, compared to Ferrari. Here there is super technical support. The car is made by people who speak to me. It's the first time it has ever happened to me! At Ferrari it was only the fans who were speaking with me!"

Just as the Princess of Wales would rather be the Queen of Hearts than the Queen of England, so Alesi, as spectacular as he is passionate, has always been a hero with the man in the street. But now it is time for Formula One's King of Hearts to bid for the throne . . .

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AND THE BANNED PLAYED ON

Turning the British Rally Championship over to Formula Two cars worked a treat – until a horde of four-wheel drives turned up. Rob Aherne reports on the Rally of Wales

Let's play a game. Look down the list of top 20 finishers on the Vauxhall Rally of Wales, the opening round of the Mobil 1/*Top Gear* British Rally Championship, and work out how many are eligible to score points.

The answer, in case you're wondering, is seven. The other 13 are Group A and N four-wheel drive cars, plus Renault's lone Mégane Maxi kit car, all of which were banned from the championship at the end of 1994. More significantly, "outlaws" filled three of the leading four positions and the top two places, pushing leading Formula Two – and thus British Championship – contender Gwyndaf Evans down to third.

Banning four-wheel drive cars from individual events would mean withdrawal from the European Championship, for starters: something that both the RACMSA and the four events that count towards it are loathe to do. But in terms of promotion to an audience outside the traditional bobble-hatted fraternity, Britain's premier domestic rally series thus finds itself in a testing predicament, especially when it pursued the two-litre, two-wheel-drive route in an attempt to convince major manufacturers that it could be a viable alternative to the BTCC.

The same situation existed in 1995, during the inaugural season of F2, but somehow it didn't seem so important. For one thing, F2 restored much of the championship's credibility after the dark days of the early '90s, as the novelty of a proliferation of evenly matched two-wheel-drive cars invariably grabbed the attention far more than the occasional "total traction" interlopers. Indeed, such was the hotbed of competition in F2 that eventual champion Alister McRae vanquished allcomers to win the first round outright in

his Nissan Sunny GTi on his way to becoming the two-litre formula's first champion.

This year though, there has been a slight but significant drop in quality, if not quantity. Vauxhall has abandoned rallying, both Nissan and Peugeot have scaled down their involvement and while both Ford and VW have raised their games, joined by first-timers Skoda and a "semi-works" Honda effort, the net result is a diminishing number of headlining car/driver combinations.

Simultaneously – and contrary to the championship's whole logic – the number of competitive four-wheel-drive cars bent on doing individual rounds has shot up. McRae, frustrated by the closed doors encountered at higher levels, reasons it is better to be out winning rallies outright than sitting at home, and hopes to gain four-wheel-drive experience on several rounds in a Malcolm Wilson-prepared Escort Cosworth. So does the fleet but accident-prone Finn, Ari Mökkönen, in a Mike Little car, and fellow-countrymen Olli Harkki, Harri Rovanperä and Mika Korhonen, all of whom have embarked on assaults on the championship's separate (and perhaps ill-advised) Production Cup category in Mitsubishi Lancer E3s. Harkki emerged victorious in Wales, after Rovanperä suffered a late suspension failure and Korhonen went off for seven minutes: conceivably, however, all three could have packed out the top six.

Renault is a separate case entirely. Although it is in the second year of a concerted British Championship attack, the *Régie* decided at the end of 1995 that it wasn't viable to build a "conventional" Group A version of its new Mégane, as the British Championship is increasingly isolated in not admitting kit cars. Therefore, Robbie Head and Serge Jordan are contesting all five British rounds in Mégane Maxi kit cars as an extended development exercise, the implication being that Britain should have to fall into line and follow the kit route in 1997. While Head's early promise was curtailed by head gasket failure and Jordan climbed a steep learning curve on the way to seventh, both will undoubtedly figure higher up as the season progresses.

The upshot is that a string of machines which have no place in the British Championship are more than capable of hogging the limelight on individual events and marginalising the two-litre element of the equation. Moreover, the first round suggested that *everybody* will have to play second fiddle to McRae as long as the 26-year-old Scot finds the budget to turn out.

The tongue-in-cheek game-plan that the British Champion outlined before the start – "Gauge myself during the first leg, then annihilate them on Saturday!" – became a *fait accompli* early on in Friday's first leg, Alister easing away to a five-minute victory. Not even a stomach upset on Saturday's longer, Dyfi Forest-based second leg could halt his progress. He was aided in his task by Mökkönen who, after a spate of accidents during the last 12 months, made finishing his main priority when it became clear there was little chance of out-gunning McRae. So much so, in fact, that British Championship pace-setter Evans came within 17 seconds of removing him from the runner's-up spot with a late charge over the stages he knows best.

Whereas last year, 20-mile stages would see the leading protagonists separated by a mere handful of seconds, in Wales the proven combination of Evans, larger-than-life co-driver Howard Davies and his Gordon Spooner Engineering Escort RS2000 – reaching its developmental peak after an 18-month gestation – stood head and shoulders above the pack. To the tune of four minutes, in fact.

They were helped a little by the driver many expected to run the Dinas Mawddwy man closest, rapid Finn Jarmo Kytölehto. He fell from the picture after rolling his new RS2000 after three stages, though it said something for his speed that he had recovered to third in the category and sixth overall by Saturday night.

In truth, nobody looked remotely like challenging Evans in British Championship terms. As early as the fourth stage he could afford the luxury of playing round with various Michelin compounds in preparation for Saturday, and even though he wasn't entirely happy with the Escort's tendency to snap sideways on occasion, his performance set a standard that the two-litre fraternity could not hope to match.

That said, the odd indicator emerged that he may not have things entirely his own way. The hitherto recalcitrant Volkswagen Golfs showed a dramatic upturn in competitiveness to match their bright new colour schemes, with yet another rising Finnish star, Tapio Laukkanen, providing Evans's closest opposition until his engine let go early on Saturday morning. New team-mate Jouko Puhakka was equally impressive on his first acquaintance with the British forests, only for wiper failure, electrical problems and finally a broken engine mounting which saw his Golf pushed over the finish ramp to leave him well down the order.

Ultimately Mark Higgins, Nissan's new lead driver, was left in a lonely second place which he was reluctant to jeopardise, but his performance on the one stage he really gave the gear selection-troubled Sunny its head did much to endorse his reputation as one of Britain's most promising talents. Given greater familiarity with a car which is still one of the most competitive in F2, despite a lack of recent development, he is capable of giving Evans a much harder time.

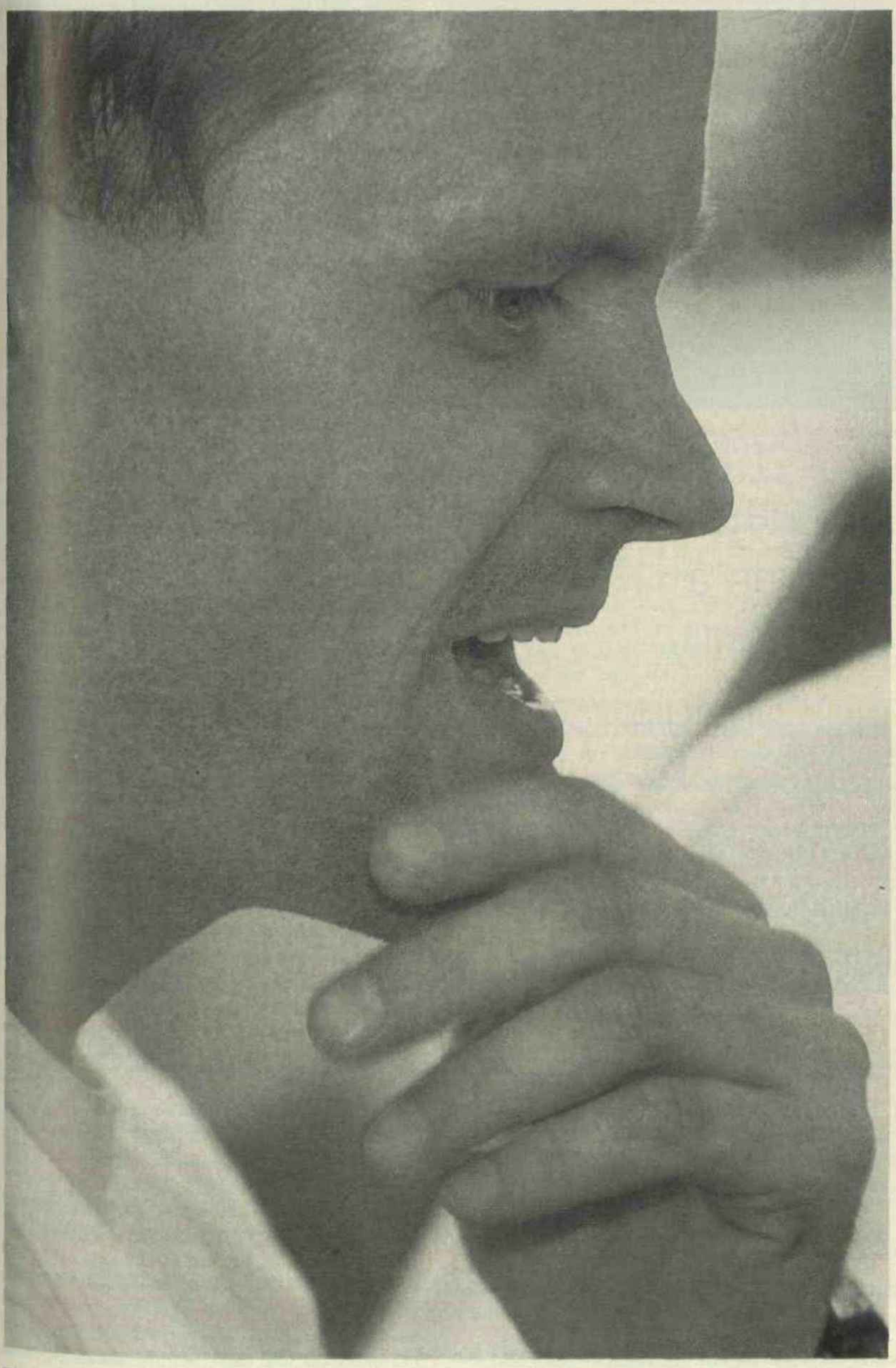
Both, however, have a task on their hands to break out of the four-wheel-drive shadow. And on the next two rounds, the Pirelli and Scottish rallies – both of which are predominantly gravel – that task will not get any easier.



Gwyndaf Evans (far left) emerged from the opening round of the British Championship with maximum points — but his success was overshadowed by a plethora of four-wheel drive cars, such as overall victor Alister McRae's Escort Cosworth (above). Evans' Ford team-mate Jarmo Kytölehto (centre) had a fraught event, rolling on the third stage.

MITSUBISHI

NO ROOM FOR ROUND PEGS IN A SQUARE WORLD



The partnership of Tommi Mäkinen (above) is bringing unprecedented success to Mitsubishi.

It was not quite a traditional Safari, yet it may be the last of its kind.
David Williams believes that the wind of change is gusting through Africa.

Some of the old hands were surprised that no one had hired Björn Waldegård. The first World Rally Champion may be 53 now, but he has an enviable Safari record and, in a year when so many major teams were painfully short of African experience, the argument was that Waldegård was the man for the job.

When the rally started on Good Friday, it wasn't a bad theory. By Easter Day, Tommi Mäkinen had blasted it to pieces. He had won the Safari at a gallop and proved that a driver of Waldegård's age would have been run off his feet.

Mäkinen's victory, on his first appearance in Africa, brashly signalled that the Safari has changed, for neither the car nor, one suspects, the driver would have won an old-style East African marathon. Even with Waldegård at the wheel, the Lancer would have fallen apart and Tommi is renowned neither for mechanical sympathy nor for patience. Indeed, Mitsubishi had a contingency plan to keep him away from the car if he looked likely to drop time servicing.

That didn't prove necessary (for which driver and team alike deserve great credit), partly because there was perhaps twice as much service time as on any previous Safari. It was another



step in a process of evolution: in 1991, anything more than re-fuelling would result in penalties. By 1995, an extensive, penalty-free rebuild was possible at the end of each leg. This Easter, there were around 20 minutes of servicing between each section, as a concession to teams with no Safari battle honours and no opportunity to develop a true long-distance car while meeting their other commitments.

The wonder was that Mitsubishi spotted the opportunity and seized it with both hands. Since it first got a four-wheel drive car in 1988, Ralliart has been an intermittent threat, unstoppable on some occasions, an also-ran on others, but it has earned a reputation for less than full-blooded commitment and a certain lack of tactical cunning; for example, it lost the 1994 Asia-Pacific Championship by one point, having failed to impose team orders on its drivers in New Zealand.

There were no such lapses this time. A dispiriting, exceptionally destructive recce prompted a bold solution: life parts ruthlessly and change them as often as possible. Some of the mechanics spent a week in Nairobi bracing vital components, others relentlessly practised swapping parts and producing tools to make the task easier. Ralliart had a crucial weapon in Ohlins. Shock absorbers may not count for much in F1, but rallying development suggests that they are still in their infancy. Ralliart Europe has pioneered the use of effective independent-reservoir dampers, based on the Swedish firm's motorcycle experience. Careful development with Ohlins enabled the Lancer to withstand far more punishment than it should.

"Re-casting itself as a stage rally will consign the last of the great road races to history."

"We've done things to it that we learnt from the recce. Every part we've had a problem with, we've managed to rectify," said Phil Short Ralliart's Team Manager.

Finally, Mäkinen was given a stern lecture on the eve of the rally, to the effect that the car wouldn't last the first day if he didn't slow down a little.

In the event, he judged the rally beautifully. While the team had perfected the 20m re-fit, changing the Lancer's vulnerable rear suspension up to five times daily, then rebuilding discarded corners at night, Mäkinen had worked out just how hard he could push the car and slackened his pace accordingly.

Its rivals needed too little servicing or too much. Colin McRae led in the early stages, but lost all chance of winning when he twice broke the suspension on the first section of the second leg and dropped 40 minutes. McRae did almost as much damage as his team-mates, Kenneth Eriksson and Piero Liatti, combined, but all three Subaru drivers ran a constant risk of bending struts, twisting rear suspension links and snapping driveshafts.

Toyota went to the other extreme, Cologne producing a Safari tank that completed the event without a single crack in the bodyshell and would have walked away with a traditional Safari. After five minutes of each 20-minute service break, the mechanics were plainly looking for things to do. Ian Duncan wasn't quite on the pace of the European drivers anyway as he hadn't rallied for months, but he had to cope with a Celica that was perhaps 150 kilogrammes heavier than it needed to be. Gerd Pfeiffer – "Pepper" – was making his first appearance as Toyota's Safari engineer since 1991 and confessed that the five-year gap forcibly brought home the extent of change. It would be kinder to draw a veil over Ford's return to the Safari, suffice to say that the drivers' pre-rally pessimism was abundantly justified.

Less successful teams might protest that the Mitsubishi was stronger than it looked. Yet there was no gainsaying the fact that Ralliart had romped to victory with a judiciously strengthened Acropolis car that exploited the slackened time allowance to the limit. It was just the result the





Ian Duncan (left) did a solid job for Toyota. Tyres were the least of Carlos Sainz's worries (above). Subaru did well to get all three Gp A cars to the finish on Prodrive's first Safari, thanks to Piero Liatti and Colin McRae (far right). Patrick Njiru was second in Gp N.





organisers had wanted, incontrovertible proof that Safari victory is attainable in something closely related to a conventional stage rally car, without starting from scratch.

Yet it wasn't enough. Although Peter Hughes and his team had bent over backwards to create an African rally that might appeal to World Championship contenders, the losers weren't satisfied. McRae felt that it was a good rally, but too much of a lottery to have any place amidst the serious business of scoring World Championship points. Ford and Subaru felt that it was too long, too demanding and too different. To be competitive, teams needed twice as many mechanics as normal, a helicopter tracking each rally car and an intensive test programme to turn even an Acropolis car into something that might win the Safari. Mäkinen had spent 20 days practising in a Gp A car, as opposed to five or six in a much cheaper Gp N car on a "normal" rally. Never mind tradition: the bottom line is that the Safari cost every team four to five times as much as any other World Championship rally – probably around £3,000,000.

By and large, the losers are neither bad sports, nor greedy businessmen with no sense of adventure and no respect for rallying's wealth of history. They differ from their critics in bearing the brunt of intense pressure from their paymasters, the big car firms and their sponsors. They know that if they don't come up with an appealing television package, fast, then rallying will cease to be a noticeable international sport at all. They badly need more World Championship rounds and more media coverage, and that can only be achieved by making each rally cheaper. To reject change is to sacrifice their jobs, not to mention all the modernisation that has taken place already.

The result is that the World Championship will take a step closer to Grand Prix racing, as financial necessity puts the squeeze on individuality. Rallies won't be interchangeable, in the manner of Grands Prix, but the range of car specifications will be narrowed down to forest and asphalt, and there will be no place for an open-road race, striking across great tracts of countryside at impossible average speeds, like the Safaris of old. No one is prepared to build a car for such feats of derring-do.

If it won't conform, the Safari may be dropped altogether and replaced with a model three-day rally with all the character and history of a Portakabin. A Chinese rally is an obvious candidate. Many Kenyan fans would say 'Good riddance,' arguing that the World Championship has become more trouble than it is worth, that the Safari should retain its soul and turn itself into a raid, like Paris-Dakar, in which case it would lose the big-name drivers and possibly quite a lot of its media coverage. The alternative – re-casting itself as a stage rally – will consign the last of the great road races to history, like the Liège or the Alpine. Doing so would sever one of the surviving links with motorsport's origins a century ago. It is not a thing to be done lightly.

The Isle of Man TT races have thrived ploughing their own furrow, whereas the Circuit of Ireland – rallying's other Easter classic – has gently declined in remaining true to itself. It is a hard choice to make.

SAFARI RALLY — APRIL 5-7 1996

1	Tommi Mäkinen/Seppo Harjanne (SF)	Mitsubishi Lancer E3, GpA	12h 41m 12s
2	Kenneth Eriksson/Stefan Parmander (SWE)	Subaru Impreza 555, GpA	12h 55m 28s
3	Ian Duncan/Dave Williamson (EAK)	Toyota Celica GT-Four, GpA	13h 25m 12s
4	Colin McRae/Derek Ringer (GB)	Subaru Impreza 555, GpA	13h 48m 16s
5	Piero Liatti/Mario Ferfoglia (I)	Subaru Impreza 555, GpA	14h 06m 42s
6	Kenjiro Shinozuka (J)/Pentti Kuukkala (SF)	Mitsubishi Lancer E3, GpA	14h 44m 27s
7	Stig Blomqvist/Benny Melander (SWE)	Ford Escort Cosworth, GpA	15h 09m 27s
8	Hideaki Miyoshi (J)/Tinu Khan (EAK)	Subaru Impreza Estate, GpN	15h 50m 20s
9	Patrick Njiru/Rick Mathews (EAK)	Subaru Impreza Estate, GpN	15h 58m 44s
10	Jonathan Toroitich/Ibrahim Choge (EAK)	Toyota Celica Turbo 4WD, GpA	17h 08m 41s

WORLD CHAMPIONSHIP FOR DRIVERS
1 Mäkinen 40 pts; **2 Eriksson** 23; **3 McRae** 22; **4 Sainz** 15; **5 Duncan** 12; **6 Kankkunen** 10; **7 Liatti** 8; **8 Blomqvist** 7; **9 Shinozuka & Radstrom** 6.

WORLD CHAMPIONSHIP FOR MANUFACTURERS
1 Mitsubishi 97; **2 Subaru** 93; **3 Ford** 53.

ALLEGRO CON RIO

The days of parochialism appear truly to be over for the Indy Car World Series. David Phillips reports on the expansionist mood

In the years ahead, March 1996 may well be regarded as the month which truly put the 'world' in the PPG Indy Car World Series. The past five seasons, of course, have featured a stop on Australia's Gold Coast. And prior to the Gold Coast GP the series appeared at Sanair, Toronto and Vancouver, not to mention Mexico City during its formative years.

But the United States, Canada and Mexico have so many cultural and business ties – not to mention being neighbours – that the trips to Quebec, Ontario, British Columbia and Mexico City hardly qualify as exotic. And despite the fact that Australia is half way around the world, once you're there it only seems vaguely foreign. The language is the same, accent and colloquialisms apart; so's the money. And you drive on the left. Big deal. Apart from that, Surfers Paradise could be Southern California in the 1950s before it all got out of control . . .

But the journey to Brazil was a big step for CART. Flying into Sao Paulo in the wee hours of the morning, one of the team mechanics on the 'plane was heard to mumble, "I still don't understand why we have to come all this way for a race."

As dawn broke over Sao Paulo the reason why CART was racing in Brazil became crystal clear: people. By the million. Brazil boasts the world's third and ninth largest cities in Sao Paulo and Rio de Janeiro. And just in case Sao Paulo's sea of high rises wasn't answer enough to why CART was in Brazil, perhaps the names Hollywood, Brahma, Marlboro Latin America, Kibon and Banco Bandeirantes ring some bells.

No doubt about it, though, the Rio 400 was an eye-opener. Many of the same folks who have been chortling about the provincial thinking generally associated with the Indy Racing League found their own personal horizons expanded by the stark contrasts between Rio's awesome natural beauty and its terrible poverty. Then too, the celebrated night life on Copacabana and Ipanema proved a tad too exciting for some; indeed, hardly a day went by at the Circuito Emerson Fittipaldi without stories filtering through about someone having been robbed or beaten – or both – the previous night.

This is not to suggest that the poverty was less than appalling, or that the atmosphere of crime wasn't unsettling, but one is tempted to ask on which planet the people who were so taken aback by the living conditions in parts of Rio have been living these past 20 years? And it's worth noting that, once outside Rio's urban core, the ride to Jacarepagua passed through distinctly middle-class areas with scores of high rises, shopping malls and the other trappings of 20th century progress.

Was I alone in being reminded of the Formula One circus's reaction to urban America when they raced around Detroit's Renaissance Center (sic) ? And just as Americans got their collective hackles up over the likes of Keke Rosberg and Niki Lauda looking down their noses at Motown's shortcomings, so the Cariocas are justified in taking offence at those among the Indycar set who came to Rio and saw only poverty and crime.

From Rio it was on to Australia, to be greeted with the annual stories that the Queensland government would cut off its financial support of the race if it didn't turn a profit.

"I've written that story each of the past three years," said a local journalist. "I'm not writing anything more about it until the government actually does something."

Well, he may not get the chance. Reports in the local papers after the race suggested race promoter International Management Group would be sharing close to $1 million profit with the Queensland government. And if IMG's costs can be further trimmed by sharing the expense of shipping Indycars half way around the world with a race in Japan, then the financial picture looks better yet.

Speaking of which, on the way to Australia CART president Andrew Craig visited the vast new Motegi motor sports complex being built by Honda about an hour north of Tokyo. As Craig has repeatedly noted, an Indycar race in Japan is essential, because for all the business that country does in North America, Japanese sponsors are woefully under-represented in the PPG Indy Car World Series. Apart from Panasonic – courtesy of Hiro Matsushita – where are the rest?

A Japanese race is all but inevitable because Japan is represented in Indycar racing by Honda, Toyota and Bridgestone and it is in their interests to see Indycars on home turf. That's one reason Honda is cutting the tops off mountains to build the 1.5-mile Motegi oval.

Still, there are some important lessons to be learned from the trips to Rio and Australia if CART's international ambitions are to be realised.

The Achilles' Heel to CART's international expansion is the threat of bad weather on ovals. CART dodged a bullet in Rio, where it rained regularly in the week leading up to the race. What would they have done had the race been rained out less than a week before the cars had to be shipped to Australia?

Future schedules must provide a rain date, either via Saturday races or by having enough leeway in the calendar to race Monday. Happily, the fact that Surfers is a street circuit means future Australia/Japan swings can feature Australia as the lead-off event (come rain or shine) followed the next weekend by a race – preferably on Saturday – in Japan. Anything else is asking for trouble . . .

Then, too, CART must schedule its international swings in a more efficient fashion than the Rio/Australia junket. CART faced a number of hurdles scheduling this year's Rio/Australia trips, not the least of which was the rescheduling of the Australian Grand Prix to early March with the Easter weekend mixed-in for good measure. But there must be a more efficient use of time, equipment and personnel than coming back to the United States between successive overseas weekends.

CART must also get its house in order in terms of international medical care and administration. After suffering a fractured vertebrae during practice at Rio, Scott Goodyear went through various trials and tribulations that were more bureaucratic than medical – ranging from waiting for a back brace to clear customs to nearly getting "off-loaded" from a Federal Express plane in Caracas. By all accounts, procedures were in place to deal with life-threatening injuries; it was the details surrounding a relatively minor injury that needed to be sweated a bit more.

Can IndyCar do better? Of course. But one needed only to watch, listen – and feel – the Rio grandstands swaying to the samba as Andre Ribeiro and Gil de Ferran took turns leading the Rio 400 to understand IndyCar's vast international potential.

"The Cariocas are justified in taking offence at those among the Indycar set who came to Rio and saw only poverty and crime"





Left, Brazilian Andre Ribeiro used Honda power to win in Rio. Above, the arrival of Toyota heightens the need to add further overseas events.

◐ WILL HOY

Will Oi!



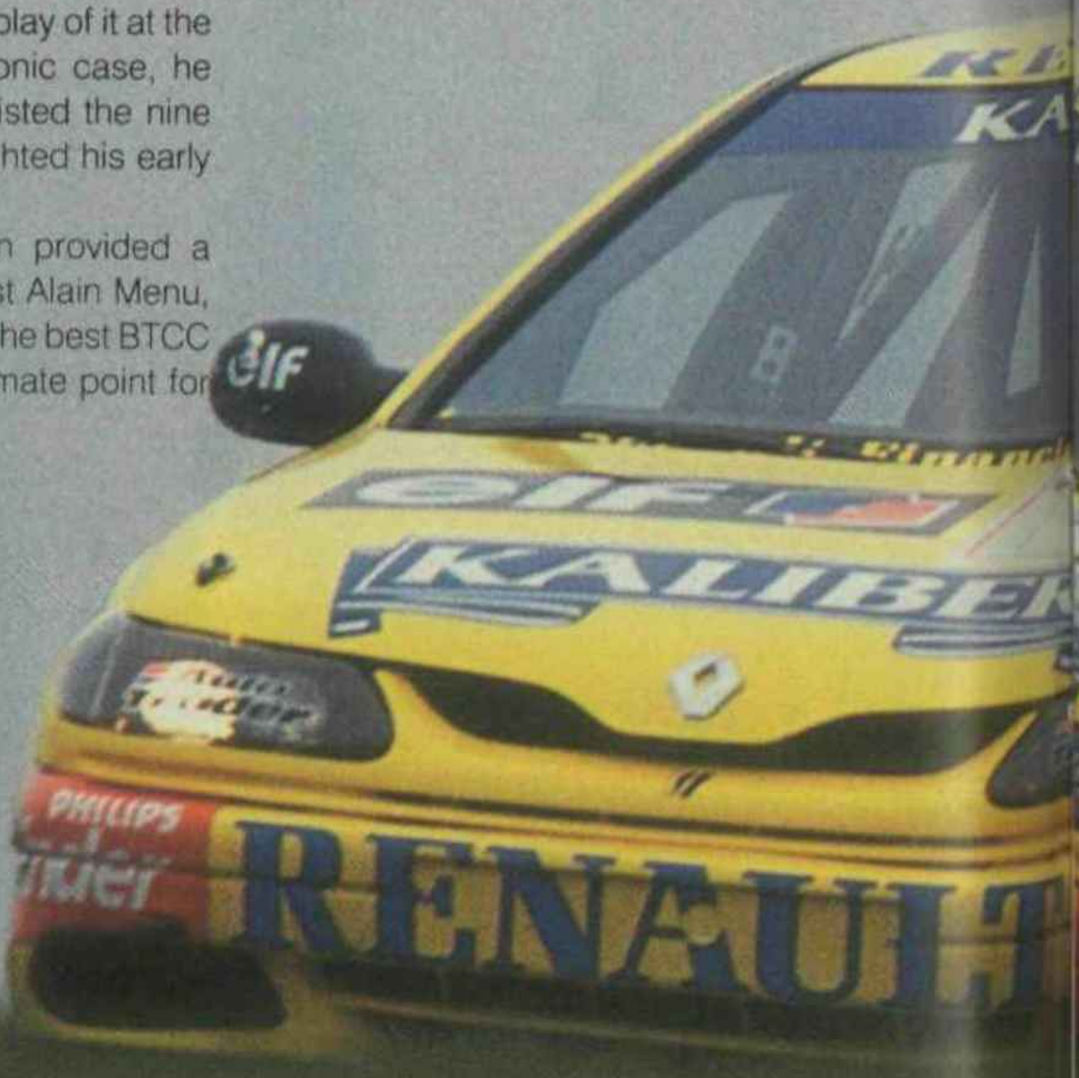
One of the BTCC's most easy-going drivers got on the 'phone to argue his case recently. Then he proved it on the track. Paul Fearnley eats a dollop of humble pie

Telephone conversations with Will Hoy are affable affairs. Usually. This one wasn't. Source of the ire was my assessment of his 1996 BTCC hopes in our sister magazine *Motoring News*. The wording was glib, I admit, but I wasn't the only pundit who reckoned that his second year with Williams Renault Dealer Racing would strengthen as it progressed.

For this was the shape that 1995 had taken. Ever the team man, Will made little play of it at the time, but as he stated his telephonic case, he referred to a piece of paper that listed the nine mechanical failures which had blighted his early races with the Laguna.

The second half of the season provided a marked contrast. Measured against Alain Menu, the man widely perceived as being the best BTCC pilot, he matched his Swiss team-mate point for point, scoring three victories. The turning-point was a hard-won success at Brands Hatch Indy, in the teeth of unremitting pressure from the title-contending John Cleland and Rickard Rydell.

"People underestimate the problems we had at the start of last year," asserts the Chelsea-based 43-year-old. "We were up against it in terms of time, and because of that the car ran with a lot of





Hoy enjoys the Donington spoils after giving determined chase to Frank Biela's Audi (left).

parts that were marginal in terms of reliability. I had misfires and drivetrain problems and, in a championship as close as this, a couple of tenths is all it takes to make you look bad."

The '96 all-Williams Laguna was not as late arriving as its predecessor, but track time was still tight: Will's call came the day after an engine failure had radically cut short some much needed running at Silverstone . . . For once the verbal dead bat was stowed away.

He may be past master of deflecting awkward questions, but his body language can be a dead giveaway: the moustache will twitch, the eyes roll skyward and the shoulders will hunch when matters take a turn for the worse. His is a determination to bottle up problems within the confines of a team. During two years ('93 and '94) of trial and tribulation with the wayward TOM'S-built Toyotas, out of the cockpit he would rather immerse himself in a crossword with super laconic team-mate, Julian Bailey, than bemoan his plight.

A consequence of this long-term self-denial was his out-of-character *Serie A*-type celebrations after the '95 Brands Hatch success. Caterpillar begat butterfly.

"It was a relief," he admits. "I've always had confidence in my ability – that wasn't the problem. But winning does no harm. It's what people remember." And write about.

As one of the few BTCC drivers who admits to watching *University Challenge* – well, he is a quantity surveyor by trade – Hoy is marked down as the paddock thinker. And he expects others to reciprocate. If things have to go unsaid, he expects the pundits to be on the ball, to read



> "... in a championship as close as this, a couple of tenths is all it takes to make you look bad."

between the lines if necessary . . .

"Sometimes you have to come to terms with your circumstances, make the best of what you've got. You get to know what a car will do, and if you achieve its maximum you can go home satisfied – even if the journalists don't make much of it."

It would be an injustice, however, if this article did not stress his excellent relationship with the press. Always approachable, he will let bygones by bygones. That his rapport with Bailey improved after the former F1 driver had tipped him onto his Carina's roof and out of the lead of the '93 British GP support race, speaks volumes for his approach.

In those barren years, he never got desperate. He raced hard and passed more than most – to the point where rivals reckon he gets away with more than most in the door-handling department. It's true that his undemonstrative manner and fluent dicer babble may aid him when up in front of the BTCC's beak, but there can be no doubting that he's one of the best overtakers in the series.

Not that he was required to use this skill at Donington Park in the opening rounds of this year's championship. Still, it was an impressive performance, chasing the dominant Audi of Frank Biela home (at least that part of my *MN* preview was correct) in both races. In doing so, he outqualified Menu and kept him behind throughout the first race. He then indicated his told-you-so glee in a digital manner to the assembled throng at the post-race press conference. An action softened by the now regulation grin.

His time in the new Renault had been limited, but what time there had been had left him with a good feeling.

"I went out on Friday [in the official TOCA test] on very old tyres and did a good time on just my third lap," he recalls. "I thought, 'Hey, this is fast.' We have been limited on development, and so we limited the changes we would make in order to find a good set-up, and it worked.

"Work needs to be done, for sure, but a good car will show itself to be good straight away." Williams is strong in both departments. "What Williams has got is experience and knowledge in F1: because of this it reacts quickly when necessary; it also has a depth of experience in knowing what makes for a good racing car. There are no compromises."

Or bullshit. Politics are rife in motorsport, yet they play no part at this team. It simply gets on with the job. There was little fanfare upon its BTCC arrival. It had a lot to learn. It owned up to the problems that beset Hoy. It approved of his loyalty. And now both sides are reaping the dividends. If anybody is to take up Audi's challenge it will be the yellow and blue Laguna.

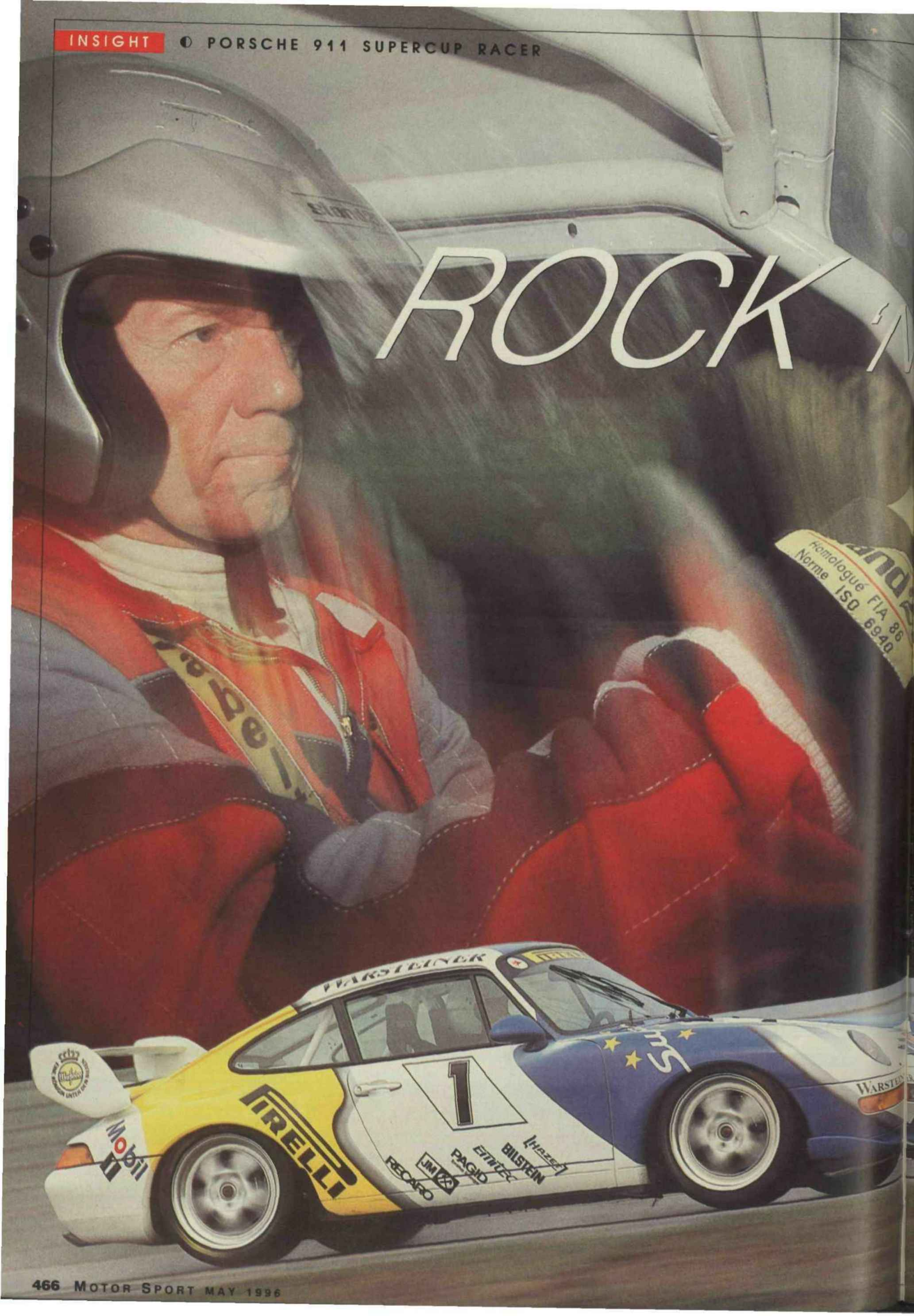
"What was special about the Donington performance was that we had no knowledge of the strength of the car over a race distance," Will reveals. "It proved to be very strong. I know that there are a number of things to be done to make the car even stronger, and that gives me a lot of hope."

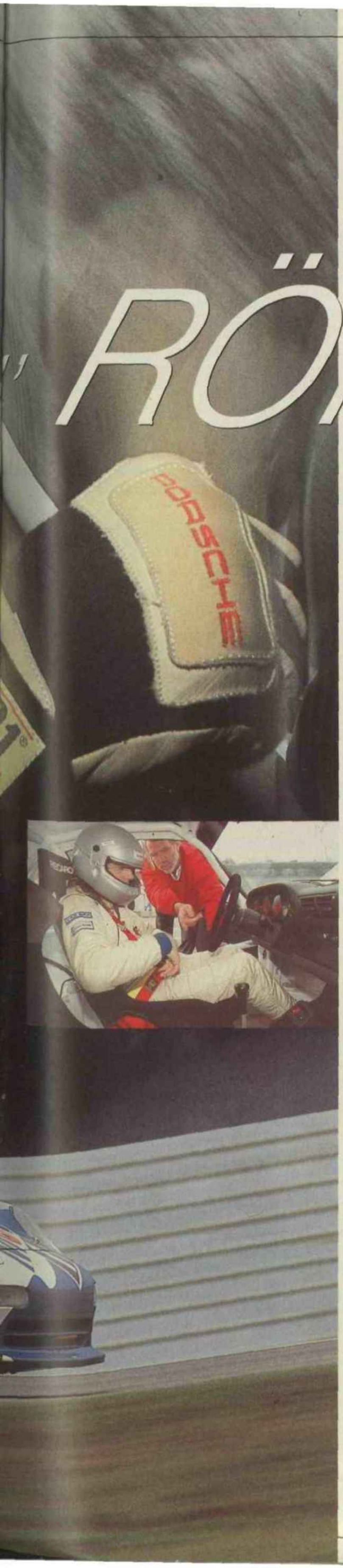
So can Audi be beaten?

"Yes. You have to think like that. I reckon that Frank [Biela] had a little bit left in hand at Donington, but there are circuits where I think the Renault will be stronger."

And I have to think now that Will could repeat his 1991 title success. Like Damon Hill, he's on a roll, he's relaxed and proving the doubters wrong. Me included.

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Driving a racing 911 appears second nature to a multiple world champion, but Mark Hughes finds that there's a sting in the tail at Hockenheim

RÖHRL

For a twice World Rally Champion, someone who has routinely accepted the challenge of loose surfaces, unknown bends and crests, world-class competition and come out on top, Hockenheim in a Supercup Porsche 911 was probably a doddle. Particularly if, like Walter Röhrl, you have spent half your life blasting round this track, *and* you'd played a major part in developing the car whose wheel you were sat behind, journalist alongside watching your every move like a hawk. Yes, all those things are true, but it does not alter how impressive it all looked.

A Porsche 911, superlative driver's tool though it is, can *and* does still bite if you mistreat it. Get on, or more crucially off, the power at the wrong time and the forces of nature which dictate that something with all that weight at the back will spin like a top once a certain point is reached, take over. Yet here was Röhrl, blithely edging up to that limit with practised precision, looking for all the world like he's taking the kids to school.

That barking flat-six urges us down the main straight with the speedo nudging the 200 kph (125 mph) mark, and there's something spookily contradictory about how late yet how utterly smoothly he brakes. The technique is completely conventional – he never even hints at left-foot braking – but the beauty is in the detail. Not only do you barely notice the precise point at which he's come on or got off the brakes, but each steering input is tiny, co-ordinated perfectly with what he's doing with the throttle. In his hands the rear-engined 315 bhp Supercup car is a pussycat.

It turns in without drama, the cornering loads build up smoothly and on the exit there's a bit of power oversteer. Down the short straight he sits motionless at the wheel, then a blur of movement from his right arm as he grabs another gear, but he's perfectly still again so quickly you almost doubt that you've just seen him move. A tight second gear, off-camber corner follows, taking us onto the short circuit loop. He brakes late and turns in early, yet doesn't need all the road on the exit.

Down the back straight and he's lining it up for a worrying almost-flat-looking kink and it's starting to drizzle. It slides all at once, all four wheels drifting through there as the exit merges with the entry to the slow right-hander that follows. Braking and bringing it back on line at the same time you can just about feel the car starting to squirm, but no sooner is this sensation apparent and he eases the pressure on the brake pedal, getting it all lined up again perfectly. Coming out of there, the Porsche bucks on its springs, but gets all that power down, Röhrl edging up close to the Armco that is decorated with the paint and tyre marks of a myriad errant race cars.

The remainder of the lap – through the stadium section, the long left-hand Sachskurve and the off-camber wiggles before joining the main straight once more – is all similarly undramatic. Always you feel completely safe, and you need to be watching closely to appreciate that it's only Röhrl's superbly precise timing of throttle and steering with weight-transference braking that's making the car look so friendly and easy. So much so that he doesn't even need to use his rally driver's car control.

Not that these cars are monsters, but they do require respect. A whole field of them act as a travelling support for the European Grands Prix – there's a German championship too – with rich amateurs mixing it with a few aspiring touring car drivers (Uwe Alzen graduated from here to Mercedes-Benz and now Opel ITC drives) and the odd star guest driver (these range from rock stars to F1 pilots).

The basis of the cars is the 3.8-litre Carrera RS road car with some minor engine tweaks, a stripped interior bringing weight down to 1120kg, and stiffer suspension.

"Please, have mercy," the Porsche PR man says as I get ready to drive Röhrl's car for an allocated four laps. He's worried because he's got a whole heap of other journalists to fit in there and no spare car because a German journalist wrote that off the previous day, getting into a tank-slapper as he entered the straight and reversing at high speed into the pit wall. I've got the PR man's request to heed as I head out of the pits, but on the other hand I've got four laps in which to go quickly enough to get some sort of feedback. It's a Porsche 911 and it's a few years since I've seen this track. Not a good combination? Well, halfway through the first lap the heavens open, raining hard enough to need the wipers on full speed. And I'm still on slick tyres . . .

I complete a lap, but now the car feels twitchy as hell. Exciting and raw, a much more wayward beast than it had seemed in Röhrl's sensitive hands. Coming onto the main straight it twitches into a small slide under power, but it's nothing, quickly corrected with the steering. It's a long way into fifth gear approaching Turn One after the pits and I brake early, turn in gently, trying to do it like Walter did. I get to the apex OK, get gently on the power for the exit. It goes into big oversteer, but for the moment it seems alright, happy sitting there on opposite lock and with constant throttle. Then I must have just got to that critical point because, all of a sudden, the momentum of the slide increases and we're spinning wildly. I'm hard on the brakes, desperate not to hit anything, the PR man's words ringing in my ears. Thank God for gravel traps.

This tame, well-behaved, purring animal that Röhrl had shown me had turned round and bitten . . .

E-TYPE APPROVAL

It doesn't stop. But it goes. It slides. It barks. It bellows. This racing Jag met with Ian Flux's...

The modern motorist is a spoilt individual. Nowadays there's ABS and traction control and power steering and double-wishbone suspension and hi-revving multi-valve engines with fuel injection and turbochargers and superchargers . . .

Ironically, such devices can either enhance the driving pleasure or distance you from a car's dynamic feel. The majority, it would appear, prefer the latter. But head towards London on the M40 and you will discover that just about everything on the road will run comfortably at 90 mph. The Vauxhall Astromax van is surely the bane of every radar-conscious supercar owner.

Thankfully, the supercar is still with us. We still ogle them, but perhaps with less wistfulness than we used to. The thousands of hot hatch owners in this country must all have some experience and understanding of a car that is geared towards turn-in, grip and balance, and that can clock 130 mph given a decent stretch of *autobahn*.

It is because of this that I make the following claim: no sports car has made a greater impact on the British motoring public than the E-Type Jaguar. The early '60s was a time of lazy, inefficient pushrods, of vague steering, column-mounted, pudding-stirrer gearchanges, and bench seats that forced the more enthusiastic driver to brace himself by jamming his left leg up against the passenger door. There were some quick automobiles available, but they were as rare as rocking horse droppings, cost the earth, and usually issued from the style gods of Italy.

Then the E-Type arrived. Achingly beautiful and a quarter of the price of its rivals.

In those pre-hot hatch times, the difference between the E-Type and a run-of-the-mill saloon was Grand Canyon vast. Immense. The average road user simply could not visualise its performance.

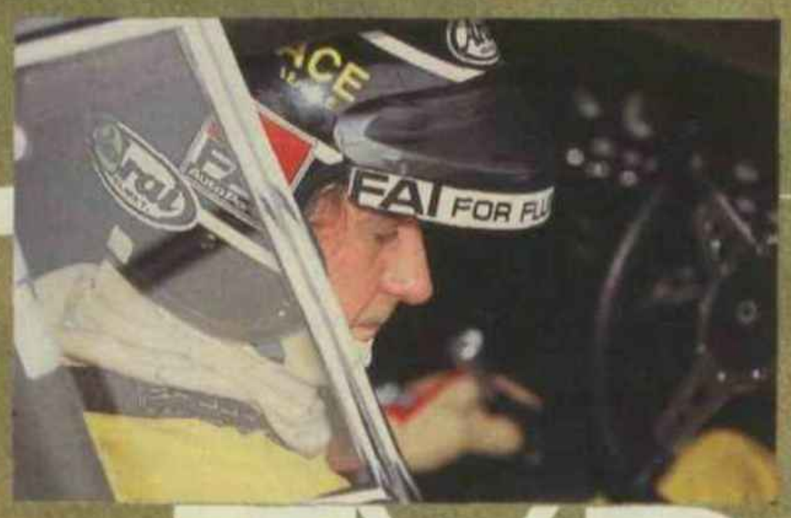
My circumstances were slightly different. My car-mad father had a Lotus Elan. In the days when 'Gatso' was still remembered principally as a successful rally driver, the aim of this device was to touch 120 mph as you roared through the A3 Kingston underpass. But my dad's accountant had an E-Type and, even as a 10-year-old, I was aware that this sleek machine provided the next step. The Kingston underpass allowed almost 140 mph to be registered. I was impressed.

I'm still impressed. Thirty years separated my runs in an E-Type, but it was worth the wait. For now I'm driving. And that noise. Cars have come on apace since its heyday, but Wally Hassan's legendary XK unit still strikes a chord. Its power curve is as smooth as a baby's bum. Solid British urge. Three hundred and twenty English shire horses, not Italian pit ponies.

I'm in a superb fixed-head coupé rebuilt by Don Law for the 1996 FIA Historic Sports GT Championship. Its drainpipe exhaust flicks out just in front of the left rear tyre. It's barking out loud. Added to this is the roaring induction of three meaty Webers. I'm pulling 130 mph down Donington Park's straight. I'm Innes Ireland at Goodwood. Four-wheel drifts and squealing tyres. All on a glorious spring day. Bliss.

Then my reverie is broken shockingly as the Esses loom, as I endure the modern motorist's nightmare – 30-year-old brakes! Yes I know that Jaguar was in the vanguard of disc brake use for road cars. And I am thankful that Dunlop grasped the nettle, cured pad knock-off and consigned drums to performance car history – but my four Girling calipers simply aren't working. The unservoed pedal feels reassuringly firm. It's just that I'm not slowing down any. Was Mr. Hassan some kind of sadist? I curse his glorious six-pot. Could he not have had a brother who was interested in retardation? That would have been safer all round.

I keep the long, metallic gunmetal grey bonnet



as straight as long as I can. Thoughts of neatly clipping the apex have long gone; this is a damage-limitation exercise. Off the brakes, I yank it in. And it proves surprisingly willing. It's not pretty to watch, but the chassis is doing its best for me. We lurch slightly yet, crucially, there is no snap oversteer to contend with. The long wheelbase soaks up my over-ambition, so much so that by the time we reach the exit I am able to paper over the cracks with a deliciously lazy opposite lock power slide.

Bliss.

The brakes are pitiful for its performance, but this is the modern motorist in me talking. This car is 34 years old and must be treated as such. It's definitely more suited to the circuits of its era, with their long straights and fast corners, than the second gear, stop-go of modern circuits.

You have to use its other strengths. Go in slower, keep it balanced and use the acceleration. Once you adopt this attitude, you can really begin to enjoy it. And there is a lot to be enjoyed.

"The brakes are pitiful for its performance, but this is the modern motorist in me talking. This car is 34 years old and must be treated as such."

It has a similar lay-out to the TVR Tuscan I race, but you have to be much more gentle with it. It's not as responsive because of its longer wheelbase and, in spite of that long bonnet, the engine is mounted well forward making it a touch nose heavy. But it has tons of feel, and you can get it at 30 degrees to the direction of travel without losing control.

Like its brakes, the four-speed gearbox doesn't enjoy being rushed. It has synchromesh in third and top, but it's easy to crunch the cogs if you are in too much of a hurry. As you might expect, its ratios are quite widely spaced, and second and third were not quite right for Donington.

Progressive oversteer and drifts were the motifs of the E-Type's lappery. A lot of modern machinery tends to be over-tyred just for the looks of things. This is not a charge that can be

levelled at the E-Type. Although lacking in ultimate grip, its Dunlop historic racing rubber made it very floaty but allowed you to set it up in some very enjoyable drifts. And if you got it slightly wrong, the chassis proved very adept at absorbing the kerbs, although I kept such unruly behaviour to a minimum.

But maybe it was a little too forgiving for its own good. The suspension still features rubber in its bushes where metal would be preferable. The independent rear end was fine for Donington's smooth surface, but if the test had been at Oulton Park I would have been working far harder. Even when I tried the car on the long circuit at Donington, the two hairpins that comprise its Melbourne loop caused the inside rear Dunlop to lift clear of the deck.

On this day and in this format, though, it was distinctly user-friendly. A four-hour stint would not raise much of a sweat. Keep the XK above 3500 rpm and it would pull strongly thereafter up to its – slightly reduced for this test – 6000 rpm limit. It was extremely deceptive. I felt sure I was going very slowly, yet my 1m 25.1s best was six-tenths under the current class lap record. And I reckon a 23s is possible. A Tuscan, however, is good for a 1m 11.9s. Such is the pace of progress.

Sheer speed isn't everything, however, especially in the world of semi-professional motor racing. This Jag was a joy to drive. There were only two things missing: *the* smell and a pair of Les Leston string-backs. Where was the Castrol R? I knew where my dad's old driving gloves were. In the loft. Sadly, the moths got to them before I did.



NUTS AND BOLTS

Don Law has been working with, on and around Jaguars for the last 20 years, half of which has been for his own Stoke-on-Trent restoration concern.

This particular project began in May of last year, when experienced dicer Colin Pearcy asked him to build a very original "lightweight" E-Type racer. Not a pukka Lightweight, you understand. At half a million pounds per example, they have virtually priced themselves out of the historic racing market.

"The prerequisite was to source a rust-free, original example. It also had to be the earliest chassis I could find," explains Don. And thus chassis number 415 found its way into his workshop. This 1961 fixed-head coupé had no racing history, but that was all about to change.

"It's very period: the dashboard is period, the seat's period, and so are the gauges. There is no trim, roof-lining or carpets," says Law. "It's very correct with a standard engine and gearbox. It's got standard geometry, too. It's not been rose-jointed – that's not allowed by the rules – but we are looking at using metal bushes."

It also features a regular steel monocoque, as opposed to the aluminium variety utilised by Coventry's out-and-out GTO-chaser. However, it is a semi-Lightweight in that it boasts aluminium

bonnet, bootlid, wings and doors. In fact the bonnet – and those glorious Dunlop one-piece magnesium wheels – were originally on 4WPD, a factory Lightweight raced by Roy Salvadori among others.

"There are a lot of standard parts on it, so there's still room for improvement: weight reduction and more power," insists Law. "The car weighs 1102 kilograms, and I reckon that if we are careful we could get this below the 1000 mark." He has refused to take one obvious route to this, though: "The aluminium block is now homologated. They ran them in their day and it saved about 100 kilos, but I'm a bit worried about its reliability and cost."

The current engine is looked after by Spike Winter, who worked on the Willment Ford Galaxies of the '60s, and Mr Flux's Thundersports Lola-Mazda rotary in the mid '80s. On a triple Weber 45DCOE set-up this gives about 320bhp, and 288lb ft at 4000rpm. It will rev to 6400rpm.

Law: "We are still running a little conservative on the engine. We want reliability and it should be unburstable." So should the transmission . . .

"All Jags are fitted with Salisbury diffs: these are immensely strong and can take upwards of 500bhp. We could have run 4WPD's period ZF five-speed box, but this is very heavy, and again we wanted reliability. The standard four-speed unit is very sturdy, and we have a wide variety of final drives for the faster circuits on the continent.

"The car is very good on these types of track. Suspension is by double-wishbone at the front, and a form of double-wishbone at the rear with the driveshaft acting as the top link. If they are set up properly this can be a very effective system.

"The brakes are a bit agricultural. It has discs front and rear, but they are solid and sma!l for the size of the car. We also use the original Girling BR calipers. We've tried modern carbon metallic pads and they burnt the seals out! Neither Colin nor his co-driver [the ubiquitous Tony Lanfranchi] want the brakes servoed, because they reckon it would be too easy to overuse them, and that you might get less warning of when they are about to let go."

The car made its debut in the three-hour *Autosport*-backed historic encounter at Snetterton last October. It qualified on the front row, and although it lost two minutes in the pits because of a fuel spillage drama, it finished fourth.





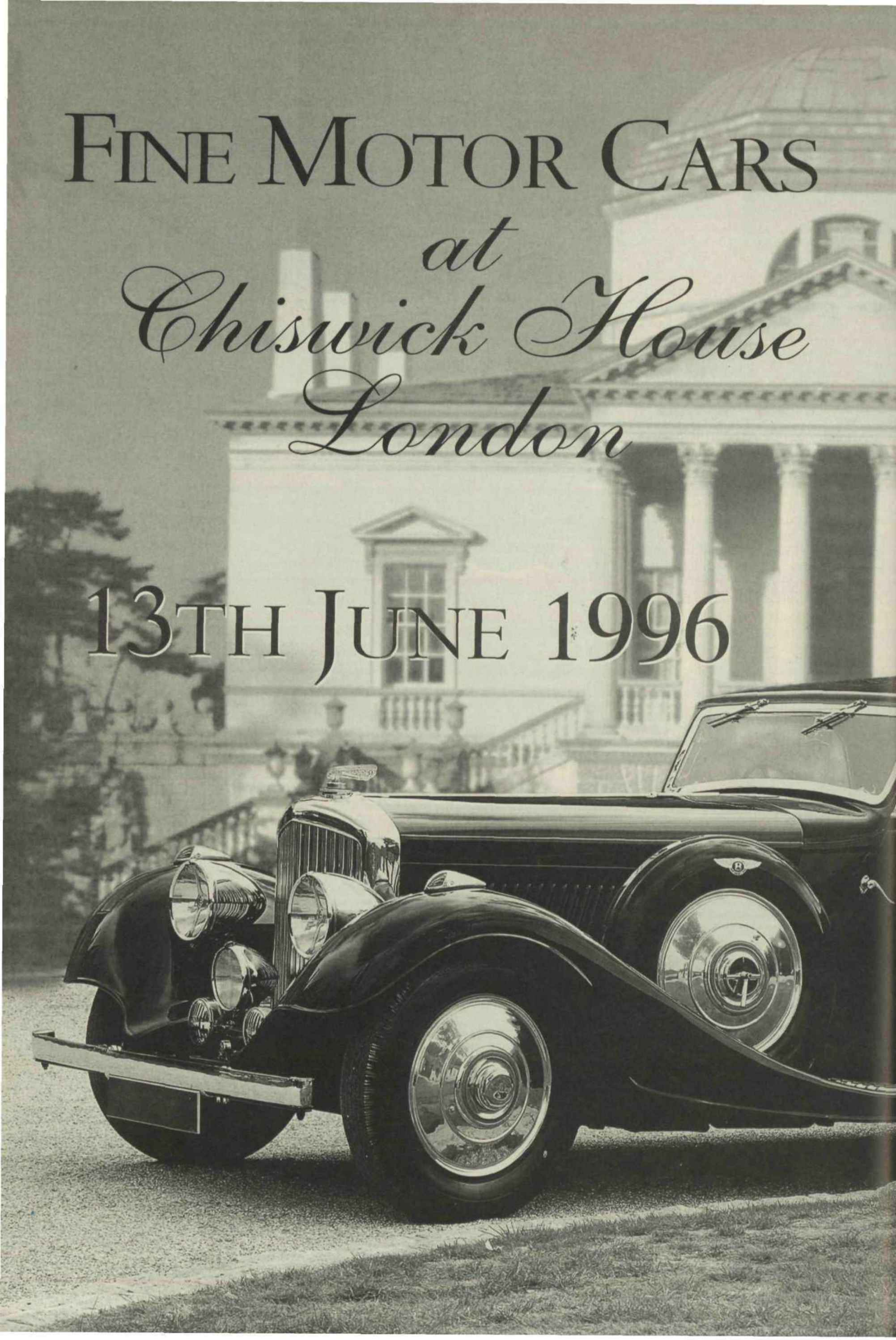
Three brace of Webers, opposite, liberate a torquey 320bhp; car built on steel hull, so is 'semi-lightweight, but has a precedent — factory built one semi-lightweight road-car alongside the dozen alloy-framed racers. Grip not exceptional, but car loves to drift, left.

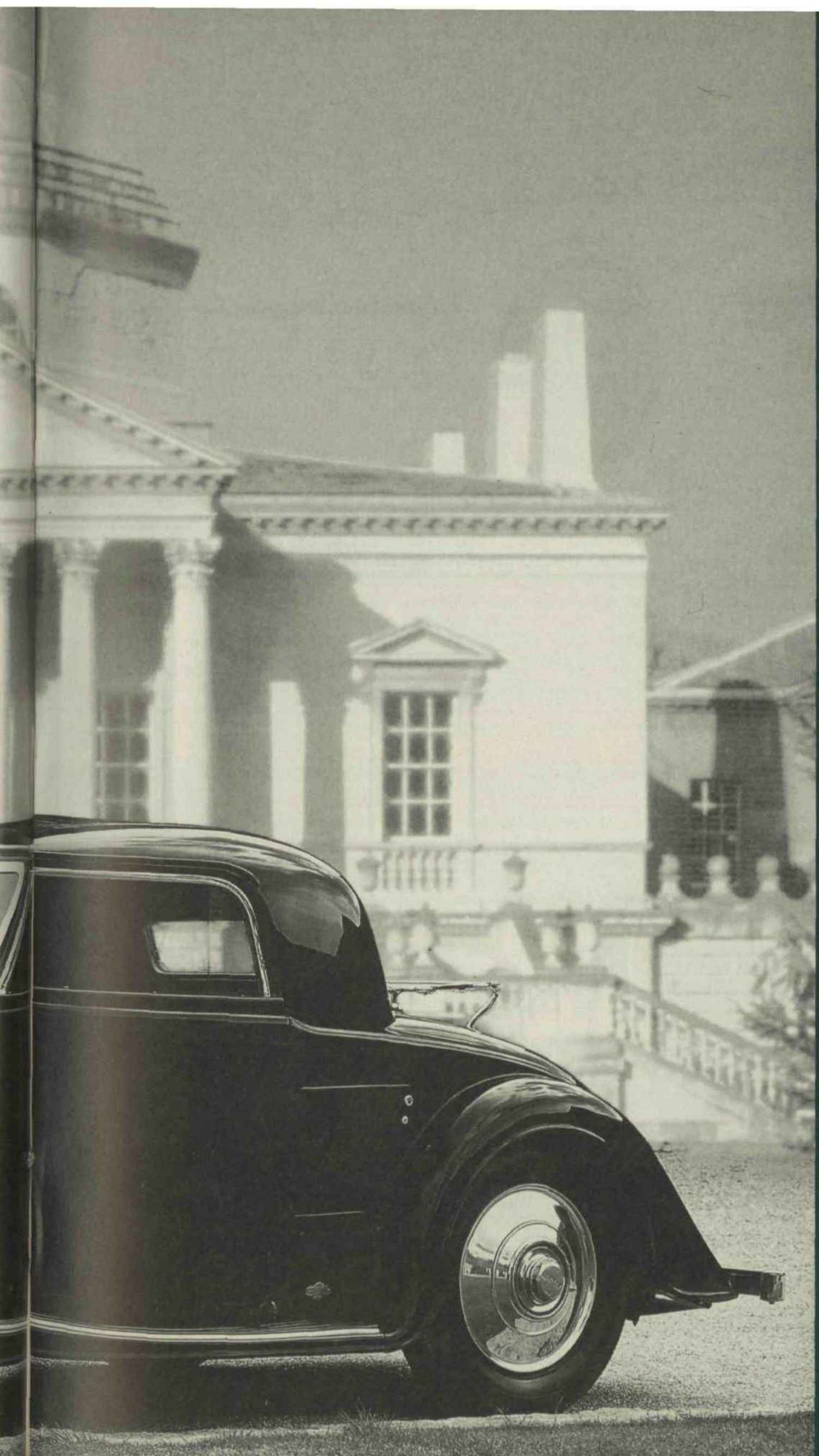
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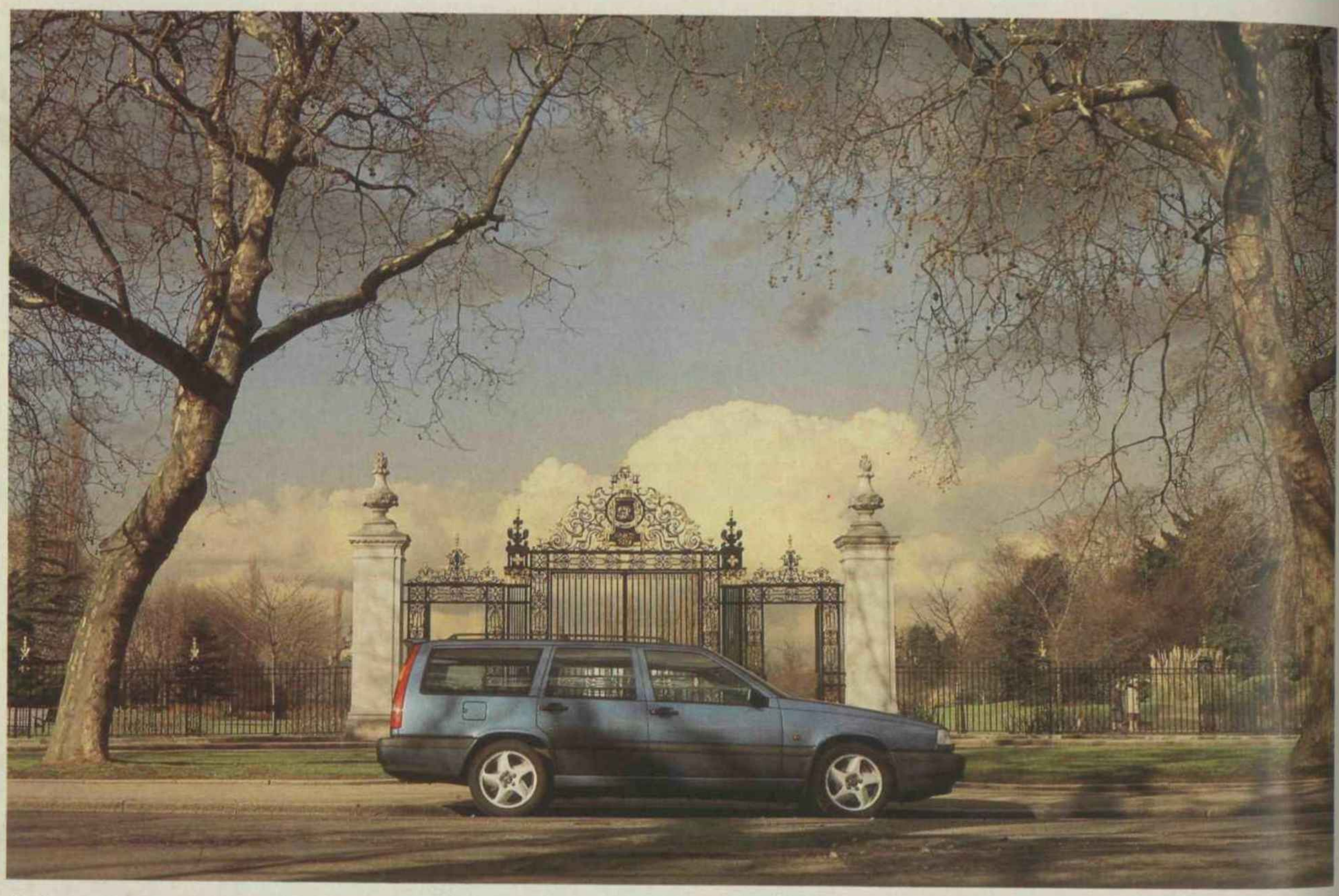
F O U N D E D *19*

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It looks like a Volvo. It feels like a Volvo. But Simon Arron found that the 850 TDi also has a hidden agenda . . .

THE RIGHT ANGLE



"The joke is on the opposition. Volvo is building some seriously good cars, and you don't have to pay the earth to own one"

This all looks very familiar. The comprehensive switchgear. The spacious, comfortable cabin. The clear, analogue dials. Big. Old-fashioned. Reassuring in a Volvo kind of way. Instant, happy recollections of the thundering 850 T5 estate which served as a long-term test car what now seems like all too long ago.

But this isn't *quite* like the much missed, and fondly remembered, T5.

It looks much the same, inside and out. If anything, it's perhaps more aggressively styled than 'my' T5, with its rear roof spoiler and the five, softly-rounded spokes of the attractive alloy wheels.

In many respects it feels the same, too. The sheer brute acceleration of the T5 is absent, sure, but for a large steel cage capable of swallowing a modest wardrobe it is still plenty fast.

One thing it has, which was conspicuously absent from the MOTOR SPORT T5, is Volvo's anti-front-wheel-frenzy device, TRACS traction control, operable via a cabin switch. From time to time, this proves to be just as well.

Perhaps this is the most remarkable thing of all about this particular Volvo, that the traction control system is not superfluous.

For this is a diesel.

Welcome to the Volvo 850 TDI. The manufacturer describes it as 'sprightly', which is tribute to the natural modesty of Swedes. In the past, Volvo's four-cylinder turbodiesels have been worthy and reliable; a tad noisy perhaps, and generally unremarkable. The TDI has gained a cylinder, however, and the result is astonishing.

This is right up there in the BMW 'I can't believe it's not petrol' class. Only at ignition do you get a faint aural hint of 'Taxi!'. Once mobile, the turbocharged, 2.5-litre unit loses any obvious signs of harshness. It's smooth. It's quiet. It's quick. It's remarkable.

Consider the following data for the estate: weighs between 1412-1567 kg (according to specification); accelerates from rest to 60 mph in around 9.5s; has a top speed of 125 mph; is capable of returning almost 40 mpg in *urban* conditions, rising – but not much – to about 45 mpg at legal motorway cruising speeds . . .

Given that it has a 16-gallon tank, it is theoretically possible to travel from London to Glasgow and much of the way back – quite quickly, too – on a single tank of fuel. *And* it's fun to drive.

As with any 850, it needs to be coaxed gently through the slower stuff. The steering is communicative enough, if mildly inert, but the basic laws of physics dictate that this is not a car which cares to change direction with the alacrity of a politician. In quick, sweeping corners, however, the 850 feels balanced and composed, even with the estate variant's slightly mushier suspension.

At elevated cruising speeds, there is little intrusive engine noise. It is fast. Serene. Comfortable. Ridiculously unlike a diesel.

Its eagerness to spin an inside front wheel under firm acceleration from slower corners is similarly atypical of the species.

The TDI's greatest satisfaction comes from the sheer vim of its mid-range acceleration. Despite the increased sophistication of diesel technology, there are still oil-burning cars in which overtaking manoeuvres have to be planned weeks in advance. In the 850 TDI, throttle response is as prompt as it is efficient.

The key is a huge reserve of torque. While 140 bhp/4000 rpm may not be that remarkable a statistic in terms of outright punch, its 221 lb ft of torque leave it only slightly short of the T5 in terms of pulling power. And that level of gusto is maintained in a typically flat Volvo torque curve stretching from 1900-3100 rpm.

A typically flat Volvo torque curve? Yes. A typical Volvo engine? Well it feels that way, as the marque has always favoured tuning its engines for torque rather than explosive top-end performance. Hence the surprising fact that it's *not* actually a Volvo original at all . . .

Ever the pragmatist, Volvo has turned to Audi and acquired a supply of Ingolstadt-bred turbodiesels. It's a straightforward customer deal. It simply wasn't viable to invest in a fresh engine development programme, for while the market for the TDI is likely to be buoyant in the UK and most of mainland Europe (diesel is still at least 30 per cent cheaper than unleaded in some countries), it will be virtually non-existent at home in Sweden, because of the cold (no one has yet brewed a







diesel fuel which is immune to freezing in Scandinavian temperatures), or in the USA, where conventional petrol is so cheap.

Longitudinally mounted in the Audi A6, the engine has been moved through 90 deg in the 850, simply for packaging reasons.

This marks a rather less remarkable turnaround than that in Volvo's image. British Touring Car Championship front-runner; tipped to be putting its name to a new, Tom Walkinshaw Racing-developed Formula One V10 engine (the rumour has been hotly denied, but it says much that the trade is prepared even to speculate about once-staid Volvo becoming involved in F1); still building angular road cars, but they are nowadays *interesting* angular road cars; coming up with funny advertisements. I haven't heard a Volvo joke in ages; I haven't heard a decent one in even longer. For now, the joke is on the opposition. Volvo is building some seriously good cars, and you don't have to pay the earth to own one.

The most basic 850 TDI saloon costs £21,550 (estate £22,550), and that includes SIPS side protection bags, driver's airbag, remote alarm, high-quality six-speaker stereo, ABS, deadlocks, numerous electrical aids and the usual thoughtful Volvo touches (height adjustable front belts with pretensioners, heated front seats and mirrors and so forth). Opt for the CD trim – basically Claridges spec, but with added wood, leather and a compact disc multi-system – and the price rises to £27,350 for the estate, or £1000 less for the saloon.

That ought to send a sharp warning message across German bows. Of the Teutonic quality car makers, BMW can probably rest easiest. There is nothing – yet – in the Volvo range which can quite match anything from Bavaria for sheer poise and driving enjoyment, but you'll have to spend a lot more if you want to have as much fun driving a Mercedes. If you want the same engine in an Audi chassis, the choice is more difficult, the price span being similar to Volvo's.

VERDICT

Struggling to retain your foothold in the slippery, congealing mess that lurks by the diesel pumps at every service station in the country, it is hard to get your head around the notion that diesel could in some way represent the fuel of the future. No question, slippery forecourts apart, diesel does still have a PR problem, borne partly of smoky buses and aural pollution, partly of ignorance.

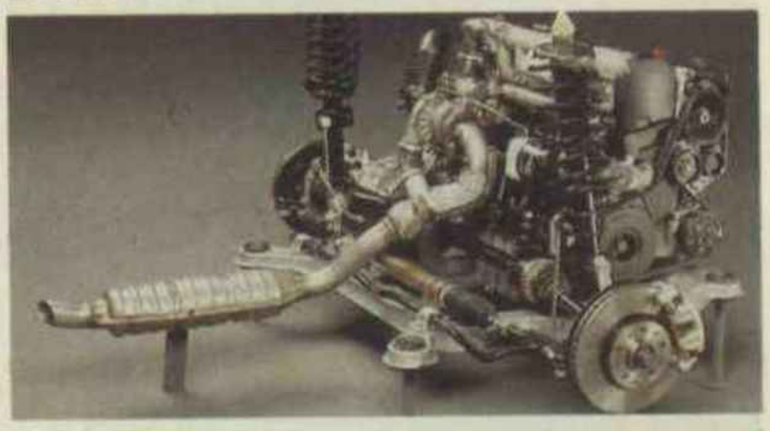
In the past decade, the stigma of diesel has receded in the automotive arena, hence the development of ever more impressive new engines.

In the past, you had the choice: power or economy?

Now, you can have both, and the Volvo 850 TDI is one of the best illustrations of that fact.

SPECIFICATION
VOLVO 850 TDI

ENGINE



Location	transverse, front-mounted
Cylinders	five in-line, turbocharged
Bore × stroke	81 x 95.5 mm
Capacity	2461 cc
Compression ratio	20:1
Valve gear	sohc, two valves per cylinder
Power	140 bhp/4000 rpm
Torque	218 lb ft/1900-3100 rpm
Fuel	diesel

TRANSMISSION

Type	five-speed manual, front-wheel-drive

SUSPENSION

Front	MacPherson struts, anti-roll bar
Rear	Delta link system, anti-roll bar
Wheels	alloy, 6.5J x 16"
Tyres	Pirelli P-Zero 205/50 ZR16

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	3.2

DIMENSIONS

Wheelbase	2660mm
Front/Rear track	1520/1470mm
Overall length	4720mm
Overall width	1760mm
Overall height	1410mm
Kerb weight	1412-1567 kg (*dependent upon specification*)
Fuel tank	16.0 gallons

PERFORMANCE

0-60 mph	9.5s
Maximum speed	125 mph

FUEL CONSUMPTION

Average for test	42.3 mpg
Government figures:	
Urban	39.2
56 mph	64.2
75 mph	44.1

LIST PRICE

£25,200 (GLT spec)

Audi A8 2.8 Sport

SPORTING **BABY**



Audi seems to release a new model more often than the British government conducts a U-turn. Amongst the A8 range recent additions have been the 'halfway house' 3.7 quattro and the Sport version of the 'baby', the 2.8. One look at the latter's spec and you think, 'Big car. Small engine. Feeble performance.' And isn't calling a large automatic sedan a *Sport* pushing it just a trifle?

The proof *is* in the pudding, as the car's speed and deportment are more than reasonable. A claimed 140 mph top speed and 0-60 time of 10s will not allow immediate rivals to disappear into the distance. Not that the 2.8 Sport *looks* any more feeble than its 3.7 or 4.2-litre brethren. Massive 18 in alloy wheels adorn the simple, elegant (and relatively rare) form which simply twists necks wherever it is driven. The aesthetics are formiddable.

Beneath the aluminium skin lurks a 174 bhp version of the smooth V6 linked to a four-speed auto 'box driving the front wheels.

Equipment such as sports fron seats, lowered suspension and leather steering wheel further just the Sport tag.

Interior comforts are by no mea lost. If you like being surrounded leather, walnut and a plethora of switches, this could be for you. A least it is in keeping with Audi's design and build policies – tastef and sound. The centre console m be busier than a 747's flight deck but it has a clarity others could do well to emulate, and the driving position is excellent.

The A8 appears to shrink when is driven thanks to its reasonably communicative steering. As expected, refinement and ride are good but the latter suffers a tad when compared with its less spor ting brothers.

Body roll is minimal and handlin is fuss-free. General balance is better than actual turn-in suggests but the chassis still lacks the fun factor, if not the grip, of its sportie rear-wheel-drive rival from Bavaria.

An irritating 'safety feature' of th auto 'box rears its head when at r in neutral. You need to apply the foot brake before you can engage gear once more. Strangely, you ca shove the lever into and out of neutral whilst in motion – even at a crawl.

With a level of equipment that leaves only fine nappa leather, ele trically heated rear seats, cruise control and twin-pane heat and UV light insulating glass as options, you'll be left wanting little, apart from much change from £39,000.

And perhaps a BMW badge if you're *that* way inclined. **R R**

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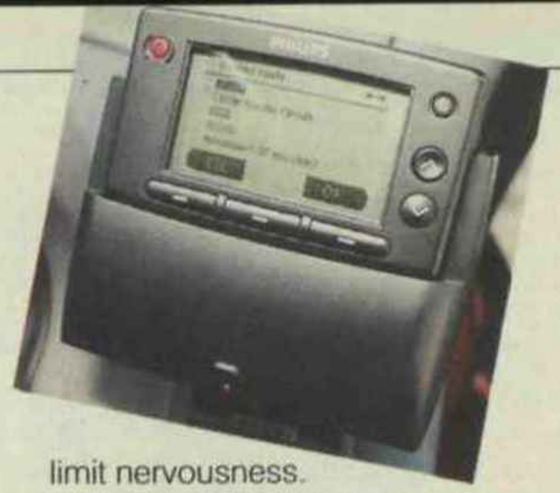


From the makers of the sensational MR2 comes the 1996 Carina. For new styling read new grille. Otherwise the Carina is exactly the same dullard as before, but now with a sensibly restrained number of model options. It is debatable whether Toyota's withdrawal from the BTCC in '96 will affect its largely unsporting image in the slightest. However, the higher spec models at least have a surprisingly competent, if not exactly sparkling, chassis, plus a great gearbox and aggressive pricing.

However, Carina means pretty in Italian. Pretty insipida, methinks. R R

Mitsubishi Carisma

SOME CARS **HAVE IT. . .**



The 1996 Carisma is Mitsubishi's first European-built model and is intended to be a Vauxhall Vectra/Ford Mondeo basher – certainly as far as running cost per mile is concerned.

Pulse racing yet?

Top of the range is the £15,349 1.8 sohc 16-valve 114 bhp version (with Diamond Option Pack) designed with stunning fuel efficiency in mind, with optimum performance coming below 4000 rpm. Tumble combustion technology is also claimed to give cleaner emission.

INVECS-II 'learning' 4-speed auto gearbox with 'Adaptive Shift Control' memorises your driving habits and adjusts its gearchanging pattern to suit. In practice it's too clever by half unless driving conditions remain constant for several miles. Following the 'intelligent' line of thought is the Philips Routefinder given away completely free with every 1.8 GLS, which failed repeatedly to give the shortest route to selected destinations during our brief test. South London to Manchester in four-and-a-half hours via the South Circular? Do me a favour . . .

Although the 125 mph maximum speed for the 1.8 is respectable, it does take rather a long time to get there (particularly when you follow the Routefinder) and the speed-related steering doesn't endow you with exceptional confidence when trying to press on, especially as the suspension's passive rear steering traits endow the chassis with on-limit nervousness.

Despite the gizmo-laiden spec and competitive pricing the Carisma fails completely, even against its blandest rivals, to live up to its name. **R R B**



Audi A4 Avant 2.6 SE



Another day, another brace of Audis. But we like them. This time it's the A4 Avant range. Replacing the 80 estates, the Avants compete directly with BMW's trend-setting Tourings. All models share equipment specification, multi-link front suspension and engines with their equivalent saloons, with the arrival of a 2.8 V6 now imminent.

Load space is greater than that in the 80, but the weight penalty is negligible. The 2.6 (as tested) will still reach 134 mph and hit 60 from rest in 8.5s.

Handling precision is maintained as the naturally flimsier estate's body has been braced for extra rigidity. Ultimate sharpness is a micron removed from the saloon, but the Avant is just as chuckable and fun from a driver's point of view whilst ride quality is undiminished.

However, despite the extra load capacity, never in a month of Sundays could you call it a genuine estate car and £23,568 for the 2.6SE may seem a little steep. You get what you pay for – Audi's unsurpassable build quality, safety-conscious ideology and a little flair as a no-cost option. R R B

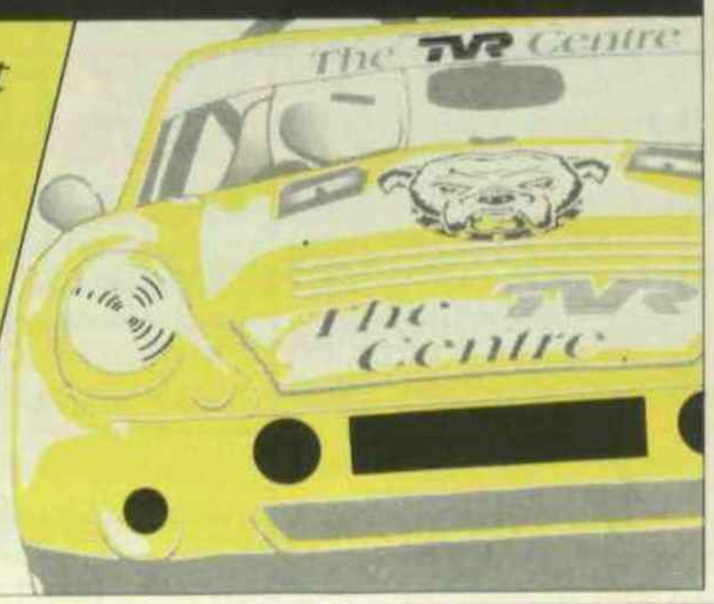
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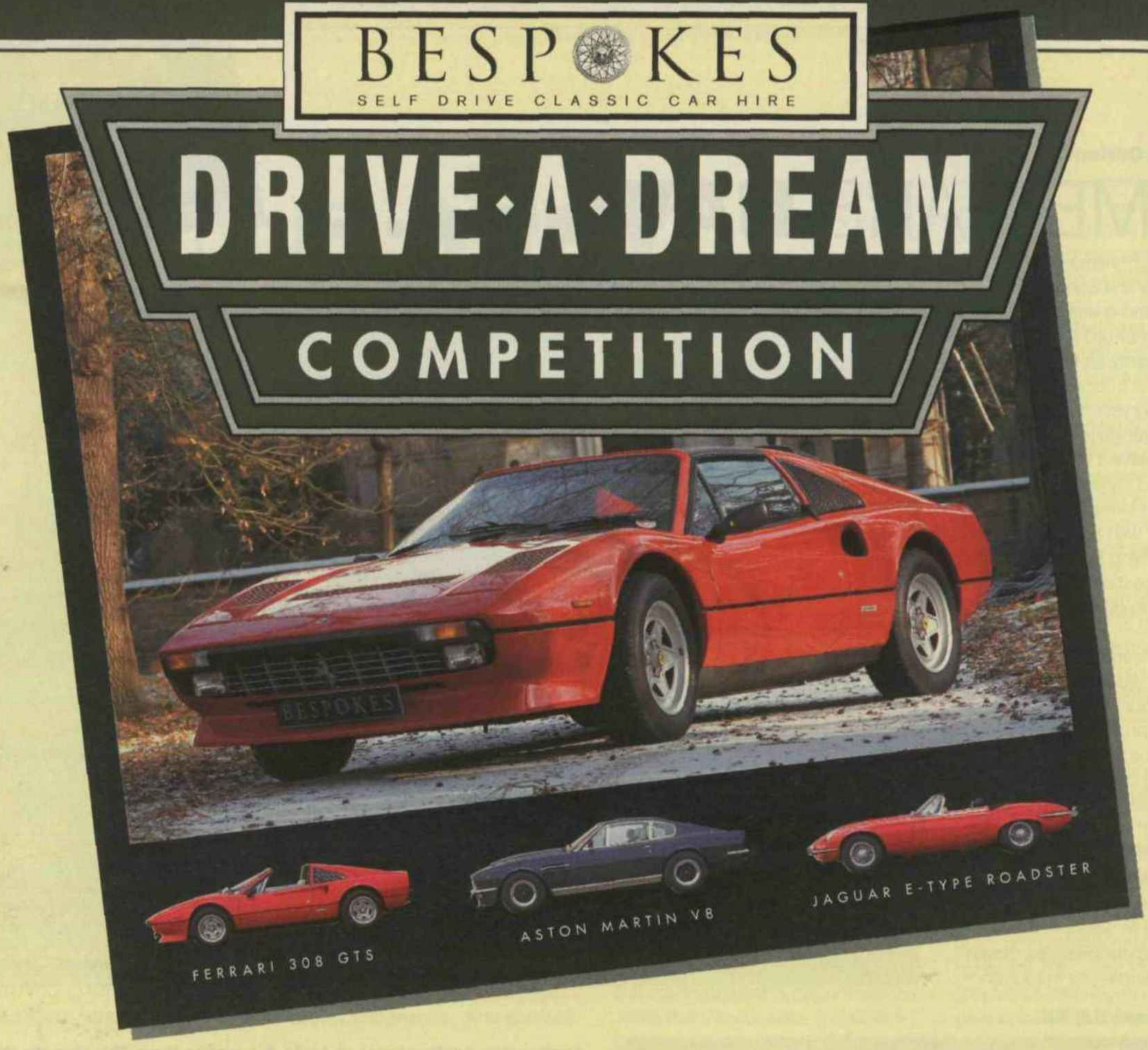


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1. No purchase necessary. An entry form can be obtained by sending a stamped, self-addressed envelope to: Bespokes, Drive-A-Dream, 127 High Road, Bushey Heath, Hertfordshire WD2 1JA. 2. The draws are open to residents of the UK, Eire, the Channel Islands and the Isle of Man only, aged 25 years or over, with a full, clean UK Driving Licence, held for at least two years. 3. All application forms must be **fully** completed to be valid. 4. Only one prize may be won by any one entrant. 5. The weekend period of the prize is deemed to run from a Friday through to noon on the following Monday. 6. The prize includes insurance. If any car is deliberately damaged by a winner during the prize period, Bespokes Classic Limited reserves the right to reclaim the car. 7. The maximum mileage allowed per car during the prize period is 400 miles. 8. Any intended travel outside the UK during the prize period must be approved by Bespokes Classic's insurance company. 9. The first name drawn from the valid May entries will win the Ferrari prize, the first name drawn from the June entries will win the E-Type Jaguar prize and the first name drawn from the July entries will win the Aston Martin V8 Vantage prize. 10. Subject to availability of the car from Bespokes Classic, prizes may be claimed from 1/09/96 through until 31/12/96. 11. Prizes only available by advanced booking. 12. All prize winners must collect and return their vehicles to Bespokes at Bushey. 13. The prize does not include the cost of the fuel for the vehicle during the prize period. 14. All prizes are subject to a £500 insurance excess per vehicle, payable by the prize winners. 15. Normal Bespokes Classic Rental Agreement Terms and Conditions apply during the prize period. 16. All entries are the property of Bespokes Classic Limited. 17. For full competition rules send a S.A.E. to Bespokes, Drive-A-Dream Competition, 127 High Road, Bushey Heath, Hertfordshire WD2 1JA.

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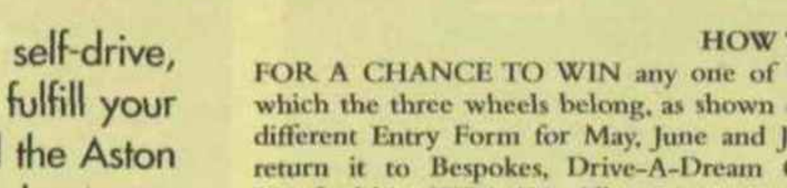
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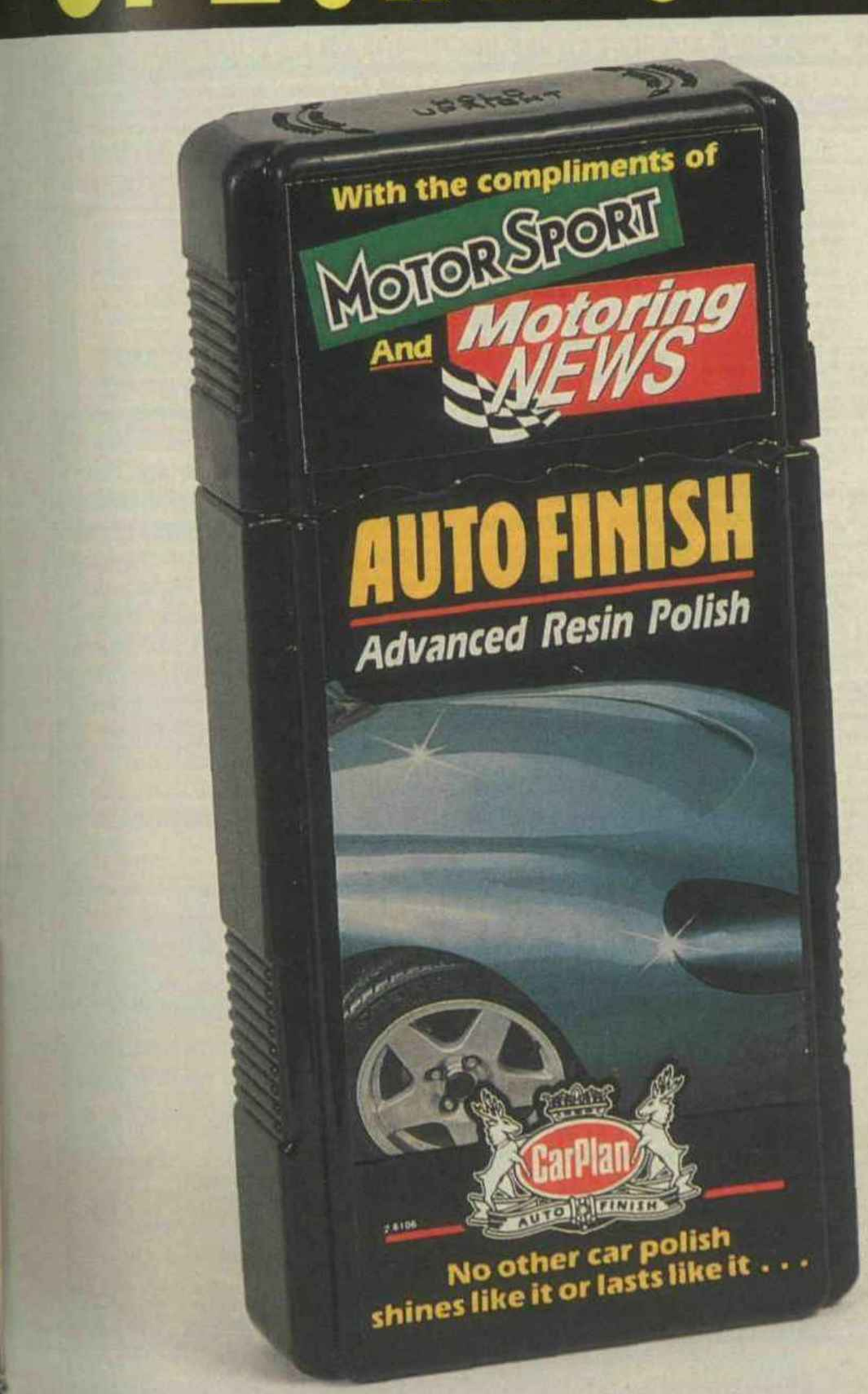
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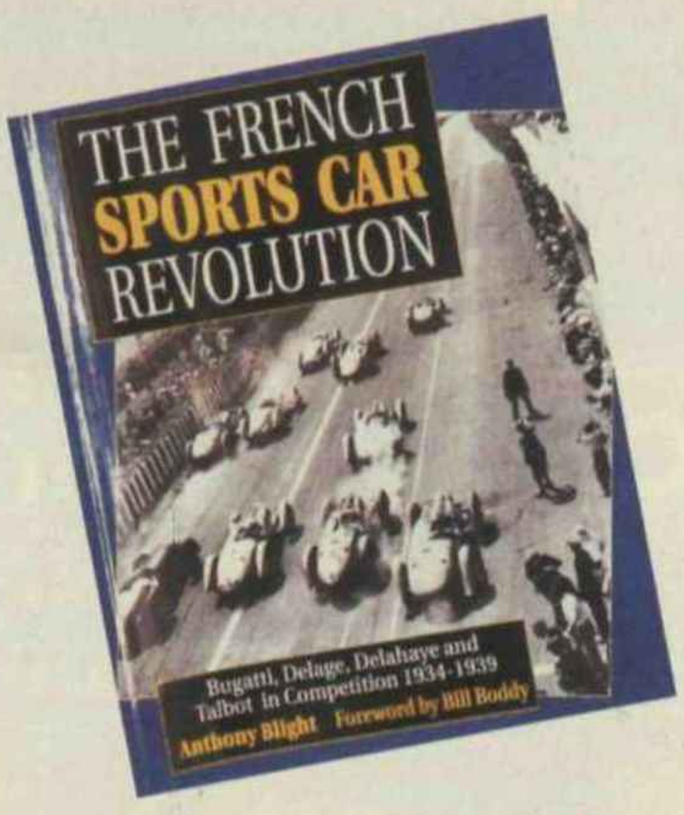
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The French Sports Car Revolution — 1934-1939, by Anthony Blight. Haynes/Foulis, £95.00

Having written of the London Talbot in *Georges Roesch and the Invincible Talbot*, Blight became interested in the subsequent history and fortunes of the STD concern and its French rivals such as Delahaye, Delage, Bugatti, Gordini, Simca-Fiat and so on. Equally thorough, he commenced his research, owning one of the later Talbots and spending time in France meeting those who could aid his investigations.

He died when this monumental work was almost finished, and it was completed from his notes, overseen by his son-in-law Stephen Curtis, which delayed the book by five years.

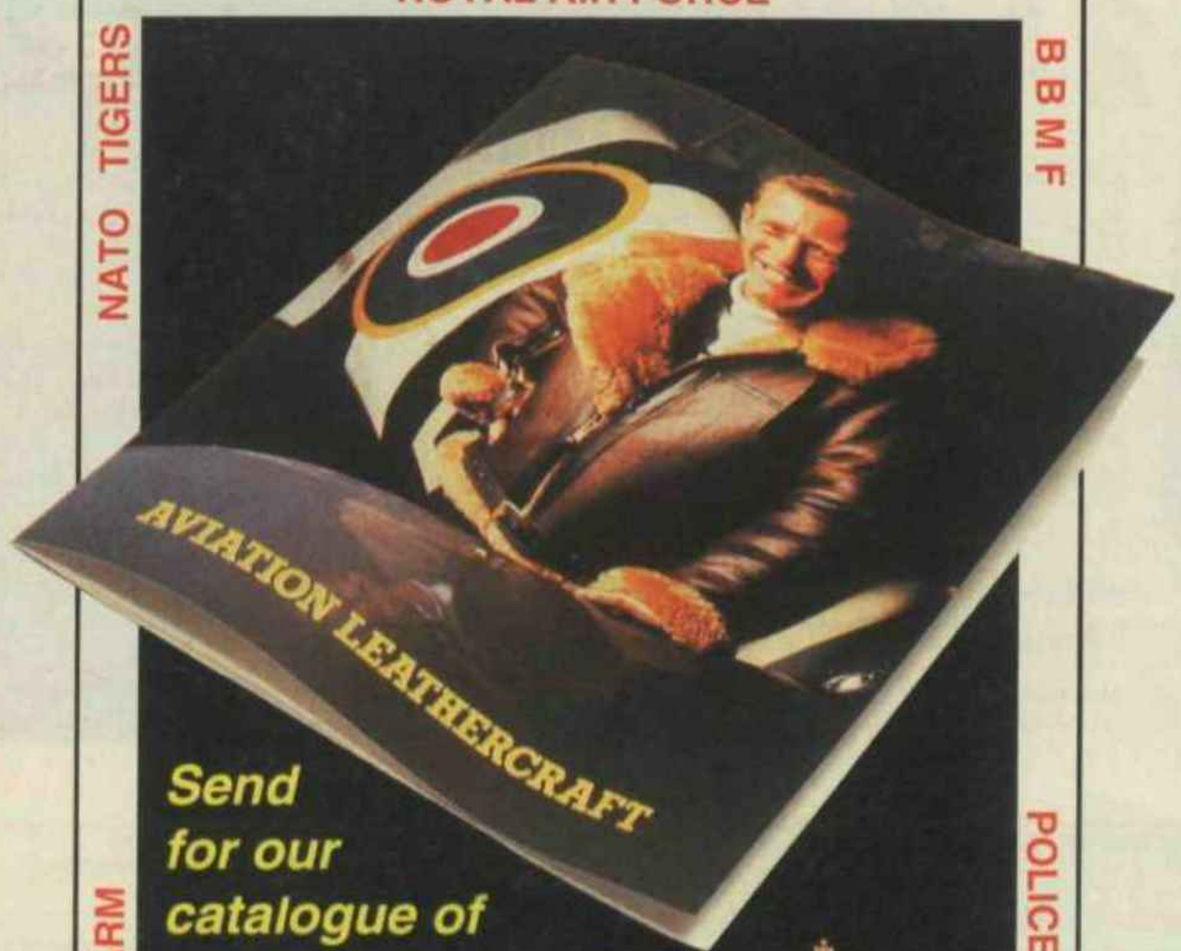
But now here it is, all 547 pages of it, a painstakingly detailed record of how the French sports car makers fared after the depression and in racing, not only in great events like Le Mans and the Mille Miglia but in other significant contests, the results in an Appendix. Anthony Blight tells of how the political, financial and social changes in Europe between 1934 and the outbreak of war affected the French sports car manufacturers. This makes the book valuable and interesting, over and above the intimate motor racing content.

In it the great drivers such as Benoist, Divo, Dreyfus, Giraud-Cabantous, Gordini, the Schells, Veyron and Wimille have their rightful place. But the opening chapters are concerned with how the changing political scene affected Bugatti, Delahaye and Talbot. Blight then covers, in his inimitable style, how Delahaye manoeuvred to cope, the Talbot decline and fall, stemmed by Tony Lago, and the subsequent fortunes of these and other makes in racing, including the arrival of the BMW, the New Delahayes, the Schells and the emergence of the new sports cars across Europe and their successes and failures in all the contests they took part in, up to the 1940 Mille Miglia. It is the detail, the fresh facts, the coverage of races which have tended to be neglected in the past, which make this book such an essential contribution to sports car history. Blight unravels this with a lawyer's fluency and he packs no punches — his opinion of Bugattis will amuse some, anger others — and only a lawyer's perspicacity, surely, could have seen that the commencement of this "second coming" was born out of i f s appearing on a humble little Peugeot saloon! Which explains why only Blight could have tackled this complex subject so effectively, and in such a readable way. Colour-plates are quite unnecessary to embellish his erudite text; good B&W photographs add all that are required.

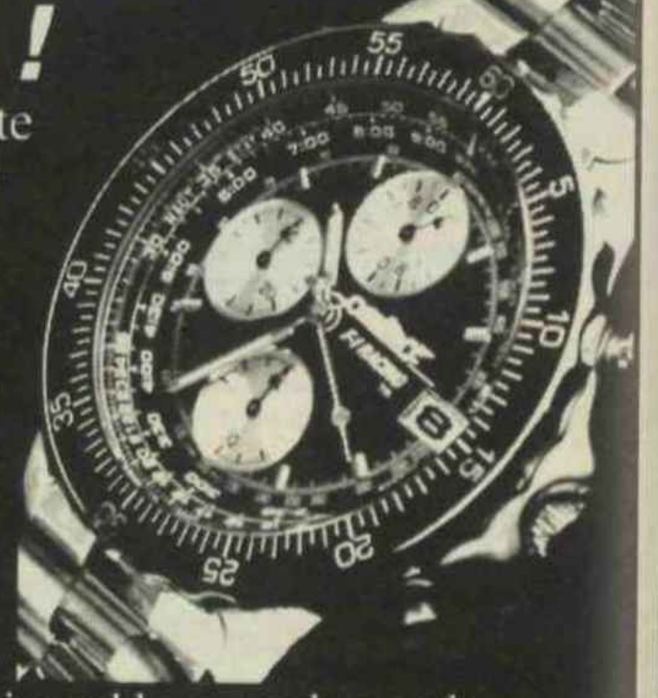
This unique work will be limited to 1500 numbered copies, so an early order is advised. **W B**

Beating the Odds, by Christopher Hilton. Haynes, £9.99.

Study and anticipation of the F1 season is enriched by knowing about the competing drivers, and these days it seems that most of them get full-book coverage, however recent to the racing, in death or in team changes. Journalist Christopher Hilton is foremost in this activity and he has added a 176-page work on Jean Alesi's career from his karting days to his move from Ferrari to Benetton. He has driven with dash in over 100 GPs but his only win was in last year's Canadian GP. But his F3000 championship for Jordan and information about how stormy his Ferrari years were presumably justify this book. **W B**

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The Way it Was



Sir,
I note with interest the article in the April issue on the finding of another Lola-Aston Martin, and particularly references to myself.

I would like to point out that the whole responsibility of creating the Lola-Aston Martin programme and the original idea came from myself. We carried out as much testing as engine availability allowed, engines being scarce and very late. No sponsorship involved the cars in using materials which were inferior or unsuitable, and I certainly have no knowledge of any problem experienced with Marchal plugs, which of course were largely used by Ferrari at that time, nor of any advice from Aston Martin that the plugs they would have used in their test bench running were unsuitable.

The problems experienced at Le Mans were largely due to one thing — revised cylinder-head gaskets and sealing which we had not tested in the car and were not aware had been changed. It is also quite incorrect to surmise some 29 years later that the retirement of the car at Reims was due to my over-revving and breaking a crankshaft. I never recall having broken a crankshaft with a Chevrolet engine, and if over-revving for whatever reason had taken place, it is more likely to have created other problems. Certainly a suggestion of one-upmanship over gearing would be wrong. As the official Lola development team we were quite aware of the capabilities of our cars, and having been at Le Mans would have had gears available for speeds in excess of 190mph. Also I doubt whether we would have needed to sit in Paul Hawkins' slipstream for performance purposes; more likely with a 12-hour race in front of us it would have been strategy to let someone else set the pace.

In relation to the Nürburgring, I don't recall any of the circumstances surrounding the comments made. As to the remark that we retired with broken suspension, it is a wonder that your correspondent has not attributed this to me hitting the kerb or something.

The Lola-Aston project unfortunately failed. It was low-budget, and the car did approximately 12 hours testing at Goodwood prior to Le Mans, but the lessons learned were not acted upon by the engine suppliers and they did not commit the resources to meet the levels of development and preparation required. What was possibly most important of all was that the various people working on the engine did not make a co-ordinated effort in resolving the problems.

The Lola-Aston Martin project should have worked. The chassis/driver combination we had was capable of beating the opposition. The engine just needed to have a reasonable power curve and moderate power, and, with perhaps the help of a wet spell – witness the fastest time set in the Le Mans test trials in the wet – we would have been in with a chance. It didn't happen because the resources, time and level of co-operation and dedication to make the engine work just did not happen.

It is therefore wrong for people who have recreated these cars with engines that have had close on 30 years of further development carried out on them to look at this project through rose-coloured spectacles and try to attribute blame without any knowledge and based on hearsay from uninformed people.

John Surtees,
Edenbridge, Kent.

YOYPOA?

Sir,
Can anyone tell me why so many trade advertisers omit prices of cars they are offering for sale?

When I seek a second-hand (not 'pre-owned', please) car I ignore advertisements which give every possibly detail of the vehicle yet withhold any price indication.

The only possible explanation I can think of is that the dealer hopes to get some idea of the gullibility of the punter who rings up to ask the price, which is set there and then.

Perhaps one of the advertisers who have suffered from my boycott may care to comment?

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486 Lancia Stratos



Pat Fairfield

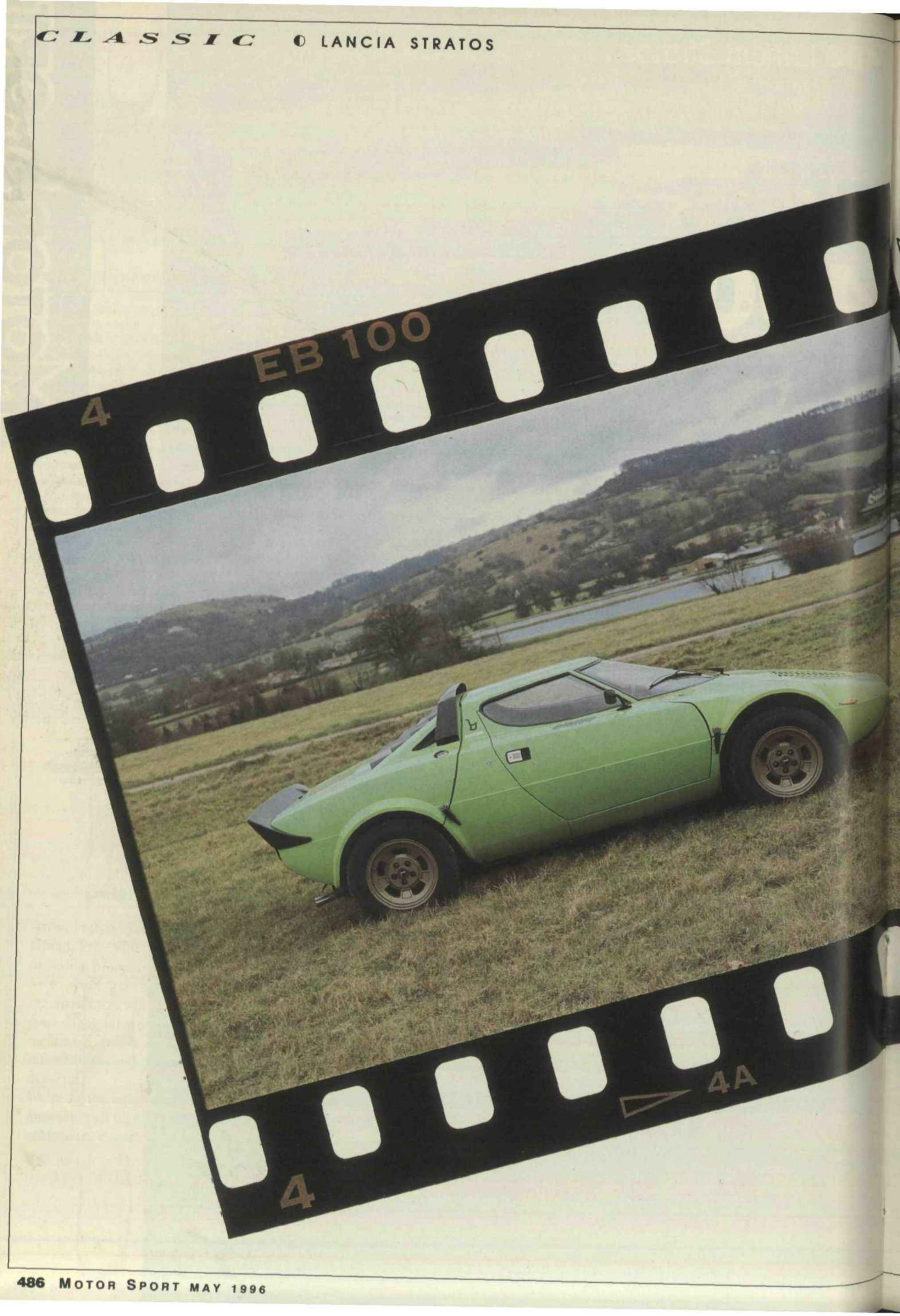
498 VSCC Silverstone



Veteran to Classic

509 Boddy Language

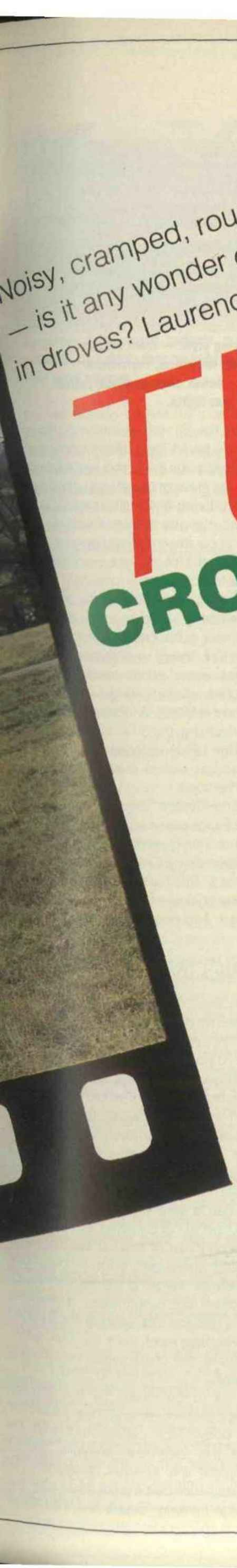
MOTOR SPORT


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Noisy, cramped, rough, twitchy — is it any wonder customers ignored the Stratos in droves? Laurence Meredith thinks they missed out

LANCIA STRATOS

CROWD-PLEASER



In 1965, Lancia launched its devilishly pretty front-drive V4 Fulvia coupé. Being an agile handler and capable of a fair turn of speed, it enjoyed moderate success in international rallying. But as time marched on, the dual-headlamp cars from *Fabbrica Automobili Lancia e Cia* got bogged down, and were eventually and entirely swamped; first by the 2-litre Porsche 911s and then by the all-conquering Ford Escorts, not forgetting that perilous bright blue interloper from Dieppe in the form of the Alpine-Renault A110.

By 1973, Lancia's competition guru Cesare Fiorio had had enough. Oil crisis or no oil crisis, Lancia, he decreed, was going right back where it belonged — at the top — and the Fulvias were instantly out to grass.

Enter Stratos. Enter Stratos for all top-level rallying competitions. And win! For this was the brief to all concerned with Stratos. And win it did. Almost, but not absolutely, everything.

A purpose-built, no-holds-barred rally machine designed to excel on tarmac and rough forest tracks alike, this mid-engined projectile was built in co-operation with Bertone. The Stratos name surfaced in 1971 on a stunning wedge of a concept car, utterly impractical as a road machine, let alone a rally car. But the germ of an idea began here: a mid-engined rocketship, built like a tank, with all-adjustable suspension and clad in lightweight throwaway panels. Power, though, would be crucial. That show car was endowed with a mere V4 Fulvia engine, but as Lancia had by this stage been swallowed into the Fiat empire, it seemed perfectly logical to go the whole hog and delve deeply into Mr Agnelli's large parts bin, which happily also happened to contain a host of 'gladiatorial goodies' from *Il Commendatore's* branch of the Fiat family.

So the Ferrari Dino 2.4-litre quad-cam V6 power unit and gearbox were slotted transversely behind the driver without further ado. The rack-and-pinion steering, handbrake, body latches and door handles were sourced from the Fiat X19, the front uprights from the Fiat 132, and the foglamps from the Fiat Dino, while the dashboard instruments, switches, headlamps and other odds and ends were 'borrowed' from the Fiat 124. The teardrop side repeaters adorn just about every Ferrari of the time, and if you're wondering where you've seen those rear saucer lights before, but can't remember whether it was on a thundering GT40 or a buzzy little Fiat 850 coupé— it was both.

Basically the chassis comprises a central tub fabricated from sheet steel (including the roof panel), with square-section tubular frames front and rear to which the engine and suspension assemblies are attached. Usefully, part of the rear framework can easily be unbolted to allow the engine and gearbox to be removed. Double wishbones (chromed on our test car), coil springs and anti-roll bars support the front, with McPherson struts to the rear, and the exquisite cast-alloy 14in road wheels were provided by Campagnolo — who else? The standard rubber-wear — 205/70 VR14 — came from Pirelli, but a variety of tyres and rim widths were made available for different applications. Incidentally, a full-size spare sits neatly in the nose compartment.

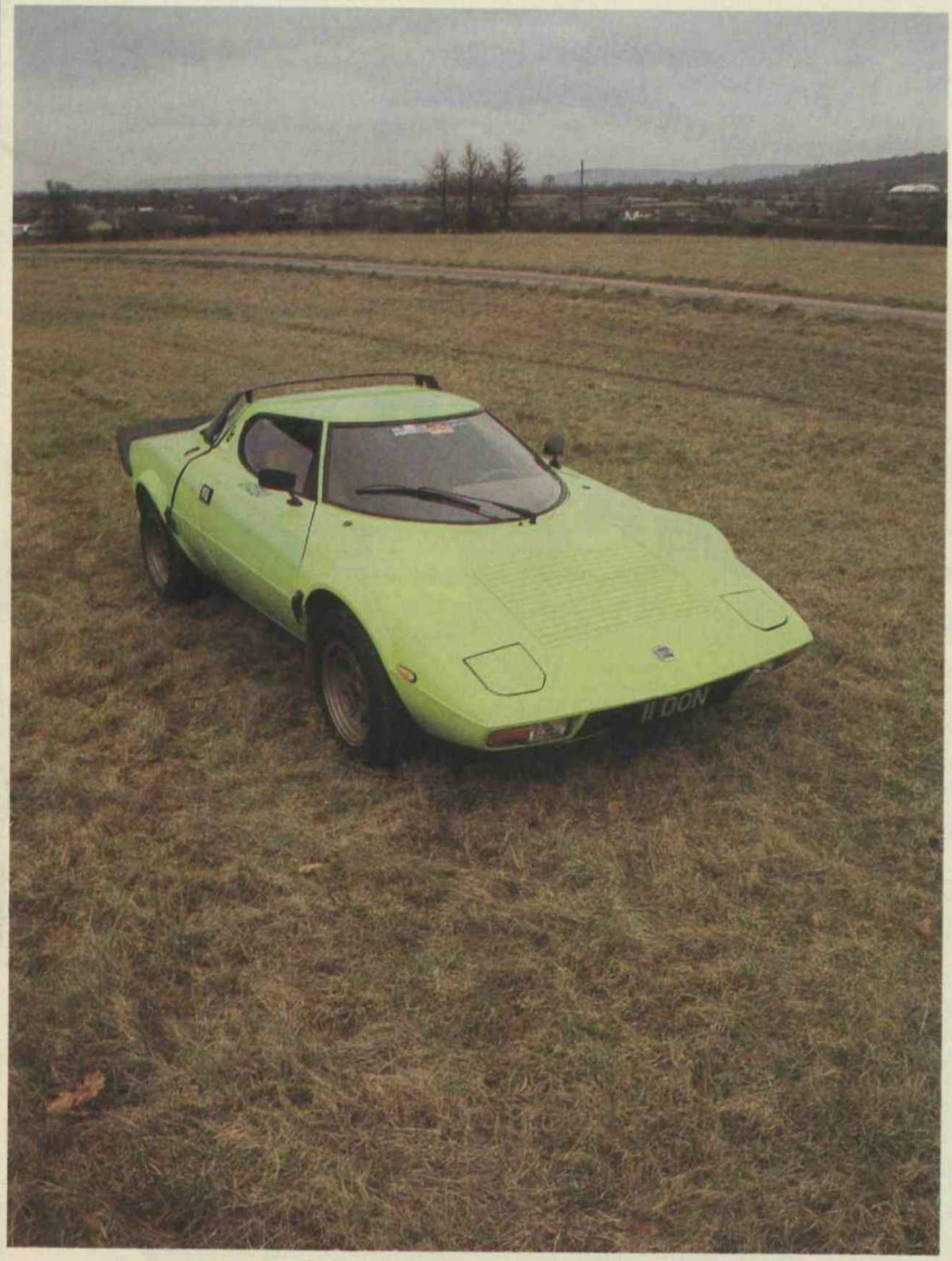
To save weight, both the front and rear lids and the doors were moulded from glass-fibre, although the louvred grille on the bonnet was made, somewhat incongruously, from steel; and here, for those who haven't heard, is the old joke about Stratos bodywork.

How do you tell the difference between a genuine Stratos and a replica? The replica's body panels fit properly. Actually, the car's reputation for appalling build quality is usually exaggerated. After all, it was constructed to withstand the rigours of, among others, the East African Safari Rally. And this it did most admirably. Jokes aside, the 'wonder-wedge' styling, a typical 1970s innovation was, and still is, stunning, timeless — futuristic even. And the overall package made sense.

The frontal area is commendably small, the steeply raked and deeply curved windscreen conducts the airstream neatly over the roof and tail spoilers, the headlamps retract into the nose panel and the nicely rounded flanks were without the chromium clutter that characterised so many of the Stratos's non-rally-bred contemporaries. Not that there's much wrong with chromium clutter, of course, but by the 1970s, it was becoming unfashionably garish, and Lancia and Alfa Romeo led the way in ditching it.

In standard form the V6 Dino unit produce a maximum 190bhp at 7000rpm and maximum torque of 159 lb ft at 4500rpm. Which with such a light chassis and body made it competitive and 'on song' straight out of the proverbial box. Lancia had other ideas too. Fuel injection in place of the three brace of Webers plus the usual tuning 'tweaks' boosted power to 240bhp, and once the 24-valve cylinder head had been homologated and bolted into place, the competition versions had around 280bhp for the taking.

All very well and good. But Lancia's intention of building a special car for rallying had a catch. Under the prevailing international rules, the com-





Ground-breaking style — front arches pushed through wing-line, cornerless windscreen — belies commonplace details like Fiat 850 rear lights.

pany had to build a minimum of 400 cars inside a 12-month period to qualify the Stratos for eligibility in Group 4. Hence the indifferent fit of the body panels, as the spanner boys in the factory worked long and hard to satisfy the demands of the rule-makers in Paris. Guessing that it would be hard to dispose of hundreds of noisy, thirsty super-coupés, there was an early plan to sell the car with the new 2-litre transverse four from the Beta saloon and to homologate the V6 as a high-spec option, but to the amazement of many, the entire production run, all assembled over the winter of 1973-74, boasted Ferrari power.

And Lancia was right — few buyers outside the competition department wanted the highly-strung plastic plaything; they slumbered in rows for several years, trickling out to eccentric enthusiasts and private rally teams, and even being given away as rewards to top Lancia dealers. The Stratos was still being listed in 1978, at the same price as it began, though by then, helped by a roof collapse which destroyed several dozen, the unwanted clones of the unbeatable rally champ had mostly been dispersed.

Despite exhaustive efforts in recent times by a number of enthusiasts to discover exact production figures, disputes remain. Some doubters say that the falling roof story was a scam to cover a shortfall of 100 units, but photographs of the wreckage do exist. One source claims evidence for 530; the concensus falls around 490; but the matter remains about as clear as the water at the bottom of Loch Ness. And catching up with a Stratos in the battle of competition proved as hard for the competition from Ford, Datsun et al as netting the legendary Scottish monster.

Success after success came with apparent ease. Even before it was homologated, the Stratos had begun its long journey of victories; first in the Spanish Firestone Rally in 1973 and then in the Tour de France later that same year. After the car had been homologated in October 1974, works drivers Sandro Munari, ex-Porsche driver Bjorn Waldegard and Bernard Darniche simply clocked up one win after another. Between them the works drivers took 18 major championship events between 1974 and 1977, including three wins in a row for Munari — 1975, 1976, 1977 — on the Monte Carlo Rally.

Interestingly, the only events in which outright victory eluded the Stratos were the Safari and British RAC, the works' best efforts both coming in 1975 with a second in the former and third place in the latter. So, having completely demolished the opposition during this fruitful period, Lancia then set about trying to destroy itself; or, to be slightly more accurate, embarked upon a squabble with Fiat as to the future of the company's rally exploits. Inter-marque rivalry, political bickering and the marketing need for a more accessible "showroom winner", all led to the Stratos being dropped in favour of the Fiat Abarth 131.

Not all was lost, though, because a handful of unofficial 'quasi-works' efforts resulted in further Stratos victories during 1979, including yet another win on the Monte. A fabulous car from an exciting era of rallying, the Stratos had had its day by the end of the 1970s, a decade which, in many respects, was the dullest ever in some other branches of the sport.

In building the Stratos, Lancia had provided a cat to stalk the pigeons, a spark of bright heat in an uncertain motoring world created by the oil crisis. Those who saw a Stratos in action enjoyed and remember it. Those who drove it, revelled in it. But the many against whom Stratos was pitted, simply feared it. And who could blame them?

DRIVING IMPRESSIONS

Any era, classic or otherwise, can be said to end when its basic illusions are exhausted, but facts do not cease to exist because they are ignored. It is 20 years and more since the Stratos was doing its stuff and things have moved on considerably, but only a fool would delude himself into thinking that because the little Dino engine produces a comparatively feeble 190bhp, that this is a quaint automotive artefact from a far-distant age, not to be taken seriously today. This is, despite its designers' intentions as a pure competition car, a very serious road machine. And one that should not be trifled with.

In fact, the only part of this car that shows its age is its lurid green paintwork — described unimaginatively as 'verde' in the owner's handbook — a brash but nevertheless appropriate colour from a decade that willingly encouraged 'brash'. A welcome relief from the dull greys, blues and blacks that characterise the following decade, though.

It's best not to be fooled by the angular, wedge-like appearance either. Closer inspection reveals the body's soft curves and, with the exception of the 'clean-cut' aerofoils, there's hardly a straight line in sight. Anywhere. Of course, the aesthetics owe a great deal to general Bertone design thinking; details like the bonnet



Alcantara fake suede imparts a little luxury to rather basic cabin ; door trays offer better stowage than most saloons.

"It's not a fun car. It's a deadly serious, precision tool honed for a purpose"



Bulky engine cradled in tough girder frame which also takes suspension loads; heat shield protects roomy boot in tail.

louvres, slatted engine lid, pop-up headlamps, albeit in a different form, were all features of the design company's other masterpiece, the Lamborghini Miura. And it's obvious that the Stratos also influenced future thinking as much as it drew on the past; the shape of the windscreen and side windows went straight into Lancia's LC2 Group C car of the 1980s.

What is most apparent about the Stratos is that it was penned by thought and feeling in equal parts, which is why it's a car that not only works properly, but one that really excites emotion. And no, the test car's engine lid doesn't fit exactly — which is exactly how it should be, of course.

Naturally, the snug two-seater cabin looks inviting, whether your intended seat is behind the steering wheel or not. Despite the broad sills and deep footwells — the pedal box appears to be miles away — getting in is free from the histrionics that accompany entry to so many Italian exotics. The second surprise is the driving position. It's perfect. And instantly too. There's no adjustment needed, no trying to make your knees comfortable below your earlobes, no necessity to extract trouser pockets from the handbrake lever and no apology to the owner, who would normally be wincing at your every move, fearing that that you are going to break something. None of that.

But. And it's serious — like the rest of this car. For anyone who stands in excess of 6ft above sea level, there's no headroom. Not just not very much headroom — no headroom. Which is why for the duration of the test, the top of my grey-haired dome pressed hard into the sumptuous headlining. With a crash helmet in situ, I would not have fitted. Deep in the Gloucestershire countryside, it's just as well that I didn't need one.

I'm not sure who put the instrument cluster together — not that the dials are illegible — but the whole panel just looks as though it might have been constructed by a man who, having noticed that his trousers had caught fire, finished the job p d q before reaching for an extinguisher. And naturally the most important gauge, the tachometer, doesn't work. Why? Because Italian automotive electrical technicians take a view about wiring that the British traditionally adopt for the preparation and cooking of food — to be thrown together and cremated at the earliest opportunity.

By contrast, the suede-covered seats and steering wheel are minor works of art, as are the shapely moulded stowage bins in the doors, which, incredibly, are roomy enough to park your crash-hat between stages. And the revolving handles that clamp the pivotting side windows — amazing little things that they are — make the BMC Mini's catch-operated sliding items look high-tech.

The serious business of driving beckoned, and, as soon as the engine caught, the problems I had anticipated (which, not unreasonably, were based on a recent encounter with a Ferrari Dino), disappeared as the V6 settled to a good, healthy, regular tickover. I had made the mistake of sentencing first and delivering a verdict afterwards. Very foolish.

I had expected the clutch to be a horrible 'in-out' affair and as hard as kicking the pitwall at Silverstone, the gearbox to be incapable of offering its second ratio before the transmission oil was at least approaching red-hot, poor starting due to fuel evaporation and an engine that came on song only when the tachometer needle crossed 4,500rpm — which I couldn't determine here because it didn't work. Not a bit of it — this must be the most tractable 1970s' supercar of all.

Slot the stubby gear lever into bottom — across towards you and dogleg back — let the clutch pedal out slowly, and the Stratos just burbles along quietly minding its own business. Out through the doors of its protective hide, across the bumpy, mucky farmyard, still burbling happily in bottom gear, and out onto the private road that sufficed for warming up those mildly obese Pirellis.

Snap open the Webers and all hell breaks loose; the racket — a mixture of slobbery induction sucking and bellowing exhaust cry — is pure musical mayhem. Snatch second gear, smoothly, third quickly and it's time to shut the throttle, bang home second and slam the car through the first bend, a sweeping uphill to the right.

Turn-in with such a high-geared rack is kart-like and demands precision accuracy, and the 'slingshot' effect once the power is on again, if not quite breathtaking, certainly comes close as the g-forces exercise muscles you'd forgotten you had.

With such high roadholding capabilities, the process of taking a bend happens so quickly that if you have to think about what you're doing, you can expect trouble pretty quickly. So agile and fast is this inspiring little machine that you really have to keep up both mentally and physically with its every demand. And because traction is so good with the weight of the engine and gearbox over the rear wheels, everything happens without drama.

The suspension settings are on the comfortable side of hard, with the result that it's possible to feel every major suspension movement, which makes for safe, predictable handling. To unstick the tail end, which the Stratos resists almost at all attempts, the loud pedal needs a hefty sharp bang, but the chassis returns to heel instantly with a flick of the steering wheel. Overcook it though, and it really isn't difficult to imagine that a Stratos-shaped hole would quickly appear in the nearest hedge.

Just as impressive on long straight roads, the car simply howls up through the gearbox with tremendous speed — 0-60mph in 7.3secs and 145mph top speed — and, unlike the turbo cars that eventually became de rigeur, there's no lag — just honest, instant power. Not the raw power of a 'big banger', but refined, smooth acceleration and deceleration from any speed, almost in any gear. Third to fourth at full revs is one of those magical experiences you just don't get from listening to The Archers. Of course, the complex exhaust system keeps the decibels to an acceptable level for road use — if you're a slightly deaf motoring enthusiast anyway — but there's no disguising the music of a Ferrari V6, for it is unique.

Without servo-assistance the brake pedal needs a powerful right foot, but, having warmed up the pads sufficiently, anchoring is as biting and reassuring as you need. The pedals are also ideally spaced, not only for comfort, but for 'toeing and heeling', which is essential if you want use the car properly.

Overall, the Stratos is a pure and very fine driving machine, intended to go cross-country faster than its peers. It is most definitely not a fun car. Yes, you can have fun with it — a lot of fun too — but it's not a fun car. It's a deadly serious, precision tool honed for a purpose, sadly long since gone. Owning one actually makes a lot of sense. All the bits and pieces necessary to keep one running in tip-top condition are available — body panels, windscreen and so on from the replica trade (and they're far from expensive), and the mechanicals from Fiat and Ferrari.

OK, so the Dino V6, which can suffer from a lack of top-end lubrication, needs rebuilding every 30,000 miles or so, but this figure equates to 10 years motoring for the majority of owners today. Or half the time that has elapsed since this Lancia's heyday, which is food for thought considering it seems like a couple of months ago.

I could quite easily have played with this machine for weeks on end, stopping only for petrol, tyres and to marvel at all for which it stands, but, alas, all good things must end and the Stratos was returned to its garage — across the farmyard — covered in glorious mud. Exactly as it was all those years ago when these little cars were putting the fear of ridicule into the hearts of those who opposed them.

Want one? Be quick. Italian collectors, who are acutely aware of this gem's historical importance, are bringing them home to roost. My grateful and sincere thanks to Don Pither whose car was used in the preparation of this feature.

Though fated not to become a household name, Pat Fairfield was much admired by his peers; Andrew Embleton recalls a genial and popular driver

EX-PAT IMPORT



Although Patrick Greenway Fairfield was born in England, on November 26th 1907, he emigrated to South Africa at the age of 15, with his sister Molly and their mother. The family had a large citrus estate at White River, a small town in the Transvaal Lowveld, near the Kruger National Park, and it was decided that Patrick should be equipped with a suitable degree in order to manage the farm. However, on leaving school he was secretly delighted to be refused admission to Cambridge because of his mediocre exam results. He had developed a burning desire to go motor racing.

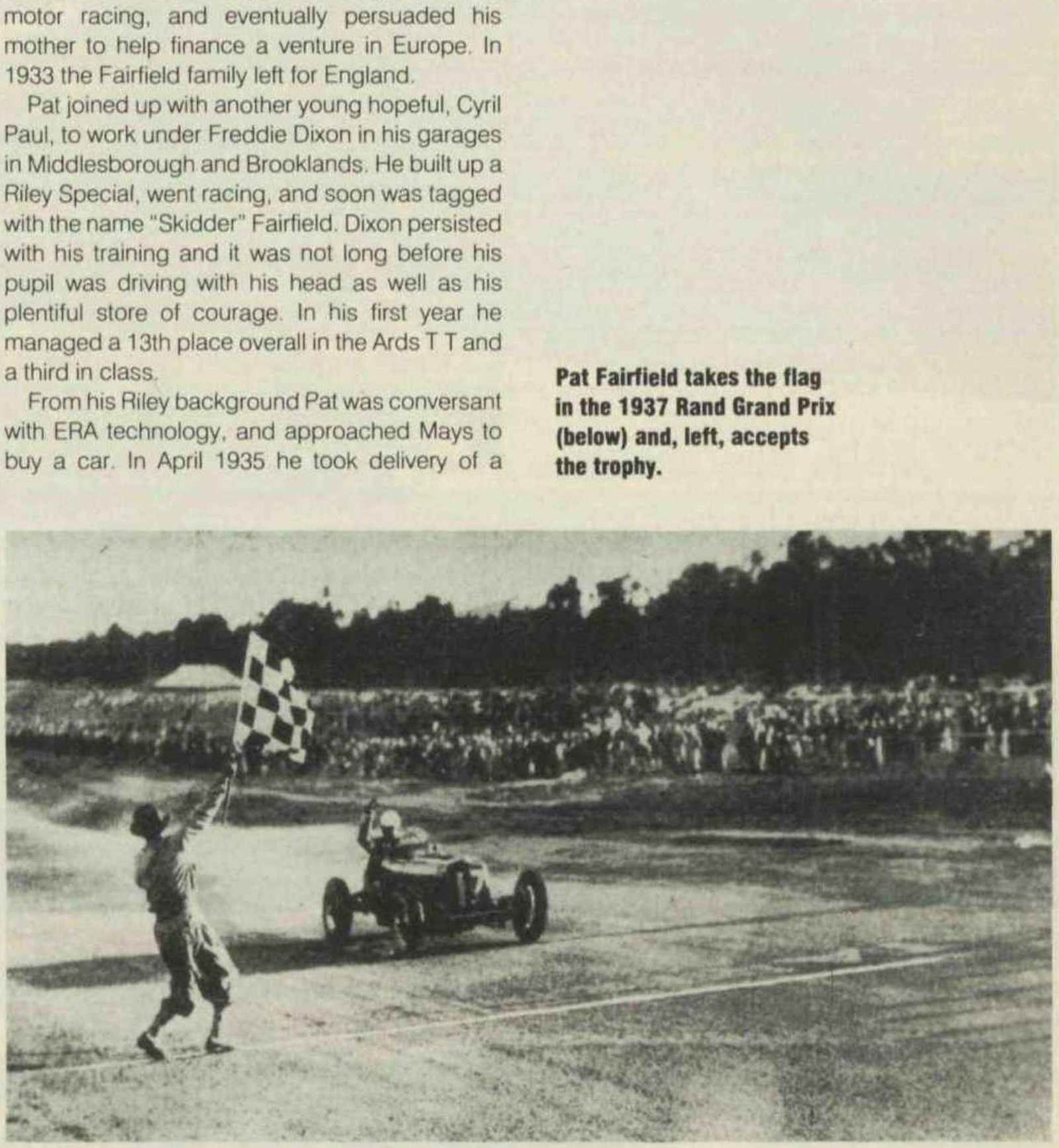
Reluctantly he set off to England and a "crammer" in Eastbourne, and later went up to Cambridge where he subsequently met his future wife Jean Beckett. He returned with Jean to Capetown, and they were married soon after. The Fairfields settled in White River where Pat assumed the life of a farmer. His daughter Sally was born in November 1932 — a great moment in his life. However, he still yearned to try his hand at motor racing, and eventually persuaded his mother to help finance a venture in Europe. In 1933 the Fairfield family left for England.

Pat joined up with another young hopeful, Cyril Paul, to work under Freddie Dixon in his garages in Middlesborough and Brooklands. He built up a Riley Special, went racing, and soon was tagged with the name "Skidder" Fairfield. Dixon persisted with his training and it was not long before his pupil was driving with his head as well as his plentiful store of courage. In his first year he managed a 13th place overall in the Ards T T and a third in class.

From his Riley background Pat was conversant with ERA technology, and approached Mays to buy a car. In April 1935 he took delivery of a

Pat Fairfield takes the flag in the 1937 Rand Grand Prix (below) and, left, accepts the trophy.





gleaming white ERA at a list price of £1500, the first to be sold to a private owner. It was number R4A, fitted with an 1100cc engine which Pat felt was more appropriate for a beginner like himself.

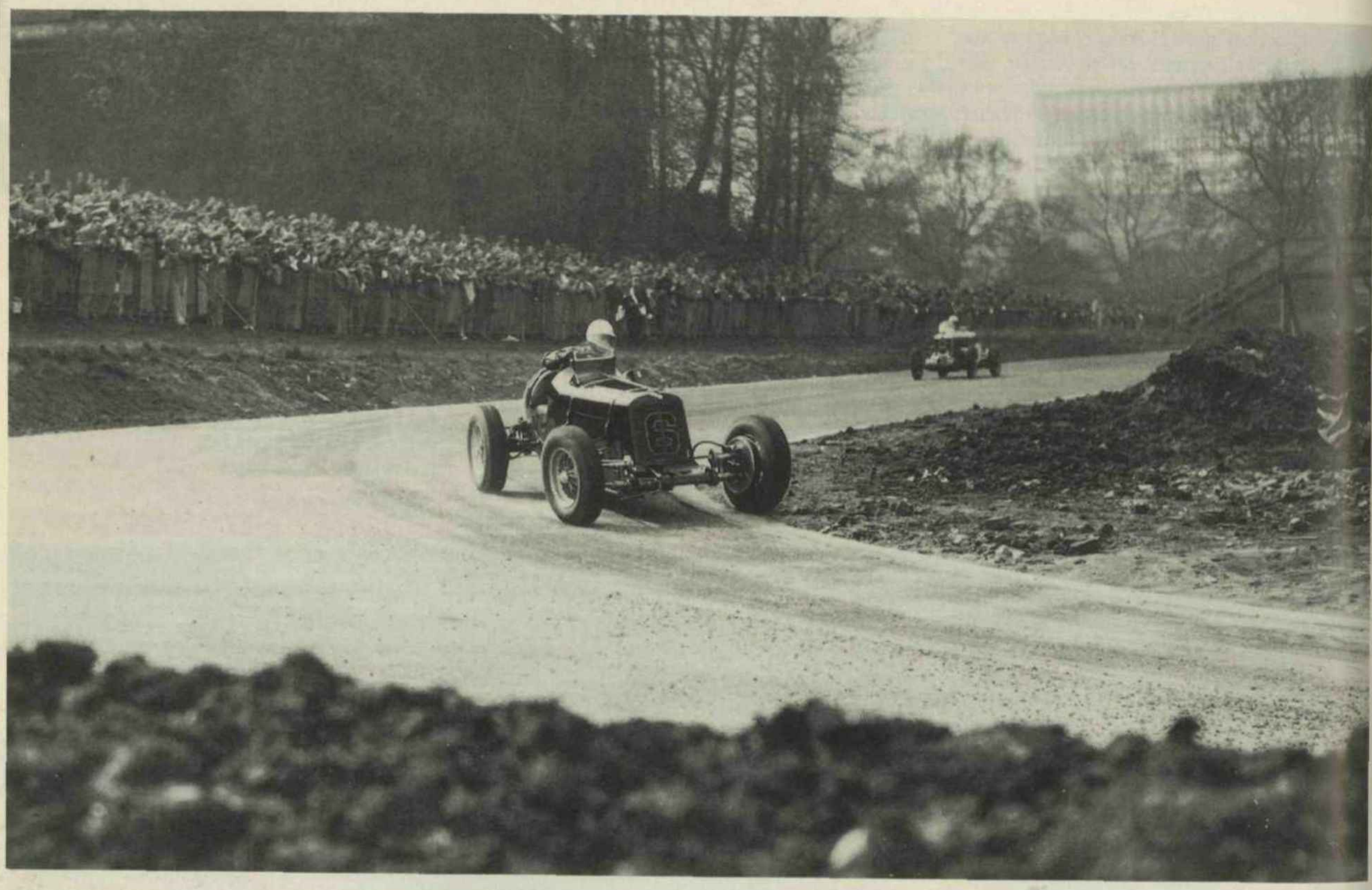
Early races for R4A included the JCC International Trophy and Donington 1500cc race, but in both the ERA retired with engine failure.

His first success came in the Mannin Beg race on May 29. After refusing to start, the white car eventually rocketed away and was lying third behind Mays and Dixon for most of the race until he finally overtook the other ERA and the crowd looked forward to the battle between master Dixon and his pupil. Dixon had to refuel, and Pat took the flag to give ERA its first win of the 1935 season.

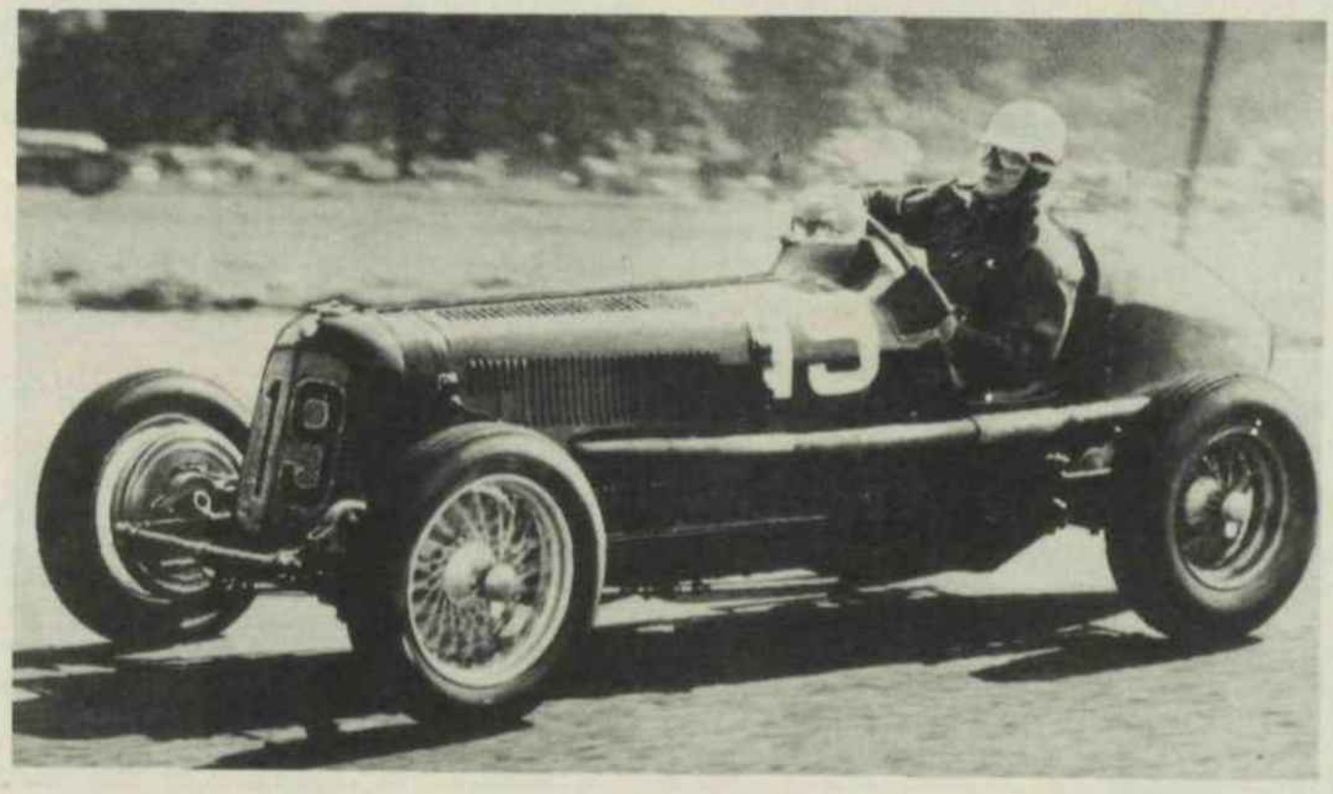
The B R D C British Empire Trophy race saw him sixth, outclassed by bigger machines and plagued by oiled plugs caused by the very slow artificial corners which had been introduced. The Nuffield Trophy followed at Donington where he won and made fastest lap despite the tremendous heat.

At about this time Pat first met the young Prince Birabongse who expressed interest in the ERA. In later years Bira's wife, Princess Ceril Birabongse, was to remember the occasion well. In a letter to the author she wrote, "It was Bira's great admiration for Pat and his brilliant driving of the white ERA which made him quite determined to

"On leaving school he was secretly delighted to be refused admission to Cambridge because of his mediocre exam results. He had developed a desire to go motor racing."



Fairfield won the Coronation Trophy in 1937, at Crystal Palace's inaugural meeting (above). He had been less fortunate the previous season at Donington, when engine failure put him out of the JCC 200-Mile Race (below).

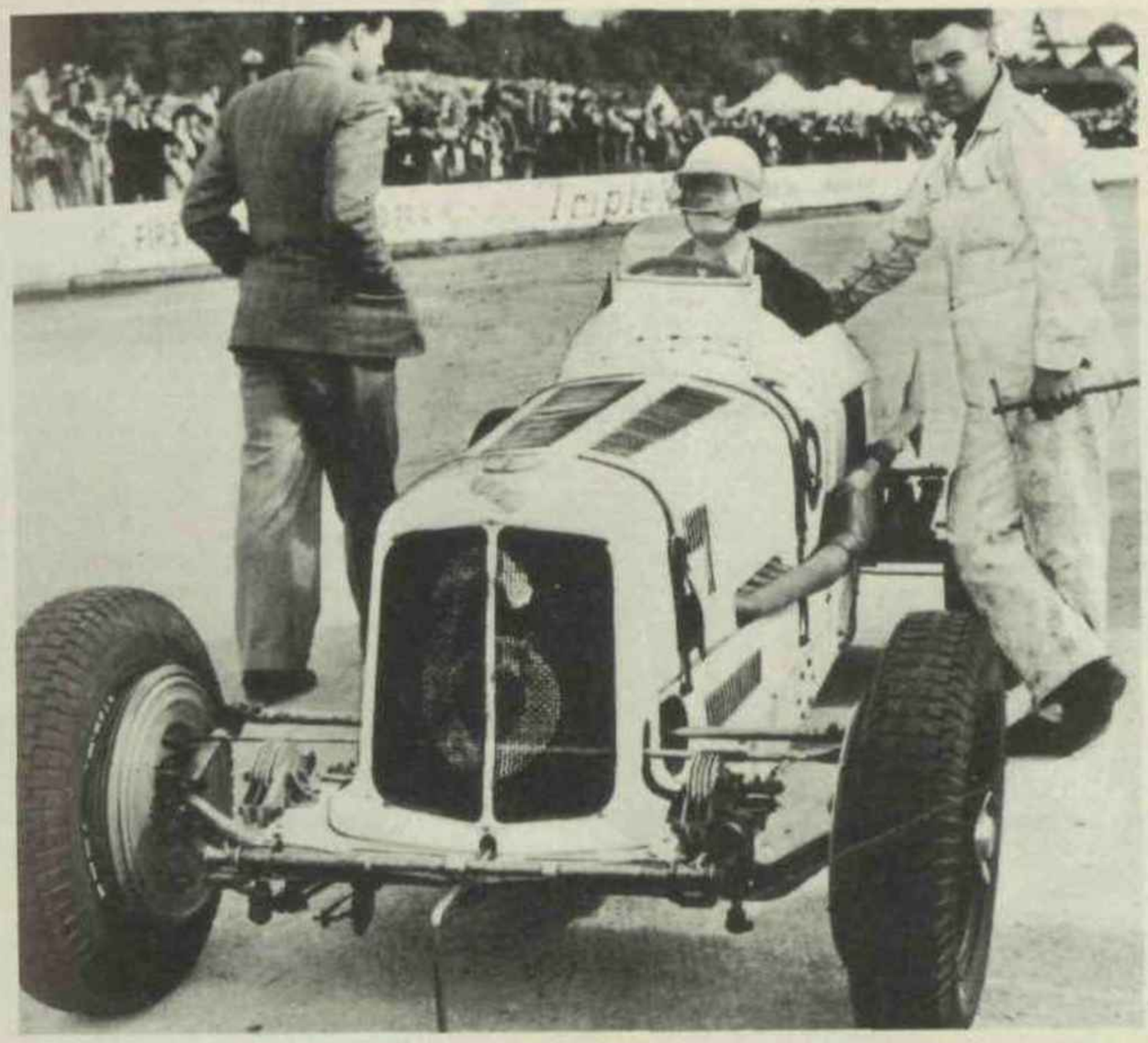


have an ERA of his own. Bira was delivered car number R2B, better known as "Romulus", a 1500cc car fitted with a 100mm Murray Jamieson blower. As a result of their friendship Pat was invited to join the "White Mouse" team for the Tourist Trophy, but their Aston Martin broke an oil pipe after only two laps, and they retired.

The teams then crossed to Dieppe. Wuyts and Evans looked after the Bira and Seaman cars and Frank Lee was loaned to Fairfield. With the little 1100cc motor Pat set fastest time for the *voiturettes* but had no chance against the works 1500cc cars and the experience of Howe (Delage), Veyron (Bugatti) and the large field of Maseratis. Two hours after the start he took the chequered flag and the trophy from Mlle Benoist. Veyron was second and Humphrey Cook third. This success was followed by a quick trip to Limerick where he came second to Louis Fontes in an Alfa, and finally a win at the Brooklands Record Holder's Handicap on October 19, 1935.

The Fairfield family returned home for Pat to enter the South African Grand Prix on the first of January 1936, held on the Prince George circuit outside East London. Jean-Pierre Wimille was there with Robert Aumaitre attending his 3.3-litre Bugatti. Many of the British contingent attended, including Howe, Eileen Ellison, Cholmondely Tapper, Shuttleworth and Austin and Arthur Dobson. It was a handicap event, and Nuvolari's cousin, the flamboyant Dr Mario Massacurati of Cape Town, won the race with Pat in third.

Back in England he entered the British Empire Trophy race at Donington on April 4. The event was won by Seaman using a borrowed 2.9 Maserati; Pat came in second with R4A, now using the larger 1500cc motor. But the first real clash of 1936 was the Prince Rainier Cup in Monaco on April 11, where the rivals included Lehoux, Tenni, Villoresi, and Zehender. In practice Pat was third fastest, but the race started badly for him after a multiple crash initiated by Bianco; Pat had to spin his car to avoid the mêlée in front of him. He was push-started as his crankhandle was bent, and he continued to finish in fourth place, only to be disqualified. Bira won, and presented Pat with a silver pencil as a memento.





Fairfield in ERA R4A (above), the first example of the marque to go to private hands. Below, Fairfield (left) after his victory in the third South African GP.

Raymond Mays had been impressed with Pat's progress and invited him to join the works team. On the Isle of Man he finished fourth, his car now painted green as an official works entry. Then it was back to the continent for the Picardie Grand Prix, in which he secured pole position in the final, next to Count Trossi's Maserati. A huge battle ensued with Seaman, Trossi, Bira and himself. The race was to be remembered for some of the best *voiturette* duels ever seen. Pat was in the lead right up to the end, when under pressure from Bira he clipped a bank and the Siamese slipped through to win.

The Nuffield Trophy was a disappointment as loss of oil pressure caused an early retirement for Pat, but at Albi in France he set second fastest time in the Grand Prix de Albigeois, only to be let down by his gearbox in the race. A week later, on July 19, Pat's team-mate Marcel Lehoux was killed in a collision with Farina's Alfa at Deauville.

After Albi the cars were stripped and tested by Pat and Howe at Brooklands before setting out for Switzerland and the Prix de Berne. This was the first time the works cars appeared in black paint, as a result it was said of Mays' superstition about green. Pat bettered the lap record by eight seconds, but his ERA blew up trying to stay with Seaman's Delage.

Again at the JCC 200-Mile race at Donington he shattered the 1500cc and unlimited lap record, but blew up on lap 41 of the race. He began to be very concerned about the preparation of the works cars. There was a short visit to the Tourist Trophy races where he finished fourth on the works Lagonda, and then the ERA team left for America and the Vanderbilt Cup on October 12, 1936. It was a memorable trip for Pat: 45 cars were entered, with Mauri Rose hot favourite to win. Enzo Ferrari had sent his trio of Nuvolari, Brivio and Farina, while Sommer had another Alfa. Nuvolari led from the start and was never overtaken. Wimille finished second, followed by Brivio and Sommer. Pat was credited with fifth place, but some subsequent records seem to doubt this. The author has extensive correspond-

"Rosemeyer enthralled the crowd with a lap at 115mph, but the big cars were shredding tyres, and Pat won on handicap."

ence with Rodney Walkerley on the subject, but there is not space here to debate it.

After New York it was back to South Africa for the Grand Prix, which had the Auto-Unions of Rosemeyer and Von Delius on the entry list. Apart from the Germans, there were Seaman and the Delage, Taruffi and a Maserati plus Reusch on an Alfa. Rosemeyer enthralled the crowd with a lap at 115mph, but the big cars were shredding tyres, and Pat won on handicap from Howe and Cyril Paul, after repurchasing his old 1100cc engine at a premium! The Grosvenor Grand Prix followed on January 16. In the shadow of Table Mountain, von Delius on an Auto Union won, with team-mate Bernd Rosemeyer second. Pat finished fourth on handicap behind Howe in R8B. The Rand Grand Prix on January 30, 1937, was held on a new circuit near Johannesburg, and gave Pat another victory, and a further win in Cape Town where he beat Taruffi, who was using Howe's R8B, crowned the season for him.

When the teams returned to England, Howe gave a dinner at the Savoy to celebrate Pat's success, attended by all the leading racing fraternity.

In his first race back in England for the 1937 season, he drove the new R12C and was rewarded with a fourth place in the British Empire Trophy at Donington, putting him in the lead for the coveted BRDC Gold Star. In the same race Mays drove R4C with its Zoller supercharger set to blow at 40psi. The Coronation Trophy was next, marking the opening of the Crystal Palace circuit, in which he again drove R12C, which later gained fame as "Hanuman" with Bira. He won the heat and the final with ease from Mays and Dobson.

At about this time his family suggested that he should retire from racing, but he was deeply committed to his career and replied "I don't know why you worry so much about my getting hurt or killed. There is going to be a war, and if I don't get killed driving I shall probably get killed fighting, and I should rather die doing something I love



Fairfield leads the MGs of Black and Baird during the Mannin Beg race on the Isle of Man, 1935.

than be killed doing something I loathe, and I should loathe to have to kill."

In the RAC Light Car race on the Isle of Man Pat finished third behind Bira and Mays, and it was in this race that Chula's tactical approach began to demonstrate that motor racing was not all driving.

Next was the Campbell Trophy at Brooklands, but Mays blew the number one car up in practice, and the remaining car was beset with brake trouble. The projected Maserati/ERA duel failed to materialise in the Nuffield Trophy at Donington Park, but though the crowds were not disappointed, Pat's large following of admirers could not know that this was to be his last race in England.

It was fitting that he should be remembered for the way he rocketed through the sylvan setting with no other driver near him. The chequered flag fell for the last time on the man who had done so much to make ERA history. Following him home were Mays and Arthur Dobson. There were great things forecast for him, and his family told of a visitor from Stuttgart.

With 48 points towards the BRDC Gold Star, Pat was well in the lead for the coveted award. Raymond Mays and Bira were in second and third place.

Pat had not intended to enter the Le Mans race of 1937, but when Murray, who had entered a BMW 328, was let down by his co-driver, he asked Pat to fill the gap. With some reluctance he accepted. All the great names were there, and some 58 cars came under the starter on that fateful afternoon of June 21. As the flag dropped, Raymond Sommer took the lead with 24 hours of gruelling driving ahead. But after only eight laps, tragedy struck. René Kippeurt came flying through White House corner in a rather unsteady Bugatti attempting to overtake Roth's slower BMW. Kippeurt slid wildly and was thrown into the road. Trying to avoid the body in the road, Roth swerved through a hedge. Pat arrived in the mêlée of gyrating cars braking hard, but he could not avoid colliding with the Bugatti and was shunted hard by Tremoulet from behind. Raph

"It was fitting that he should be remembered for the way he rocketed through the sylvan setting with no other driver neer him."

arrived, and seeing Tremoulet beneath his wrecked car, chose to hit the trees; then Forrestier, unable to find a gap, ploughed into the middle of the tangle.

Pat was thrown clear, and was seen standing in the middle of the road completely dazed. Kippeurt was dead. Moments later Fairfield dropped to his knees in apparent agony. He was removed unconscious to the hospital, accompanied in the ambulance by Rodney Walkerley's wife to act as interpreter.

Pat never regained consciousness, and after lingering a while, died when peritonitis set in. David Venables, in his book *The Racing Fifteen-Hundreds*, states; "His death was a cruel blow to the ERA team and was also a cruel loss to British racing." The whole motoring world received the news in stunned silence. Patrick Fairfield, with his good looks, genial temperament and great driving skill, was gone from the circuits of the world. He was buried in Greatness Park Cemetery at Sevenoaks, Kent, far from the haunting shriek of the supercharged cars he loved.

Tributes poured in. Sammy Davis recorded that; "Pat was one of the cheeriest sportsmen who ever handled the wheel of a racing car." Richard Seaman wrote in a letter; "It is awfully sad about Pat's death, especially as the crash was in no way his fault. He was one of the few English drivers who was really a good driver and a sportsman."

At the Vanderbilt Cup the meeting was preceded by a tribute to the memory of Fairfield who had been so popular there. Howe wrote that, "Pat was one of the finest and nicest people I ever met in racing and he was a great personal friend of mine." In his book *Split Seconds*, Raymond Mays said, "in all my life I had not known a finer or more sporting team companion than Pat, and his death was a heavy blow to me."

Pat's great friend Prince Bira said, "With our hearts sinking we felt we had lost a good friend in the motoring world. Somehow I did not get used to the idea of not seeing that broad smile of Pat's at various races and I missed him a great deal."

In a letter to the author, Rodney Walkerley — "Grand Vitesse" of *The Motor* — remembered, "He was a most popular driver. Always smiling quietly, quiet-spoken, never ruffled that I know of."

In recent years Princess Ceril Birabongse recalled, "Pat was a good-looking racing driver. To me he always seemed cheerful and calm, even when things were going wrong for him as they often do in racing — cars breaking down, trouble in practice — and I never saw him to be nervy or angry as I saw in other drivers."

The British Racing Drivers' Club commissioned Prince Bira to execute a memorial to Pat. This took the form of a bronze bas relief mounted under a leaping Springbok, showing Pat head and shoulders, with goggles around his neck; carved in stone were his major successes from around the world. The memorial was erected at Donington, and unveiled from beneath the Union Jack and the South African flag. Princess Ceril remembers that, "It was July the 9th and all the drivers and quite a few spectators stood around, and it was very moving as Pat had been extremely popular."

During Donington's post-war wilderness years the memorial was moved to Silverstone, but in recent times it returned to a site near Starkey's Bridge at Donington the scene of Pat Fairfield's last race, and his last victory.

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1996 MOTOR SPORT

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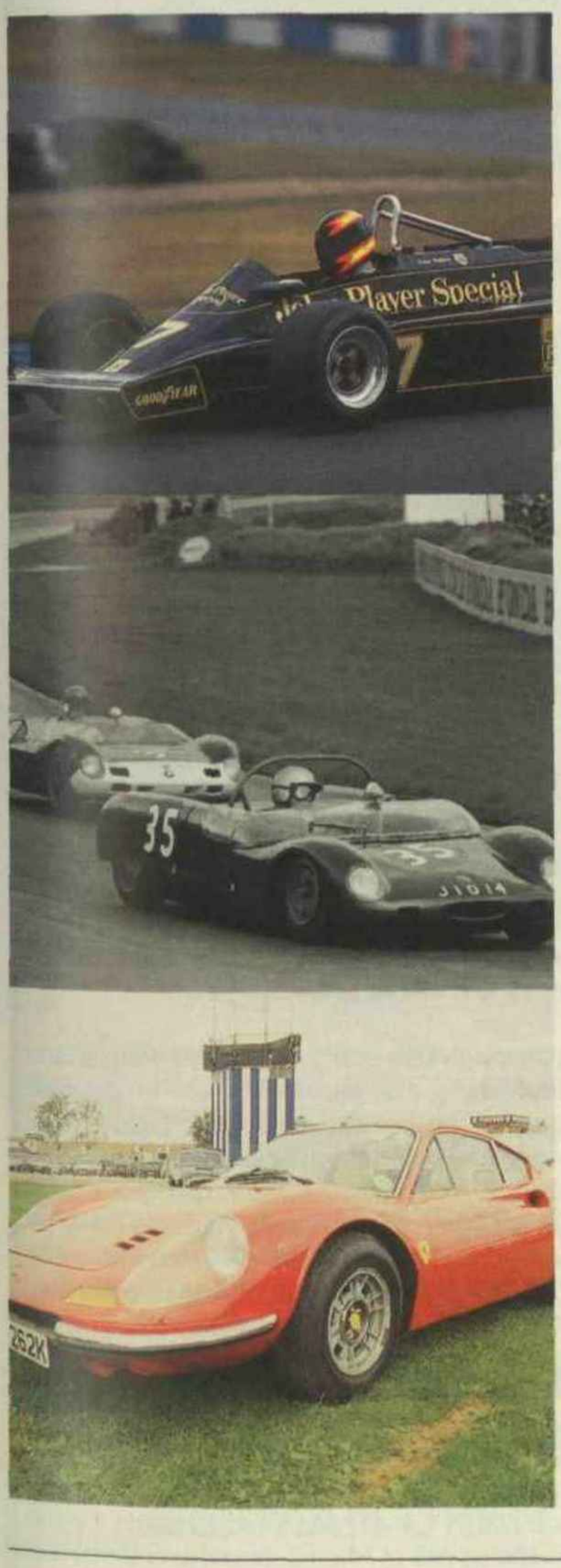
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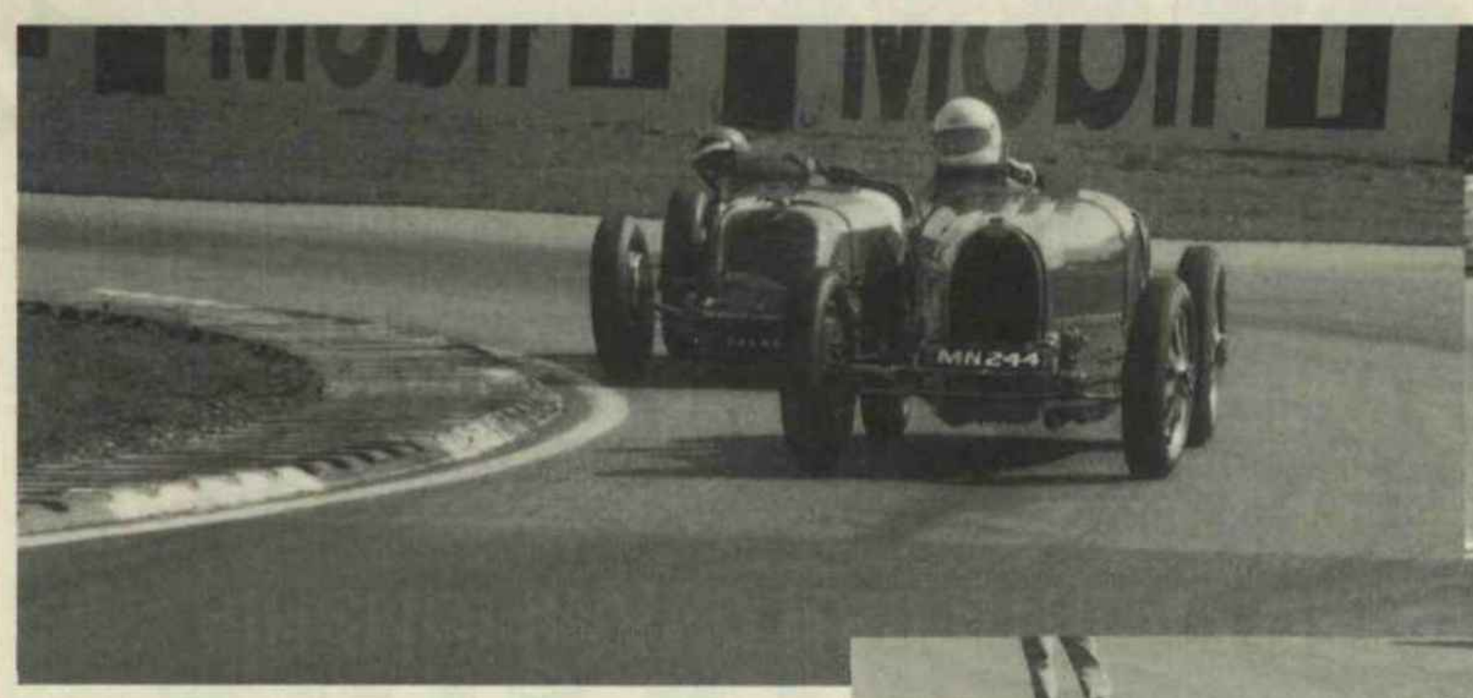
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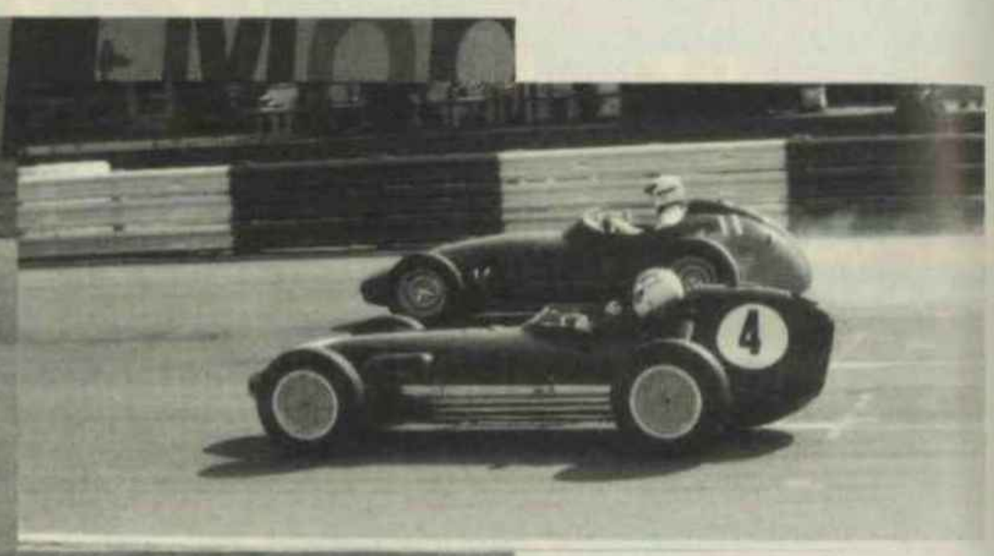
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SILVERSTONE **VSCC**







Magnificent! The GP Talbot (above) looked great, sounded great, and nearly beat Dutton's T35B (top). Top right, the Hon Amschel Rothschild outdrags Walker's Lotus 16 to a lead he never lost.

Although 'new' cars were thin on the ground at the VSCC's traditional April season-opener at Silverstone, there was a healthy entry for the eleven-race programme and some close-fought finishes. And after Friday's wash-out test day it was a relief to find Saturday 13th calm and sunny all day.

A capacity field of 34 starters contested the Brooks 1950's Sports Car Race, with the front row of Frank Sytner (Jaguar D), Robert Brooks (Lotus 15) and Gary Pearson (Costin Lister) covered by 0.34 seconds, the Bamford 'D' Type leading lap one from Pearson and Brooks with Barrie Williams hounding the Lotus in fourth. On lap four Williams in the Tojeiro slipped inside Brooks, as the leading group pulled away slightly from the pursuing Lister Jaguar of Steve O'Rourke, in turn under pressure from Ian Donaldson's well-driven 'D' Type and Tony Smith's 2.8 Birdcage Maserati. A quick moment for Brooks dropped him from the trio at half-distance, and although Pearson and 'Whizzo' pressed as hard as they could, the order stood, separated by a second at the flag. Brooks, fourth, was well clear of Smith, Simon Hadfield (1100cc Lotus 11) and Stephen Bulling (Lister Jaguar), after O'Rourke had retired.

Vintage purists welcomed the introduction of a Vintage Allcomers Race, allowing vintage-based specials and hybrids to race without overshadowing more original period cars which many owners have been reluctant to race in recent years. This produced a stirring battle for honours between Mark Walker's 6.1-litre Cirrus-engined Parker-GN and Robin Baker's 27-litre Delage-Hispano. Walker outdragged the far larger Delage off the line, but was passed into Copse, and the story was repeated for the first four laps, the Parker leading across the line until the Delage wound up to speed. Then Walker gained a slight advantage while lapping a backmarker and managed to open up a small lead which he maintained to the finish. It was the Delage's best race to date. Another good performance netted third place for Nick Leston's Lovell Elkhart Special who pulled away from Gary Caroline's Morgan. Harvey Hine (Bentley 4½) succeeded in displacing Steven Roberts' Frazer Nash for fifth.

The Peter Collins Allcomers Trophy Race proved to be somewhat processional, Amschel Rothschild taking a flag-to-flag win with the P25 BRM from pole-man Philip Walker (Lotus 16), although Walker was closing rapidly towards the end, and given a couple more laps might have been on terms. Rick Hall brought Cedric Brierley's 'C' Type Connaught home a lonely third, some distance clear of Sir John Venables-Llewellyn giving Rodney Felton's P3 Alfa its first outing for a couple of years. Burkhard von Schenk's 250F Maserati was an early retirement from fourth place, while Chris Drake (Lotus 16) made progress from 13th on the opening lap to finish fifth.

With the introduction of the Vintage Allcomers class, the Itala and Lanchester Trophies Race attracted five Bugattis — including new VSCC President David Marsh's Brescia — as well as Brian Banyard Smith's 200-Mile Race GN and Nick Portway's 1914 TT Humber. But the most eagerly-anticipated entrant was David Cohen's Sean Danaher-restored 1926/7 1½-litre s/c GP Talbot, which Martin Stretton placed quite comfortably on pole from Ivan Dutton in Smith's Bugatti 35B. Dutton led from the start as Stretton eased the Talbot away, but in a race-long duel these two were seldom separated by more than a few lengths; Stretton came alongside more than once, actually leading over the line two laps from home, but the wily Dutton took a well-judged win. Stretton had the consolation of fastest lap. Nick Mason (Bugatti 35B) was unchallenged in third with the red 35B of John Horton following at a distance.

Martin Stretton was in a class of his own with Simon Bull's Maserati 4CM in the Patrick Lindsay Trophy Race for pre-war historic racing cars. He raced off into the distance, leaving Mark Gillies (Brooke Special) and Ludovic Lindsay, having an increasingly rare outing in ERA R5B 'Remus' and still seeking that elusive first win in the race named in his late father's honour. Ludovic succeeded in taking the runner-up spot as Gillies began to slow, although Mark managed to hold on to third as Sir John Venables-Llewellyn claimed another fourth place with the Felton Alfa P3. Ted Dunn took fifth with his fleet Riley Special, ahead of Robin Lodge's Maserati 4CM.

Bob Burrell led the first half of the Fox and Nicholl Trophy Race with his familiar 8-litre Bentley-Royce, closely shadowed by Julian Bronson's Riley 'Blue Streak' Special, but a quick spin by the Bentley allowed the Riley to seize the advantage; Burrell was almost caught by the scrapping pair of Albert Sparrowhawk (Alvis) and Bob Gilbert (Bentley), Burrell and Gilbert being so engrossed in their business that they battled on for two more laps after the fall of the flag!

Gregor Fisken took victory in the first short Scratch Race with Dan Margulies' 1935 Alta after an engrossing scrap with Keith Knight's ERA-Riley, with Paul Smeeth's Richard Bolster Special in third. The second Scratch Race fell to Andy Bell (Aston Martin) closely followed by Tim Metcalfe in Fidler's Lagonda. Handicap Races fell to Peter Whenman (Lagonda) from Paul Smeeth (Bolster Spl) and John May (Bentley 4½), Ian Hurwood (A7 Spl) comfortably ahead of Geoff Toms (Fiat) and Robert Monk (Alvis) while the Talbot of that man Schumacher (Cecil of that ilk) easily outdistanced Terry Brewster (Lagonda) who was almost caught by Andy Bell (Aston Martin). **ASDC**

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HISTORIC SUPER PRIX

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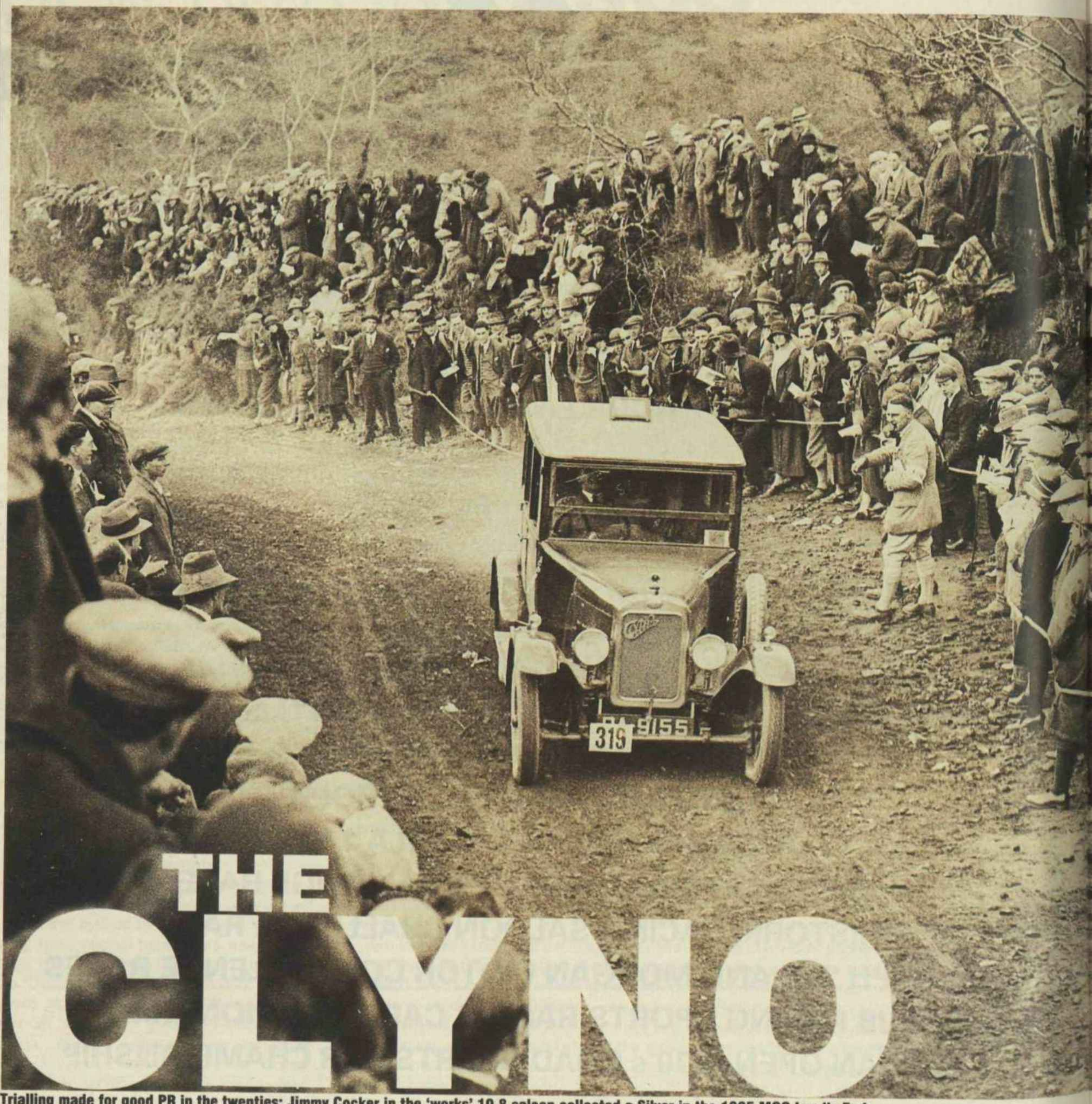
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FORGOTTEN MAKES

THE CLYNO



Trialling made for good PR in the twenties: Jimmy Cocker in the 'works' 10.8 saloon collected a Silver in the 1925 MCC Land's End.

Some makes are more forgotten than others and because the Clyno was a popular car in its day many may still have recollections of it. But its origins, rapid rise to popularity and its demise are likely to be less well known. The Clyno Engineering Company dates back to 1909, when Frank Smith, later to become works manager at the Star Company, and his cousin, formed it to manufacture motorcycles from the Pelham street works in Wolverhampton.

These motorcycles were very satisfactory, both as large 5/6hp sidecar outfits and 2¾hp two-strokes. In fact the big Clynos were equipped with machine-guns on their sidecars by the British, allied and Russian armies during the First World War, a rather vulnerable form of attack one might think. After the Armistice, with a successful business in operation, the desire to expand into the car market became irresistible. It had been left a trifle late, as it was not until 1922 that the first Clyno light-car was ready, by which time Austin had got an even smaller car launched on the market. But the post-war boom was ripe for the new smaller cars, more roomy than the famous Austin Seven. Clyno's was designed by A B Booth, who much later was to go to Singer and produce the well-liked and competition-successful "Le Mans" sports-cars, and then on to work for the Rootes Group.

This original Clyno was quite a simple little car, with a 66×100mm(1368cc) four-cylinder Coventry-Climax side-valve engine in a chassis sprung on quarter-elliptic springs front and back. Rather surprisingly, it had no differential; in this it was in the good company of Louis Coatalen's 8hp Talbot-Darracq, which also had this not-altogether beneficial cost-saving feature. But there was electric lighting and starting for £10 extra on the Clyno two-seater, not always available on the more simple cars, which sold for a price of £265. The new make was ready to exhibit at the 1922 Olympia Motor Show in London, at a time when some of the alarm and despondency of the earlier 1920s was diminishing and crowds flocked to see the cars on display, many with



money to spend. So there on Stand 179 were the two-seater and a four-seater priced at £335, including the electrics. The Company had been re-formed as the Clyno Engineering Company (1922) Ltd, but it could not guarantee delivery of its new product until November. It had adopted dark blue as its standard colour, with black leather upholstery. The de luxe Clyno models had good all-weather equipment, which implied side-curtains to supplement the hood, but this increased the cost of the two-seater by £50. The Popular models had single-pane windscreens, the de luxe cars double panes. Note however that you could have gone along to the Morris stand and ordered a 1547cc Morris-Cowley two-seater for £255, with half-elliptic front springing, three-quarter elliptic rear suspension, and a differential. . .

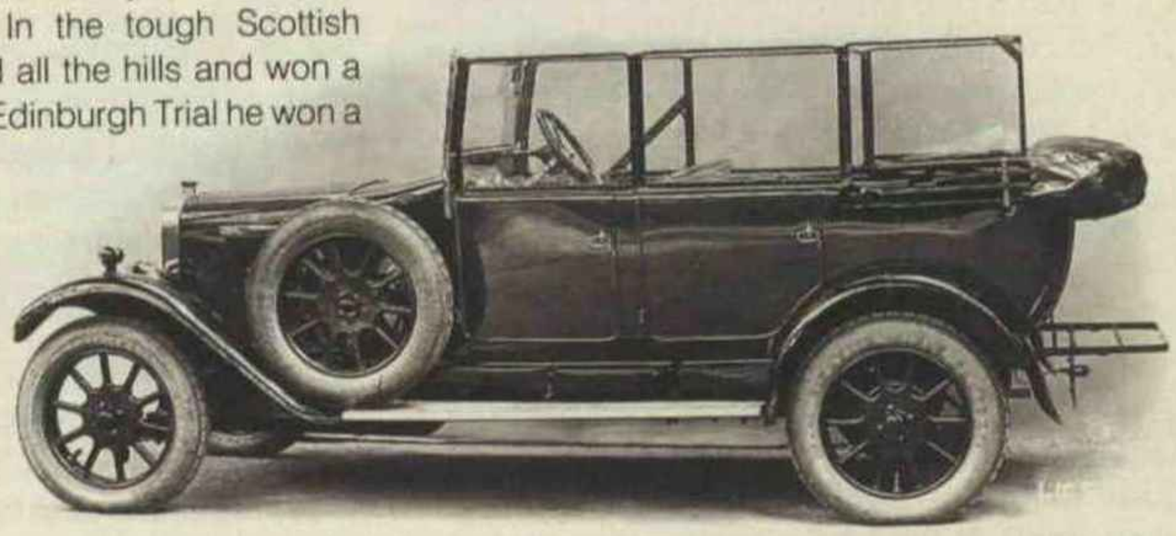
Frank Smith had appointed Jimmy Cocker, who had ridden Singer motorcycles in trials, as his Sales Manager and he not only served Clyno well in this capacity but drove their cars in all manner of important events, from the six-day Scottish and Welsh Trials, and the MCC long-distance trials, to lesser ones, with many successes. For example, starting with the Worcester Spring Selling Trial of 1923, Cocker won his class in a 10.8hp Clyno, in the Midland CC's Small Car Economy Trial he did well, trilby-hatted, his passenger wearing a bowler hat, gaining a gold medal, and in the elaborate JCC General Efficiency Trial, with tests at Brooklands, Cocker finished fifth in his class. In the 1923 Land's End Trial three Clynos started, and they took two gold medals and a bronze. In the tough Scottish Six-Days Cocker climbed all the hills and won a silver medal. In the MCC Edinburgh Trial he won a "gold", as in the 1923 and 1924 Land's End trials. It was an age when almost every light car of note was campaigned by a works driver, and competition was keen. For what was essentially a non-sporting car the Clyno was notably successful along the years — but space precludes a full list of Cocker's and other drivers' performances, although a broken clutch withdrawal fork put him out of the important 1924 Welsh Six-Days Small-Car Trials.

Frank Smith was fortunate to have the Rootes distributorship behind his Clyno car, as the Rootes brothers entered seriously into the Motor Trade. Early in 1923 he brought out a new model with four seats, costing £255 with a starter motor, economy being achieved by having but one door, on the near-side, the front passenger's seat falling over with its squab behind the upright squab of the driver's seat to give access to the back seat. At this time many makers were able to do quite well with well-made cars on the light-car theme. Had Frank Smith and his Board followed such a line, like AC, Calthorpe, Riley and others, they might have achieved much greater commercial success. But the policy was mass-production, as Smith was determined to compete with William Morris, a foolish move in retrospect, because his Pelham Street factory hadn't the space for big-scale production. The cars themselves were attractive, roomy, inexpensive and could have perhaps succeeded, otherwise.

Points in their favour were good brakes with adequate-sized drums, and very smooth steering, of worm-and-sector type, as found on Sunbeam cars — could someone from that factory have been responsible for the fine Clyno steering, both makes coming from Wolverhampton? (From personal experience of a 10.8hp Clyno I bought in 1951, from a motorcycle dealer who had taken it in part-exchange for a sidecar outfit and didn't deal in cars, I can vouch for the powerful well-balanced 4WB and the pleasant steering, which contemporary road-test reports also confirm.) Incidentally, by now other leading manufacturers had their own house-journals to encourage the customers to believe in the merits of their cars, such as the *Austin Advocate*, *Morris Owner* and *Riley Record*. But Clyno relied on a four-page *Clyno Gazette* inserted into the advertising pages of the weekly motor journals. . .

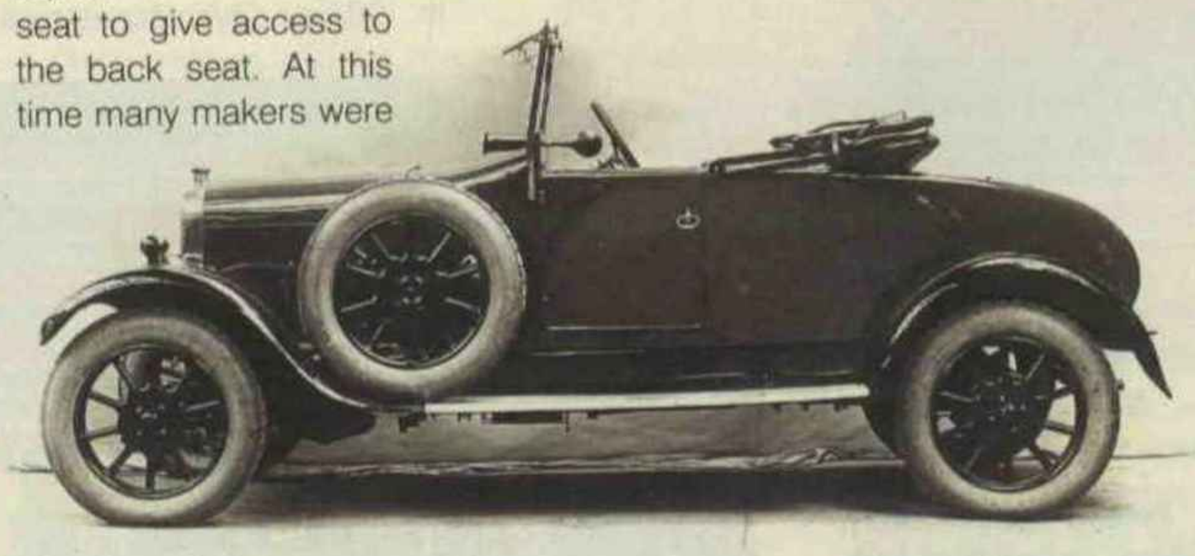
The light soon dawned and a differential was fitted to the 11hp model, but for the onslaught on Morris a new car was produced, the earlier ones having been a trifle crude, having plunger-pump splash lubrication, a two-ballbearing crankshaft and no speedometer. Now a plain-bearing Coventry-Climax 13hp 60x100mm (1496cc) side-valve engine was introduced for 1929, in a chassis with half-elliptic springing and a wheelbase 2in longer than before. Clyno continued to be faithful to the economical Cox-Atmos carburettor. The gear ratios for the 13hp Clyno were 15.7, 8.45 and 4.55:1 with 710x90 tyres. The aim was to make at least 100 cars a week, but this was soon improved to 150 a week and 3000 cars were turned out in the first half of 1924, rising to a peak of 350 cars on the more productive weeks, the work-force reported to be a happy band which scarcely recognised the industrial General Strike of 1926.

The advent of the new 13hp Clyno did not stop development of the 11hp car, which was improved in details such as more petrol capacity, better



De luxe 10.8 models offered full weather equipment, as above, and opening screens, visible on the two-seater below.

"Smith was determined to compete with William Morris, a foolish move in retrospect. . ."



bearings, and the central ball-gate gear change being moved to the right-hand side. The gear and brake levers were now well within reach of the driver. As well as the "Popular", there was a "De Luxe", boasting balloon tyres and less cramped bodywork, and a "Royal" Clyno, which added leather upholstery, more instruments, a screen-wiper and an electric horn. In 1925 the respective prices of these models in two-seater form were £175, £195 and £225, but the top-of-the-range coachbuilt four-door saloon set the purchaser back a heavy £345.

Although the Clyno was undoubtedly a utility car, the prevailing fashion of including a sports model in the range affected even the hard-pressed Pelham Street factory, though not to any great extent. Some manufacturers translated this move as requiring only a sports body on a standard, or very modestly-tuned, chassis and Clyno had a mild flirtation with such a car on the 10.8hp chassis, in 1924. It had a mildly tuned engine but retained the three-speed gearbox and 4.55:1 final drive ratio, although a four-speed gearbox could be provided for an extra £20. To attract the more full-blooded youngsters wire wheels shod with the newer 26x3 tyres, a copper external exhaust-pipe and a vee-windscreen were provided, and the finish alone should have alerted them, green mudguards being allied to Chinese-white paintwork. The cost in three-speed guise was £290. But how many were made, let alone sold? At the time a balanced crankshaft, aluminium pistons and a raised compression-ratio were spoken of but they were possibly confined to the Clyno with which R Abbott, another well-known campaigner with these cars, won a race at an Essex MC Brooklands meeting in 1924, managing to average 70.74mph, implying a top pace of around 75 to 80mph. I believe Cocker had found 70mph possible from a four-speed 4WB 10.8hp sports Clyno with a 3.7 axle ratio at the Track, but nothing much more was heard of it, although customers were to have had it with a solid or a differential-with-lock back axle.

By now C J Lloyd-Davies had been appointed as the new Sales Manager, perhaps to permit Cocker to concentrate on the competition activities of the Company. He certainly had well-liked and popular cars to sell. (I recollect a tour from London to Cornwall when I was a schoolboy, in what must have been a quarter-elliptic, back-braked 10.8 tourer, loaded with four persons and much camping-kit, with me up beside the driver of course, which made light of load and distance). The road-test reports were mostly extremely favourable. For instance, when the man from *The Light Car & Cyclecar* approached the London distributors, Mebes and Mebes of Great Portland Street, for a test car he was provided with one which not only been used for competition work but which had run some 18,000 miles. The tester noted that the Coventry-Climax engine of this ageing 10.8 tourer was apparently assembled by Clyno themselves, that the separate gearbox had ratios of 14.5, 7.8 and 4.3:1, and that there was an ML magneto and Rotex electrics. The clutch-stop had worn away, slowing the change with a central lever placed too far forward (this was rectified on later cars and the lever moved to the right, with the brake lever; do I recall rather short movements across the gate?). It is a reflection on how moderate testing sometimes was in those days (this in 1923), that in a week-end this one only covered 400 miles, and South Harting was the only hill attempted, an easy middle-gear climb. Top speed was 45mph with a bit in hand, mpg 33-38, and the simple suspension was better with a reasonable load.

In 1924 an Overseas model was added to the range, based on the recent 13hp Clyno that had celebrated its introduction with a good showing in the Victory Cup Trial, driven of course by Cocker, who took a silver medal, in company with Marseal and Morgan three-wheeler drivers but missing the "golds" won by Rhode and two A7s, and the top car award gained by H Denley in another Rhode. The new model retained the splash-lubricated Coventry-Climax 1½-litre but fan-cooled engine, had a speedometer, and 700x90 tyres to increase ground clearance to 8¾in. Mr Mebes took delivery of the first Overseas Clyno. Charges for shipping such a car to Australia, India or S Africa varied from £16 12/6d to £18 12/6d — the days of a British Empire on which the sun would never set!

Soon Clynos were a frequent sight on English highways and byways. They were sold with full equipment including a spare petrol tin, a tin of Castrol oil and by April 1924 you could have a r h gear lever for £3 extra, although by then the central lever had been repositioned to fall into a recess in the seat squab in the lower gear slots, for easy manipulation. A coupé model was now available, and Abbott was out in his hotted-up Clyno, which completed the Land's End – John O'Groats Run, took part in the Skegness speed trials and endorsed its Brooklands' win with a second place there. The move away from coachbuilt bodies came in the summer of 1925, when a Weymann fabric saloon at £294 was announced. At Wallasey the local Agent paraded five cars, each one adorned with a big letter, the fleet effect being to spell "C-L-Y-N-O". Rootes sales were now in full swing with these cars, and a test report of a De Luxe Eleven tourer was full of praise, especially of the steering, unspoiled by low-pressure tyres. The price of this model in 1924 was £210. The r h gear lever was spring-loaded to the first and second positions, but it was an easy change. For 1925 the prices ranged from £175 to £345.

The best years for the Clyno Company were probably 1925 and 1926. Birmingham even had a fleet of 11hp taxis and in 1926 the rod-operated efficient front brakes were extended to other





Pelham Street factory, above, served from early motorcycle days until 1927, but was clearly inadequate for serious mass-production. Ironically, Clyno's peak output, of 10.8 models, right, was in the old plant; sales declined despite an all-new factory.



Like Cocker, Goodfellow managed a Silver on the 1925 Lands End in the factory tourer — but two privateer Clynos beat the 'works' cars to Gold awards.

"It wasn't exactly welcome; around the Trade the whispered name for it was 'The Cemetery' . . . After 300 had been disposed of, it faded away."

models, and half-elliptic front springs were used for the 11hp car. Moreover, the "Popular" two-seater Clyno's price was down to a competitive £160 10/-, but with only rear-wheel anchors. But even Morris could only equal, not undercut, that. The 4WB were improved still more in 1927, by which time Rootes were going great guns with Clyno sales from the new Devonshire House showrooms in London's Piccadilly, and exports were encouraging. The price war saw the two-seater reduced to £160, to which Morris now responded, his two-seater Cowley £11 10/- less expensive, though also *sans* front brakes.

It was full steam ahead in Wolverhampton, with the four-door Clyno saloon priced at only £4 10/- more than a *two-door* Morris Cowley saloon, and the 13hp Clyno redesignated the 12/28, a reminder of its tax-rating/power output. Tests showed this Clyno to be much more accelerative than a Morris Cowley, far better braked and roomier within, and it could equal the Cowley's top speed of about 50mph.

What a shame that it was to run down at what seemed such an auspicious time. The fact is that the Clyno was an "assembled" car, with many outside firms having to be paid, notably Haywards the body makers, whereas William Morris had sagely bought up supplier after supplier to meet his company's internal needs. The Rootes Group might have come to Frank Smith's aid had it not been expanding into making cars of its own, absorbing Hillman in 1929 and later the British Talbot interests, etc. And it was all too apparent that the Pelham Street factory was far too small to cope with car production, good as it had been for the motorcycles up to 1923. Clyno was obliged, at this difficult time, to move into its newly-built Bushbury factory, still in Wolverhampton. Coventry-Climax power-units were abandoned, and the firm began to manufacture its own engine, with three-bearing crankshafts and Ricardo-type cylinder heads. The Pelham Street works continued to make gearboxes and to act as the Service Department for the now very large number of Clyno users.

Difficult times call for drastic measures. The engine size of the bigger car was increased to 1593cc and it was renamed the 12/35. But the coachbuilt saloon at £250 cost the same as the larger 14/28 Morris Oxford saloon. Hayward began to assist in economising, by supplying fabric-covered bodies. . . Underfunding and the recession combined to undermine the company; sales of the 10.8hp Clyno diminished from the 11,000 sold in 1926 and it was finally pensioned off in 1927. That year both Morris and Clyno changed to different radiators, Morris to the "flat-nose" of the Cowley from the distinctive and beautiful bull-nosed one, Clyno making a similar move, abandoning the rounded-top radiator shell for a square-shouldered shape. Whether both changes were to save production costs when new dies were required for the presses or to provide improved cooling is a moot point. On the costing side, Clyno hammered several more nails into its coffin by messing about with a big straight-eight, which Cocker tested but which never made its intended 1930 debut.

In desperation the Company turned to a small car, designed by Booth, who, probably sensibly, moved up from the 750/850cc class with a side-valve 951cc bonnier baby. Though of rather too angular an outline, it could have saved the day, as the A7 had for Austin. It possessed the celebrated Clyno steering and braking, and the by-now acceptable coil-ignition, and cost only £160 in fabric saloon form. It may have been strong competition in this class or it may have been misjudgement when, in a panic move to meet the rumoured Morris challenge of a £100 Baby Car, it was given a simple fabric tourer body and a three-lamp lighting set, to enable this "Century" version to sell for £112 10/-. It wasn't exactly welcome; around the Trade the whispered name for it was "The Cemetery". . . After 300 had been disposed of, it faded away. (Morris actually waited until 1932 before announcing a £100 side-valve Minor, a simplified model with unplated radiator shell and three-lamp set, also soon dropped; but unlike the Clyno Nine the £125 Minor two-seater sold like hottish cakes. . .).

So Frank Smith's hopes faded, as a receiver was appointed in 1929 and production ceased. He had tried price reductions and making only the Twelves and Nines, but to no avail; even the Clyno Nine, now priced at £130, was no competition for the overhead-camshaft Morris Minor which was a fiver less expensive. The hope of rivalling Morris Motors was never realised. Total sales of Clyno's 10.8hp model between November 1922 and 1926 numbered approximately 50,000, whereas 141,353 Morris cars were made in that period; 1926 was Clyno's peak year, when some 11,000 10.8s were produced, but in that year Morris turned out 32,183 bull-noses.

As the dream ended designer Booth hastened off to Singer's. The Bushbury works were taken over by Alfred Herbert the machine-tool people, Colliers took the remaining Clyno spares and Frank Smith found a job as works manager at Star. That's it, but I expect many of you now remember the Clyno, with respect I would imagine.

W B

To The Top Of Ben Nevis



Henry Alexander on his second ascent of Ben Nevis; he took 9½ hours in his stripped model A Ford.

Most mountains afford a stiff test of a car, if they are steep and possess the additional hazard of tight hairpin bends, especially when they have to be ascended to a time schedule, as in the famous Alpine Trials etc. But to defeat the unused track of a real mountain is something else again. . . It was the late Sydney Allard, ever ready to accept a challenge, who decided to try to achieve the summit of Ben Nevis, the well-known Scottish mountain, rising to some 4400 feet, to the north of Fort William. It had been climbed in 1911 by a Model-T Ford. Now Allard was anxious to see if he could improve on that performance.

Having cut his teeth in racing and trials with Morgan three-wheelers, a four-wheeled Morgan of his own construction using a BSA rear-end (I used to see this scuttling along roads in South London on test but never knew what it was until much later) and a 14.9hp Model-B Ford tourer (UU 4922) bought for £125 and given the 24hp engine from a Model-BB Ford truck, Sydney Allard now had a much more effective trials car, his Allard Special (CLK 5). This was made from a crashed Model-48 coupé, the chassis of which was cut down to give an 8ft 4in wheelbase, with the Ford V8 engine and the GP-tailed body from a Bugatti (no cries of sacrilege, *please*).

After a great many trials successes (17 awards in major events and four team prizes) Sydney set out on August Bank Holiday, 1936, for his intended conquest of Ben Nevis. Unfortunately, while crossing a cleft the supporting stones under the car gave way and it rolled gently over on to its off-side. The driver suffered a few bruises, the car wasn't too badly damaged, but the difficult challenge was abandoned, as time was running out. So how did the Model-T do it? I have recently unearthed a document which throws some light on this achievement.

The car was an early tourer (S1171), brass-radiatored of course, stripped of mudguards, front doors, hood and windscreen. The climb was made by a young Scotsman, Henry Alexander, and the Ford remained at the café at the summit of Ben Nevis until London reporters had arrived on the Scottish express in a specially chartered sleeping-car, some 50 all told including photographers and — in 1911, note — cinematograph operators, who were then transported by a fleet of cars to Inverness Castle, from where they got to the mountain on ponies, in order to interview the driver and photograph his car. They had used the track from Auchentee. The next day Alexander took the car down to Fort William, scorning the Observatory track at the start of this perilous decent for a boulder-strewn path. He stopped at the Halfway House for more photography, both static and moving-picture. It had been another demonstration of the adaptability and go-anywhere utility of the Model-T.

The fact had already been the subject of a speech from the Observatory roof by the factor Mr Malcolm, where Mrs Cameron Lucy, who owned the Ben, permitted access to all the visitors. In Fort Williams the Ford was preceded by a pipe-band and it proudly carried, on a stout pole, the Scottish Standard. It was greeted by the populace and the driver was presented with a cigarette-case to commemorate the first climb of Ben Nevis by a motor-car. No doubt this assault on the highest point in the British Isles was arranged by Percival Perry, later Managing Director of Ford in Britain, who was present. I don't suppose Sydney Allard expected any such reception had he succeeded! Alas, he never had time to try again. But Henry Alexander did in September 1928, with a Model-A tourer (SC 2328) which, stripped of front mudguards and windscreen glass, got up in 9½ hours, including a delay about a mile from the summit while replacement back wheels were brought up by pack-horse. (Unfortunately one of the horses, bringing up provisions, fell off a bridge, rolled down a ravine and was killed — a sad aspect of the adventure). The Ford made the descent next day, in heavy rain, in two hours.

This did not exactly open the flood gates, but it did encourage the owner of an Austin 7 to take a passenger up and down the mountain in one day, to claim another first, this attempt also being made in 1928, by a Mr G F Simpson of Edinburgh, who got up in 7hr 23min and down in about two hours, no trouble being reported — a tribute to the ubiquitous A7, a worthy miniature successor to the Model-T Ford. **W B**

Air-Cooling

Our recent references to air-cooled car engines brought a response from Graham Skillen of the BSA Front Wheel Drive Club, listing a number of cars which had such engines in the pre-WW2 period and reminding us that BSA built several thousand such three-wheeled cars and a few four-wheeled ones (the type FW32). That is true, the vee-twin engine used being a development of the Hotchkiss vee-twin, tested here in an MCC trial in an anonymous chassis.

Our correspondent suggests that BSA must therefore have out-sold all other air-cooled cars and three-wheelers, having made several thousand of their air-cooled three-wheelers between 1929 and 1936, before, of course, introducing a water-cooled four-cylinder version. Well, remembering the big sales of Morgans and Rover Eights, etc. I am not sure about that but Mr Skillen does underline the point made in the reference to air-cooled power units in *Boddy Language* by saying that his air-cooled BSA is "at your disposal *year round!*" He adds the interesting comment that his father-in-law drove an air-cooled SARA for a while and said that "its appearance was good for his image on the seafront but that its performance and reliability left something to be desired." He also mentions the Scotsman. This hailed from Edinburgh and in six-cylinder form had the SARA engine made here under licence. It was not long in production and was superseded by the Little Scotsman, which had the Meadows 4ED engine. (Confusingly, in Glasgow another Scotsman car was made half-a-dozen or so years before this, backed by finance from the well-known singer Harry Lauder, but these had water-cooled proprietary power units, such as the 2.3-litre Sage engine in the Flying Scotsman. The radiator was shaped like a thistle. **W B**

The Hudlass Special

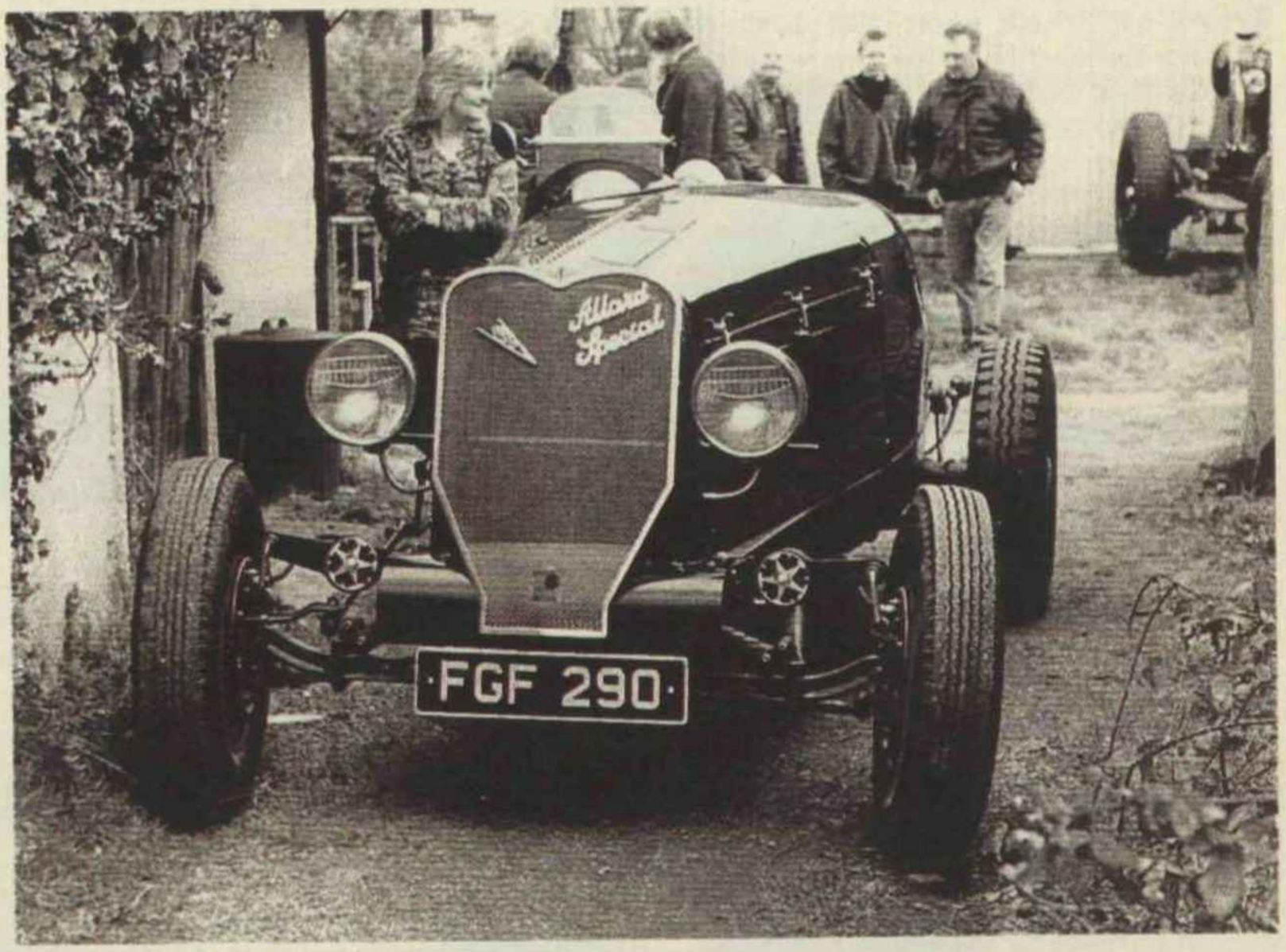
The building of Specials was quite a frequent enjoyment in what we now refer to as the vintage years, when breaker's yards were prolific and separate chassis frames encouraged such work, either for the fun-factor, to have a car less expensive than a used one of similar character, let alone buying new, or because the builder had his own ideas of a near-perfect motorcar. One such Special which has turned up from those times is the Hudlass, now owned by VSCC member P Dixon, who is anxious to glean more of its history and hopefully get it a blue form for vintage racing.

As far as I remember, Maurice Hudlass was an RAC engineer, who acted as an assistant Scrutineer at Brooklands at least up to 1928. Felix Hudlass, who I assume was Maurice's father, was at the Track before the 1914/18 war, again I think probably in an official capacity. I have an idea that one, or perhaps both, built Hudlass Specials, the first maybe before the First World War. Be that as it may, the car which Mr Dixon has found is thought to have had work started on it around 1929, with completion in the mid-1930s, so would presumably be a Maurice Hudlass job. It was discovered recently as a rolling chassis, and obtained from the owner, who had purchased it from the creator's son in the 1950s because he wanted its Riley engine. This was one of the side-valve engines. The chassis was rumoured to be Riley Redwing but as there is a sub-frame some doubt is cast on this and Dixon wonders whether the main chassis frame is not that of a Model-T Ford of the modified Speedster variety. This is encouraged by the underslung back-axle which is from a modified Model-T, as are apparently some of the steering joints. The chassis side rails, the petrol tank, and its mounting also appear, I am told, to be like those of the Ford Speedster of around the 1926 period. The wire wheels with knock-off hubcaps also appear to line up with those that might have been on such a Ford, and Dixon thinks that as the petrol tank is damaged Hudlass may have used parts he collected from scrap yards. The radiator is Riley, nickel-silver plated, and there is a 100mph Bonnisen speedometer which fits in with the car's dating.

The VSCC is not averse to Specials providing they are constructed largely of pre-1931 parts, so the only problem with this car's elegibility is that it has independent front suspension. This consists of two parallel wishbones on each side and a transverse spring. There is a brass steering bevel-box with a drop-arm and drag-link on each side of the engine, to humour the i f s. The use of many bronze and brass items here suggest that Hudlass, as an engineer, designed and made this i f s in the vintage period. But confirmation of this is sought, and further history relating to the car. Independent front suspension need not imply that the Hudlass is post-vintage; an example of a VSCC-accepted i f s car that comes to mind is the Crouch-Helix, for example.

Special building was pleasantly possible in the vintage years, but many of them were short-lived, or have never been rediscovered. Such was the fine hybrid which the late Jack Lemon Burton, already a Bugatti fancier and who became one of the greatest supporters of the Ettore legend, built in the basement of his London house in 1932. After all the toil it had to be dismantled to remove it and be reassembled in the garden! It had an obscure wide-angle side-valve vee-eight engine with exhaust pipes on the rear of each integral head and inspection plates outboard of the sparking-plugs, each secured by four domed nuts. This 3378cc engine Jack installed in a massive Chrysler chassis he had suitably shortened.

Tortuous water pipes connected the engine to a Vulcan radiator. The chassis was given Studebaker axles, steering gear from a Bean and a brake lever which had once brought a Standard car to rest. The transmission was Vauxhall. This Burton Special was aimed at the Shelsley Walsh hill-climbs. I wonder what became of it? **W B**



Another Special Resurfaces

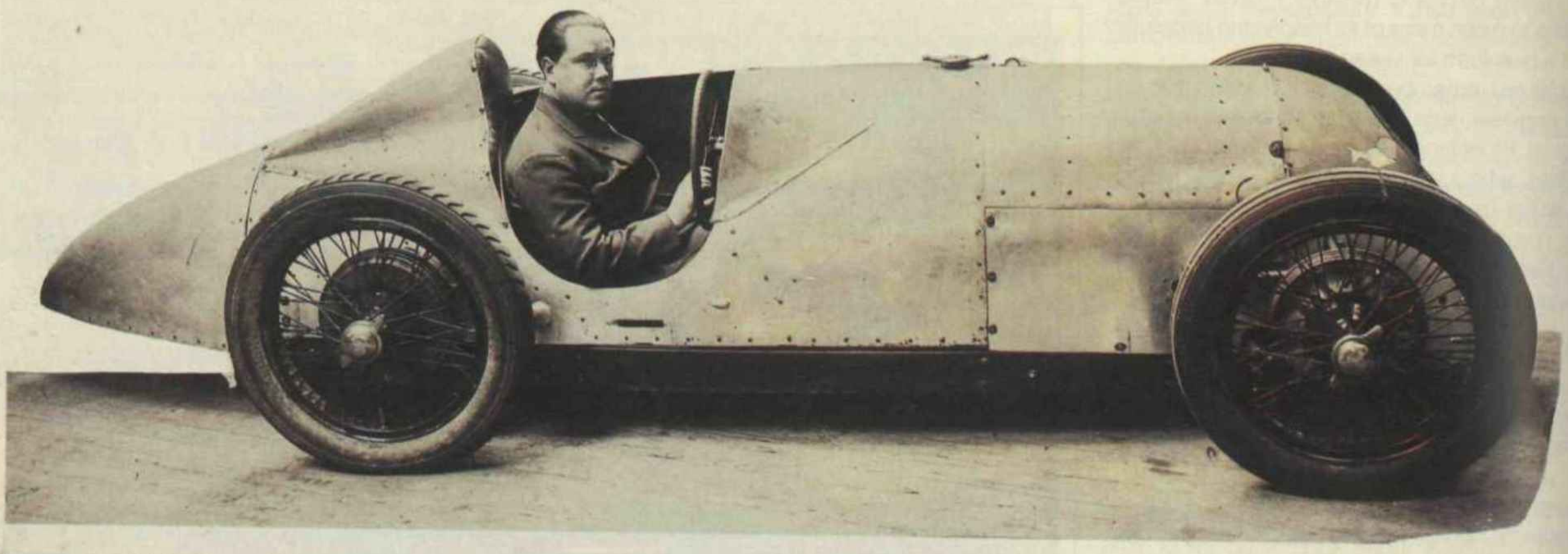
The pointed-tail Allard Special once owned by Ken Hutchison which competed in the 1938 Experts and many other trials, etc, and later was owned by Len Potter and then thought to have been broken-up, has in fact been the subject of a rebuild that commenced around 1974 and is nearing completion.

VSCC Derbyshire Trial

Just over a fortnight after the Herefordshire Trial, on March 2, the VSCC trialists were trying their luck and good fortune on the hills of Derbyshire. Enthusiasm was again the high note, with 90 entrants. So it is to the great credit of Stuart Baxter and his modified 1928 4098cc Chrysler that he was the only Class-Two driver to gain a **First-Class Award**, thus taking the Patrick Marsh Trophy. The **Second-Class** takers here were Richard Marsh (1.8-litre Morris Sports), R Thwaites (1930 3.6 Chrysler), R Harcourt-Smith, in his well-known and successful Alvis Silver Eagle, D Saxl (1935 1½-litre Riley), and D Bond's 1926 Morris). Those who managed **Third-Class Awards** were: Bruce Spollon (30-98), P Cassidy (Riley 9), and D Knight (Ford-B).

The Class-One outright winner of the Dick Batho Trophy was Philip Longhurst in his Riley 9 Special, although tying on points with the next highest **First-Class Award** clincher, W Faulkner driving his Riley 9 Special. Other Firsts in this close event were secured by A Graven (A7), S Diffey (A7), S Hirst (Riley Special), T Gosling (A7), President Barry Clarke (GN/A7) and J Brewster (A7). **Second-Class Awards**, on points from 288 to 286, went to J Flann (A7), D Rolpe (MG/Riley), B Gray (A7/JAP), R Low (A7). These who had to make do with **Third-Class Awards** were: R Read (A7), J Baxter (A7), P Bullett (A7), D Marchant (A7), H Stringer (A7), K Hill (Crouch-Helix) and K Mycock (A7). To state a blinding glimpse of the obvious, if you are concerned about some sort of award for the sideboard an Austin 7 is a very good bet. Or equally, if you are just having a go for the fun of it. **W B**

ERNEST ELDRIDGE AND HIS SPECIALS



Ernest Eldridge, whose money came I believe from financial lending, was a versatile racing driver. And a brave one. He is well remembered for his two giant hybrids, the Isotta-Maybach with its 20.5-litre aero-engine and the giant FIAT "Mephistopheles" powered with a six-cylinder aviation engine of the same make. But these were only Eldridge's fun-cars, although with the latter he became the last driver to take the LSR on a public piece of road, at 146mph no less, and he just lost a daring Match Race against Parry Thomas in his more civilised Leyland-Thomas at Brooklands, the FIAT almost out of control and shedding tyre during this dangerous assault. However, a good deal has been written about these two monster racing cars recently (see "Aero-engined Cars at Brooklands", Haynes, etc).

At much the same time this indomitable, versatile, bespectacled man built himself a little racing Gwynne Eight, with the driver perched on a seat behind the back-axle of the GN chassis. But these were just preliminaries. Eldridge was a considerable engineer, who became closely associated with Capt G E T Eyston, OBE, in the building of the latter's record-breaking cars, such as "Speed of the Wind", "Flying Spray" and the 36½-litre 345mph "Thunderbolt". Eyston paid tribute to Eldridge's engineering skills and said how much of a loss he felt when Ernest died of pneumonia on October 27 1935 in a London nursing home, the unhappy aftermath of a fall into an icy stream while they were fishing in the American outback.

Eldridge's more serious racing and record-breaking was done with his series of smaller Eldridge Specials. His first move was to put a side-valve Anzani engine, that well-trusted and low-weight power-unit, into an Amilcar chassis (endowed appropriately with what had been referred to as an Eldridge-type radiator cowl), thereby increasing the engine size from under-1100cc to 1496cc. In 1925 he caused quite a stir at Brooklands when this Amilcar, with supercharger and Gordon England fabric single-seater body, set the 1½-litre two-way kilometre record to 113.20mph, which lasted until Segrave in the Talbot single-seater raised this to 114.71mph. This was followed in 1925 by two very advanced Specials. Although London-domiciled, Eldridge was mainly now a resident of Paris, where these cars were constructed. He was still a semi-amateur and one of the first to build such specialised cars for his own use. One of these Eldridge Specials retained the Grand Sport Amilcar chassis, with a wheel-base of 7ft 7¾in, but the Anzani side-valve engine was now supercharged, and was said to develop 80bhp at 5500rpm. Of his later Specials, one car was a single-seater for track use, the other a two-seater for road racing, but the mechanic's seat could be faired over. Following the practice current at that time, the cars were extremely low, with undershields close to the ground, rivetted to the chassis as a stress-absorbing member. The height of the road-racing car was only 31in from ground to cockpit cowl, the driver sitting low; the width was the same and ground clearance was 5in.

The engines of these Eldridge Specials were very advanced. The detachable head had two valves per cylinder, inclined at 90deg operated by twin overhead-camshafts driven by chain from the front of the crankshaft. The built up crankshaft ran on three Hoffman roller-bearings and the I-section con-rods had roller-bearing big-ends. The valve gear incorporated an adjustable idler-sprocket for chain tensioning and piston-type steel tappets sliding in cast-iron guides to obviate side-thrust on the stems of the Ricardo-pattern shrouded valves. The valve timing was pretty abrupt and 100lb valve springs were used. The engine was supercharged with a Roots-type blower driven from skew gearing on the front of the crankshaft, ratios of 1:1 and 0.33 engine speed being available. The vertical blower fed the inlet ports by means of piping under the sump to Y-shaped manifolding on the off-side. It sucked from a Solex carburettor provided with a funnel-shaped air-intake protruding from the bonnet on the off-side, thus delivering cool air at a modest extra boost.

There was dry-sump pressure lubrication, from a big oil tank placed beside the driver, while the oval exhaust piping swept cleanly down the near-side of the body, being attached to a chassis cross-member. An oil radiator was mounted below the water radiator, which was fed by a combination of pressure and thermo-syphon, with water circulated round all the exhaust valve seats and drawn from the cylinder head at eight points, using a couple of four-branch pipes. To keep the radiator low a header-tank of approximately one-gallon capacity was carried under the car's scuttle. Ignition was by a Marelli combined dynamo and distributor, feeding two sparking-plugs per cylinder. The twin-cam engine was in unit with the gearbox, and transmission was by torque-tube enclosing the propeller-shaft, the half-elliptic springs taking the drive. In accord with the very low body, the steering column was horizontal, with the steering-box held by a bracket at about camshaft height. Perrot-type four-wheel-brakes with ribbed drums were used, operated by an enclosed mechanism and with adjustment from the cockpit. The well-base wire wheels were shod with Dunlop tyres, and the radiator was cowled with a rounded nosepiece.

Of these two cars, the road machine had a wheelbase of 8ft, the track car one of 8ft 4in. The chassis were of Eldridge design. Although other Specials, such as the Halford and the Thomas Specials, were built at the same time, they were not so ambitiously raced as those from the Ernest Eldridge stable. The twin-cam heads on the Amilcar cylinder blocks were Eldridge's work (surely it was not until the advent of the Squire sports cars in 1934 that Anzani supplied twin-cam engines, which were special to this make of car?). The more advanced of these Eldridge engines was said to develop 112bhp at 5500rpm.

The effectiveness of these cars had been shown when Eldridge took one to nearby Montlhéry track (he was not averse to attacking records on Christmas Eve), where it caused something of a sensation by putting the 50-mile figure to 116.39mph in 1925, among many other shattered 1½-litre class records including the five-miles at 121.76mph. But when he brought the track car over to Brooklands for the August *Evening News* 100-mile handicap he had the disappointment of a conrod breaking as he was warming up the engine in the Paddock. Nor was the two-seater ready for the 1925 JCC 200-mile race, but in the 1925 *Grand Prix d'Ouverture* at the French track he had come home fourth, beaten only by the "Invincible" team of Talbot-Darracqs, in the s v Amilcar with the "appropriate" radiator cowl. But he was 20 laps in arrears, after tyre trouble. Even more ambitious, Eldridge shipped the new Eldridge Specials over to America in May 1926, for he and Douglas Hawkes to have a crack at the famous Indianapolis 500-Mile Race, with its temptation of big prize money, which even then totalled $100,000.

At the thorough Indy scrutineering it came out that the engines had 5.2:1 compression-ratios, were quoted as giving a maximum speed of 5600rpm and 122bhp, that the Roots blower drew from a single 1.73in Solex carburettor, and that a 12-volt Tudor battery fed the Marelli sparks. The tyres were 30 × 3¼. Clutches and back-axles were of Eldridge design, with 3.9:1 or 4.0:1 final-drive ratios and no differentials. The worm-and-sector steering-gear was also laid out to Eldridge's ideas and it seems that the Rudge-Whitworth wheels had Duesenberg rims — presumably to accomodate the then compulsory Firestone tyres. It is clear that one car was the token two-seater, the other the track Special. Not much change, if any, for the long grind ahead! Before which, all the drivers would have been mustered for the traditional group photograph. (I wonder who the Englishmen took as their mechanics?

It was to no avail. The Eldridges were too slow to keep up, in a race ended by rain after 400 miles, and both retired, Hawkes with what was described as a "frozen camshaft", Eldridge with a fractured steering-knuckle, after 81 and 43 laps, respectively. Impressed by the performances of the Millers, (Frank Lockhart's had won at 94.63mph for the 160 laps) and like Zborowski before him, Eldridge imported the Harry Hartz car and did wonderful things with it at his home track. This left the Eldridge Specials out in the cold, although Hawkes drove one in the 1926 GP de l'Ouverture but went out with supercharger trouble. Meanwhile, his friend Ernest must have been pleased with a row of records with the 2-litre Miller, including wresting the coveted World's hour figure from Parry Thomas's big Leyland-Thomas, with 126.51mph, achieved on New Year's Eve, 1926. While all this was going on, Douglas Hawkes took one of the Eldridge Specials out at Brooklands for the 1926 JCC 200-Mile race, but on the very first lap he hit the tail of George Eyston's Bugatti, both cars retiring.

> "Eldridge became the last driver to take the LSR on a public piece of road"

Apart from using his Specials for track events and record runs, the designer-driver had run them in road races. The side-valve car was driven in the 1925 Italian and San Sebastian Grands Prix. Eldridge and his crew had loaded the racing car onto a Model T-Ford one-ton truck and set off for distant Monza, driving through day and night and having to push much of the way up the Mont Cenis Pass. It was a completely wasted if brave effort (unless the starting-money was compensation) because they were never in the picture. Count Brilli Peri's Alfa Romeo won and he was mobbed by the ecstatic Italians. For Eldridge, San Sebastian was another fiasco.

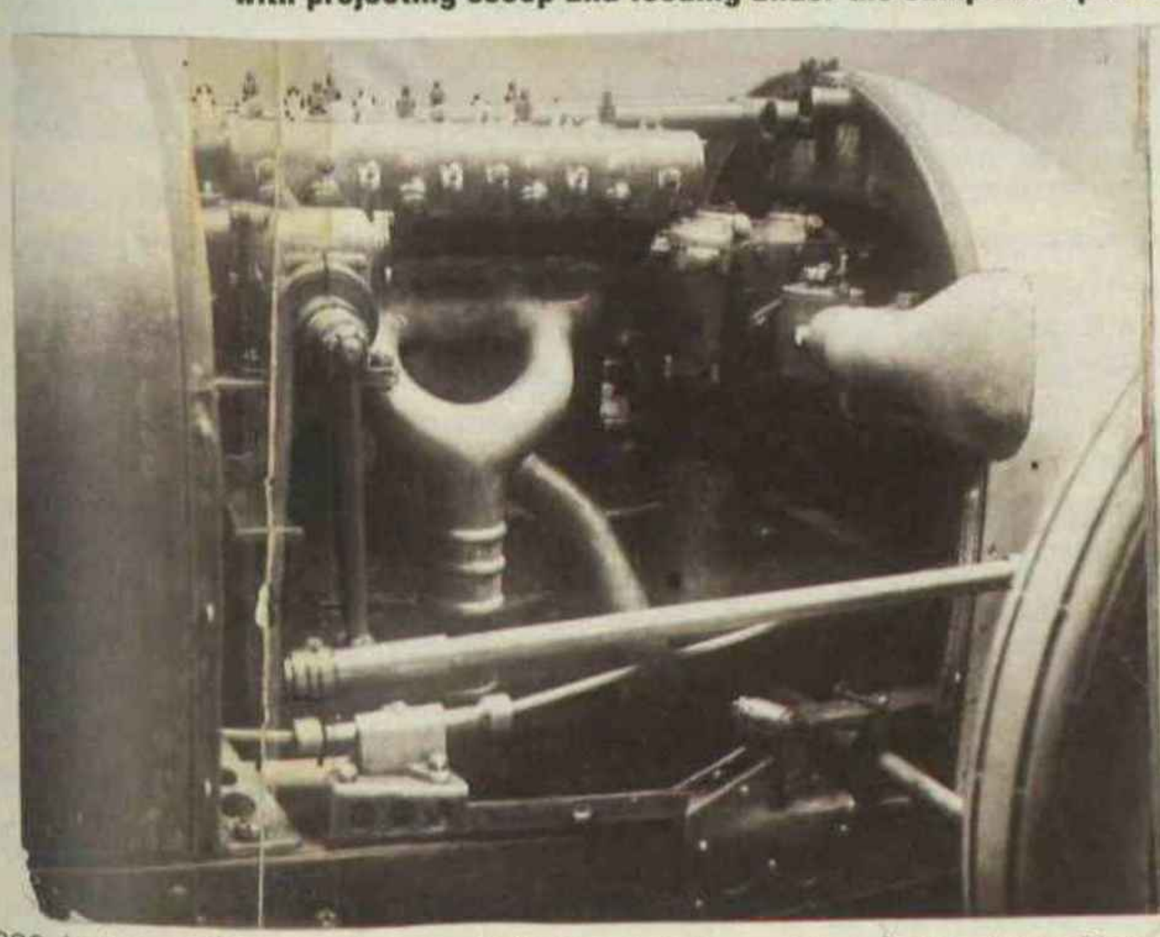
The Millers however were very effective, especially remembering Frank Lockhart's two-way flying mile at 164mph in 1927, with a 1½-litre Type 91. Eldridge made very good use of his Miller in the record-breaking field, both in 1½-litre and 2-litre form. But on one of these runs at Montlhéry in 1927 the front axle broke up and the Miller overturned, seriously injuring its driver, who lost the sight of his right eye among other injuries. That was the end of his motor-racing career, apart from a few minor forays, but he was able to continue to assist Eyston with his engineering problems. It was the end, too, of the racing activities with the Eldridge Specials. After that these cars, unlike the 1½-litre Thomas Specials which were raced by others for some years after Parry Thomas had been killed at Pendine, and the Halford Special, which is still in running order, they seem to have just disappeared.

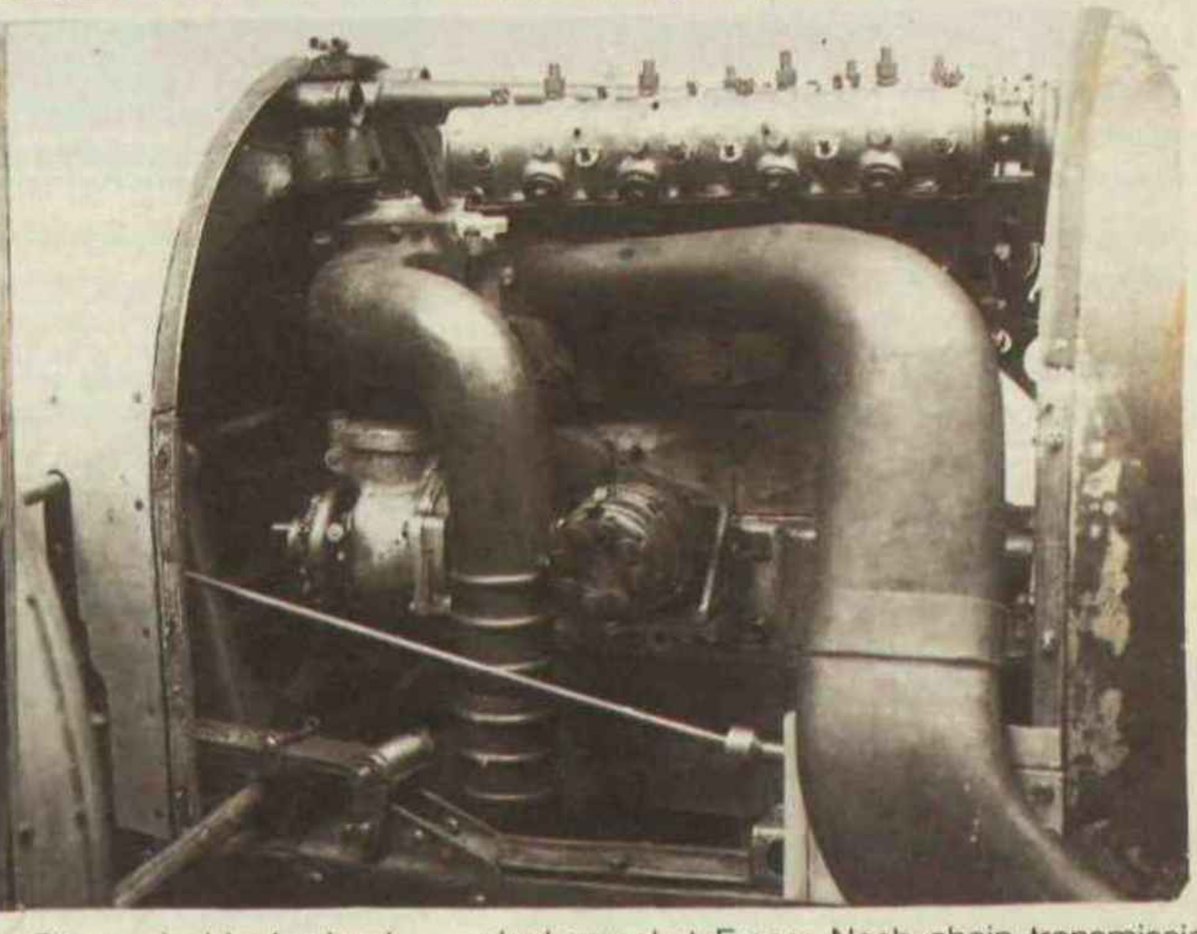
However, in 1934 I heard of a rather special sportscar for sale at Booth & Croft in Pavilion road, Knightsbridge, and went to investigate. It had apparently been built for a Mr E A K Langdon, but he went off to the war, serving in the RAF. He was thought to have later run a 1750 Alfa Romeo. When I inspected this chassis it had the engine said to have been in the single-seater Eldridge Special, complete with the twin-cam cylinder head. I think the chassis, which had dual-sprocket Frazer Nash chain transmission, was actually MG, but with the front dumb irons sawn off to accommodate Frazer Nash-type quarter-elliptic springs. It seems that during the war a sale fell through under unhappy circumstances. But the car still exists after a chequered career.

The mystery of the twin-cam Anzani engines of other than Eldridge origins is rendered the more confusing because during the war I knew a very enthusiastic girl who owned and worked on her Frazer Nash, which had a twin-cam engine thought to be of Anzani manufacture, but not from a Squire. This car, with touring body, should therefore have been easy to trace, especially as it had a separate switch for every lamp, yet it has passed out of the ken of the Chain-Gang archives.

W B

Ernest Eldridge in one of the two specials he took to Indianapolis, opposite. The dohc engine (below) used a vertical supercharger sucking through a Solex carb with projecting scoop and feeding under the sump and up to an o/s Y-manifold. Flattened exhaust trunking on extreme right.





LIGHT CARS **IN WALES**

On March 30/31 the VSCC Light Car Section held its Welsh Week-end in kind weather conditions that made the Sunday trial, with observed-sections organised by Seymour Price, reasonably easy. But first came a Scenic Run, and the dinner, with balloonist Robin Batchelor the guest-speaker. Convoys of A7s, Gwynne 8s, Trojans, GNs and Edwardians paced the Welsh lanes, with Marcus Croome's 1904 Wolseley lofty enough for its driver and passenger to look not only over the hedges but over two-storey buildings, and it was less obtrusive than some of the younger cars.

The trial consisted of eight hills, including a new discovery, "Penyffnnon Bonc", that rose almost upright, a good test, especially of reversing down. Previously used sections followed and at Llwynbarried trees and tree stumps had to be negotiated, to add variety to the grass gradient. Lack of steering-lock caused failure for the Edwardian Buick 28 and Marion B10, the Talbot-Simmins and Wendy Cooksey's Morris Minor, but Jane Woodburn in the 1925 sports Gwynne 8 just managed to cope with this problem.

Leslie Wheeler's smart Morris Cowley with discs on its wheels stopped about halfway, and Riddle failed to score because his GN decided to ignore the twists. Ian Walker's 1923 G8 just made it, as did Winston Teague's GN Legère, and among the better ascents were those of the little 1911 Singer Ten, John Stammers's Riley 9 tourer and Paula Thorpe's Chummy A7. Chloe John won the award for best driver under 23, in her 1930 A7. But it was the Trojans that were dominant, climbing slowly and surely as they always did, to give Christopher Piercy's 1927 Utility tourer the overall award, closely followed by Miss Pat Stocken's 1924 Utility model.

After lunch at the *Bell Inn* at Llanyre the assembly dis-assembled, another unique occasion concluded — rather a pity that trailers were in evidence, when driving home in an early small car should be part of the fun? Chris Gordon had brought his £100 Carden to keep Mark Longmone's New Carden company and Batchelor had his Rollo, suggesting that perhaps a cyclecar sub-section may be needed. . . Other interesting cars included Charmian Skinner's stark GN with four-push-rod Salmson engine, John Harris's 1930 Fiat 514 tourer from Turin's "American" period, a contrast to Paul Baker's Fiat 501, the 1914 Humberette, the Deemster and Hancock's 9/20 Humber wire-wheeled fabric saloon. **W B**







John Fenton's 1912 Buick 28, above, was one of the larger Edwardians, while Croome's 1904 Wolseley, below right, scored on age and altitude. Piercy's and Stocken's Trojans, below left, scored on everything else.

V-to-C MISCELLANY

Brooklands Museum fixtures for 1996 include meetings there by such clubs and cars as the Singer OC (May 5), MG Day and Packard OC (May 12), Citröen Specials Club (May 26), Italian Inter-Marque Association and Vintage Scooter Club (July 7), Kit-cars and Austin Cambridge & Westminster Club (July 14), Rover Sports Register (August 4), VMCC Special Day (September 1), T-Fords (September 8), Alvis OC (September 22), Wolseley Hornet Specials (September 29), and Sunbeam-Talbot Alpine Register (October 20). In addition there are the big Bank Holiday occasions, the start of well-known runs from there and British Sports-Car Day (June 16). The Brooklands Museum Trust has its professional magazine *Spirits*, edited by Morag Barton, the Spring issue of which has articles by Lord Montagu of Beaulieu, David Burgess-Wise, the Earl of March, the President Sir Peter Masefield and Rupert Prior, etc. But surely the Museum should know that the BRDC 500 Mile Race was always run counter-clockwise on the outer-circuit, not in 1930 ". . .clockwise, which presented everyone with previously unknown bumps"!

The Triumph Club draws our attention to what could be described as a historic conversion of a standard Triumph Herald for competition work. Owned by their member Arthur Stroud, it is a Coventry-Climax-engined car, as converted in the early 1960s by Jack Brabham Motors of Chessington for £395, plus the price of the Herald. The saloon body is from a Herald 1200. The car was purchased originally by a Poole doctor in 1962; the present owner got it around 1964 and it has been in family use ever since, with an extensive rebuild in 1994. Non-standard features include servo disc front brakes, a Kenlowe fan and special Smiths speedometer and tachometer. The Club says this unusual car has escaped even the attention of Graham Robson in his Triumph books, so it is a specially rare Classic.

The Brooklands Society has its annual Reunion at the Track on June 30, and a rally there in conjunction with the VSCC speed trials on October 6. Its *Gazette*, edited by Rupert Prior, has reached its 21st year.

The NSU OC will celebrate its 35th birthday this year, with a rally at the Leatherhead Leisure Centre in Surrey, from June 20/23. It got going thorough an announcement in MOTOR SPORT, the only journal to publish this appeal for a club from a N London owner of a Prinz 4, perhaps because by then I had driven the 583cc Prinz, and a 1960 version. (Later came a 1963 Prinz 4, the Sports-Prinz II, another of those, the memorable Wankel-engined Prinz, NSU 1000, 1000L and 1000C, Wankel-Spyder, NSU 1200TT, and the excellent Ro80, and a visit to the factory. So I wish this 16th International Treffen well; profits go to two cancer hospices. Entry forms from the NSU OC. Tel: 01737 812412; Fax: 813611.

The Shuttleworth Veteran Aeroplane Society has its Great British Picnic at Old Warden Aerodrome, Biggleswade, Beds, on June 2, which is an informal event. Those who arrive in pre-1956 vehicles will have their own car park, close to the flying. Details on 01767 627398.

Under the "Nothing New" heading, in connection with the enticements being offered to customers by Daewoo, what about The Atom Motor Co Ltd of Mill Lane, London, which in 1926 was offering all models of the Mathis supplied tax-paid to the end of that year and with free insurance for a year? **W B**

VOTES FOR **TOP CARS**



The Issigonis-inspired Mini is popular again, and in a recent opinion poll the Mini Cooper came out a clear winner as the car enthusiasts liked best.

Whatever historians say, 1996 has been accepted in most quarters as the year in which the centenary of the British Motor Industry should be celebrated. That has sparked off some very interesting opinion polls, not only as to which were the leading British makes but which, in the opinion of the voters, are the all-time top motor-cars.

One such poll was organised by *Classic & Sportscar*, which invited views on the fascinating subject based on what were the greatest "enthusiast cars ever". In this poll, the Mini Cooper came out the clear winner by a matter of 150 votes. As I participated, with 169 others, in this poll I hope no exception will be taken if I list the top cars on the ballot papers of some of the better-known voters: John Haynes (Ferrari 456GT), Alan de Cadenet (Alfa Romeo 8C 2.3), Paul Grist (Alfa Romeo 8C 2.9), Denis Jenkinson (Lancia Aurelia B20 coupé), the Earl of March (Jaguar D-type), the Hon Alan Clark (SS100 3½-litre), Gordon Murray (McLaren F1), Paul Frère (Mercedes 300SL), 'Jabby' Crombac (Lotus Super Seven), Jem Marsh (Marcos Mantara Spider), John Cooper (Mini Cooper), John Sprinzel (Austin-Healey Sprite), Stuart Turner (Triumph TR2), 'Steady' Barker (Lancia Aprilia), Nick Britain (Ferrari 250GT SWB), Tom Threlfall (Austin-Healey 100/6), Neil Corner (Ferrari 250GTO), Paddy Hopkirk (Mini Cooper S), Stanley Sedgwick (Bentley Turbo-R), Guy Griffiths (Jaguar D-type), Raymond Baxter (MG J2), Rob Walker (Mercedes 300SL Lightweight), Roger Bell (Jaguar E-type 4.2), Spen King (Rover Jet-1), Stirling Moss (Mercedes 300SLR), Phil Hill (Porsche 959), Walter Hayes (Aston Martin DB7), Willie Green (Maserati 250F), Alex Moulton (Mini Cooper S), Tony Crook (Alfa Romeo 8C 2.9), Stanley Mann (Bentley 4½-litre Le Mans), John Surtees (Jowett Jupiter), Philip Young (Austin-Healey 3000), Colin Crabbe (Mini Cooper), Nick Mason (Ferrari 250GTO), Michael Bowler (BMW 328), Donald Day (ERA) and so on. . . Apologies to those omitted to conserve space and to editor Mick Walsh — who topped *his* list with the AC Ace — for cribbing a bit of his very bright idea, which merits this slice of repetition.

If some of these "toppers" seem a little unusual, I hasten to explain that the brief was to list ten cars one had the most enjoyment from, after driving them, not simply the industry's leading productions — which would require a *manufacturers'* census, rather than a vote for individual cars; it would have to start with Mercedes/Rolls-Royce and include Ford and VW, wouldn't it? I was happy to have recorded my ten but confess to having not realised that it should have been for car enjoyment, not a list of the most important makes from the past 100 years. Sorry, Mick! Thus, I put down, not in any particular order, Ford Model-T, Mini, 1919 Hispano Suiza, Rolls-Royce Silver Ghost, Vauxhall 30-98, Bugatti Type 35, Alfa Romeo 8C 2.3, Mercedes 38/250, Bentley 8-litre and Citröen 2CV. A difficult task, and both merit and personal driving enjoyment came into it. Had I correctly followed the brief I would have included the Lancia Aprilla and Aurelia, Jaguar E-type, Lotus Elan and Gullwing Mercedes 300SL, etc.

This listing of top cars seems to be contagious. The well-known writer Graham Robson, for *The Road Back, put down his* 20 most significant post-war British production cars as Morris Minor, Land-Rover, Austin-Healey Sprite, BMC Mini and 1100, Daimler 2½-litre, Ford Consul/Zephyr, Ford Cortina, Ford Fiesta, Hillman Imp, Lotus 7, Jaguar XK120 and E-type, Jensen FF, Lotus Europa, Nissan Bluebird, Reliant Scimitar GT, Standard Vanguard and Triumph TR3 and TR5.

Perhaps when this century year is over, and you have weighed it all up, MOTOR SPORT should ask you what you regard as the dozen most significant makes the world has seen in the past 100 years. It is safe to suggest this, as by then you will have forgotten about it. . . **W B**

CLEVER

Clever of Sotheby's to have a sale devoted entirely to the effects of the early aviator S F Cody. In January they auctioned his clothes, pistols, art-work, posters, propellers, kites, aeroplane drawings, photographs and mascots, in 271 lots, even to walking sticks and Cody's AA badge from his Simms car. Those into aero-engines may be surprised to know that a Green and a vee-eight ENV engine, circa 1909, were in the sale — estimated bids, up to £45,000 the two. Both on stands, as if from some museum. **W B**

Forthcoming Events

JUNE

2ND JUNE

SHOW AND GO!. The Midland Automobile will hold a Concours d'Elegance Competition at Shelsley Walsh, the venue of the famous Speed Hillclimb and the oldest motor speed venue in the world. The Concours competition, which is open to all motor cars manufactured before 1980 will take place at the FIA International Challenge and British Championship Hillclimb meeting on Sunday 2nd June. Trophies will be awarded to the overall car of the day, to class winners and runners up. Entry to the competition is free and this will allow concours competitors into the hillclimb spectator areas to watch the action. Entries must be made in advance and forms are available from: John Worrall. Tel: 01299 250141 (day), 01384 375189 (24hr). Fax: 01299 250012. Or from the Mac Office, Upper Sapey, Worcestershire WR6 6EX.

INTERNATIONAL XK DAY, JDC, for Jaguar XK, SS and Mk.7-9 cars, Grimsthorpe Castle, near Bourne, Lincs. (on the A151). Details 0181 653 4958.

THE GREAT BRITISH PICNIC. The Shuttleworth Collection, Old Warden Aerodrome. Details: (01767) 627398.

5TH-9TH JUNE

90TH ANNIVERSARY OF THE TARGA FLORIO (not date change from 17th-21st April due to Government Elections), 600 miles FIVA rally and two laps of the Targa Florio circuit. Spaces limited in all events. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

5TH JUNE

H&H CLASSIC CAR AUCTION, Pavilion Gardens, Buxton, Derbyshire. Details: (0161) 747 0561.

SOTHEBY'S AUCTION, *RREC Annual* Rally, Althorpe, Northants. Details: Martin Chisholm (0171) 314 4469.

8TH-9TH JUNE

BELPER, DERBYS. Festival of Vintage, Classic and Steam with Autojumble and Old Time Fair. Further information 01773 824810.

9TH JUNE



E-TYPE JAGUAR DAY (JDC), Prescott Hill, Gotherington, Cheltenham, Gloucestershire. The day includes untimed runs on the hill and Concours. Full lunch will be served in the Restaurant from 12.30hrs-13.30hrs. Lunch ticket and information please contact: Petronel Payne (01962) 777321.

LANCIA MOTOR CLUB, Sliding Pillar Rally, Wiltshire. Contact: Ed Rudler 01793 835159.

LONDON TO BRIGHTON CLASSIC CAR RUN. Greenwood Exhibitions. Details: (01296) 631181.

BRISTOL TO BOURNEMOUTH VINTAGE VEHICLE RUN. Entries are now open for the 1996 Run which will take place on 9th June. All pre-1940 cars, motorcycles and light commercials are eligible. Contact: Alan Davidson, 63 Abbots Way, Yeovil, Somerset, BA21 3HX. Tel: 01935 25597.

E-TYPE/MKI & II DAY (JDC). Prescott Hill, Gotherington, Cheltenham, Gloucestershire. The day includes *untimed* runs on the hill and Concours. Lunches available by ticket. Contact: Petronel Payne, 01962 777321.

15TH JUNE

LOTUS DRIVERS CLUB. Le Mans get together.

MOTOR SPORT CONCOURS d'ELEGANCE Meeting and Car Club Festival, Silverstone Circuit, Northants. Details: Tara Wood or John Deverell (0171) 294 8000 for details.

HSCC CLASSIC RACING CAR SERIES, Silverstone (International Circuit). A new series open to all wingless, single seaters manufactured to international formula regulations before 1970. Already the Classic Racing Cars Grid boasts some of the greatest marques of the era, such as Cooper, McLaren, Lotus and Brabham. Further details from HSCC, Silverstone Circuit, Silverstone, nr. Towcester, Northants, NN12 8TN. Tel: 01327 858400.

CHRISTIES AUCTION NEW YORK. Exceptional motor cars, Lyndhurst Hse., Tarrytown. Details: Malcolm Welford (0171) 389 2138.

50 YRS RETROSPECTIVE OF THE COUPÉ DE PARIS. Demonstration in the Bois de Boulogne for the type of cars which ran in the Coupé Robert Benoist, Coupé de la Liberation and Coupé des Prisonniers. Spaces limited in all events. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

16TH JUNE

LANCIA MOTOR CLUB LMC Autojumble/Picnic, East Horsley, Surrey. Contact: Michael Newbury 01483 282714.

22ND JUNE

THE MID KENT TOY COLLECTORS FAIR, 9am-4pm. Details: (01622) 602258.

22ND-23RD JUNE

THE FIAT NATIONAL WEEKEND, at the Riverside Hotel, Chesford Bridge, Kenilworth, Warwickshire. Full details of the weekend with booking form available from the Club Secretary, 6 Berryfields, Stownall, Staffs, WS9 9EJ. Tel: (01543) 371348.

23RD JUNE

THE SINGER OWNERS' CLUB invites all car enthusiasts to join its members for the 29th annual Singer National Day. For more details contact Graham Smith on 01274 861881 or Martyn Wray on 01780 62740.

PRE-WAR AUSTIN SEVEN CLUB Sporting Trail nr Banbury. Details: 01788 817237.

LANCIA MOTOR CLUB, Cornish Scatter Rally, Cornwall. Contact: Brin Edwards on 01726 61579 eve.

26TH JUNE-11TH JULY

1961-1996 E-TYPE JAGUAR CHAMPAGNE *NICOLAS FEUILLATTE TOUR* DE FRANE to celebrate the 35th Anniversary of the launch of the E-Type in Geneva. En route for Geneva stops will be made at Mulsanne, Angers, Château La Sayette, Angoulême, Château Gamage, Bordeaux, Albi, Davézieux/Annonay. Following the weekend with the Jaguar Club Genève we will be guests of Champagne Nicolas Feuillatte on July 9th with a soirée in their 'Salle Panoramique' as the grand finale. For information regarding vacancies and further details contact (as soon as possible, please) Petronel Payne, tel/fax: 01962 777321.

29TH-30TH JUNE

RILEY CENTENARY RALLY. 100 years of Riley Transport. Details: (01788) 814699.

SANDOWN INTERNATIONAL COLLECTORS CAR FAIR. Britain's premier classic car event. 100's of cars for sale, automobilia, autojumble, motor exhibitions. (01954) 232332 for details.

LANCIA MOTOR CLUB, National Rally Concours & AGM, Winterbourne, nr. Bristol. Contact: Graham Gamson on 01633 895466.

29TH JUNE

BEN LYWOOD VINTAGE & CLASSIC RALLY, Ascot, Berks. Road Run through Windsor Great Park and Concours in aid of Motor & Allied Trades Benevolent Fund. Details: Paul Finn, BEN, Lynwood, Sunninghill, Ascot, Berks SL5 0AJ. Tel: 01344 20191.

Ferrari

OWNERS CLUB

The Club for Owners, former owners and a non-owners register. Over 100 events, magaziens, help with insurance and area activity. Supported by Ferrari Spa and Ferrari UK.

Peter Everingham (Club Secretary), 35 Market Place, Snettisham, King's Lynn, Norfolk PE31 7LR. Tel: (01485) 544500.

30TH JUNE

FERRARI OWNERS CLUB CONCOURS, Cottesbrooke Hall, nr. Creaton, 8 miles north of Northampton. Further details: Peter Everingham, 35 Market Place, Snettisham, King's Lynn, Norfolk. *Tel: 01485 544500.*

THE BROOKLANDS SOCIETY REUNION will again be held at Brooklands Track, Weybridge – Motor and Motor Cycle Cavalcade and Test Hill Ascents.

BROMLEY PAGEANT OF MOTORING at Norman Park, Bromley, Kent. Contact: 0181 658 3531.

JULY

5TH-7TH JULY

DIVONNE-LES-BAINS, FRANCE. Demonstration of Ferrari, Bugatti, pre-1959 Grand Prix cars and 50s Sports Racing cars. Spaces limited in all events. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

6TH JULY

STOCKPORT MOTOR CLUB STAGES, Ty-Croes, Anglesey. Two days of rallying by the sea. Details: J. Russell (01625) 850824.

TRIUMPH ROADSTER CLUB, 50th *Anniversary Celebration Road Run* & Annual Rally. Details: Stuart Holmes (01628) 22860.

AUTO WINDSCREENS, Century of Motoring Historic Festival, NEC Birmingham. Details: John Cole (01734) 734899.

Last year's very successful **HAMBLETON CLASSIC CUP** is to be run this year on 6th July. The event is organised by Stockton and District Motor Club and sponsored by 'Q Audio', from York. The route of approx. 110 miles will take in the famous Caydale Mill Ford and many other challenging Yorkshire roads. Breckonbrough School, Wellburn Hall School and the famous Castle Howard will be used as test venues again, as well as some new ones. In order to accommodate less agile cars, the organisers have again included the popular test regularity version where crews can opt to match times on similar tests throughout the day, or if they prefer it, do each test against the clock. Last year many standard cars took part, as well as some beautiful vintage machinery. The navigation is simple and the event is ideal for novices. Regulations will be available in April from: Mr Ned Brook, 38 Addison Road, Great Ayton, Middlesbrough, Cleveland, TS9 6AW. Tel: (01642) 722791.

6TH-7TH JULY

ASTON MARTIN OWNERS CLUB, Brands Hatch, Sports Car Spectacular Weekend. Details: Richard Culverhouse (01353) 777353.

18TH-22ND JULY

MOG 96, Himley Park, nr Dudley. Details: (01384) 457494.

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TR REGISTER INTERNATIONAL WEEKEND, Bath & West Showground, Shepton Mallet, Somerset. Further details available from TR Register (01235) 818866.

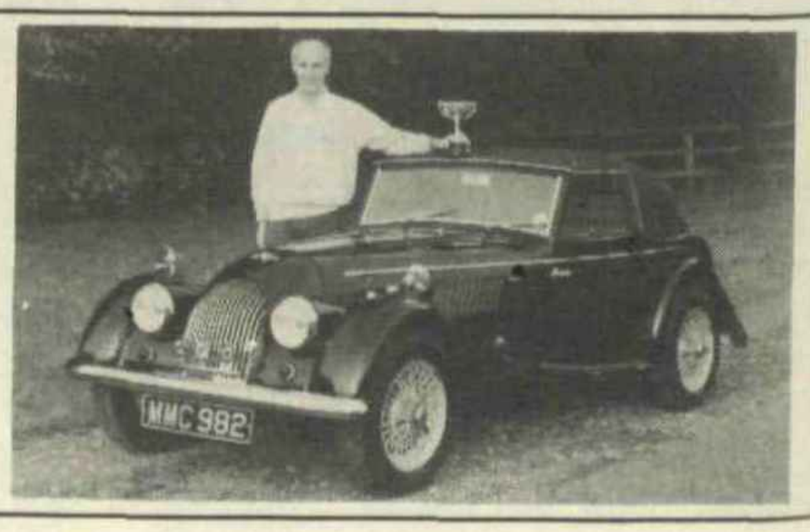
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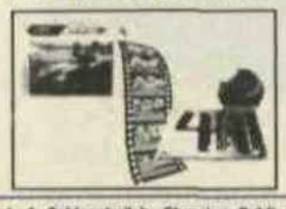
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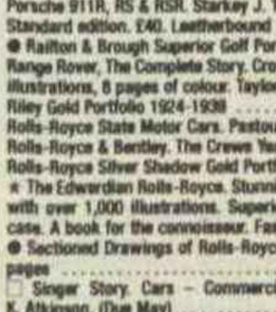
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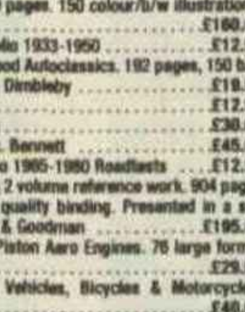
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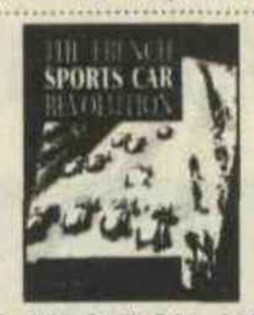
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A-Z of CLASSIC

Laurence Meredith

PART ONE

AC Ace, Ace Bristol 1954-1963
Bespoke British sports cars with fine looks, excellent performance and, if you like crossplies, handling to match. Two engines — 1991cc AC unit and more powerful 1971cc 120bhp Bristol engine introduced 1956 — both 6-cylinders, both symphonic. Less than 700 produced all told, so rare now. Not cheap to buy and not to be left unattended at Sainsbury's. Top speed of around 118mph, but not if you want to hang on to your tweed cap.





AC Cobra 427 1965-1969
Brutal, beautiful and ever ready to have a crack at the sound barrier, 7-litre V8 offers 400bhp-plus, neck-snapping acceleration and highly illegal speeds in almost every gear. Chassis copes admirably with the power but be ready to catch it in the wet. Some believe the most beautiful '60s sports car. Highly desirable but its reputation tarnished (or enhanced?) by the plethora of fakes.

Alfa Romeo 2000 Spider 1958-1961
Rust has consumed a good many but the 115bhp 2-litre twin-cam (2.6 came later) and 5-speed 'box remain inspiring if you're prepared to pay handsomely for a good one. First class handling, top speed around 110mph, 20-25mpg and elegant 1950s styling which has stood the test of time. Tiresome electrical problems, but you're unlikely to be bothered once the tacho needle is above 3,000rpm.

Alfa Romeo Duetto 1966-1967
Twin carb 109bhp 'twink' is delightful, if wanting for performance, but the Pininfarina two-seater body still looks stunning. Traditionalists prefer later Kamm tails but the Duetto is better balanced. Charming road car with modern feel — still cheap to buy and run. Rust not a problem if caught in time, spares situation good and an army of enthusiasts to help in times of trouble. Exceptional value.

Alfa Romeo 2000 GTV 1970-1977
A civilised road car with 5 speeds, 2-litre twin-cam and sufficient room in the back for a couple of little 'uns. Beautiful coupé styling that looks great from any angle, exceptional road manners and performance, and interior comfort aplenty. Rust is a problem and body panels are expensive. Parts supply good, market values low; few have cottoned on yet.

Alvis TE/TF 21 1963-1967
Choice of elegant saloon or drophead coupé Graber bodies. 3-litre 6-cylinder engines mated to 5-speed manual or auto 'box with 110mph performance potential. Bentley-like comfort from leather-trimmed interior, wire wheels, prestigious badge and exclusivity guaranteed. A sensible Bristol alternative which should be on every English gent's shopping list. Watch for body rust and tired engines. Otherwise, utterly gorgeous.



Aston Martin DB2 MkIII 1957-1959
Everything considered, the pick of the DB2s. 3-litre 6-cylinder engine gives 162bhp if maintained properly and 120mph at the top end. Nicely engineered package and, on the whole, reliable. Front discs brakes improve stopping power, steering a little ponderous and handling now showing the car's age. Available as 4-seater sports saloon, hardtop coupé or drophead coupé. Don't ignore cost of 'ground-up' rebuilds but a wonderful thing to own, drive or polish.

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1950-1975 SPORTING CARS



Aston Martin DB4 1958-1963
A wolf in wolf's clothing by Touring, the DB4 remains the classic Aston. Straight-six 3670cc engine comes in standard 240bhp, 260bhp Vantage or 300bhp twin-plug GT forms — not forgetting the pretty 314bhp Zagato. All-round discs, 'snappy' gear change and good in heavy traffic; kick the loud pedal, though, and the beast awakens. Maintenance costs can be high but tail-happy handling massages the pain of cheque writing. Watch Mike Salmon driving one and you'll soon get the message.



Aston Martin DB5 1964-1965
Still a classic Aston — wonderful looks and persuasive presence but beginning to put on weight. 3996cc engine pushes out 282bhp or 314bhp with Vantage spec. Amazing straight-line performance, cornering power reasonable and creature comforts aplenty. For reliability and durability, a better bet than a 275 GTB Ferrari. Just over 1000 cars made, market values reasonable, not difficult to find a good one. But watch for corrosion between body and chassis.

Austin-Healey 1953-1968
From the early 100/4 to the 3000 MkIII, they all rot like hell, but what a car for those hairy of chest and hard of hearing. Lots of arm-wrenching power especially from 6-cylinder engine available from 1956. Most popular model is the MkIII with 150bhp version of 2912cc engine. Competition success broadens appeal and despite shortcomings — tight-fitting engine, tight-fitting cockpit, tight-fitting everything else — there's nothing from Italy or Germany that comes close. A most uncivilised, highly desirable road car. And there are plenty about so don't rush.



Bentley Continental R 1952-1955
The finest 1950s inter-state cruiser and the best looking, most purposeful Bentley of the modern age. 4566cc or 4887cc 6-cylinder engines are unburstable as are autos or manual gearboxes. Supreme comfort but less than ideal for hustling down country lanes. As there were just 207 cars made, good ones are expensive and running costs can be astronomical, but all worth it if you have the dosh. A target for mindless vandals is only drawback.



BMW 507 1956-1959
A fine 1950s fling with exotica before the Bavarian company came down to earth. Available as a 'ragtop' or hardtop coupé, the 3168cc 150bhp V8 engine is a jewel and good for 130mph; very pretty, very exclusive — just 250 in all — but now difficult to persuade owners to part with them. Still competent, compelling road car, but megabucks needed if you crunch one.



BMW 2002 1968-1975
The car that put BMW on the road to stardom. Well-sorted chassis, strong 2-litre SOHC 4-cylinder engine that pulls 130bhp in Tii fuel-injected form. Spares readily available (body and mechanics) and good enthusiasts clubs. Mechanically durable but 'tinworm' is a problem on unrestored cars. Available as a saloon, 3-door Touring and cabriolet. Turbo version built 1973-1974 goes like stink but rare, suffers from turbo lag and premium prices asked. For those who don't like Alfa driving position.

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BMW 3.0CS 1971-1975
Karmann-built super coupé with 3-litre straight-six on twin carbs or 200bhp fuel-injected CSi — 206bhp on alloy-panelled version. Choice of 5-speed manual or auto gearboxes. Great style, genuine 4-seater, but desirable leather upholstery extra-cost option relatively rare here. Rust also keeps prices low but even a good one won't break the bank. CSL cost more than a Dino when new but Bee-em is more practical. Watch for cracked cylinder heads and rust in front inner wings. Good spares back-up.



Bristol 405 saloon 1954-1958
Achieved recent fame as star of ITV soap 'Peak Practice' — one of the better looking Bristol carriages. Classic 2-litre straight-six but, despite weight of four-door body, good for 100mph flat out. Radial tyres were standard and improved roadholding, but still a handful in tight bends. Less than 300 built but current low values reflect demand for a much-underrated car. A classy piece of craftsmanship.

Bristol 410 1968-1969
Beautifully made by old-age craftsmen for people who understand Bristolian philosophy. V8 5.2-litre engine delivers torque and fuel bills in abundance — both unnoticed by enthusiasts. High level of trim, supreme comfort and loyal factory support for restoration work. Market value is incomprehensibly low.



Caterham Super 7 S3 1974
Dumped by Chapman at the end of the '60s, Caterham took up the challenge of building this unique car in 1974. A strict two-seater for those impervious to the elements. A real driver's car with unrivalled roadholding, handling and performance with a choice of Ford engines. A triumph of design genius over common sense, he evergreen Seven is the ultimate statement of British motoring eccentricity. Ask the French what they think of it and the conversation soon turns to hearty laughter.

Citröen SM 1970-1975
The ultimate 1970s Grand Tourer with power everything including the steering and brakes. Frighteningly complex, virtually every component is an extravagant but technically brilliant masterpiece. Maserati quad-cam 2.7-litre V6 was given fuel injection in mid-'72 and enlarged to 3-litres in July '73 when 3-speed auto also became optional. Uniquely styled slippery body with 0.25cd aids 140mph top speed. Some folks can't live without one but rust and spare parts supply a problem, not to mention cost of Maserati engine rebuilds. One hell of a motor car, still cheap to buy but a DIY nightmare.

Clan Crusader 1971-1974
Plastic-bodied, Imp-engined clubmans car. Strict 2-seater and not much in the way of creature comforts, but crisp steering, agile handling with ability to change direction quickly — real cross-country fun. Astonishing acceleration from 875cc OHC power unit. Have you watched them at Prescott recently?

Daimler SP250 1959-1964
A brave attempt at a two-seater glass-fibre bodied sports car designed to rescue the Coventry concern from the doldrums. Excellent 2.5-litre V8 engine fitted to TR2 chassis copy. Early cars suffered from lack of torsional rigidity until strengthened on B-spec car after 1961. An ugly duckling and a compromised design, but love 'em or hate 'em, there's 120mph performance for relatively little money.

Daimler V8 250 saloon 1963-1969
A good way of acquiring a Mk2 Jaguar at a budget price. You haven't got Jaguar performance, of course, but 110mph from the twin-carb 2.5-litre is ample, and the auto 'boxes fitted to most take the effort out of it in modern driving conditions: leather and wood is a bonus. Rust is the principal enemy but there are good restored ones about if you look hard enough. Beware of 'clunky' auto 'boxes.



Datsun 240Z 1969-1974
The original 'gorblimey' sports car from Japan with 125mph tyre-burning performance from the 2.4-litre OHC straight-six. Attractive Ferrari-like 2-door coupé body: overall package appealed to those who mourned the loss of the big Healeys. All-round independent suspension, a well-sorted chassis and excellent stopping power, but rust has taken a heavy toll. Most cars fitted with Wolfrace alloy wheels — well, have you seen the standard wheels? A minor classic but one with an increasing following.

De Tomaso Mangusta 1967-1972
Striking two-seater coupé with Ford 4.7-litre V8 and ZF gearbox; built for those with a fetish for high-speed flatulence. Like the Lotus Elan, there's a backbone chassis but with handling a little more tricky on the limit. Hence the flatulence. One of the most exciting and innovative cars of the 1960s, combining American muscle and reliability with Giugiaro design flair, the Mangusta is unforgettable rather than great.

De Tomaso Pantera 1970
Difficult to ignore the Pantera although many have tried. Whopping 5763cc V8 mounted behind the driver along with 5-speed gearbox. Rewarding in experienced hands but not for 17-year-olds with 10 minutes 'solo' experience. Styling not everyone's cup of tea either but, at 170mph, you're more likely to be interested in the all-round discs doing their job properly. Supercar performance for the cost of a new GTi-style 'Ecobox'.

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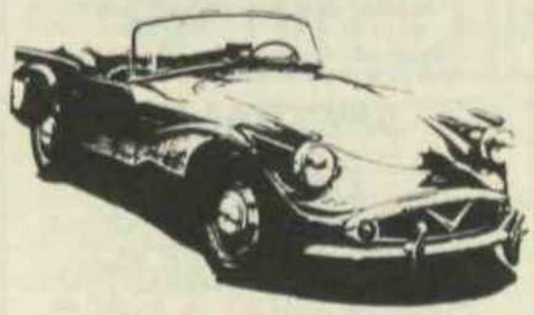
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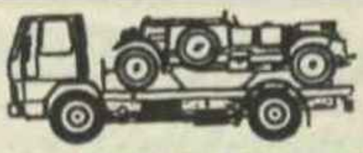
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Facel Vega — Facel II 1962-1964
The pick of several models made between 1954 and 1964. The preferred transport of the rich and famous — Ringo had one — there's refreshingly unusual styling, a powerful V8 6.3-litre Yankee stock-block ready to 'grunt' on tap and all the usual creature comforts associated with 1960s opulence. Ergonomically challenged, chassis performance compromised and the kind of ride that will make you wish you hadn't eaten a full English breakfast. But impeccable style.

Ferrari 212 1951-1953
Although the Commendatore kicked off with the 166, it was the DOHC 2.5-litre 212 that marked Ferrari as a constructor of beautiful road cars. Less than 100 were made in two years and, despite the crude leaf-sprung chassis, these cars are rightly at a premium today. The 150bhp V12 was mated to a 5-speed gearbox: the exhaust note is quite delicious. A lovely 'period' piece but there were better things to come.



Ferrari 250GT 1956-1964
Bread-and-butter model in various guises with hardtop coupé, cabriolet and 2+2 coupé variants. Fitted with the classic 3-litre DOHC V12 giving up to 240bhp and 4-speed manual gearbox, most were good for up to 140mph, although fuel consumption was usually just on the acceptable side of wicked at such velocity. Braking and roadholding are of a high order but it's the Scaglietti-bodied SWB version with 290bhp and disc brakes that enthusiasts lust after today. Not forgetting the glorious Lusso.

Ferrari 400 Superamerica 1960-1962
Exclusive, expensive and handbuilt for the rich and famous. 4-litre V12 DOHC engine develops close on 400bhp, but with all that weight and bulk, it was no Le Mans contender despite 155mph top speed. Everything from the switchgear to the sump pan feels and looks as though hewn from the solid, but the stunning styling is not to everyone's taste and maintenance costs will have most clawing for the key to the drinks cabinet.

Ferrari 275 GTB4 1966-1968
In DOHC form this, Ferrari's first car with all-round independent suspension, first saw daylight in 1965, but when the styling was tidied up and the 4-cam engine installed, it became the THE car of all schoolboy's dreams. V12 3.3-litre gives 160mph top speed and 300bhp courtesy of six Webers. Superb handling, nicely appointed cabin and unsurpassed styling — simply perfect, apart from the usual rust. Also GTS 'ragtop' and NART Spiders on 275 chassis.



Ferrari 365 GTB 'Daytona' 1968-1974
The nearest anyone has ever come to making an automotive version of a Boeing 747. Sensational 360bhp (approx) from 4.4-litre V12 4-cam: 5-speed transaxle and chassis carried over from 275 GTB and handling, therefore, to match engine performance — genuine 175mph top speed and 0-60mph in 4.7sec. Plexiglass model until 1971 when superseded by retractable headlamps. The Pininfarina body stunned in 1968 and still does. Not for the imprecunious or faint-hearted.



Ferrari Dino 246 1969-1974
'Baby' Ferrari with timeless looks, nice on-the-limit handling and a supreme transverse 2.4-litre V6. Good for 145mph two up and just enough room in the boot for a squashy bag. Spacious cabin, controls well laid out but gear change 'notchy'. Poor hot starting, the ever-present threat of rust and usual Italian niggles can spoil ownership for those not entirely entranced by the charisma. A minor work of art.

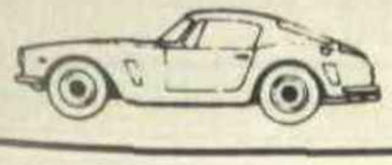


Fiat 850 coupé 1965-1973
Regrettably, rust has eradicated many from British roads but there's a lot of fun to be had it you can find one of these wonderful little cars in good order. Original 843cc engine was 'bored out' to 903cc from 1968 which spells 100mph with a trailing wind. Just the sort of car that should be competing in historic rallies today — but where are they?



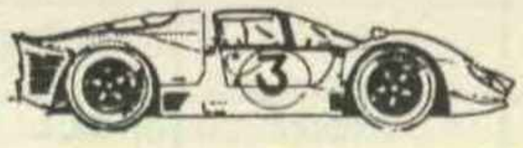
Fiat Dino 1967-1973
Original 160bhp 2-litre Ferrari Dino V6 engine enlarged to 2.4-litres in 1969. Unlike the Ferrari Dino, the engine's in the front in this one, but roadholding is still exceptional and the bodywork, whether coupé or spider — and they're very different — looks sensational. A real driver's car but for the family to enjoy as well; rear legroom is a little cramped. The best ever Fiat?

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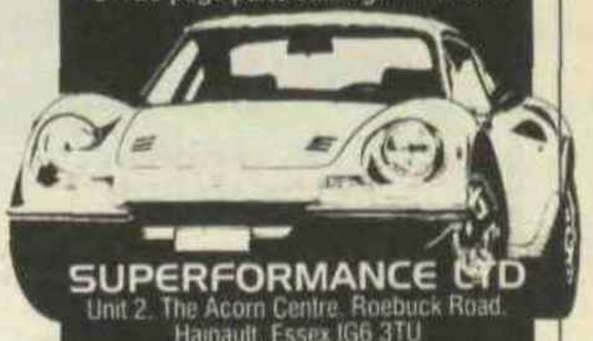


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Fiat 124 Spider 1966-1982
Various twin-cam engines from 1.4-litres to 2 litres. Popular in Europe and America but relatively rare in Britain. Understated styling is worth a second glance because there's also plenty of enjoyment to be had from behind the wheel. And unlike many sporting 'ragtops', there's a good size boot for continental holidays. It goes without saying that rust is a problem and many spare parts, especially body panels, are not easy to come by. A viable alternative to the Alfa spider.

Ford Lotus Cortina Mk1 1963-1966
The car that changed the world of saloon car racing when driven by Sir John Whitmore and Jim Clark et al. Alloy doors, bonnet and boot lid, Lotus 1600 105bhp 4-pot twin-cam and a top speed of 110mph gave the man in the street an affordable 'road racer' capable of great things. Genuine Mk1's are now expensive but, beware of copies being passed off as the real thing. Dead easy to fake so don't be fooled by new white and green paint.



Ford GT40 1966-1968
Hairy big banger with 4.7-litre V8 and 160mph top speed potential. Just a handful of road cars — 31 in all — but what a road car it is! No luggage space, rainwater gets in everywhere and there's not a hope in hell of seeing backwards to park but, with timeless looks, a rot-free glass-fibre body and a racing pedigree that includes four Le Mans wins, the GT40 has to be one of the world's most desirable high-speed chariots. Racing versions more charismatic, however. Mirage is ultimate but strictly for circuit use.

Ford 1600E 1968-1970
Not the greatest classic but a very useable one. House-brick aerodynamics ensure that the 1600GT engine struggles past the 'ton', but there's a nice plank of wood across the dash and doors, and a set of 5½J Rostyles and other 'goodies' for the sporting look. A sensible 4-door saloon for travelling to and from, rather than competing with, at Silverstone. Jeff Uren's Savage version is of greater interest: Dunlop alloy wheels, tuned exhaust and a host of other 'tweaks', but the heavy V6 3-litre Zodiac lump, although not lacking in 'grunt', makes the unassisted steering almost impossibly heavy. Worth considering one though.



Ford Escort RS2000 Mk1 1970-1974
Which Escort? The RS2000's 2-litre OHC engine makes it a candidate for serious pilotes as well as the almost extinct 'boy racer brigade'. Fine, easy handling and a lot of useable power from the 100bhp motor. The most successful rally car of all time — in all its various guises — the Escort is set to make a big comeback, but not until the RAC delivers a verdict on its classic rallying status. Alan Mann's circuit racers were the ultimate tarmac cars — remember the 1968 British Grand Prix supporting saloon race — but where are they now?



Ford Capri RS3100 1973-1974
Naff styling, unruly rubber-eater but a riot of raucous fun. Simple V6 engine had 150bhp and a chassis that could just about cope. Bolt the big 3.4-litre 'Cossie' in, blue and white paint job and don't put your foot down too hard in second — the roof has a habit of 'kinking'.

Gordon Keeble 1964-1967
Tortoise badge but don't be fooled, there's 130mph available from the gas-gulping 5.4-litre Chevy power unit. So much could have come eventually from this small manufacturer but didn't, and just 99 cars were produced before the company folded. Glass-fibre body is elegant and always looks better in the flesh. Exotic spaceframe chassis was state-of-the-art. The quad-headlamp, wide grille layout and clean lines gel well. There's usually one, and no more, in the small ads but there are better cars for the money.

Hillman Imp 1963-1976
Not as silly as it appears. A great design but poorly executed. All-alloy 875cc 4-cylinder engine suffers from warped cylinder heads, leaking gaskets and the rest but is eminently tuneable. So, get a rust-free runner, take it to bits, rebuild it carefully and join the Historic Rally Car Register — you can't regret it; cheaper than a Cooper S and just as much fun.

Iso Grifo 1963-1974
Handsome Italian styling coupled with American 5.3 litre or 7-litre V8 muscle. A Grand Touring car rather than the racer Iso hoped for, but an interesting cocktail nevertheless. Shattering performance with 'oomph' all the way to 155 mph and the chassis wasn't bad either until the outer limits were reached — the front end could point in any direction it liked. The mechanical bits are obtainable but you'll regret bending the bodywork.



Jaguar XK 1948-1961
From 120 to 150, there are roadster, fixed-head coupé and drophead coupé versions and usually a number of each available. Classic twin-cam 6-cylinder develops 160-280bhp depending upon model. Rack-and-pinion steering on 140s, late cars have disc brakes and some with auto 'boxes. Whatever your model preference, all of these cars were rust-prone — bodies and chassis — but problems largely eradicated if modern restoration techniques are employed properly. Take your pick — all have 120mph-plus performance, fine handling, even on original crossplies, and comfort aplenty. Watch carefully for bodged restorations.

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Jaguar saloons:
Mk VII, VIII and IX 1951-1961
The same 3.4-litre (or 3.8-litre in the Mk IX) as fitted to the XK sports cars but with acres of leather-clad cabin space for five, instead of two adults. Manual gearboxes with optional overdrive or auto transmission. A lot of performance for such a large car, and on-the-limit handling will put a silly grin on your face too — body roll is in the 2CV class. Rust has consumed the majority, but there are good ones around and they're cheap. Pass anything on the road except a petrol pump.





Jaguar Mk I 1955-1959
Early Jaguar attempt at a modern sporting saloon and it caused a sensation. Choice of 2.4-litre straight-6 and 3.4-litre from 1957. Manual 'boxes with optional overdrive or auto transmission available — disc brakes on later cars. Good looks, ample performance — between 100-115mph depending on engine — but watch the rust and roadholding. Plenty have landed in the guardrails at Woodcote to show that these beasts are tricky.

Jaguar MkII 1960-1968
The classic Jaguar saloon with a choice of 2.4-, 3.4- or 3.8-litre twin-cam sixes. Something of a '60s 'cult' car — the choice of bank managers and bank robbers alike — the desirable one is the 3.8 manual overdrive, but the 2.4 is just as rewarding if you're not in a hurry. Good anchor power from disc brakes, lovely wood and leather interior, improved rearward vision through enlarged back window and gorgeous array of dashboard instruments, but rust by the barrow-load if you don't invest heavily in an annual dose of Waxoyl.





Jaguar E-Type 1961-1975
Styling masterpiece that still turns heads today. choice of 3.8-or 4.2-litre twin-cam sixes or, from 1971, the silky smooth 5.3-litre V12. What hasn't been said about the E-Type? By any standards it's still fast, although the handling feels anti-quated and there's a lot of sheet metal to go rusty but parts are easily obtainable and there's an army of specialists. Prices have tumbled in the past five years but, because they're unlikely to fall further, now is a good time to buy. Series 1 (up to 1964) raodsters and coupes most desirable and, therefore, the most expensive.

Jaguar XJ6 1968-1978
Evergreen saloon with 2.8- or 4.2-litre twin-cam six and mostly auto transmissionn. Lots of charm and character, good handlers and usual Jag refinements. Two-door coupé introduced in 1975 is the most desirable, but really good ones are few and far between. V12 introduced 1973 but even thirstier than the 4.2 6-pot. Magnificent poise and presence but perceived reliability and rust problems keep prices in 'banger' territory. Key to survival is a rigorous maintenance sched-ule and an optimistic outlook. Spares situation good. Which is just as well.

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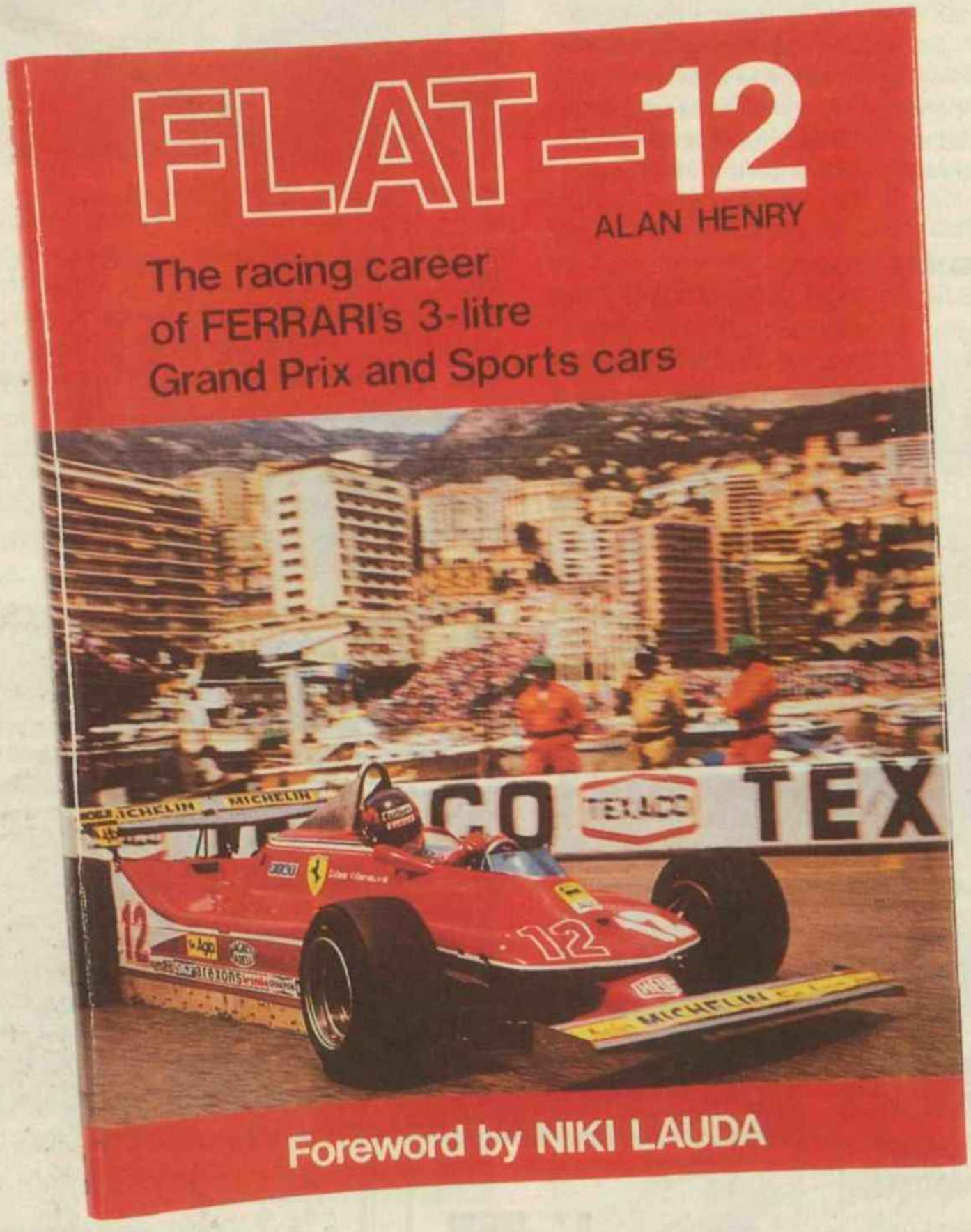
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Author: Pat Braden & Gerald Roush
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Price Guide:: £80-£90

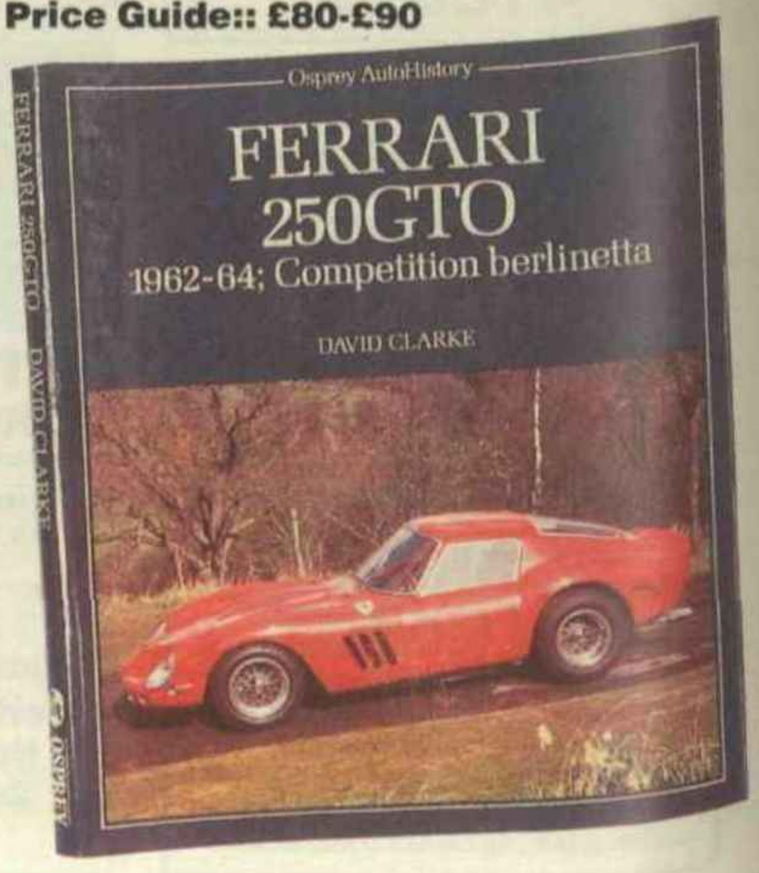


FERRARI — THE MAN, THE MACHINES

Author: Stan Grayson
Publisher: Automobile Quarterly Publications

There is nothing quite like the sound of a Ferrari, and the thrill it inspires is evoked in this massive volume. Nearly 100,000 words, 724 colour photographs, and 300 black and white shots contribute to a book which may keep the dedicated Ferrari lover busy until Millenium year!

Price Guide: £45-£55



MOTOR RACING BOOKS

FERRARI 250 GTO

Author: David Clarke
Publisher: Osprey

Written by the late David Clarke, this is an erudite analysis by a man who bought a GTO in the 1960s and ran it alongside his other Ferrari, a Lusso. He never raced the GTO, but instead used it as a road car with detail modifications. He carefully recorded all the work he did, and also made his own cine film on the car's progress. Since that time his own private company David Clarke (Loughborough), now GrayPaul Motors, Ferrari dealers, has worked on numerous rebuilds and restorations of GTOs, so the pages are furnished with inside knowledge of one of the most beautiful Ferraris ever built.

Price Guide: £25-£30



FERRARI 250GT SWB

Author: Ken Gross
Publisher: Osprey

"SWB" — shorthand for short wheelbase. The 250GT SWB occupies a special place in Ferrari's long history. It was one of the last classic Ferraris which was supreme on both road and track, a car which could be used as an everyday road car and with little effort could still be transformed into a competition winner.

A 3-litre V12 engine producing nearly 300bhp, four-wheel disc brakes, Pininfarina design, a body built by Scaglietti. Nothing revolutionary about the ingredients, but they made a memorable blend, comprehensively outlined here by Ken Gross.

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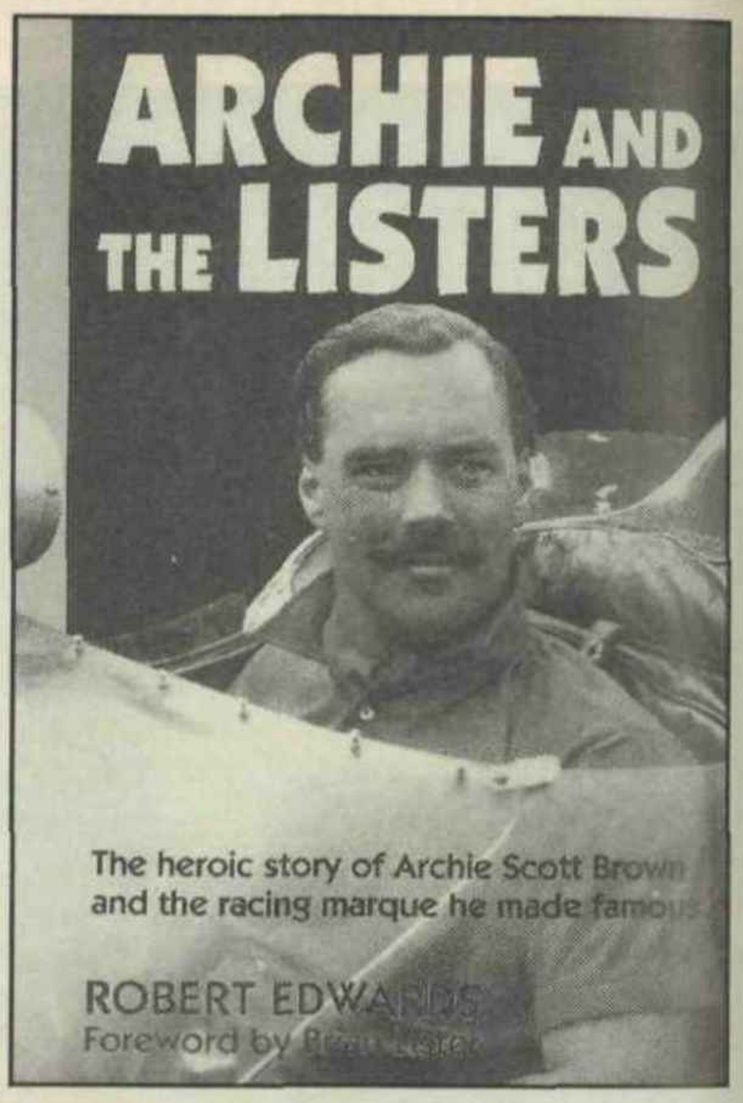
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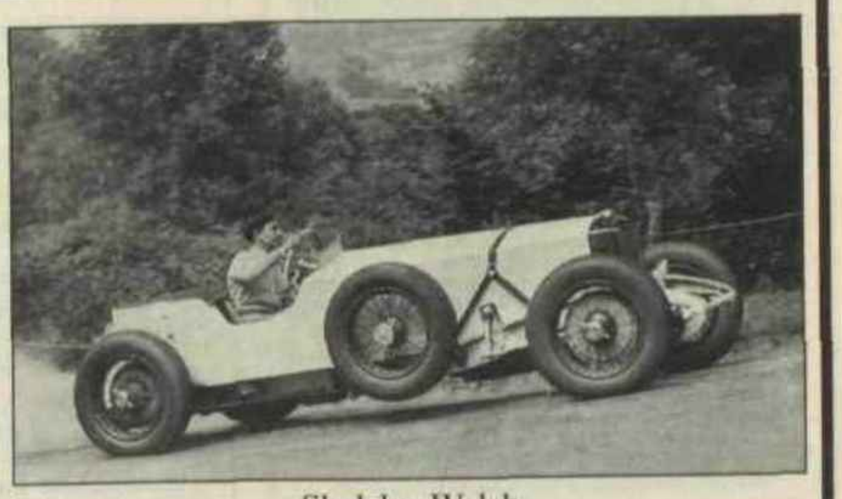
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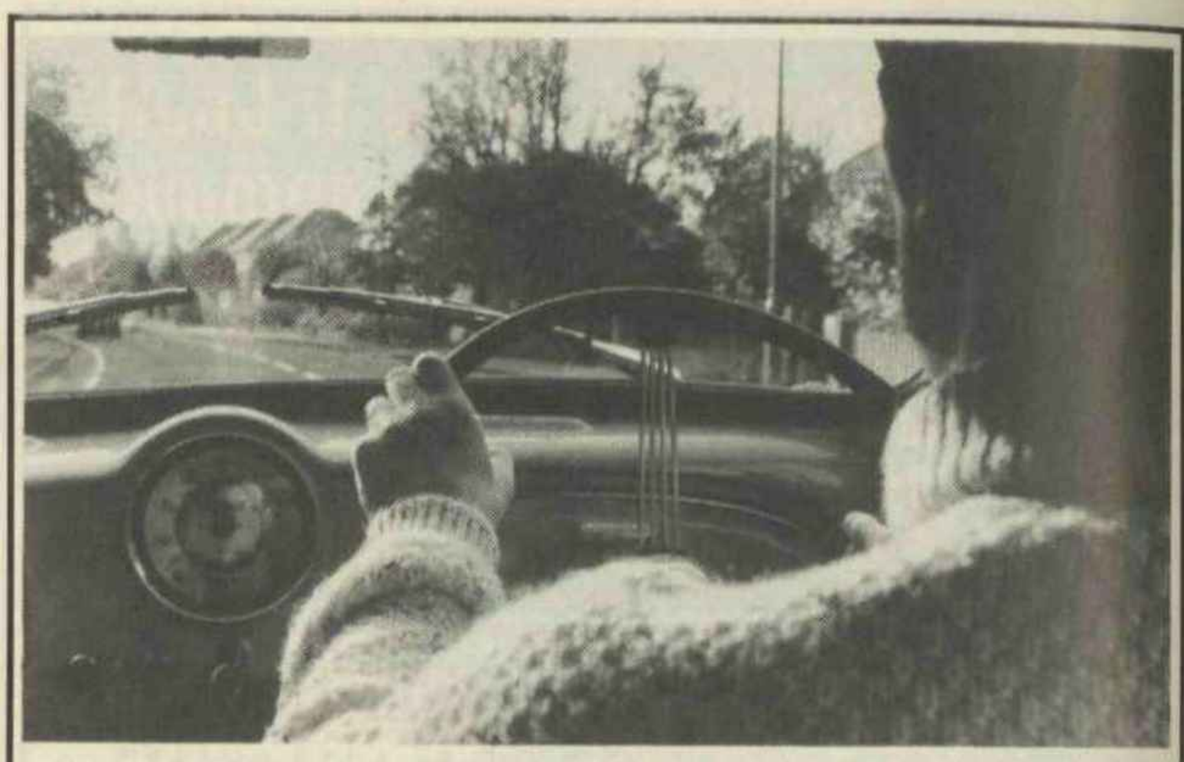
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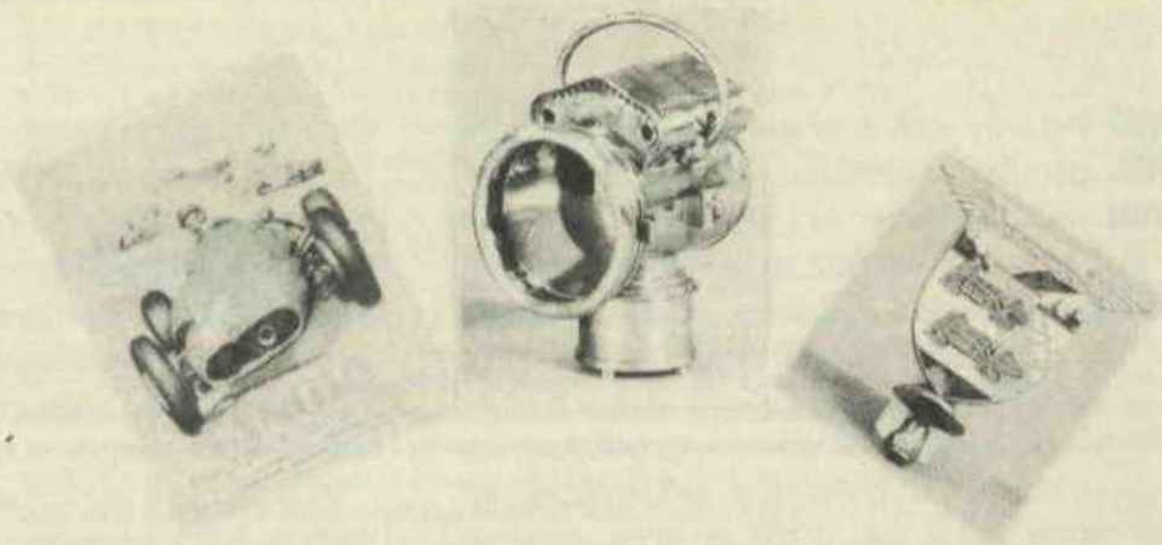
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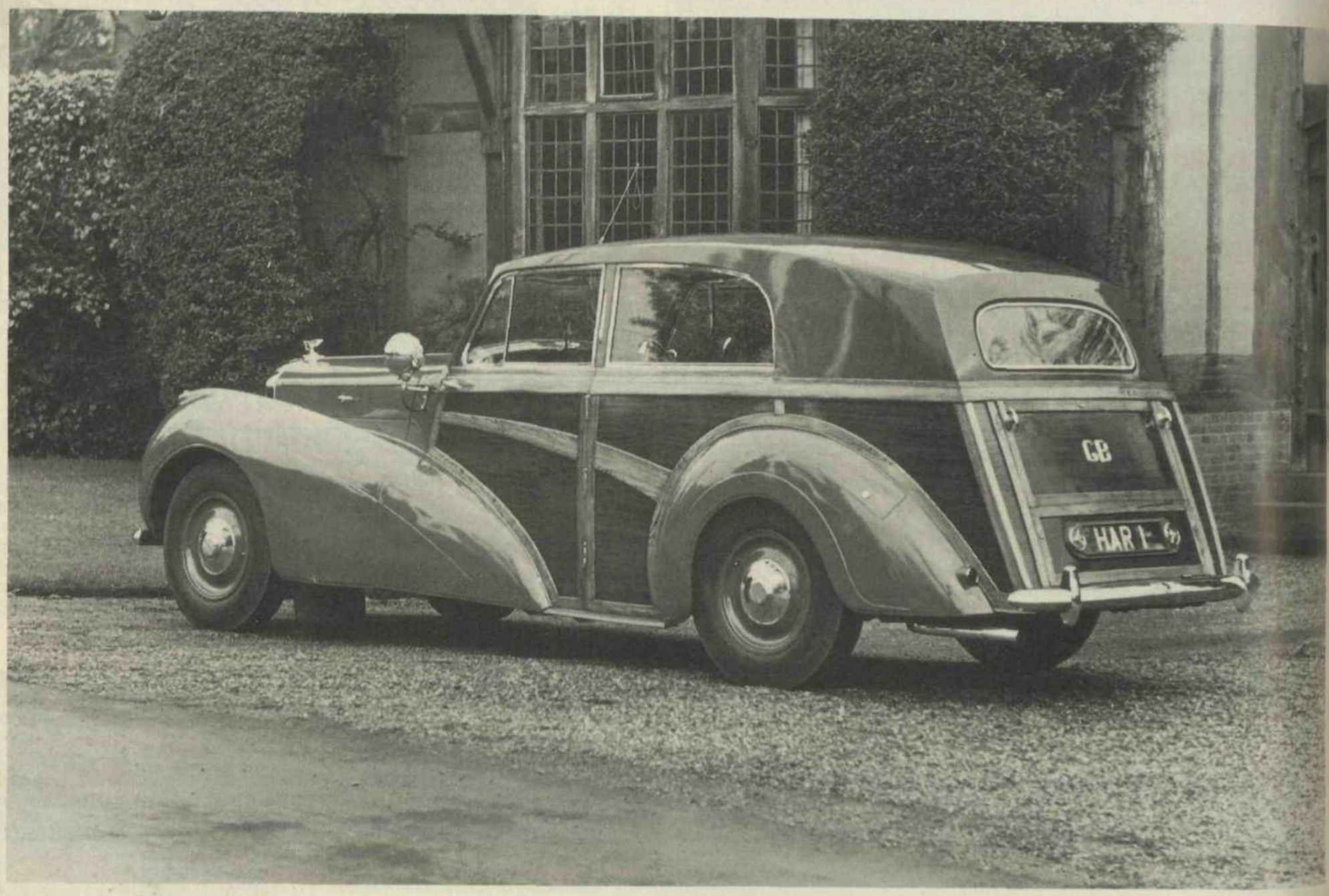


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CREWE EXPRESS



Elegantly solid, charmingly stately and beneficially underrated, the Bentley Mk VI was introduced in 1946 and evolved into the revised R-Type in 1952, a gentleman's chariot which, like a decent 'hacking' jacket, improves with age provided it's dried out properly after a heavy shower of rain.

There are relatively few differences between the two models; the R-Type is more modern looking, more refined, and has a bigger boot, and the automatic gearbox option was standardised on late R-Types. Available in standard 4-door saloon and drophead coupé forms, but with the usual plethora of custom bodies, there were some 5,200 Mk VIs and 2,320 R-Types manufactured up until the end of production in 1955, a fair number by Rolls-Royce standards. But their propensity for rusting has taken a heavy toll and relatively few survive in tip-top condition. Possessing an almost indestructible chassis frame, many have been used in recent times as 'donor' cars for 'cut-and-shut' specials, further depleting numbers.

The 4257cc straight-six engine was followed in 1951 by the larger 4566cc unit — an increase in capacity prompted by competition from Jaguar — both superb engines, even by Rolls-Royce's incomparable antecedents. Smooth and powerful with a good spread of usable torque, there are 'unquoted' quantities of horsepower for a steady, almost imperceptible climb to well above 100mph. Cruising at between 70-90mph is child's play, although illegal, of course. Keeping up with modern traffic is no problem.

The penalty, as ever, for such impressive power is heavy fuel consumption, but keep your foot steady at 50-60mph and the high teens — between 16-19mpg — are always attainable.

Independent front suspension is by coils with traditional leaf springs at the rear. Ride quality is excellent, as might be expected, but the roadholding, although perfectly acceptable for such a large car, has a distinctive pre-war feel — part of the Bentley's character and charm. Radial tyres improve handling and roadholding to an almost unimaginable degree.

The cabin represents British taste and craftsmanship at its post-war best; large, comfortable, leather-clad seats, polished wood facia and door cappings and the traditionally large steering wheel all inspire affection for an era that was beginning to recover from the effects of hostilities between 1939 and 1945. Everything is beautifully made and even the switchgear feels as though it will last for ever.

Being so well made has its drawbacks; if anything does go wrong, there are always a lot of nuts and bolts to remove before you can actually reach the component that has failed. And replacement parts — virtually all of them — are as costly as anything else stamped with a Crewe serial number.

The key to buying a good drivable car is expert knowledge and endless patience. Any heaviness in the steering, for example, indicates a lack of lubrication; 1st, 2nd and 3rd gears on manual cars whine, but any additional noises on bottom may alert you to the possibility that the gearbox has been abused. It also essential that the central lubrication system has been maintained properly.

A good guide to a well-maintained car is the ride control function, which is operated by a knob in the quadrant on the steering wheel. This mechanism controls an oil pump on the side of the gearbox, which provides pressure to the rear shock absorbers; anything which is detectably wrong here requires expert remedial work and it won't be cheap. If it's in good working order, it is often the case that the rest of the car will be fairly sound — mechanically at least.

The brakes have a mechanical servo and once set up it is generally reliable; problems with this system (which are not unknown) can be rectified fairly easily, but the instructions in the handbook must be followed religiously. Engine reliability is legendary; mileages in excess of 250,000 are on the cards provided maintenance and servicing are regularly carried out and, once again, strictly according to the book. Any noise, other than the normal one from the cooling fan, may spell

Coachbuilt examples of the first Crewe Bentleys such as the Radford Countryman, left, or the limousine below, command a premium over the "standard steel" saloon.



trouble — it should be almost silent. Needless to say, blue smoke from the exhaust (twin pipes on the 4½-litre cars), indicates worn valvegear or bores/piston rings, and overhauls are time consuming.

Sadly, the Bentley's principal enemy is body rust, and the passage of nearly half a century since these fine cars first emerged, has shown that no panel is immune to the ravages of 'tinworm'. Particularly vulnerable are the front wings, and any 'bubbling' corrosion around the sidelamp mountings is generally indicative that major surgery is soon at hand. And although the mechanical spares situation is fairly good, body panels are rather more scarce.

Today, both the Mk VI and R-Type are more highly regarded than was once the case. Fifteen years ago, both were seen by some as the first rung on the Bentley-owning ladder — stepping stones to the more exotic models — but no longer. As a product of the 1950s, they combine the best facets of pre- and post-war thinking; on the one hand, there's all the character of a vintage thoroughbred but, on the other, there are sufficient creature comforts and safety features to make for a sensible everyday motor car in the 1990s. And there's no road tax to pay!

Unlike the Silver Shadow — glorious car that it undoubtedly is — the 1950s machines featured here have not suffered the ignominy of being reduced to the role of conveying brides-to-be to the church porch, and this is reflected in the relatively high prices commanded by pristine specimens. Although the engineering quality is beyond question, it's not especially advanced, and this is a definite bonus for DIY enthusiasts. Reliable and robust, a good Mk VI or an R-Type will give a lifetime of healthy service, but neither model can be run on a shoestring, and prolonged neglect will quickly produce the kind of repair bills that will make event the most ardent enthusiast wonder why they bothered.

WHAT TO LOOK OUT FOR

Body: Rust particularly eats into the wings, sills, rear wheel spats and rear spring hangers, but close attention should be paid to every part of the bodywork because replacement panels are expensive.

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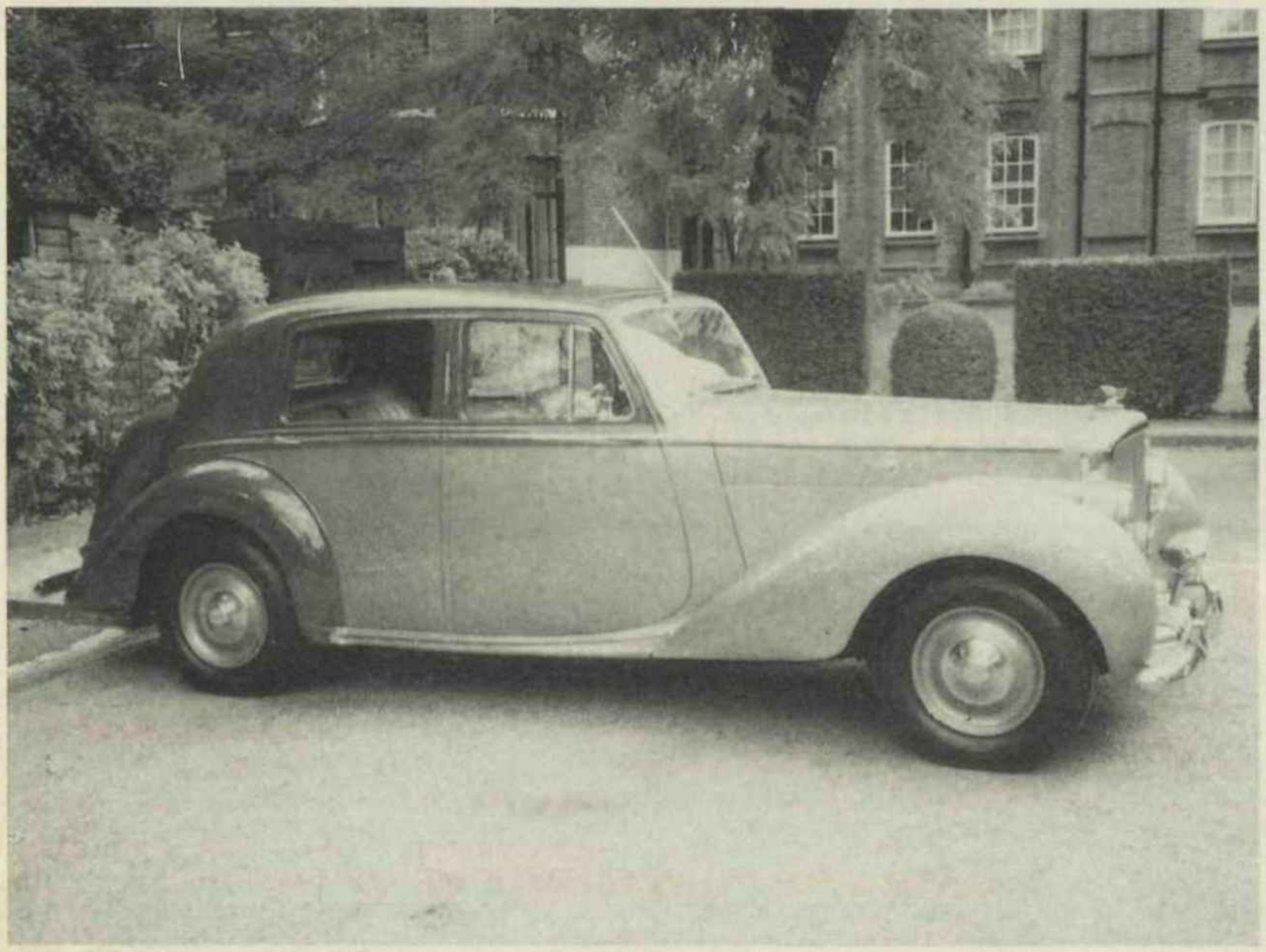
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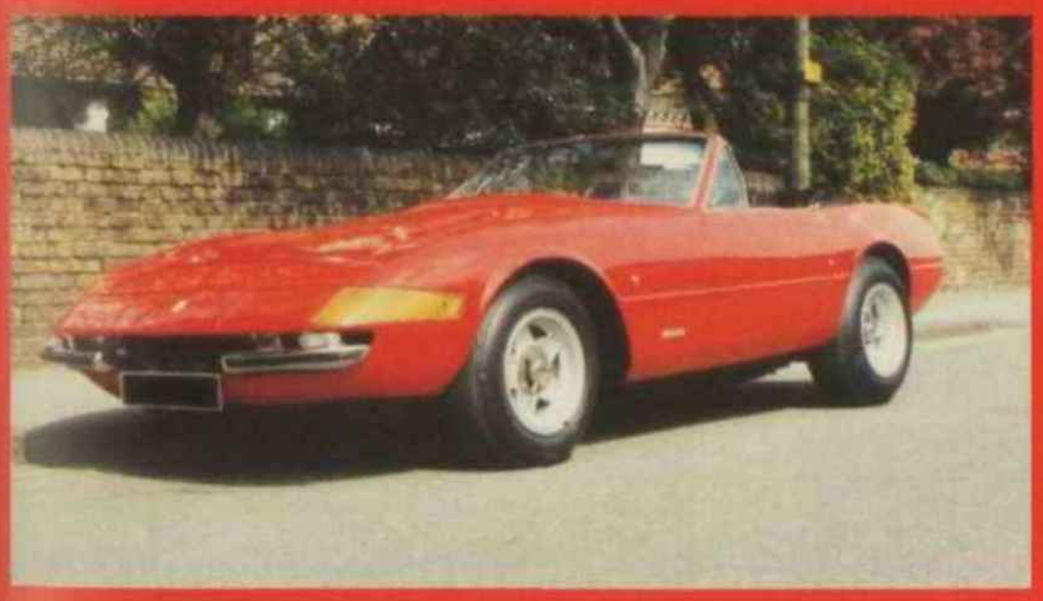
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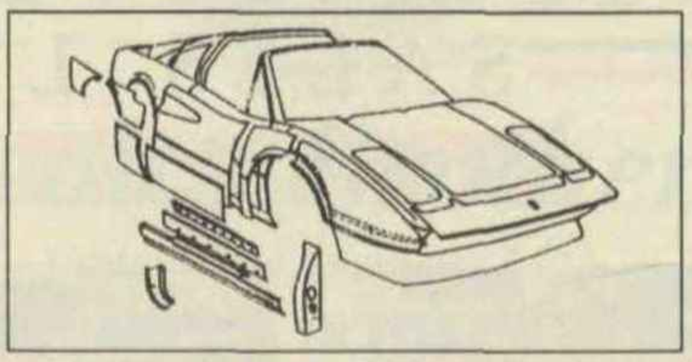
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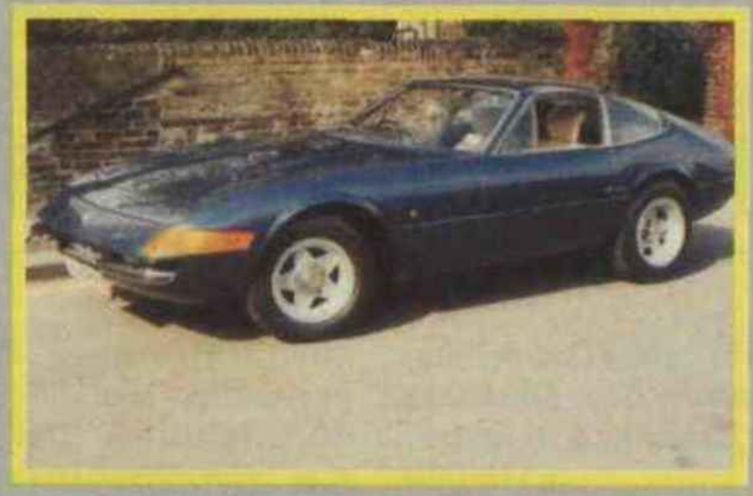
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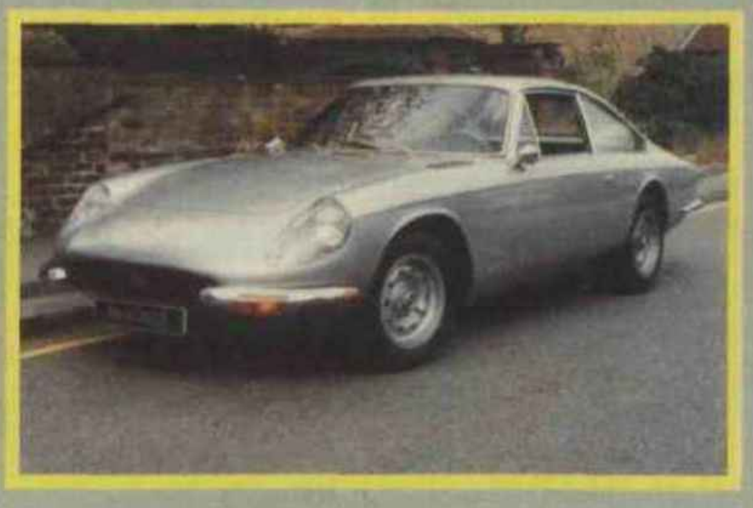
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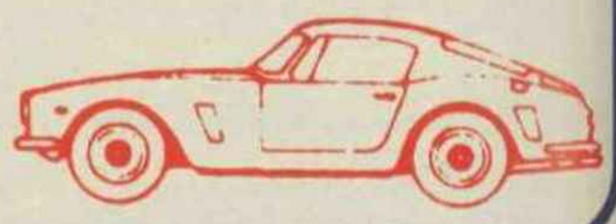
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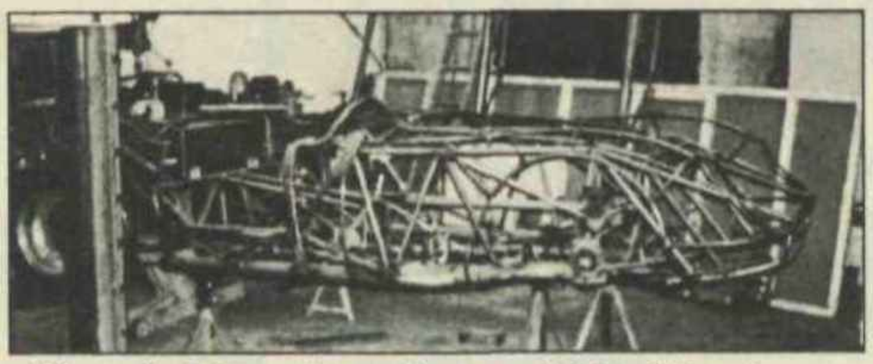
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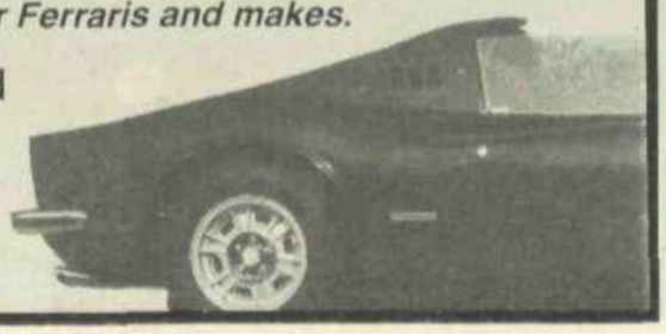
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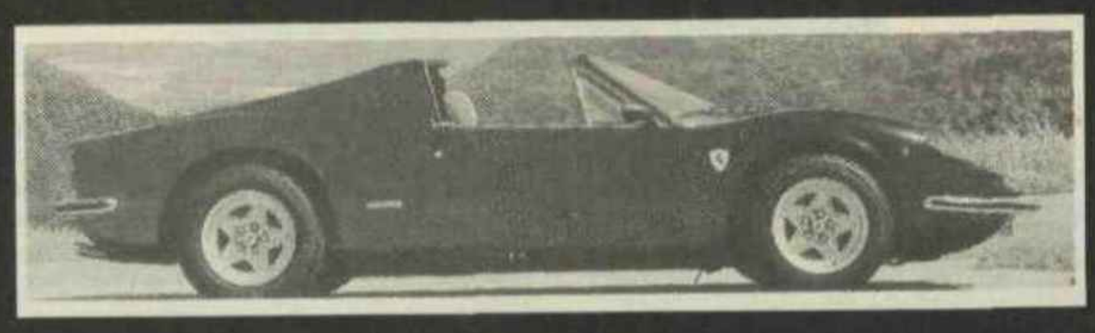
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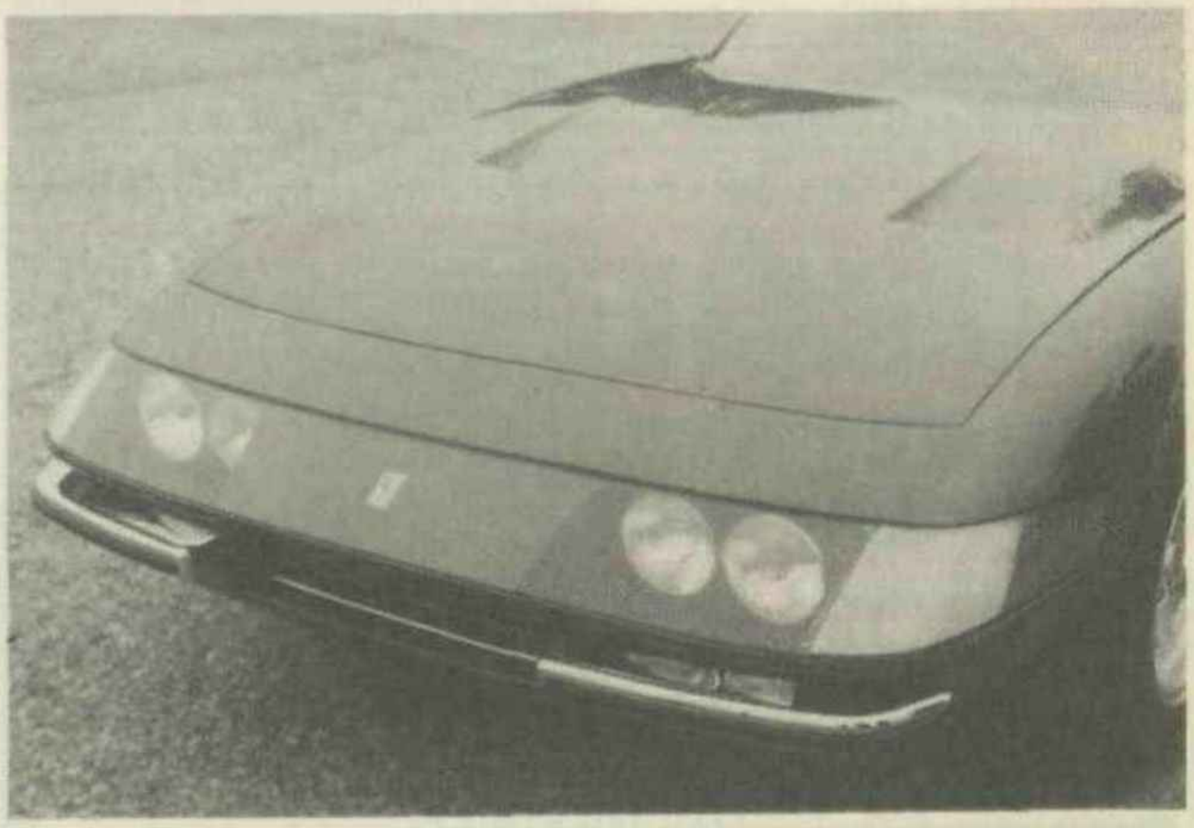
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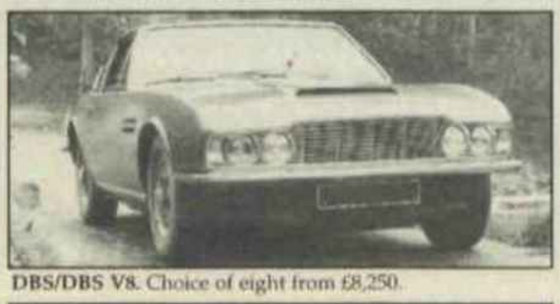
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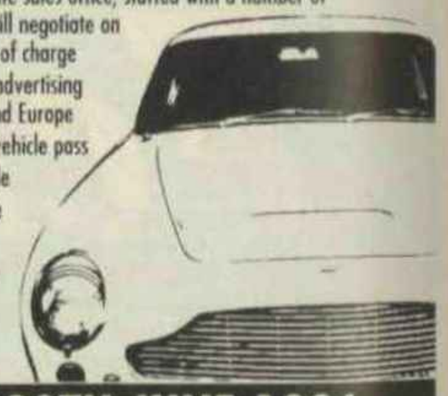
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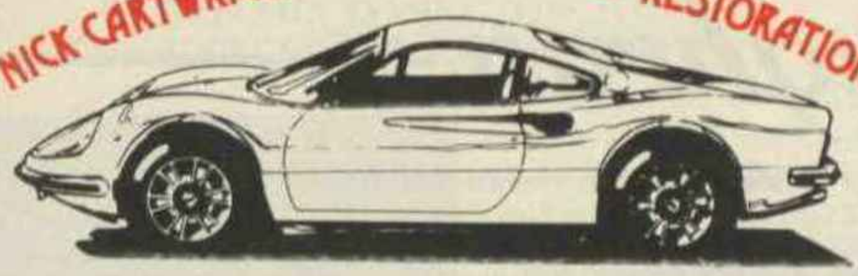
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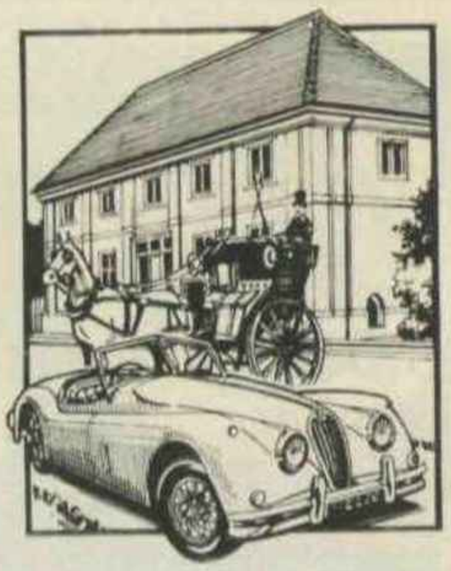
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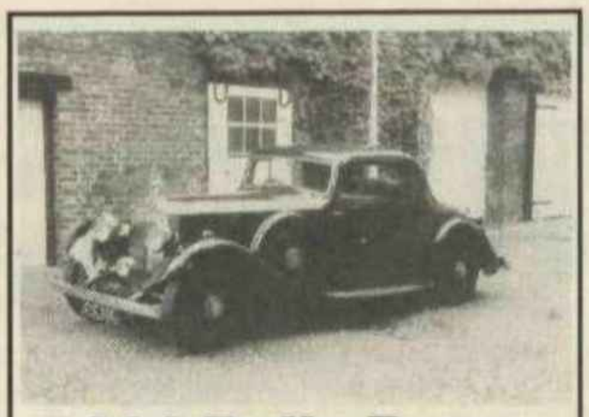
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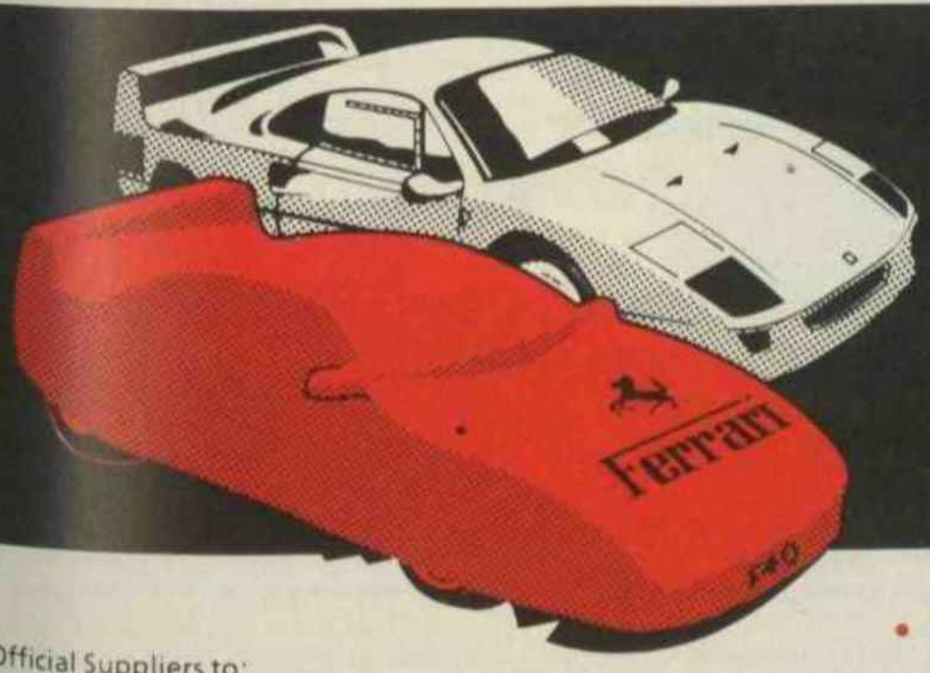


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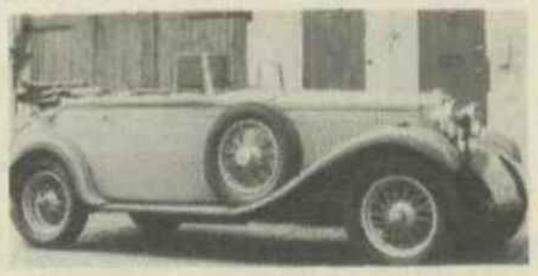
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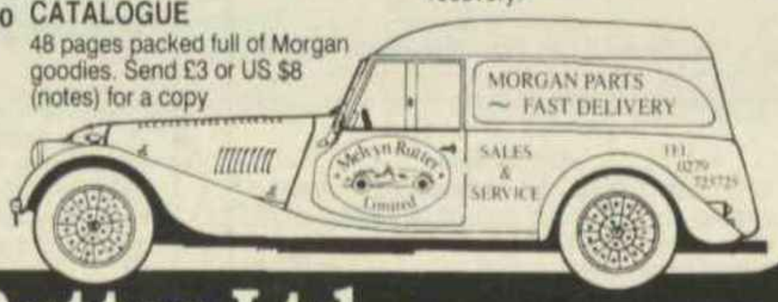
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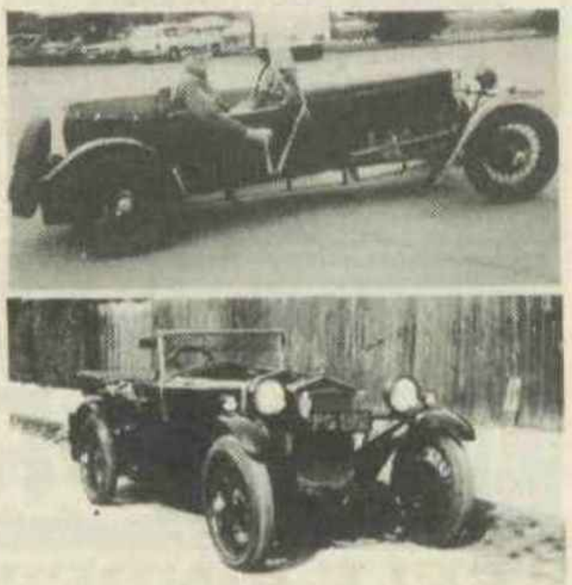
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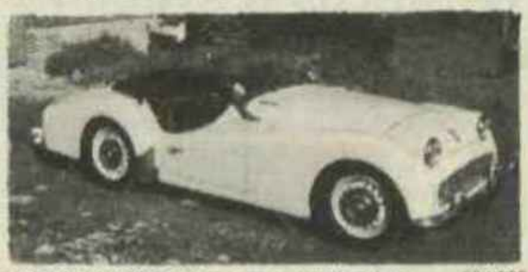
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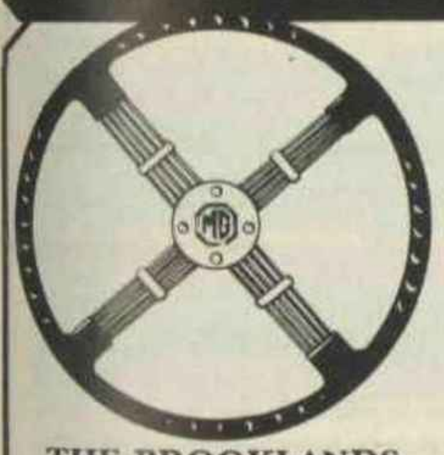
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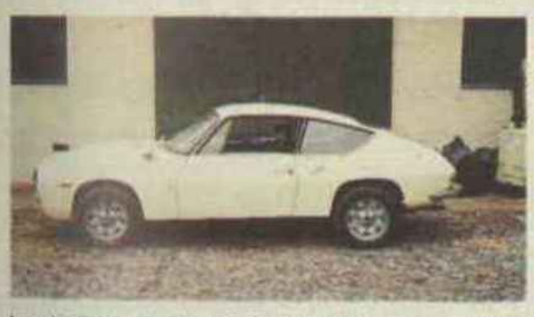
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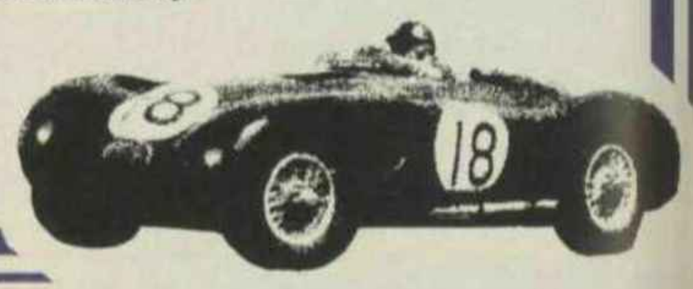


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● **MOTOR SPORT** "Desert Island bookshelf feature" March 1995

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

● **AUTOSPORT**

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

● **CLASSIC & SPORTSCAR**

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

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

● **Classic Car**

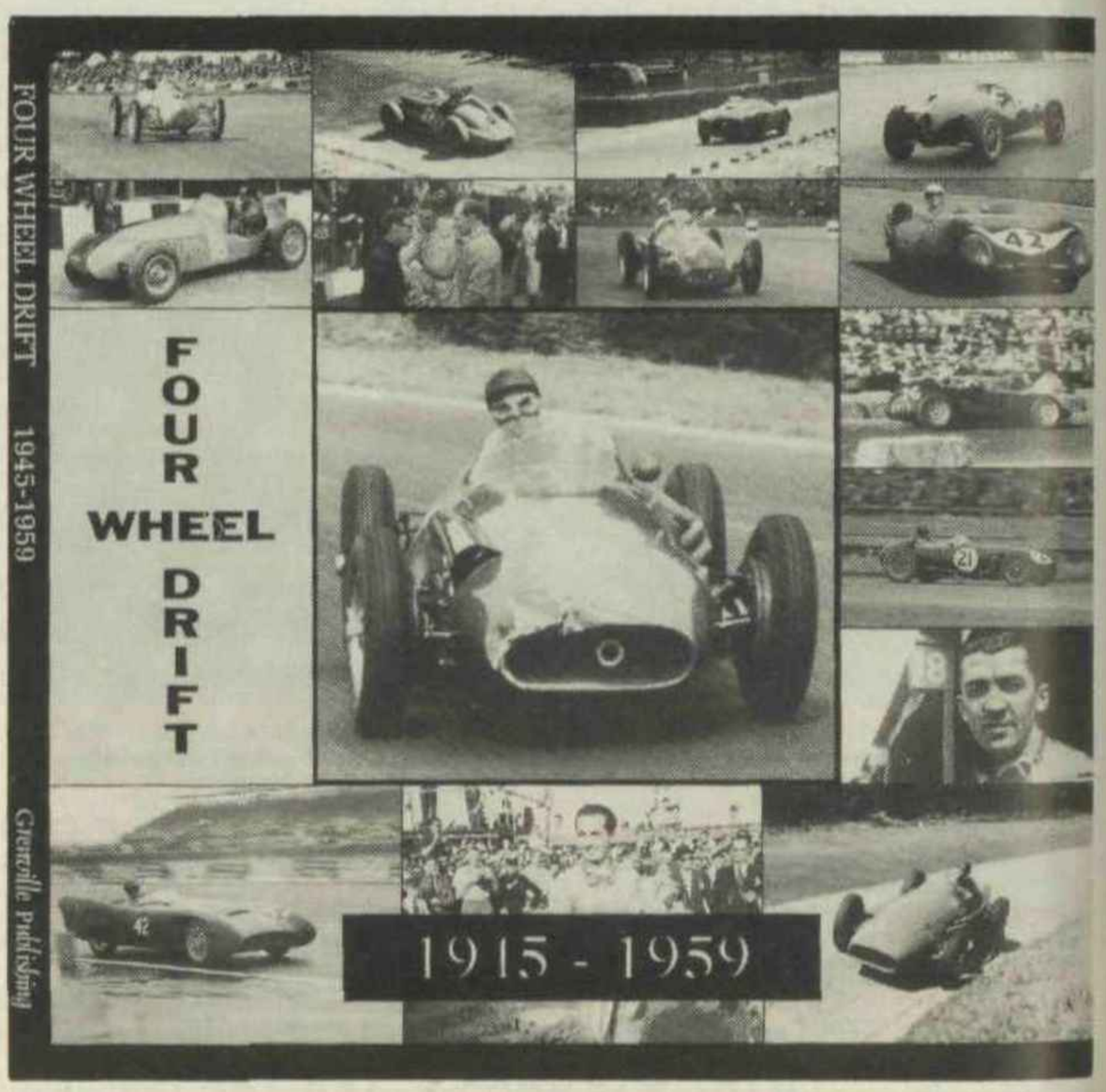
Motor racing aficionados *must* have this book: with 144 pages of superb archive photographs from the files of LAT (associate company of MOTOR SPORT and *Motoring News*), it's exceptionally good value. And who better than Mike Lawrence to select the best shots and write a concise summary of racing action in 1945–49, and each year from 1950 to 1959?

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

● **VSCC Bulletin**

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

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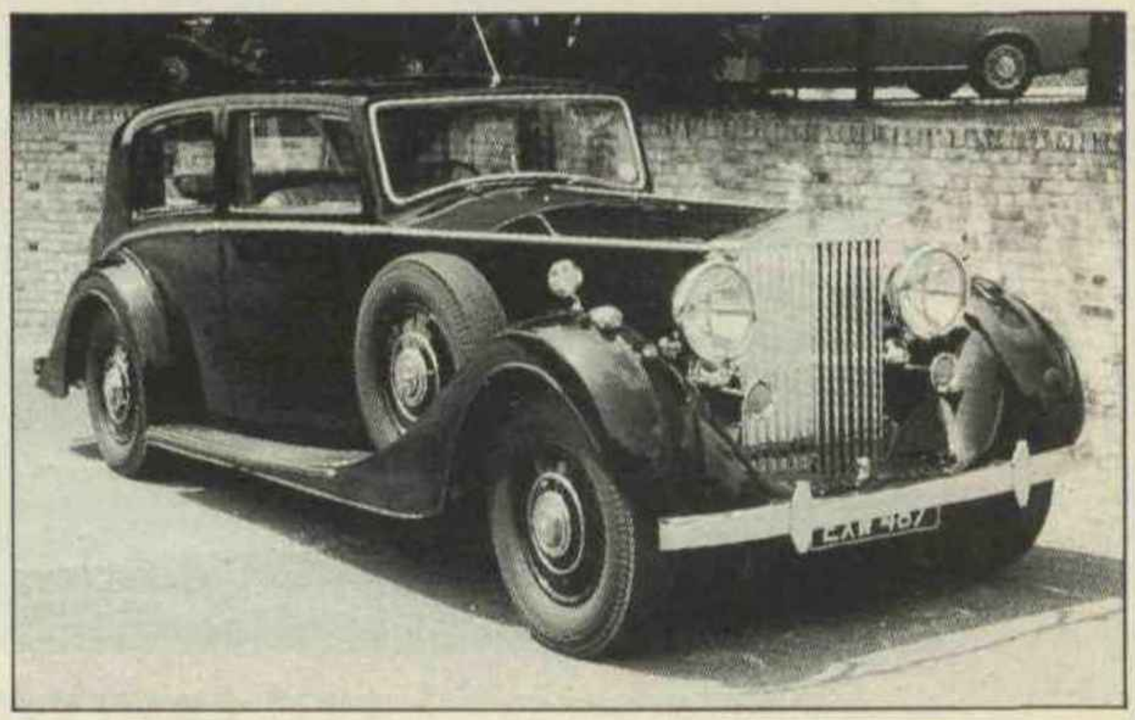
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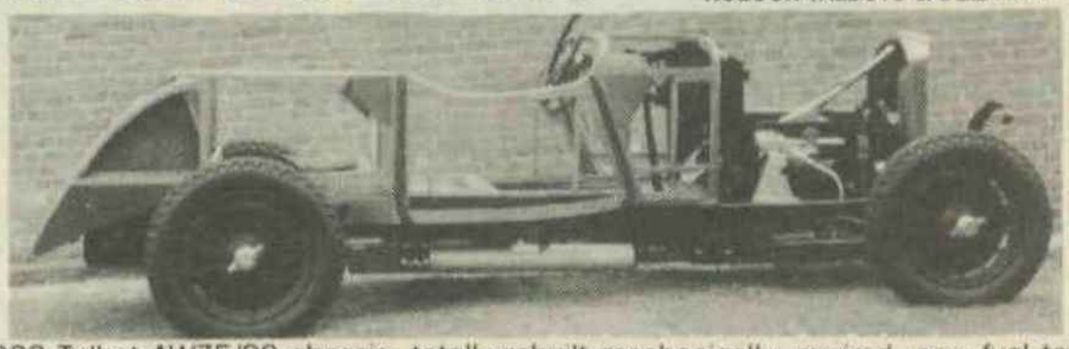
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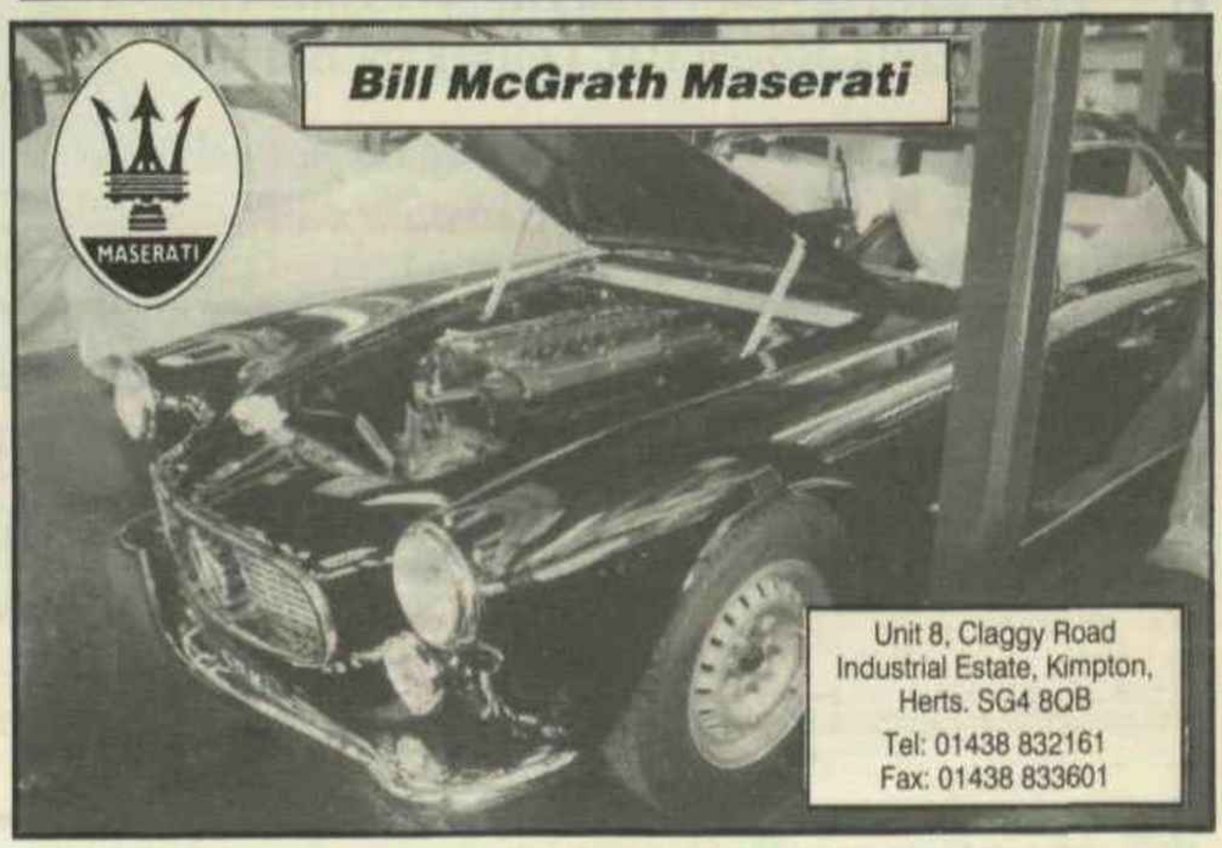
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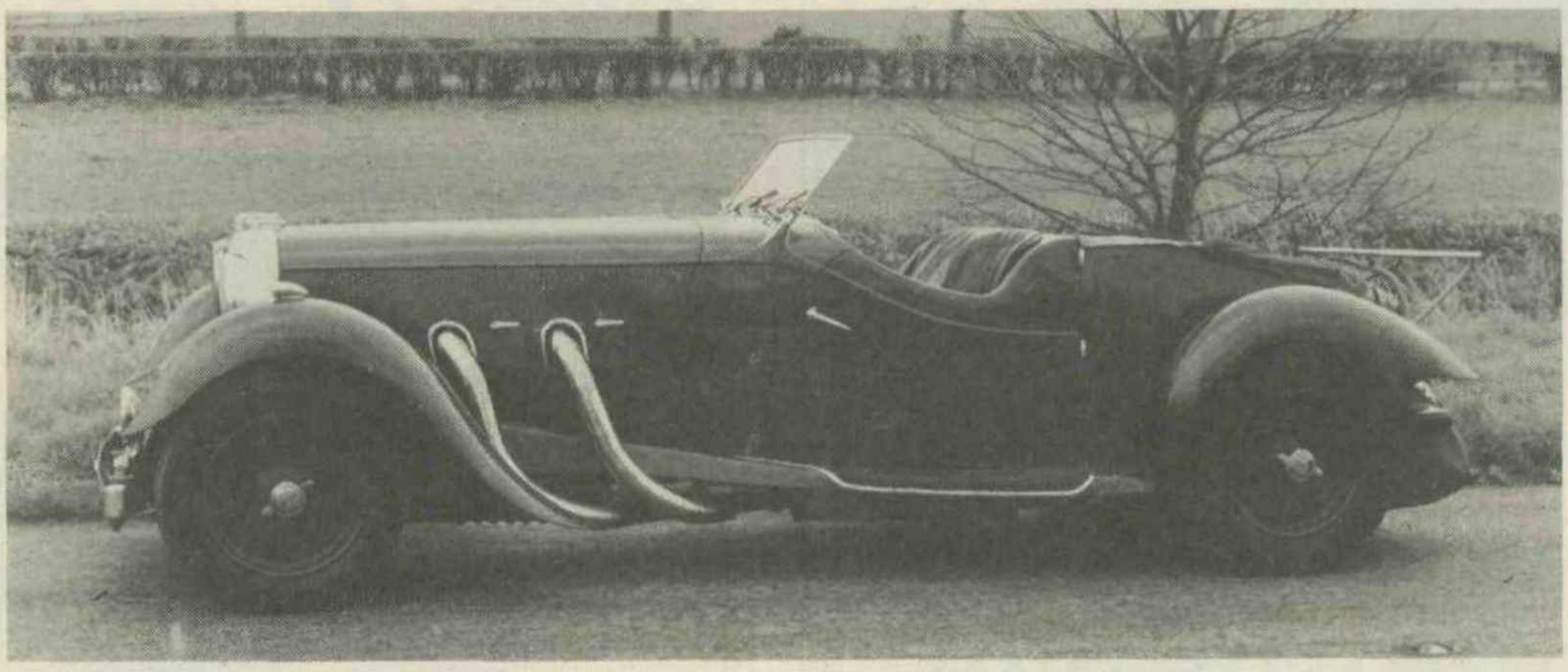
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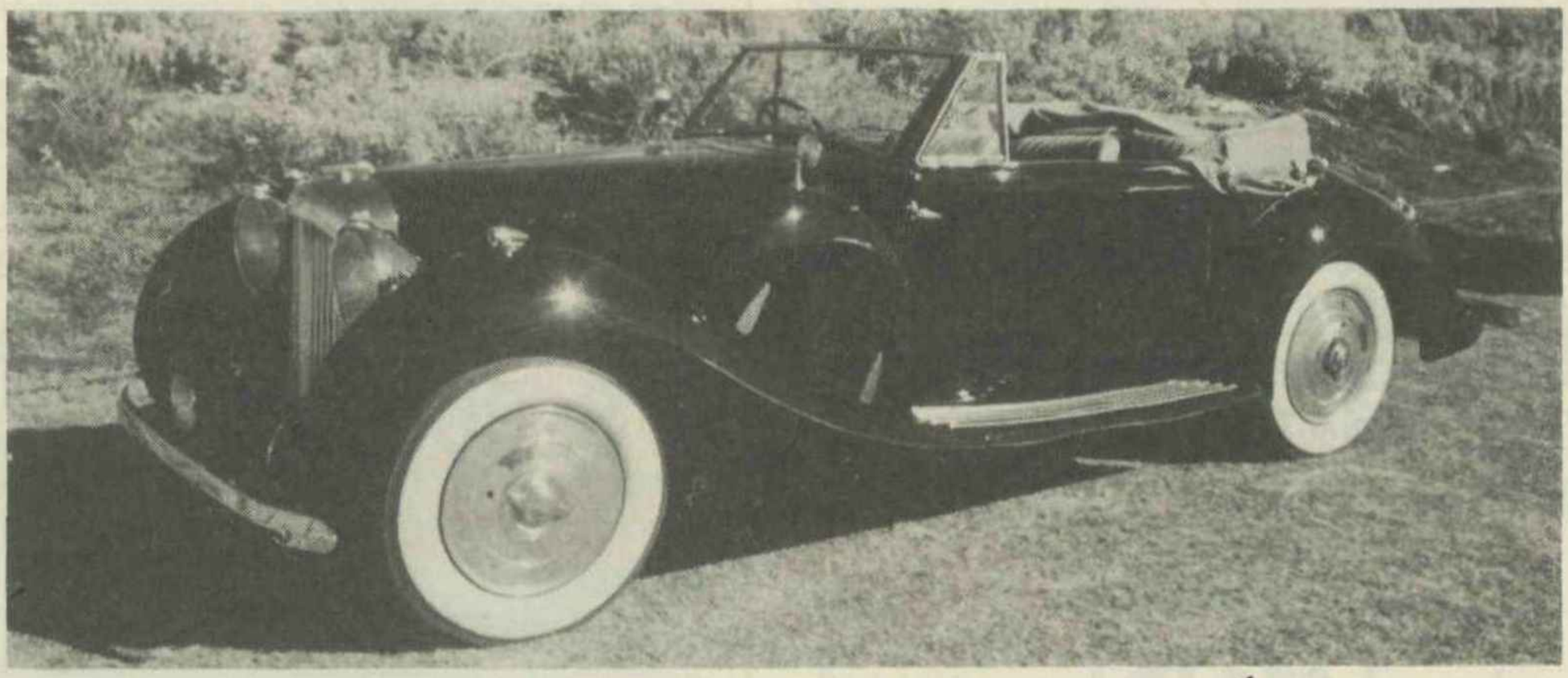


TWO VERY RARE LAGONDAS



1937 LAGONDA LG 45 RAPIDE

Chassis No 12202. 'Time Warp' original paint, low miles, owners. One of twenty five.



1939 LAGONDA V12 DROPHEAD COUPÉ

Chassis No 14042. Concours condition, impeccable provenance, black with beige Connolly hide.

Both cars are capable of speeds in excess of 100mph

Other Cars In Stock include:

1935 Bentley 3½ Litre Vanden Plas Tourer.
1933 Invicta 'Low Chassis' 4½ Litre Sports.
1931 Rolls-Royce PII Tourer by Barker.
1955 Mercedes 300 SL 'Gullwing'.
1964 AC Cobra 289.
1972 Ferrari 365 GTC4.

Please note we do not sell cars on commission or consignment but we are instant cash purchasers of cars similar to the above.

It is essential to telephone for an appointment to view the above. We are situated within five minutes of the M6. Alternatively, visitors can be met at nearby Manchester International Airport, or at local mainline station, two hours London, Euston.

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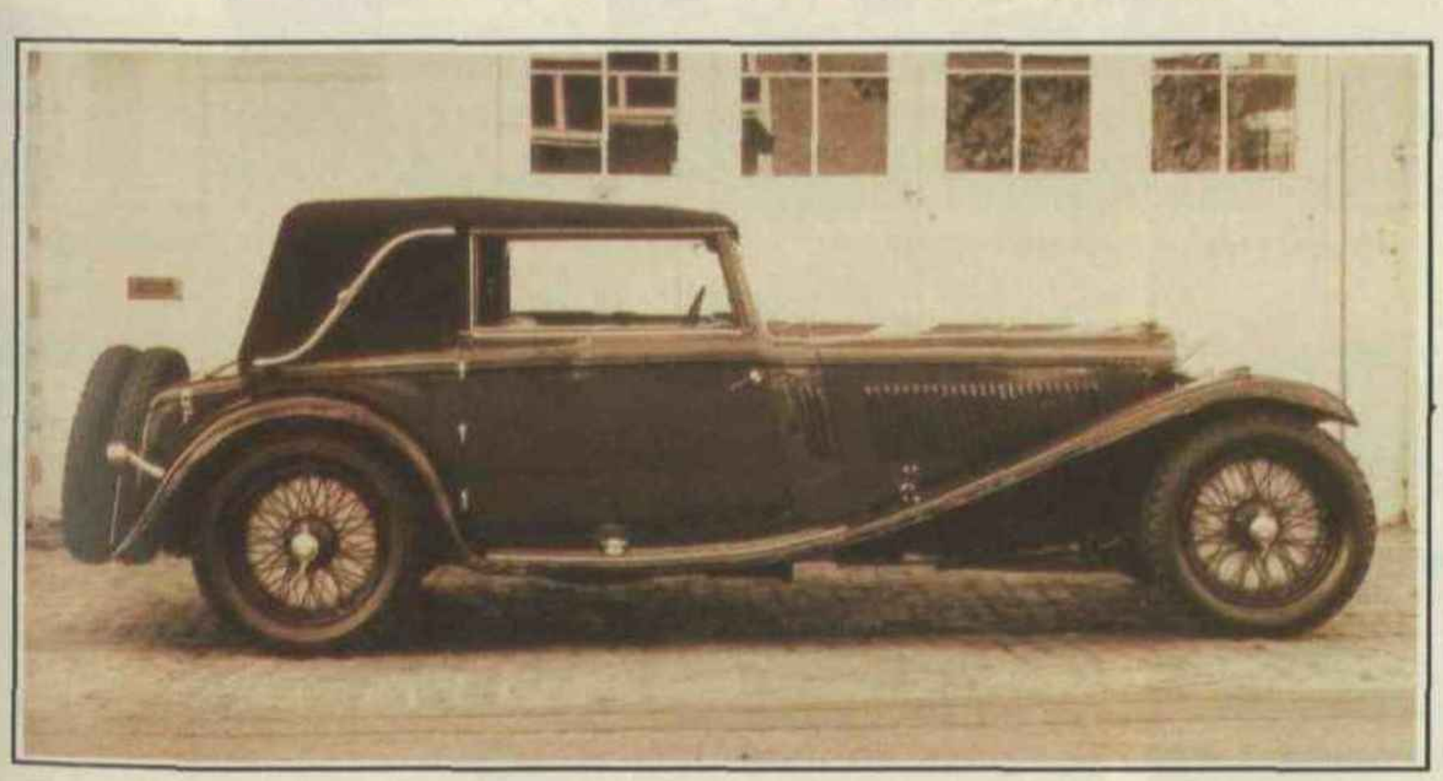
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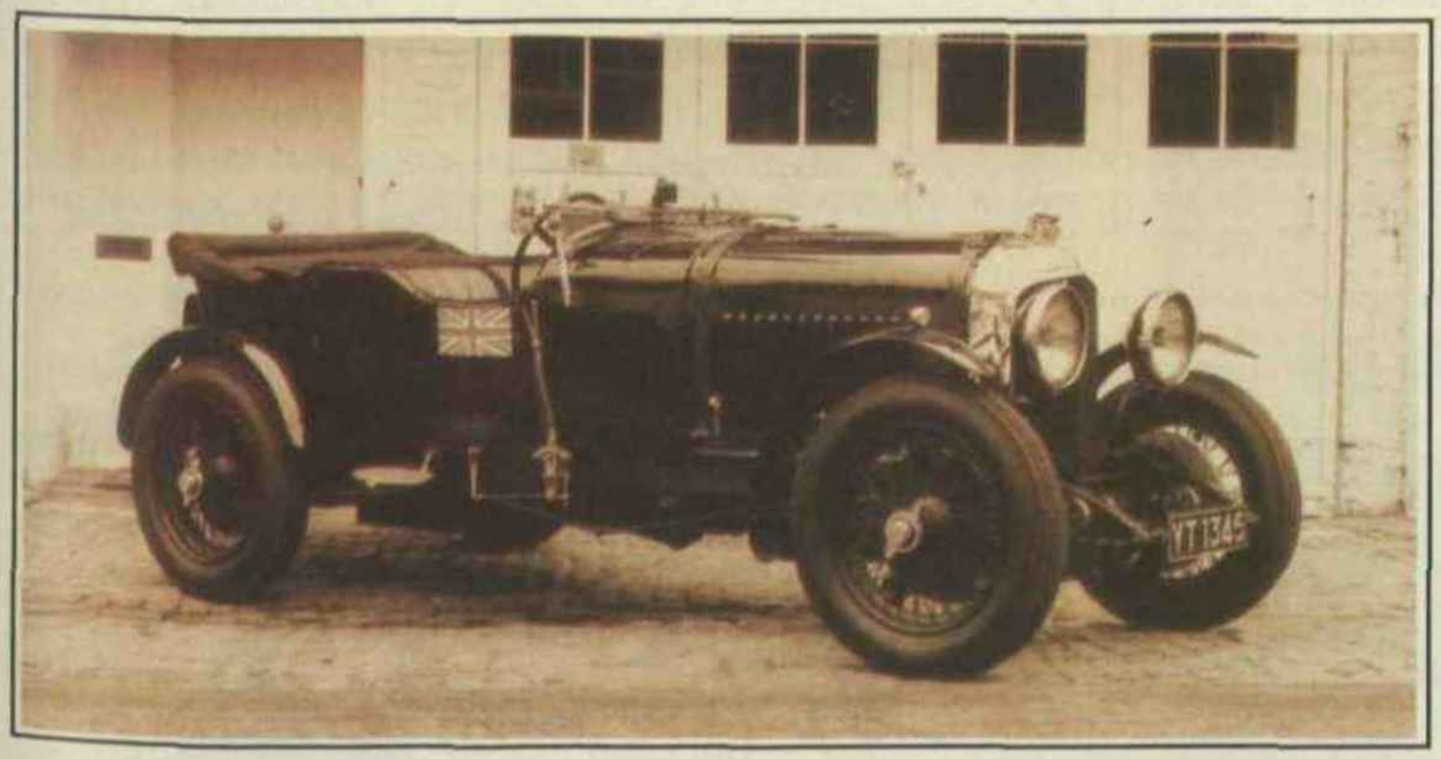
1957 Ferrari 500 TRC

This superbly restored and race prepared 500 TRC was the Works Ferrari entry for Ritchie Ginther and François Picard for the 1957 Le Mans and is one of only three TRC's ever to run this famous event. Contemporary history also includes Sebring and Lime Rock as well as recent Mille Miglia retrospectives. The car is finished in the traditional colours of Ferrari "Rosso" red with black leather to the interior.



1933 Alfa Romeo 8C 2300

A genuine matching number 8C in excellent order throughout still fitted with its original Farina drophead coupé coachwork finished in burgundy over black with brown leather to the interior. This car has recently undergone a detailed and comprehensive professional restoration. Having resided in the same Private Collection for 35 years the car is exceptionally original.



1927 Bentley 4½ Litre

This car is one of only nine original short chassis 4½ Litres constructed and is the second car produced still fitted with its original Vanden Plas open four seater tourer coachwork. Finished in black with red leather to the interior the car is in good original order throughout. Fitted with Zeiss headlamps, a fold flat windscreen, bonnet straps and cycle wings, the car is very sporting in appearance.

14 Queens Gate Place Mews London SW7 5BQ

Telephone 0171 584 3503 Fax 0171 584 7403

CARS IN STOCK

1929 Alfa Romeo 6C 1750 Super Sports

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

1933 Alfa Romeo 8C 2300 Drophead Coupé

1968 Alfa Romeo Tipo 33/2

1950 Aston Martin DB2 Prototype

1924 Bentley 3 Litre Vanden Plas Style Tourer

1924 Bentley 3 Litre Corsica Two Seater

1927 Bentley 4½ Litre Short Chassis Vanden Plas Tourer

1929 Bentley 4½ Litre Supercharged Vanden Plas Le Mans Style Tourer

1930 Bentley 4½ Litre Supercharged Birkin Le Mans Style Replica

1935 Bentley 3½ Litre Thrupp & Maberly Saloon

1939 Bentley 3¼ Litre MR Overdrive Razor Edge Saloon by Mann Egerton

1939 Bentley 4¼ Litre ME Overdrive Coupé by Vanden Plas

1928 Bugatti Type 35B Grand Prix

1933 Bugatti Type 57 Galibier Pillarless Saloon

1952 Cooper Bristol Single Seater

1909 Fiat Roi Des Belges Rothschild Tourer

1930 Frazer Nash Super Sports

1935 Frazer Nash-BMW Type 55/319

1924 Hispano-Suiza H6B "Dubonnet Tulipwood" Replica

1953 Jagaur C Type

1960 Jaguar XK150 3.8 Litre SE Coupé

1933 Lagonda M45 T7 Tourer

1937 Lagonda LG 45 Fox & Nicholl Team Car Replica

1971 Mercedes-Benz 280 SL LHD Manual

1908 Napier 60 HP

1935 Riley Sprite Prototype

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

1934 Rolls-Royce Phantom II Continental Three Position Drophead Coupé by Thrupp & Maberly

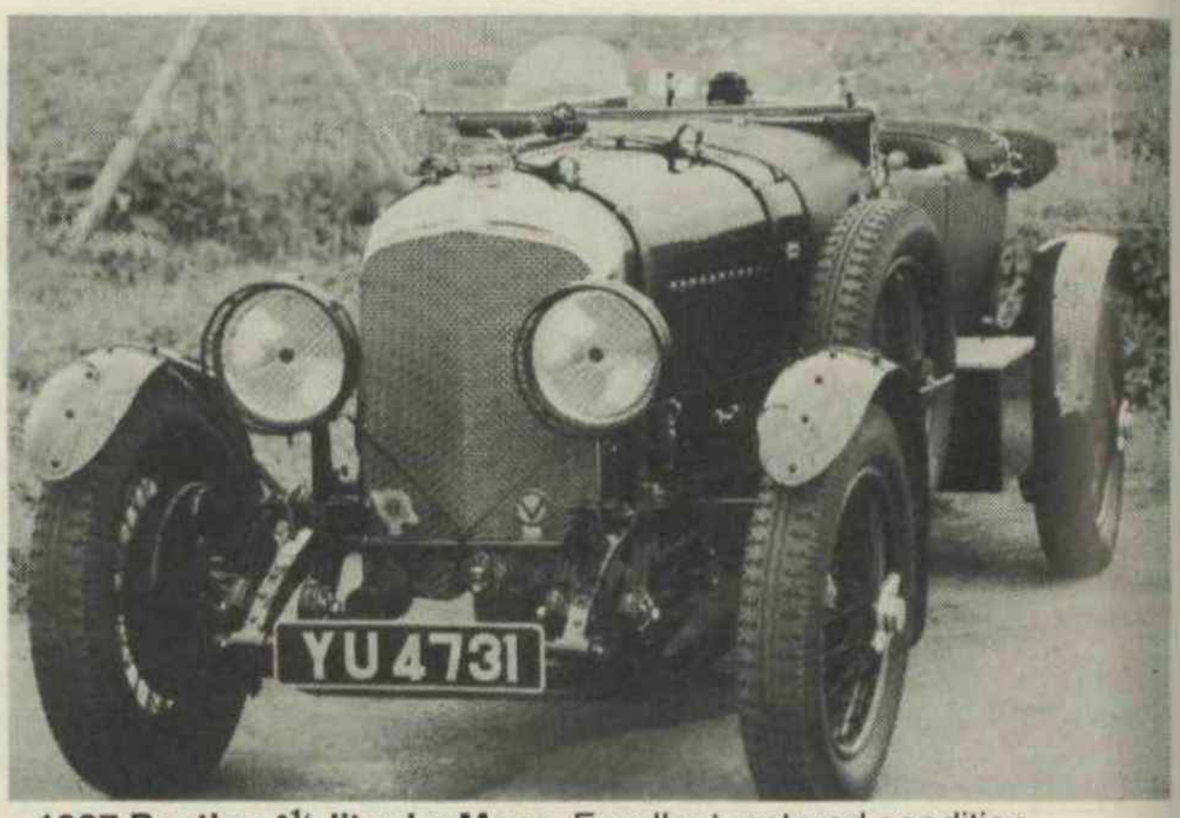
1924 Vauxhall 30-98 Velox Tourer

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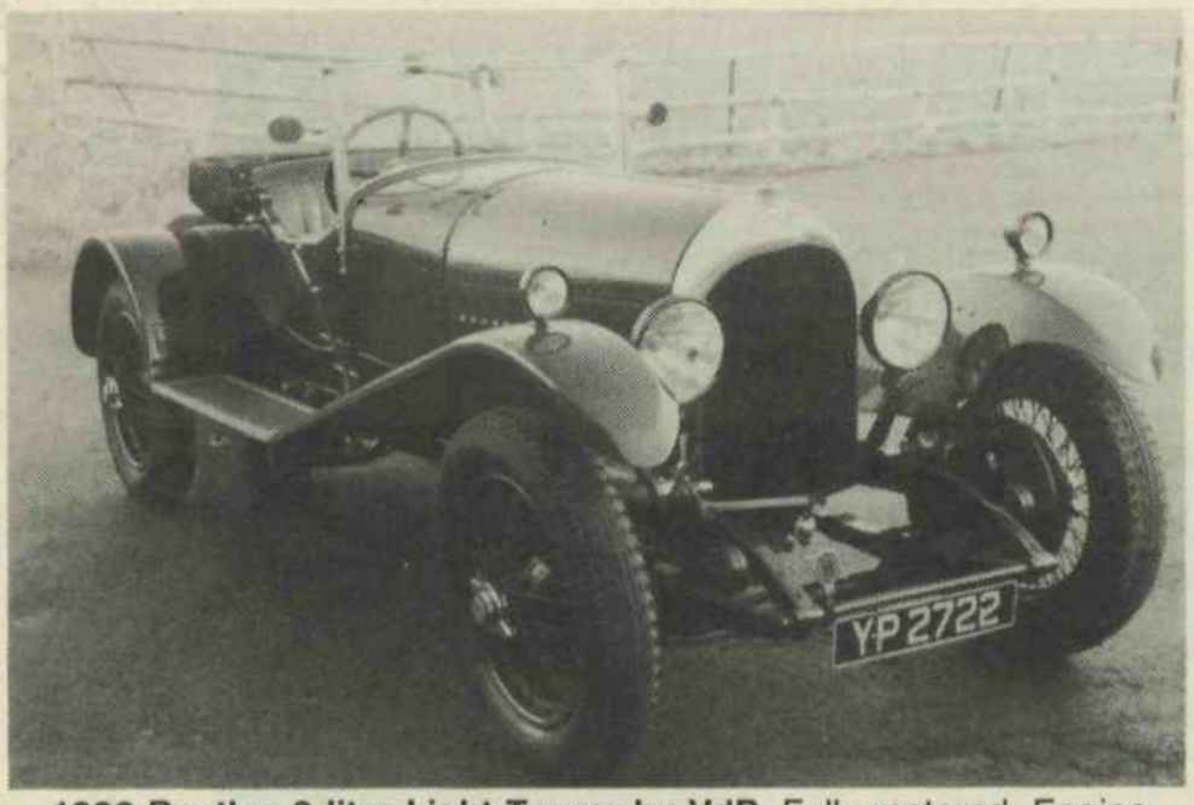
STANLEY MANN RACING



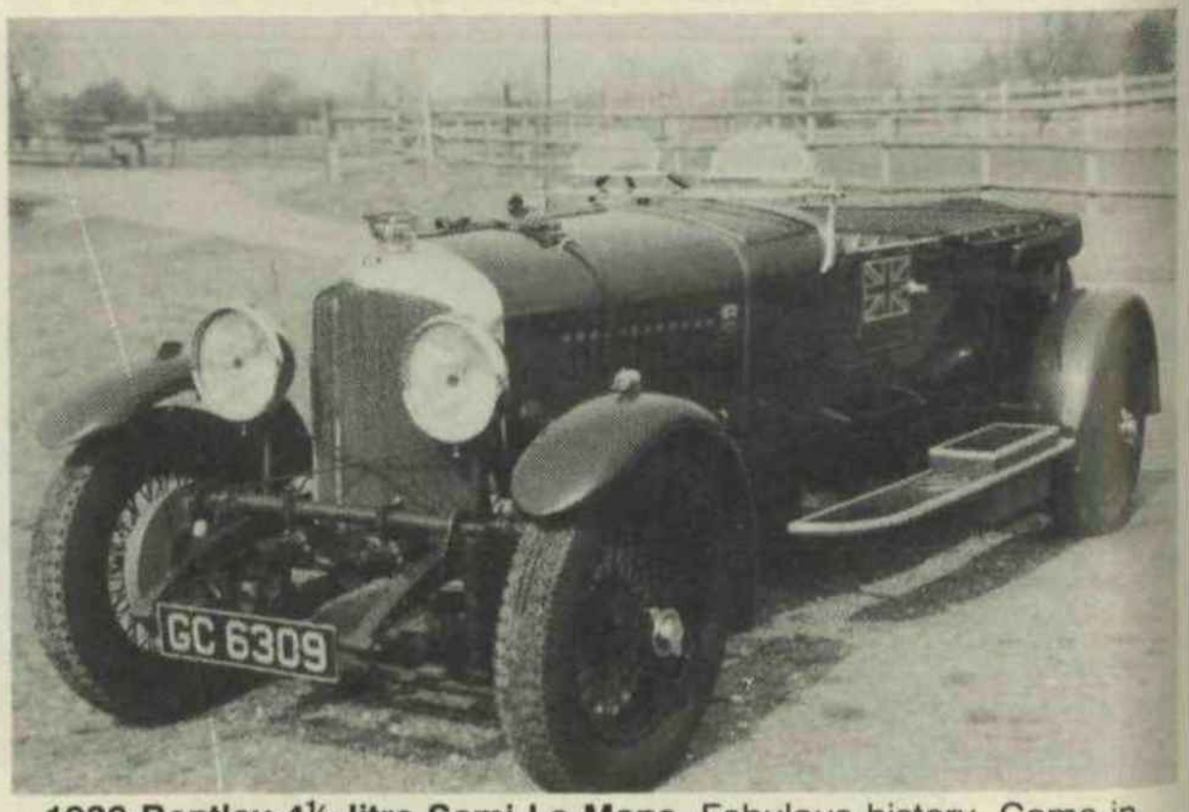
1929 Bentley 4½ litre Le Mans. Mint and shiny. Very shiny.



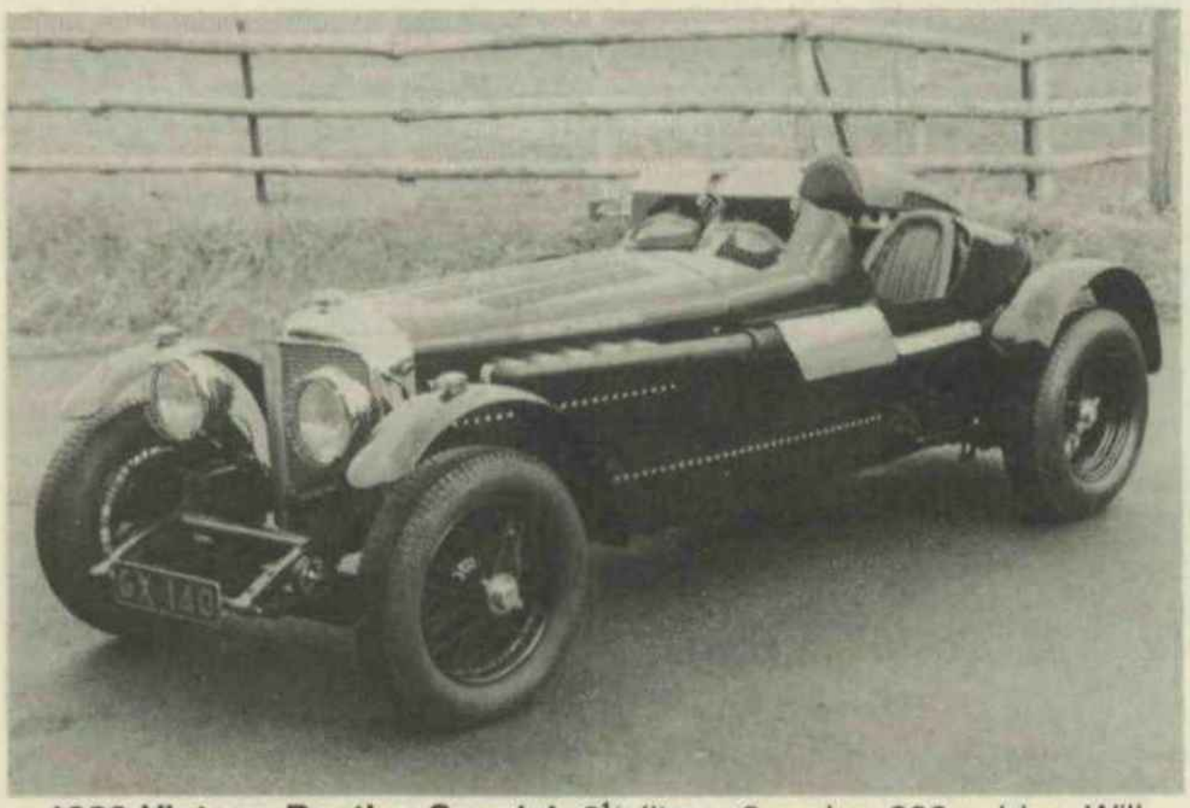
1927 Bentley 4½ litre Le Mans. Excellent restored condition.



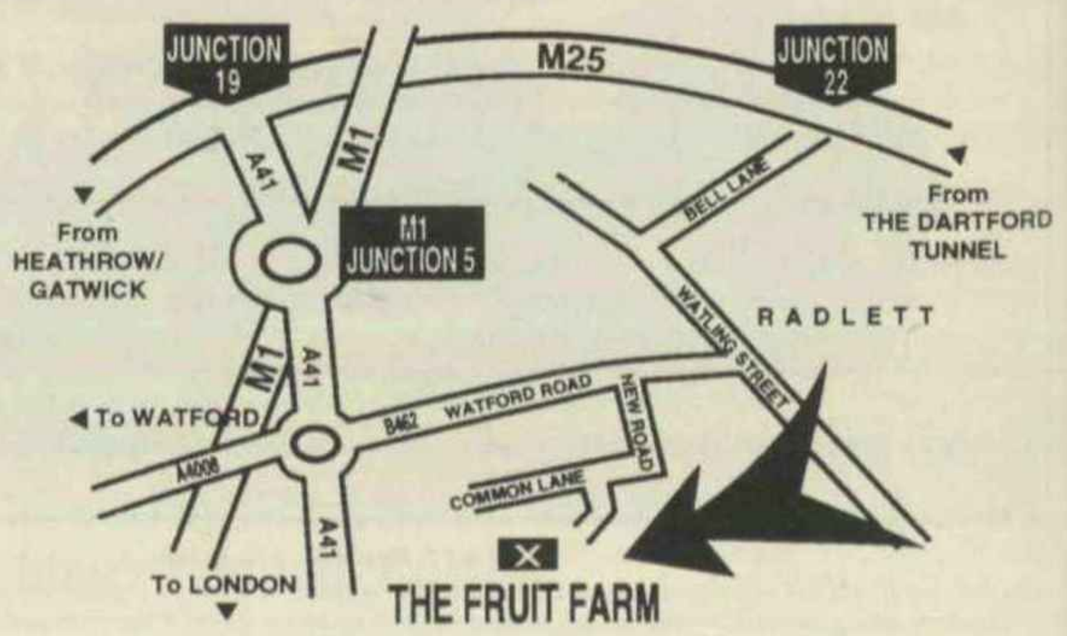
1926 Bentley 3 litre Light Tourer by VdP. Fully restored. Engine uprated to 4½ litres. Fast, comfortable with dickie seat. Aptly named because when it rains the dipsticks in the back get wet.



1930 Bentley 4½ litre Semi Le Mans. Fabulous history. Come in and we'll tell you more.



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BEAULIEU

A Sale of Collectors' Motor Cars
and Related Automobilia
at The Spring Classics Weekend
11 May 1996

HIGHLIGHTS OF THE SALE INCLUDE:

1901 Steamobile
1903 Clement 14hp. Rear Entrance Tonneau
1904 Darracq 10hp. Swing Seat Tonneau
1909 Renault AX
1912 Daimler TS38 Full folding cabriolet by Salmons
1920 Vauxhall 30-98 E-Type
1921 Rolls-Royce Silver Ghost Alpine Eagle
1922 Bentley 3 litre TT car.
1924 Bentley 3 litre Park Ward Close Coupe
(Originally supplied to HRH Prince George)
1934 MG NA 2 seater
1950 Bentley MkVI 2 door coupe by Park Ward
1951 Bentley MkVI Lightweight by H.J. Mulliner
1958 Bentley S1 Continental "fastback" by H.J.Mulliner

GENEVA

A Sale of Important Collectors' Motor Cars
and Related Automobilia
at The Hotel Richemond
16 May 1996

HIGHLIGHTS OF THE SALE INCLUDE:

1927 Bugatti Type 37 Grand Prix. 5 owners from new
1937 Rolls-Royce Phantom III Sedanca de Ville
by James Young
1952 Rolls-Royce Phantom IV Sedanca de Ville by Hooper
1953 Rolls-Royce Silver Wraith drophead coupe
1954 Aston Martin DB 2/4 MkI Spyder by Bertone
1955 BMW 502
1958 Ferrari 250 GT S1 Cabriolet by Pininfarina
1958 Mercedes-Benz 300 SL Roadster
1959 Elva Formula Junior
1960 MBM-OSCA Sports 2 seater
1964 Ferrari 250GT "Lusso"
1966 Ferrari 275 GTB "Long nose" aluminium
1970 Ferrari 365 GTB/4 Daytona
1972 Lamborghini Miura S

FOR FURTHER INFORMATION OR ILLUSTRATED CATALOGUE, PLEASE CONTACT

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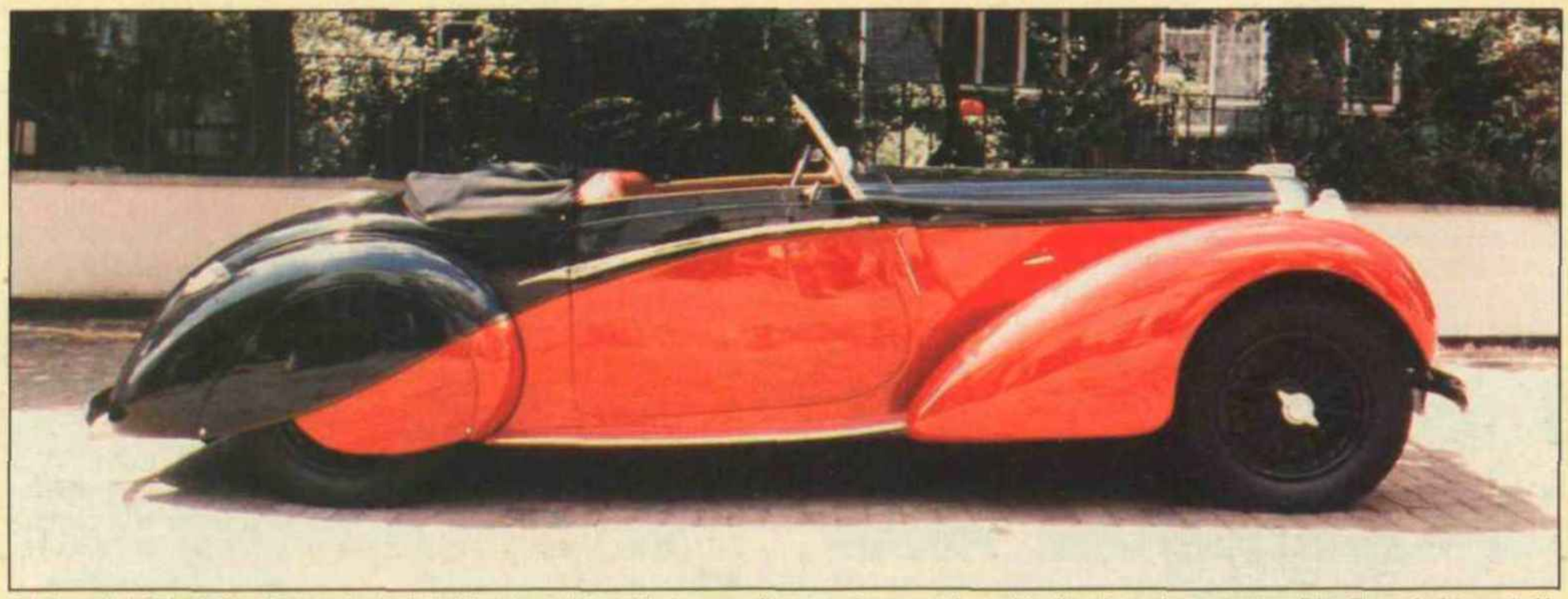
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1938 Lagonda V12 Rapide. One of only twelve chassis V12 Rapide models built. This is a very well known and cocumented car and is offered in excellent restored condition. The car is photographed in Seaton's Book bearing the registration number FGP 808 and is finished in red over black with a dark red leather interior.



1955 Bentley R-Type Continental Fastback by H J Mulliner. This beautifully presented Fastback has been with its present owner for the last ten years and has benefited from precise and enthusiastic maintenance. The car is in excellent overall condition and has a known history from new. Finished in shell grey with its original leather interior.



1959 Ferrari SWB Competition Berlinetta. This is the very first example of a 250 SWB, chassis number 1539 GT, the prototype. It was first shown at the 1959 Paris Motor Show at the launch of this legendary and most successful Ferrari and was also amongst other SCCA races and tested at Le Mans. The car is featured in at least five major Ferrari publications and recently competed successfully in the 1995 Tour de France, with the drive being featured in Classic & Sportscr magazine, its editor being the co-driver. A most important competition Ferrari.

CARS IN STOCK

1952 Allard J2
1932 Auburn Speedster
1922 Bentley 3 Litre Speed Model Tourer by Cadogan
1929 Bentley 6½ Touring Limousine by Barker
1930 Bentley Speed Six Tourer by J Gurney Nutting
1930 Bentley 4½ Litre Supercharged Tourer, one of the original 50 cars.
1934 Bentley 3½ Litre DHC by Park Ward
1936 Bentley 3½ Litre Vanden Plas Tourer
1937 Bentley 4¼ MR "Malcolm Campbell" design cut-away door tourer by Vanden Plas
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1956 Bentley S1 Continental Fastback by HJ Mulliner
1926 Bugatti Type 37A Grand Prix
1935 Bugatti Type 57 Stelvio Drophead Coupé
1967 Ferrari 275 GTB/4
1954 Fraser-Nash Targa Florio MkII
1963 Jaguar E-Type Competition Lightweight – Le Mans winner 1963
1968 Lamborgini Muira S
1936 Lagonda LG45 DHC
1937 Lagonda LG45 Tourer
1938 Lagonda V12 DHC
1938 Lagonda V12 Rapide, one of 12 cars built
1936 Maserati 6CM
1959 Maserati Tipo 61 Birdcage
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1971 Mercedes-Benz 280 SE 3.5 Drophead Coupe
1920 Rolls-Royce Silver Ghost Fully Calapsable Salamanca
1930 Rolls-Royce Phantom II Sedance de Ville by Hooper
1963 Rolls-Royce Cloud III Standard Steel Saloon
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

Please contact Coys Sales Department for further information on cars for sale.

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