MOTOR SPORT

JULY 1996 FOUNDED IN 1924 £2.20

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MAN or Machine?

A portrait of Michael Schumacher

LONGEST NIGHT:

How Le Mans was won

CLASSIC FOCUS:

Mercedes 300SL roadster

PLUS: John Watson gives his verdict on F1's Brits ★ Lotus V8 test ★ BTCC safety ★ Acropolis Rally ★ British Grand Prix guide

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C O Y S

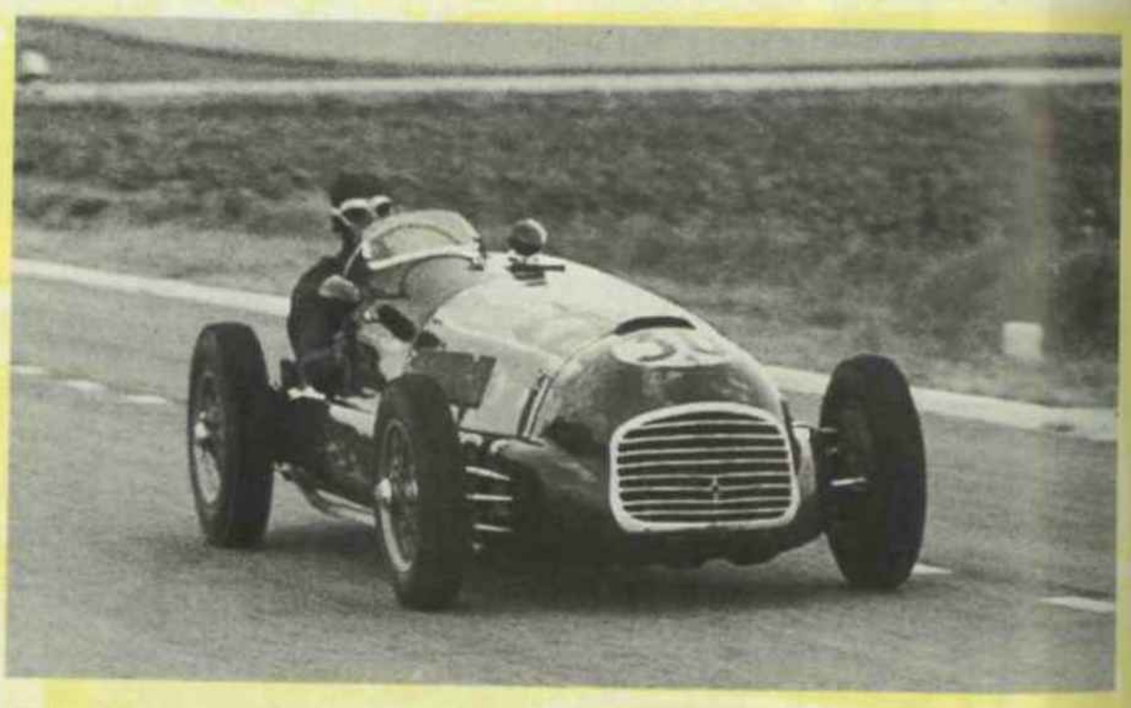
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1953 Fiat 8V Zagato
1938 Wanderer W25 Roadster
1984 Ferrari 288GTO
1982 Ex-Works Lancia LC1
1966 Ferrari 275GTB alloy
1965 Ford GT40
1990 Minardi M190 F.1

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Front cover: this month, The Times' GP correspondent Oliver Holt analyses Michael Schumacher; what makes the world champion tick?

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FORMULA ONE Full results and statistics from the Monaco, Spanish and Canadian Grands Prix. Plus, should racing go ahead in heavy rain, or indeed in Monte Carlo?

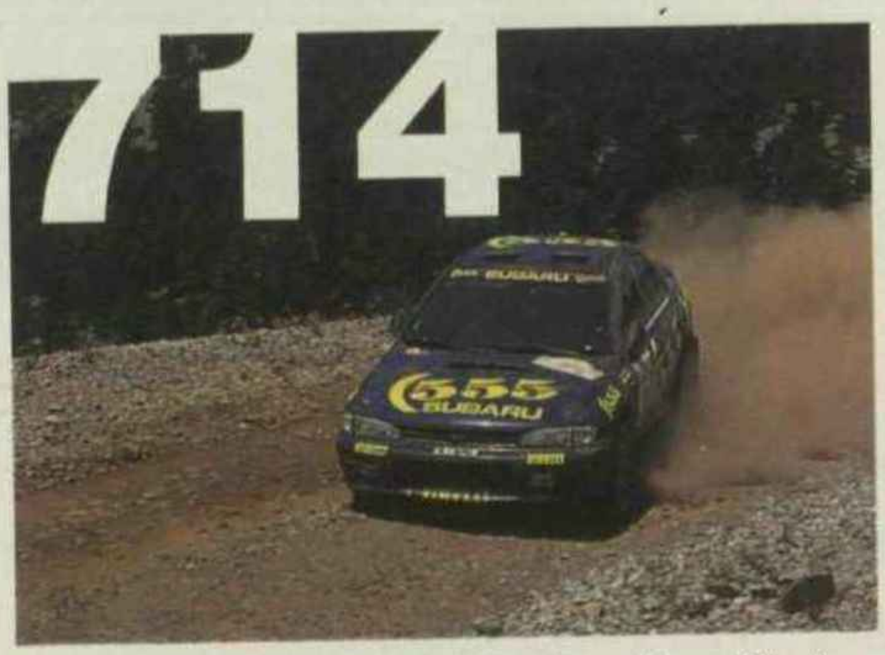
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DIARY

THE MONTH IN MOTOR SPORT

MAY

15 TOCA announces that the four-wheel drive **BTCC Audis** will have to carry a **30 kg weight penalty**. Touring car supremo Alan Gow says the measure is intended to make the difference between racers as "narrow and equitable" as possible.



17 **Scott Brayton** (above), pole winner for the forthcoming Indy 500, is **killed in a practice crash** when it is believed that the right rear tyre of his Team Menard Lola deflated while he was circulating at 230 mph. It is the first death at the Brickyard for four years.

18 **Goodyear threatens to withdraw** from Formula One after rumours of a rule change abound. The company's motorsport boss Cal Lint is concerned at the suggestion to **further limit tyre allocations**, forcing Goodyear to produce harder, more durable rubber.

18 **Marcel Tiemann wins** the prestigious Monaco Formula Three race after Italian Jarno Trulli and Esteban Tuero collide at Loews hairpin. Tuero continues in the lead, only to be **punted off** by Tiemann at the same spot, allowing the German through for victory.

19 **Olivier Panis scores** a sensational victory in the Monaco Grand Prix. He ends Ligier's 15-year barren spell with an intelligent pit stop strategy and an aggressive drive to take the spoils. **A heartbroken Damon Hill** retires from the lead after 40 laps when his Renault engine fails, while pole man **Michael Schumacher crashes** his Ferrari out of second place on the very slippery first lap. David Coulthard equals McLaren-Mercedes' best ever finish with second, while **Johnny Herbert** scores his first points for Sauber with third. Only three cars are left running at the end of the arduous two-hour race.

20 **Volvo and Kelvin Burt** take their first British Touring Car Championship win of the year at a greasy Silverstone, as championship leader **Frank Biela struggles** with a reluctant engine in his Audi in race one to finish only 11th. In race two, the **German regains his form** and takes victory, ahead of double second place finisher Roberto Ravaglia in his BMW 320i.

20 **Ford** considers using a developed Escort Cosworth as its first **World Rally Car**. Although not strictly to the letter of the regulations, the **FIA shows sympathy** towards the Blue Oval, which would otherwise be forced to build two new rally cars in four years when the latest Escort arrives in 1998.

23 **Silverstone Circuits Ltd** wins a £3.5 million High Court settlement after its solicitors were **proved to be negligent** in their advice over the purchase of Silverstone Motor Group, a division of Tom Walkinshaw's TWR Group.

24 **Damon Hill** ends a week of testing at Silverstone with the quickest time, but he suffers another worrying **Renault engine failure** in the process.

26 Pau F3000 qualifying **descends into chaos** when the organisers change procedure without telling any of the teams! Street circuit ace Jörg Müller wins, but the race's future is **called into question** due to the ever increasing costs of staging the event.

26 The Oulton Park rounds of the BTCC see wins for BMW's **Jo Winkelhock** (below) and Volvo's **Rickard Rydell**, but the latter's team-mate **Kelvin Burt** is knocked out in a 7.6G shunt at Cascades. Championship leader **Frank Biela** finishes second in both races to consolidate his points advantage.

26 Indy Car points leader **Jimmy Vasser** (below) wins the US 500 at Michigan, despite being involved in a comical pile-up before the start involving 11 cars! Vasser wins in his spare car after pace setters **Alex Zanardi** and **Andre Ribeiro** are foiled by mechanical problems.





26 **Ralph Firman** (below) takes a British F3 Championship double at Brands Hatch to establish himself at the top of the series.



26 The rival **Indy 500** race is won by **Buddy Lazier**, while earlier leader Alessandro Zampedri is classified fourth after breaking his lower limbs in a last corner shunt.

26 **Alfa Romeo** scores its first International Touring Car victories of the season thanks to **Alessandro Nannini**. The former Benetton F1 ace wins both races at Estoril.

28 **Alister McRae** confirms he will take part in the **Rally Australia** in a Honda Civic VTi.

28 **Benetton** announces that it will temporarily **ditch its torsion bar suspension system** in the wake of Jean Alesi's Monaco retirement.

DODGING RUBBER BULLETS

The best form of crisis management is to avoid a crisis in the first place.

Make no mistake, that is exactly what motor-sport's governing body has achieved as the prospect of a new tyre war in Formula One looms ever closer. Bridgestone commenced its testing in earnest last month, and the Japanese manu-facturer's challenge to Goodyear's monopoly threatened to tear the sport apart.

The inevitable return to qualifying rubber could have increased speeds by as much as four seconds per lap. At worst, that escalation would have destroyed all the advances in safety made since that dark weekend at Imola two years ago. At best, the war would have necessitated further drastic changes to circuits already emasculated by chicanes, or led to an expensive re-design of the cars at a time when escalating costs are driving privateer constructors out of F1.

The FIA looked to be between a rock and (given the impending reintroduction of sticky rubber) a soft place . . .

One solution was to invite the companies to bid for a contract to become F1's sole tyre supplier. But such a move would have undermined the very competition and exploration of technological frontiers upon which the category was founded.

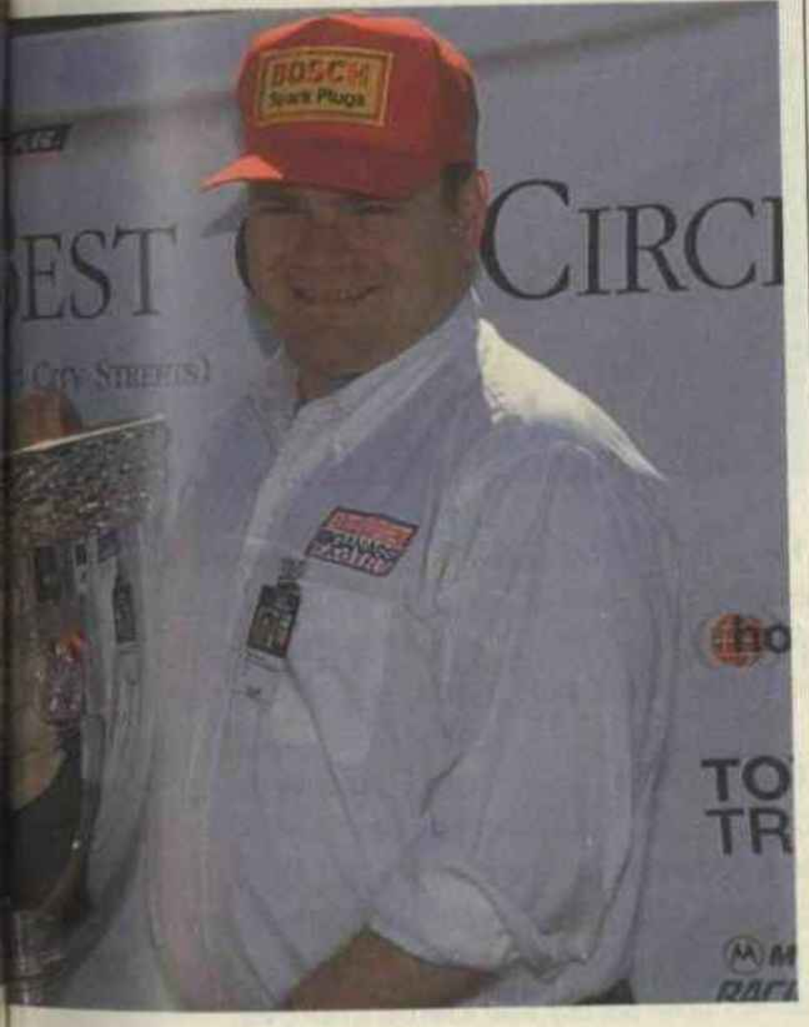
The other avenue open to it – the banning of qualifying tyres – was easy. Enforcing that ban certainly wasn't. But by reserving the right to select a team's permitted 28 tyres at random, and insisting that manufacturers bring only one dry compound to a Grand Prix, the FIA has neatly found its way out of a labyrinth which, at first inspection, appeared impenetrable.

Thanks to an inspired move from the governing body, peace, for the time being at least, has broken out.

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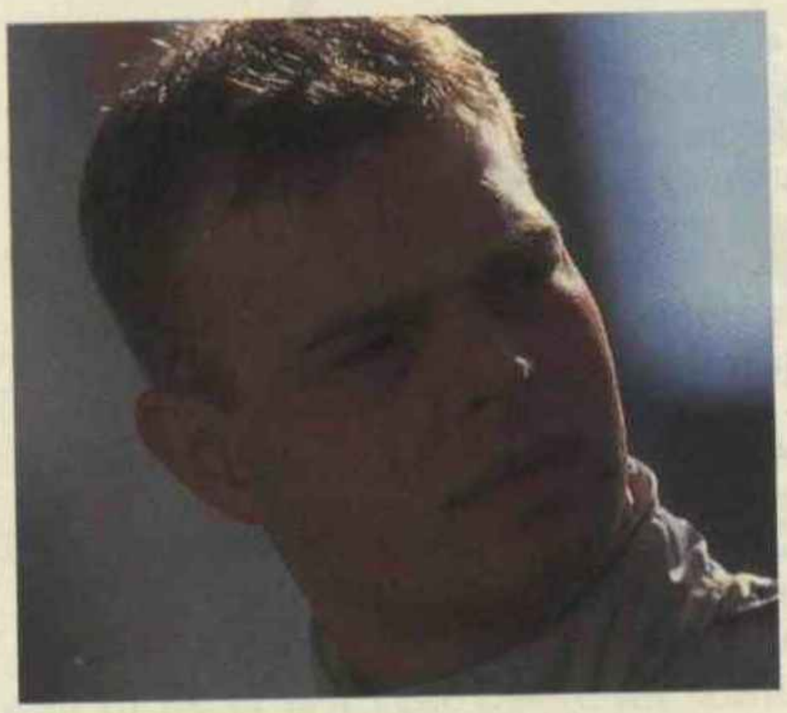
28 The **FIA** is lobbied by the leading World Rally Championship teams to alter **turbo restrictor sizes** in 1997.

28 Ligier team boss **Bruno Michel** admits that his team is no nearer to a link-up with a French manufacturer, despite its Monaco GP success.



28 **Ford Motorsport** decides to confine itself to just two cars for the rest of the **World Rally Championship**.

28 The 1300cc rally class is on the verge of being **scrapped by the FIA** in favour of a 1400cc category.



31 Talented Dane **Jan Magnussen** (above) is firmly linked with **Stewart Grand Prix's** F1 assault in '97. McLaren's **David Coulthard** denies any links to Stewart's new team.

31 **Forti Corse's** F1 cars (below) appear at the Spanish GP weekend in green and white livery, in deference to new backer Shannon Racing Team.



JUNE

1 **Renault** admits that a series of recent F1 engine failures is causing the company some concern.

1 Ford's **Escort RS2000 kit car** is finally homologated after delays concerning the car's bodywork.

2 Reigning World Champion **Michael Schumacher** scores his first win for Ferrari in the **Spanish GP**. Run in abysmally wet conditions, Schumacher wins easily after an incredible drive that sees him **three seconds per lap faster** than his rivals. The victory is the first ever for a V10-powered Ferrari F1 car. A dismal weekend for points leader **Damon Hill** sees him go off three times, his final excursion ending in the pit wall. **Jean Alesi** takes second after a slick pit stop moves him ahead of **Jacques Villeneuve**.

2 The sixth stage of the **Acropolis Rally** is cancelled when **spectators block part of a stage**, causing a number of cars to spin. The cancellation works against **Mitsubishi** though, whose drivers complete the stage before the junction is blocked.

2 Finland's **Harri Rovanperä** wins the Scottish Rally in his Gp N Mitsubishi Lancer, while fellow countryman **Jarmo Kytölehto** wins the F2 category and takes second place overall in his Ford Escort RS2000.

2 **Michael Andretti** wins the Milwaukee 200 after a dramatic late race duel with **Al Unser Jnr**. The latter falls foul of IndyCar's **new restart procedure**, which sees all the cars on the lead lap pass all the lapped cars to line up together during yellow flag periods. Andretti leaps ahead of long-time leader Unser at a restart with just five laps to go.

3 Indy 500 winner and joint IRL champion **Buddy Lazier** reveals plans to defect to the PPG Indy Car World Series for the rest of the season.

3 **Kelvin Burt** is released from hospital, eight days after his Oulton BTCC smash. TWR Junior Team's F3 hotshoe **Jamie Davies** is put on standby for the forthcoming Snetterton rounds.

4 **Colin McRae and Derek Ringer** win the Acropolis Rally for Subaru. The Scot is **quickest on 10 stages**, pulling out 30 seconds over rivals on the first leg alone to fend off championship leader Tommi Mäkinen's Mitsubishi Lancer. It is the reigning champion's **first victory** of the year, and it lifts him to third in the standings.

5 The expectation of the impending F1 tyre war is heightened as Jos Verstappen tests **Bridgestone's F1 tyres** at Suzuka in a Ligier JS41. The Dutchman completes 450 km in the year-old car, fitted with a Mugen-Honda engine. Rumours abound that TWR Arrows – Verstappen's F1 employer – has tied up a **supply of Japanese rubber** for 1997.

6 Jan Lammers, driving **the GT1 Lotus Esprit**, is **easily quicker** than last year's GT pole position time during testing at the Nürburgring. The team, although withdrawn from Le Mans, is confident of tasting overall GT **success soon**.

8 Paula Cook escapes injury in a **Formula Three accident** at Oulton Park, when her Dallara-Alfa goes backwards through two layers of barrier during a qualifying session. **Ralph Firman wins** the race to extend his championship lead.

9 **Hans Stuck** (below) takes a double victory in the ITC at Helsinki. The Opel Calibra driver heads one-two-threes for the Russelsheim marque in both events. Dario Franchitti leads the first race, only to crash on oil two laps from home. Team Joest driver **Manuel Reuter** retains the series lead with two second places.

9 **Christian Fittipaldi** leads for 63 laps of the PPG Indy Car World Series race at Belle Island in Detroit, only to **falter eight laps from home** and allow Michael Andretti through for the win. Jimmy Vasser puts in a **mediocre performance** – hampered initially by a less than effective performance from his Firestone tyres – but, thanks to Al Unser Jnr's crash, Vasser keeps his points lead.

12 It is announced that **Formula Two Kit Cars** will be **admitted** into the 1997 British Rally Championship. A **'Supercup Challenge'** is to be created for non-kit cars.

13 The organisers of the San Marino GP are **fined one million US dollars** in the wake of the **track invasion** by spectators after this year's race.

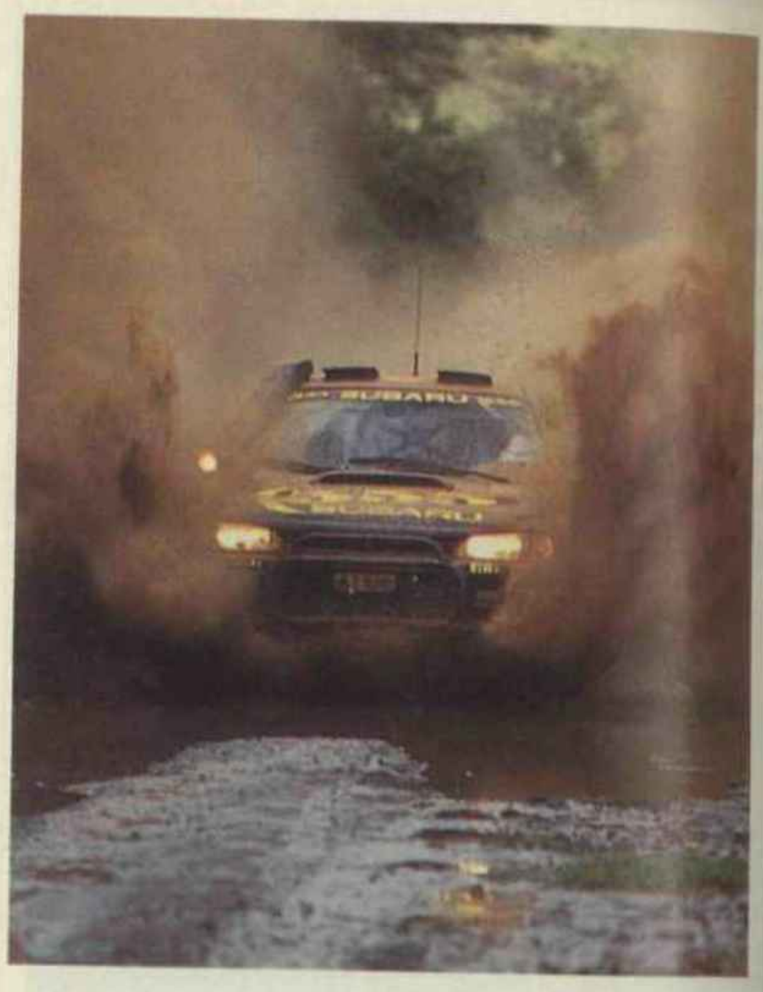
13 The **FIA World Council** confirms a **ban on qualifying tyres** in next year's Formula One World Championship.

13 A **Formula One Safety Commission** is created to deal primarily with circuit safety.

14 BBC commentator **Murray Walker** and Britain's first rallying World Champion **Colin McRae** are both included in the **Queen's Birthday Honours** list. Walker receives the OBE, while McRae is awarded the MBE.

14 **Proton** reveals a mock-up of its first **World Rally Car** in Kuala Lumpur.

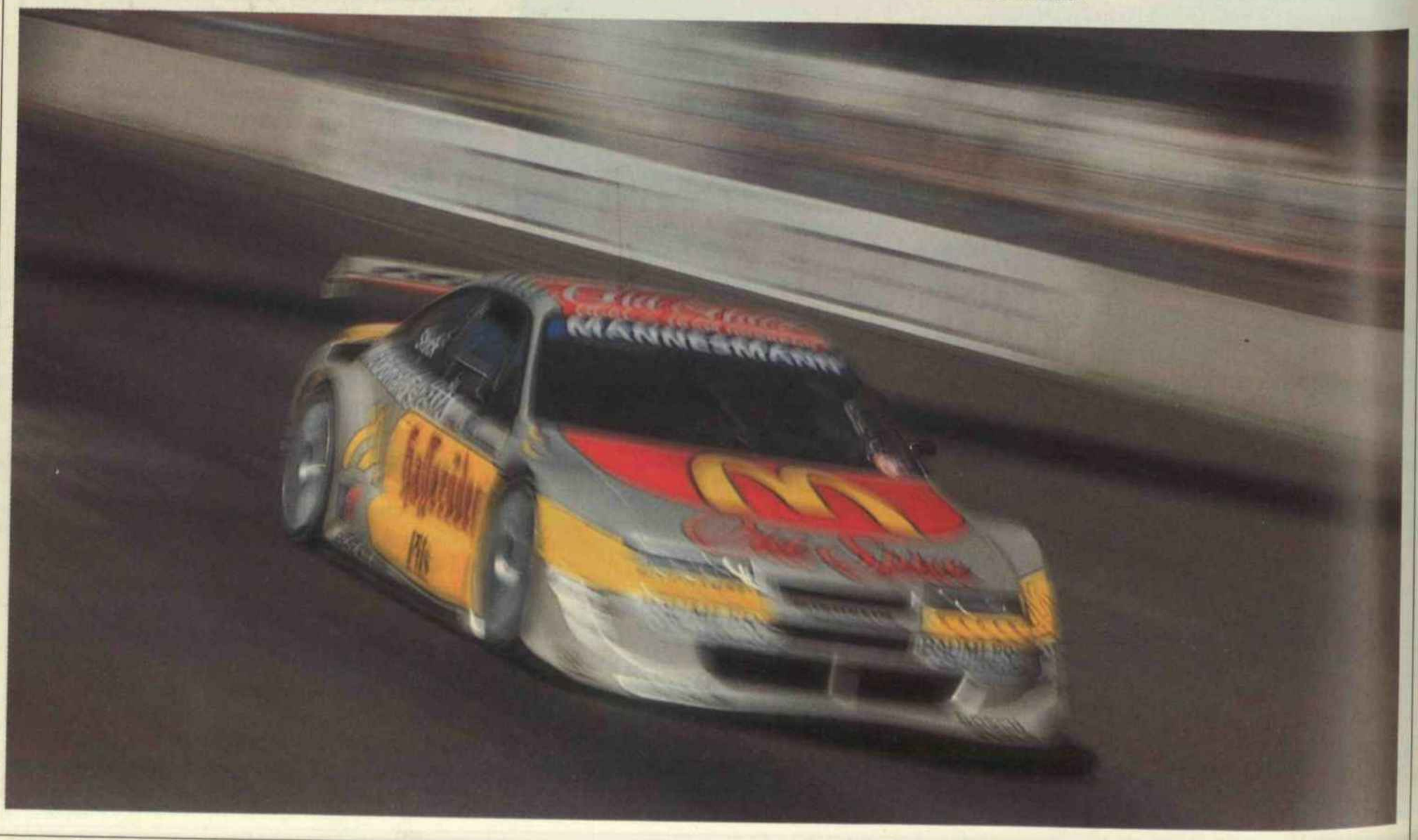
14 Formula Three driver **Jamie Davies**, brought in by Volvo to replace injured star Kelvin Burt, is himself involved in a **huge 6.25G accident** in testing at Snetterton. Despite a **45-minute driver removal process**, Davies escapes unharmed.

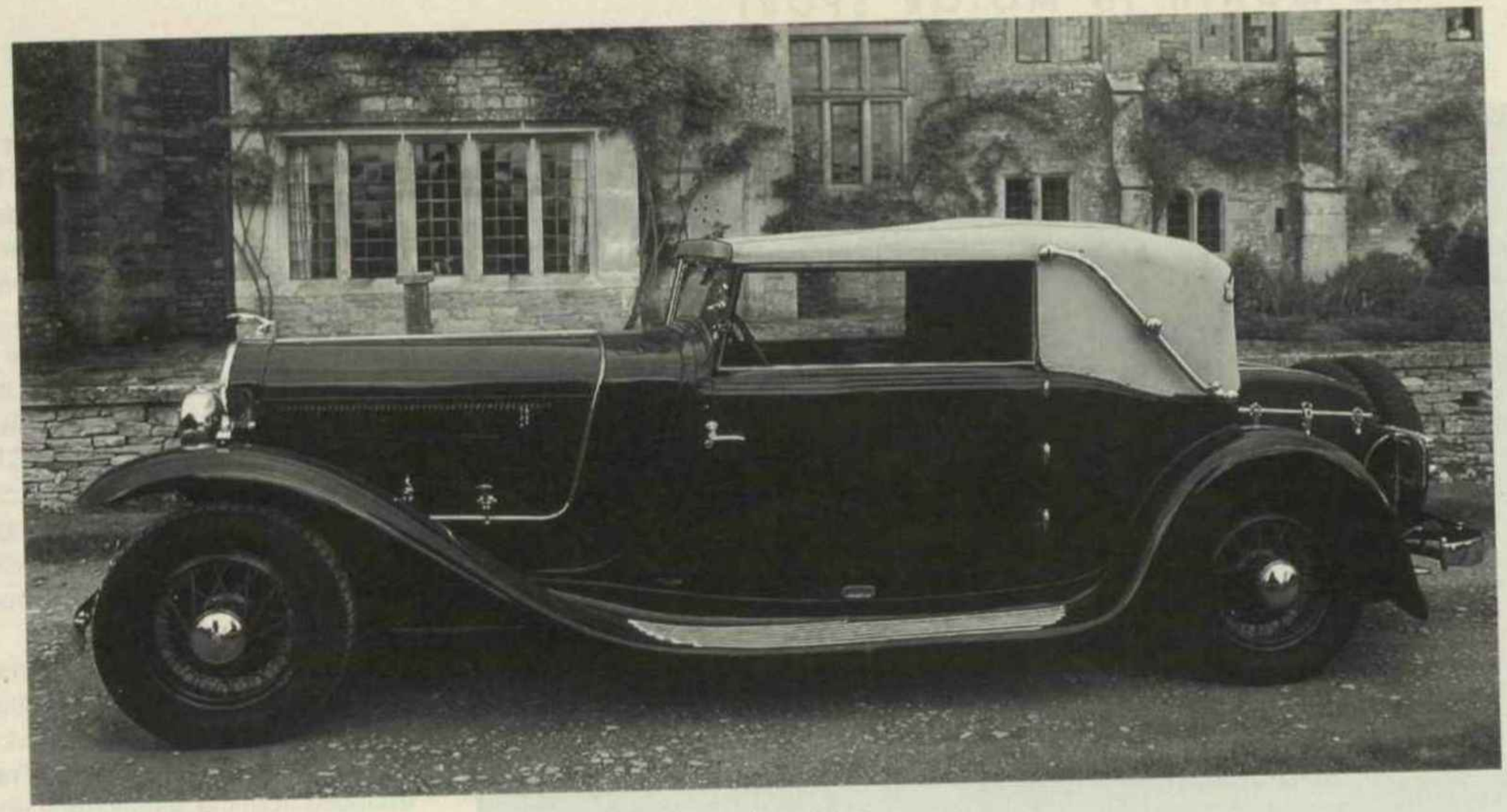


14 The **555 Subaru rally team** (above) announces that it will **not contest** next year's Asia-Pacific Rally Championship, citing a change in **turbo restrictor sizes** as the main reason.

15 Subaru rally star **Kenneth Eriksson** crashes into a **course car** which is **driving towards him** on the final stage of the opening leg of the Rally of Malaysia. The main teams call for the rally to be **dropped** from the Asia-Pacific series until safety standards improve.

16 **Damon Hill** bounces back from his recent disasters to win the Canadian GP at Montreal and extend his World Championship lead. Teammate **Jacques Villeneuve** finishes second after making one pit stop to Hill's two. **Jean Alesi** is a distant third, bouncing back after a **spectacular qualifying crash**, ahead of McLaren's **David Coulthard**.





1931 Lancia Dilambda Castagna Cabriolet to be sold at Ascot on August 2nd

Summer Vintage at Ascot

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ENTRIES FOR THIS SALE ARE NOW BEING ACCEPTED

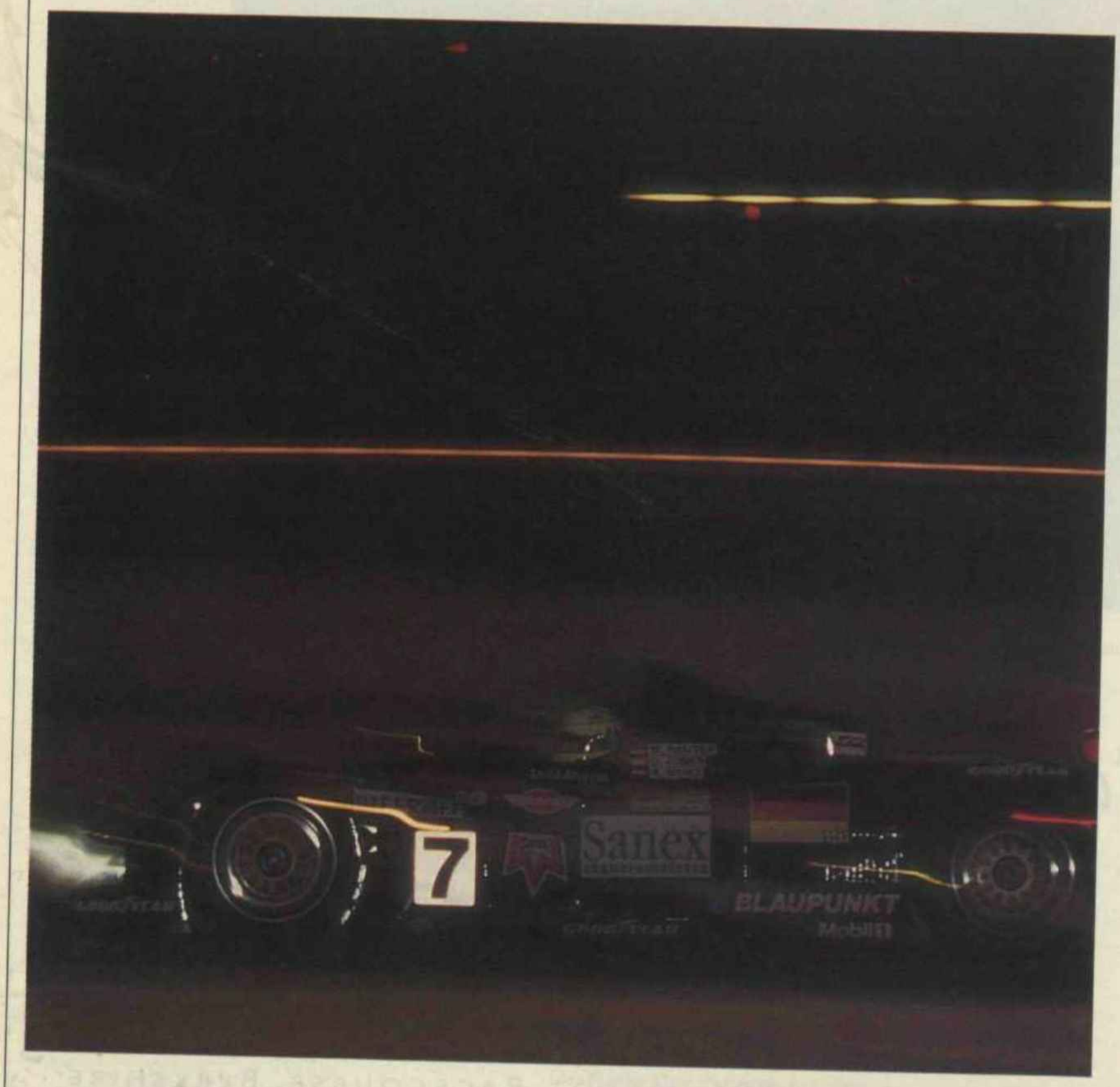
Strawberries and cream will not only punctuate a sale of fine motor cars, motoring art and other collectables but also a Concours d'Elegance of Veteran and Edwardian Motor Cars will be held to celebrate 100 years of the British Motoring Picnic.

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16 The **Le Mans 24 Hours is dominated** by the debuting Joest TWR Porsche of **Davy Jones, Manuel Reuter and Alexander Wurz** (left), which leads for 23 hours of the race. The car, based on the Jaguar XJR-14 chassis, was commissioned by Porsche in 1994 and was **controversially withdrawn** from the '95 Daytona 24 Hours after a conflict with the organisers. Porsche-powered machinery fills the top three places and the all-new Porsche GT1 also enjoys a **sensational debut**, winning its class and finishing second overall in the hands of **Yannick Dalmas** – who misses out on victory for once – **Karl Wendlinger and Scott Goodyear**.

16 Vauxhall's young star **James Thompson** wins his first BTCC race of the year at Snetterton, while BMW's **Jo Winkelhock** is victorious in race two. Championship leader **Frank Biela** is excluded from the second race after a clash with **David Leslie** at Russell.

16 Reigning World Champion Michael Schumacher **dismisses any chances** of overhauling Damon Hill in this year's title race after Hill's Montreal win.

17 In a **shock move**, British Rally Champion **Alister McRae** signs a two-rally deal with the **works Volkswagen team** for the Donegal and Ulster rallies.

17 **Kenneth Eriksson** wins the Rally of Malaysia – despite his opening-leg accident – for Subaru, ahead of Mitsubishi's British star **Richard Burns**.

NEXT MONTH:

Can Damon Hill triumph again on home soil? Next month's **MOTOR SPORT** will contain a **review of the British Grand Prix**: facts, figures and insight into how the UK's most important race of the year was won, and all beautifully illustrated by some of Formula One's brightest photographers.

Our road test pitches the Honda NSX Targa against Porsche's 911 equivalent in the first of a series of comparative investigations, and there will be our usual glut of features focusing on the month's most pertinent topics.

Plus, the highlight of our popular classic section will be a visit to Crimond with the man who gave Jim Clark his first racing opportunity at that very venue, 40 summers ago.

Contents subject to change

JULY FIXTURES

Date	*Venue*	*Event*	*Type*
Jul 3-6	Buenos Aires	Rally of Argentina	INT
Jul 6	Daytona, USA	NASCAR	N
Jul 6	Oulton Park	British F2, VR6, Pro-sport 3000	N
Jul 6/7	Brands Hatch	AMOC: Porsches, MGs	R
Jul 6/7	Castle Combe	TVRs, F First, ARP F3	R
Jul 7	Diepholz, Germany	ITC	INT
Jul 7	Cadwell Park	Saloons, Caterhams, Minis	R
Jul 7	Donington Park	Rover Gtis, Ginettas, Fords	N
Jul 7	Lydden Hill	FF1600, MGs, Special GTs	R
Jul 13	Oulton Park	HSCC	R
Jul 13	Silverstone (GP)	TOCA, British F3	N
Jul 13/14	Lydden Hill	750MC	R
Jul 14	**Silverstone (GP)**	**British Grand Prix**	**INT**
Jul 14	Toronto, Canada	Indycar World Series	INT
Jul 14	Anderstorp	Global GT	INT
Jul 14	New Hampshire, USA	NASCAR	N
Jul 20	Kirkistown	500 MRCI: FF1600, Metros, Fiats	R
Jul 20	Oulton Park (Fosters)	FF1600, R5TS, 924, MGs	N
Jul 20	Snetterton	Classic Saloons, Alfas	N
Jul 20/21	Mondello Park	2CV 24hr Race	N
Jul 21	Enna-Pergusa	F3000	INT
Jul 21	Pocono, USA	NASCAR	N
Jul 21	Interlagos	ITC	INT
Jul 21	Brands	TVRs, VR6, Caterhams	N
Jul 21	Mallory Park	ARP F3, FF1600, XRs	R
Jul 21	Pembrey	Saloons, MGs, TRs	R
Jul 27	Snetterton	F First, Ginettas	R
Jul 27/28	Hockenheim	F3000	INT
Jul 27/28	Spa-Francorchamps	Spa 24hrs	INT
Jul 28	Lydden Hill	F2000, FF1600, Eurocars	R
Jul 28	**Hockenheim**	**German Grand Prix**	**INT**
Jul 28	Michigan, USA	Indycar World Series	INT
Jul 28	Knockhill	TOCA	N
Jul 28	Thruxton	British F3, GT	R
Jul 28	Talladega, USA	NASCAR	N
Jul 28	Mallory Park	Rover Gtis, FR1700, Clios	R
Jul 28	Mondello Park	F Opel, FF1600, F V, Fiats	N
Jul 28	Thruxton	British F3, GTs, VR6, Caterhams	N
Jul 28-30	Auckland	New Zealand Rally	INT

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Barclays Bank PLC.[1]	17.9%	£114.68	£5,504.64	£172.80
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MAN OR MACHINE?

Oliver Holt, Grand Prix correspondent of *The Times*, examines the psyche of the double world champion




UNITED
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Mobil
1
GYM
Burger
BENETTON
SPORT SYSTEM

Just when there was a chink of light, a fleeting, fleeing glimpse of vulnerability, a little shred of hope that maybe the guy was not as good as all that, Michael Schumacher cut it all to ribbons and drove the race of his life in Barcelona. It always seems to be that way with him. Just when you think you have found a weakness, a character flaw even, he slaps a full house down on the table.

It goes like this. You try and write him off as some sort of goosestepping Teuton who eats black bread and sauerkraut for breakfast and collects trombones from oompah bands in his spare time. He has admitted, after all, that he likes his mother's apple strudel. But then he ups and hires himself some sort of Indian fakir to help keep him in shape and you find out he's more Boris Becker than bigoted Brownshirt.

You try and say the guy has got no feelings, that he's some kind of automaton, who works all the hours God sends and cares only for his career and his cars. Then his wife, Corinna, takes it upon herself to adopt a Brazilian stray dog called Flea and not only does he go along with it, he likes it and he's not embarrassed about it even though the rest of the pit lane is practically bent double.

You even have a crack at saying Schumacher might be a formidable driver but he's got no passion, no flair, a bit like the accusations you level at the German football team, really, and then he pulls out a drive like the Spanish Grand Prix and jumps around on the podium like a loon, spraying Jean Todt with champagne, oblivious for a few moments of what is going on around him.

Anyone who can drive like that, you know in an instant, has to be an interesting man. Just like Michael Jordan or Diego Maradona or Miguel Indurain. Not necessarily a nice man but, through their very genius, intrinsically fascinating and absorbing. Schumacher suffers because we all love to hate the favourite and root for the underdog. It's his fault, we say, for being so good.

In the end, though, you give up and shut your mouth and let yourself come round. When you speak to him and kick your preconceptions into touch, Schumacher is a decent bloke. He is a football nut, for a start, so he can't be all bad, and he's unfailingly polite and courteous which is more than can be said for some of the other top drivers.

Granted, it's a bit of a struggle to find the beef, to talk about anything except motor racing, but that is a common problem with today's drivers. It is easy to talk to Damon Hill about the latest movies, about music, about politics, because he knows of a life outside motor racing. Schumacher does not. He has been doing it since he was tiny. He has lived and breathed it with room for nothing else. It is limiting.

But he is still pleasant company. Before the Hungarian Grand Prix last year, he went for dinner with a group of English journalists at an open-air restaurant in the hills above Budapest. He was late because he had had a row with the German television company, RTL, about footage they had shown of his wedding to Corinna, but he did not show his displeasure.

"Anyone who can drive like that, you know in an instant, has to be an interesting man."



Left: pole position in a Ferrari in Italy. An act guaranteed to win the hearts of race fans the world over.

Instead, he talked about his love of the English countryside and of English country houses and the factors that were pulling him first one way and then the other as he tried to make up his mind whether to stay at Benetton or leave for Ferrari. Later that weekend, he made his final choice.

His critics pounced on that, too, said the dollar signs had come down over his eyes and that he was forsaking his destiny, the chance to win three successive world drivers' titles, for a lot of lolly. They said he was spending wildly and getting hooked on new toys like private planes. The figures quoted for his Ferrari salary have been as much as £20m a year.

Last month, I sat across a desk from Todt in the Ferrari sporting director's office at Maranello and watched him smile in his wry, secretive way as he played with the figures in his mind. "You are all very interested in these numbers," he said. "But the money is nothing like that. He did not come here for the money. He could have had more money from another team."

That, presumably, was McLaren, but that is irrelevant now. What is instructive is that Schumacher has managed that rare trick of having his cake and eating it. He is on a handsome salary, however many millions either side of 20 it really is, and yet his reputation is not suffering by being with a team many thought might

destroy him. If anything, his asking price is going up with every race.

That one glimmer of mortality, of ordinariness, came in Monaco when he lost control of his car on the first lap on a damp circuit as he tried to keep up with Hill.

He was furious with himself for throwing away an afternoon's work after he had wrestled the car to pole position. Maybe, everyone thought, he is cracking under the strain of being an also-ran.

Then, he went to Barcelona, set early lap times that were four or five seconds quicker than anybody else in the field, won his first Grand Prix for Ferrari, his first in a car that was not a Benetton, and silenced those who doubted his supreme skill for



Right: Schumacher's first Grand Prix win at the wheel of anything other than a Benetton came in a race where the car's input was minimal.

ever. It was a masterful drive even by the most exalted standards.

"That was not a race," Stirling Moss said after he watched in awe. "That was a demonstration of brilliance. The man is in a class of his own. There is no one in the world anywhere near him. I do not think there has ever been a driver who is so far clear of the field in terms of ability. It was one of the most fantastic demonstrations of skill I have ever seen, up there with Senna and Fangio. The Ferrari is not comparable with the Williams or probably even the Benetton, but the difference was Schumacher."

The move to Ferrari is, in fact, looking more and more like a master stroke. Gradually, he is shedding the controversy and suspicion that seemed to cling to him when he was at Benetton. If, then, he appeared cold and aloof, the emotions that rage around the team of the Prancing Horse are bringing out the caring, sharing Schumacher, the side of his character that was always there but was rarely seen.

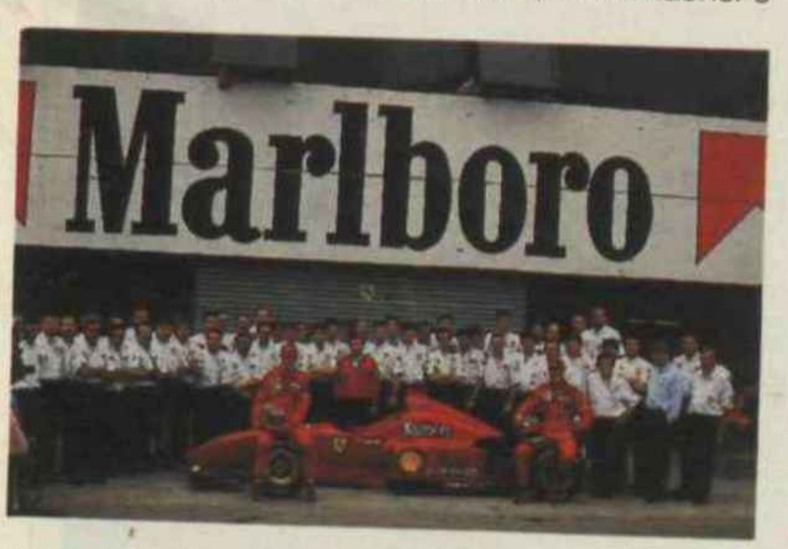
More than that, it has proved that the world champion is not a one-team wonder. We know now that it is Schumacher who makes the difference, that he alone among the current crop of drivers is more important than the machinery he drives in. He represents a victory for man over machines and in motor racing, that is the ultimate achievement, a feat that makes him more worthy of hero-worship than any other.

"I think people respect what I have done with Ferrari so far," Schumacher says. "I have not tried to take the easy route. Together, we have worked hard



and made it competitive. Before, people did not know how much the success at Benetton was my part and how much was the team's. The respect I have from the drivers this year is different, so the respect outside is different, too."

Which brings us to Eddie Irvine, Schumacher's team-mate. If Schumacher really was the dweeb that many would have us believe, the total Germanic square who is just a dull boy, do you think Irvine would have any time for him? Quite. Irvine, who is about as hedonistic as they come, actually seems to like him. He has even suggested they are quite alike.







"Schumacher is the Pele of Formula One"

Luca di Montezemolo.

Part of this regard obviously stems from admiration for his driving. "I always thought he was the bees' knees," Irvine says, "and now, since I have become his team-mate, I know he is. I can see the telemetry and what he does is amazing. Some of the things he has done with our car have been fantastic."

The rest of it, though, seems to be a genuine compatibility. "He works very, very hard," Irvine says, "but you need to in this game now. He and I get on very well. There are absolutely no problems. At the circuit, he concentrates on his job, away from the circuit you can have a laugh with him like anyone else."

Schumacher has a slightly different view of the dynamics of his relationship with Irvine, the sort of thing that fuels the fires of the critics who complain of his arrogance. "Eddie is a very, very big support," he says. "It's not easy to find a team-mate who handles so well his, let's say, lack of success in terms of fighting against me. I have had other team-mates who couldn't accept that someone can be quicker."

Okay, so the guy is super-confident and, like Jacques Villeneuve, probably like most of the rest of the Formula One drivers, he has never doubted his ability to be the best. There is a difference between his kind of confidence and the boorishness that strays into arrogance, and, even if we think the worst of him, he has got plenty to be arrogant about.

He, more than any other driver, more than Senna, more than Prost, has redefined the qualities needed to be a modern Formula One world champion. His attention to physical fitness has set new standards for the rest, changed the way they live their lives, in fact, adhering to strict diets, working with personal trainers both at the circuit and away from it. Those who shy away from the discipline, like Jean Alesi, suffer because of it.

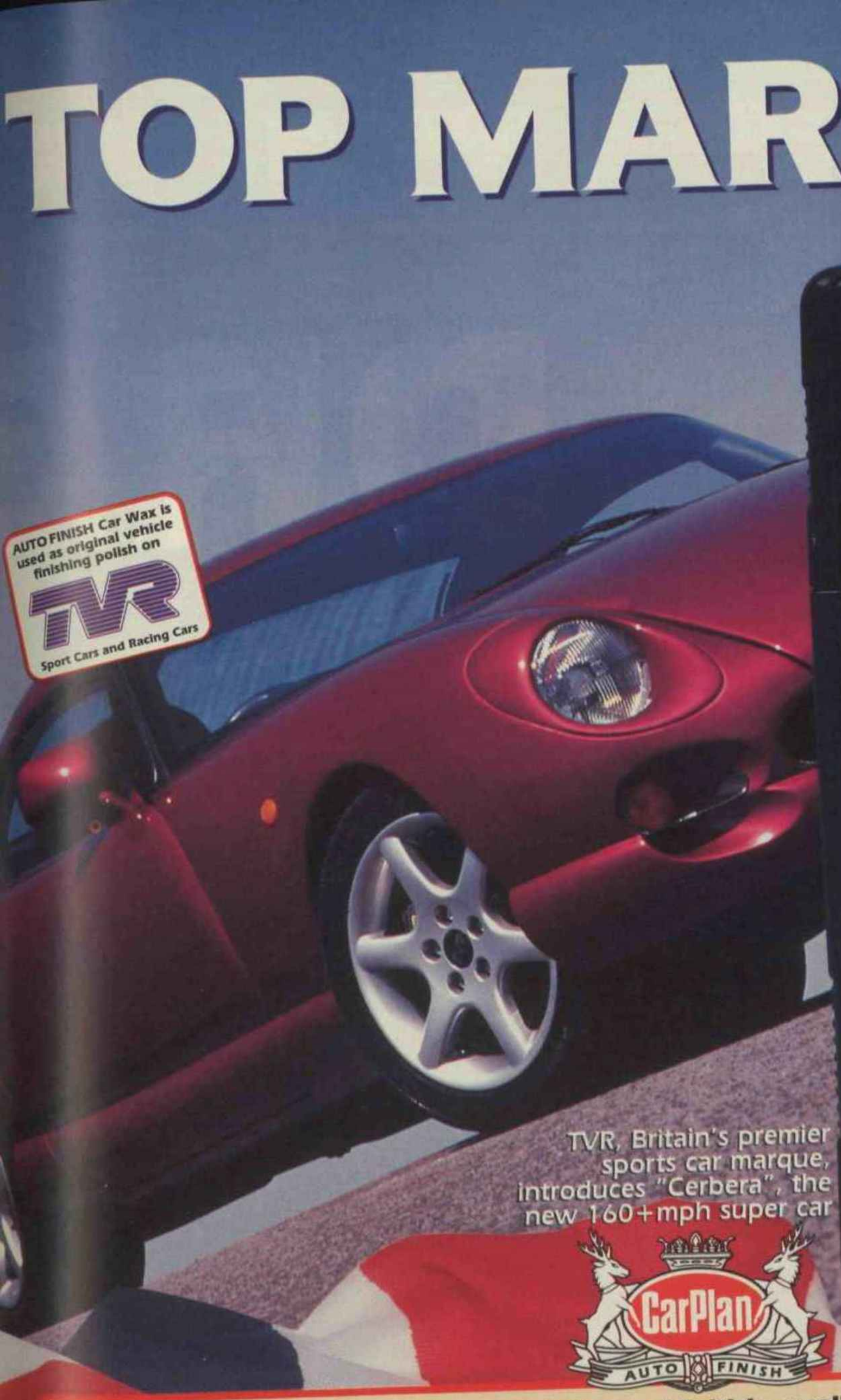
There is his sheer speed, of course, his untouchability in fast corners which is a product of his supreme confidence. And above all, there is his pragmatism, his quick-thinking ability to react to changing circumstances and gain crucial advantages at pit stops, his attention to the finest details if fractions of a second can be gained.

Michael Schumacher, in short, is a modern man's racing driver, just like Gazza, for all his foibles, is a modern man's footballer. We can see the faults sitting there as clear as day and we watch them being exaggerated by the tabloid media, in particular.

But we know these men better than we ever knew Bobby Charlton or Jim Clark. Their images have been enhanced by sepia; Schumacher's is still in our face in glorious technicolour. That should not be allowed to dull his attraction, lessen the fascination we feel for him. Luca di Montezemolo, the Ferrari president, likes comparing soccer and motor racing, too, and his opinion is clear.

"Schumacher," he says, "is the Pele of Formula One."

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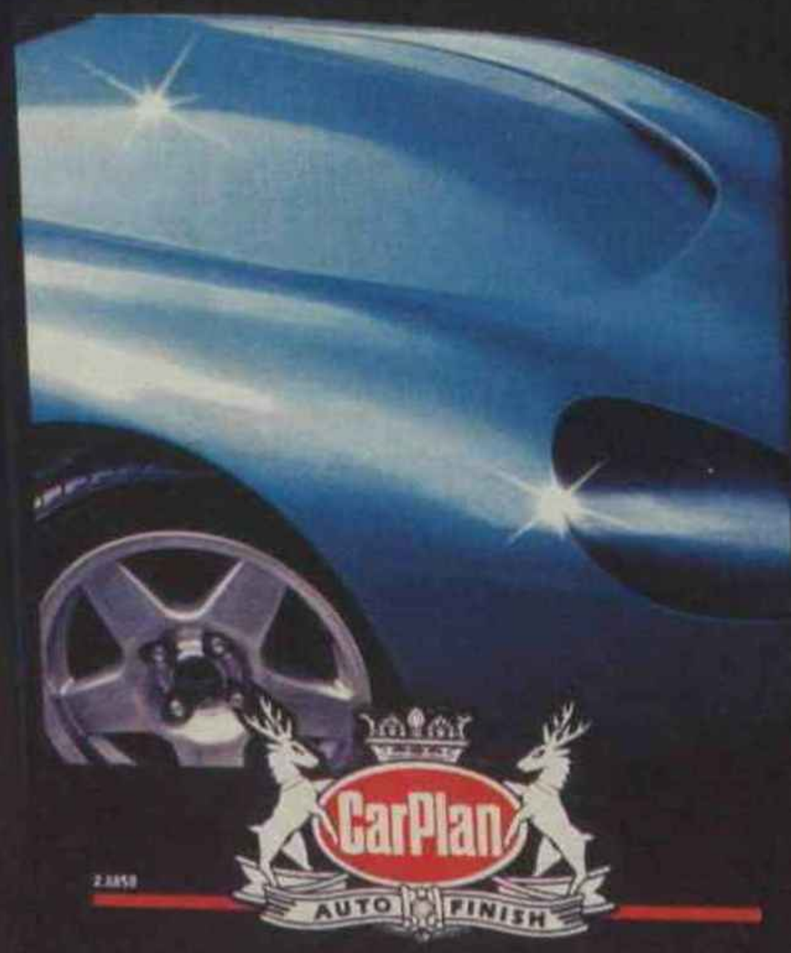
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FIELD OF DRE

Ligier's shock victory in Monaco dispelled a number of myths about the world's most famous Grand Prix. By Mark Skewis



Monaco is like no other race, and this was like no other result. At least not in the last 15 years.

That is how long Ligier had waited for its barren spell to end. That the drought finally broke was due largely to the thunderstorm which ensured that the sixth race of the year would begin wet and end dry. The decision to call Olivier Panis in early for slick tyres was instrumental in the success but there is no escaping the fact that this result, like that morning's weather, was a freak.

From the moment that Michael Schumacher slid into the barrier on the first lap – just yards from the place where Ayrton Senna made a similarly unfathomable error in 1988 – until Renault suffered a rare engine failure just after half-distance, the race had belonged to Damon Hill.

Like his father, who won the event five times in the 1960s, Damon relishes the challenge presented by the circuit that time forgot.

"It's an anachronism," he admits. "Nowadays we would never choose to go to Monaco, but for 80 per cent of the time that you're thrashing around there you're enjoying yourself. The other 20 per cent of the time you're scaring yourself silly.

"Some bits are ridiculously slow, and you just think, 'What am I doing here? I feel like I'm standing still.' But, for all that, Monaco is one of the places where you suddenly appreciate just how quick these cars are. You're always balancing on a knife-edge because you always have that definite limit: the barrier..."

Success on the Principality's streets tends to be as exclusive as the goods which adorn the shop windows in the playground of the rich and famous. For many, Monte Carlo remains the barometer of *true* driver talent. Only three men, Schumacher, Senna and Prost, had won in the past 12 years, and Hill's efforts to gain elevation to the pantheon are often portrayed as the pursuit of a Holy Grail. In reality, he insists, victory there would mean more to the press than to the man himself.



"For 80 per cent of the time that you're thrashing around there you're enjoying yourself. The other 20 per cent of the time you're scaring yourself silly."

Damon Hill

"It's one of those things that would be nice to win, but really and truly I don't know what difference it would make to my life," he ponders. "The world watches Monaco. It has a history, a reputation of only rewarding the drivers who have had success and acclaim, namely Prost, Senna and Schumacher. Olivier has now joined those ranks and broken that pattern. But you have to remember that Jim Clark never won it; Nigel Mansell never won it, despite being well on course to do so a number of times."

Having qualified on pole in 1995, only to be out-manoeuvred by Benetton's strategy, and led for so long 12 months later, Damon must begin to wonder whether he will follow in Mansell's Monaco footsteps, rather than those of his own father.

If Hill *should* have won this year's race, all manner of people *could* have monopolised the most bizarre GP since Riccardo Patrese emerged a bewildered victor at the same track in 1982. The words stable, door and bolt sprang to mind when Benetton abandoned its torsion bar suspension for Canada, for by then a failure had already cost Jean Alesi victory in Monaco.

Had Sauber given Heinz-Harald Frentzen slicks when he requested them, at an early stop for a new nose, the fourth and final car running at the finish could well have snatched an unlikely win from a race of such high attrition.

McLaren also called David Coulthard in for slicks too late, preferring instead to test the water first with team-mate Mika Hakkinen. How the Scot must have rued that lost time as he vainly chased Panis through the final lap of a race which ran to the maximum two hours' duration.

For all that Ligier's success was fortunate, the timing of Panis' pit stop, and the manner in which he attacked after it, rendered the result a fitting one.

In the process the 29-year-old not only gatecrashed a hitherto exclusive club, but torpedoed the myth that you have to be on the front row to win. His passage from 14th on the grid was not only a timely reminder of his natural speed – on some occasions he lapped three seconds faster than Hill – but disproved those who cruelly suggested that never mind overtaking F1 rivals, he couldn't even pass water!

Indeed Monaco underlined the impressive rehabilitation of an F3000 champion whose star had waned to such a degree that TWR attempted to offload him for Indycar's Gil de Ferran over the winter.

Tom Walkinshaw has always maintained that Ligier's problems lay with its management, rather than the engineering staff, and was one of the first to congratulate his former charges. His conviction was endorsed by the team's performance over a weekend when owner Flavio Briatore admitted that he would sell his interest if the price is right.

AMS



"Success on the Principality's streets tends to be as exclusive as the goods which adorn the shop windows."

Without doubt the split with TWR has added to the remaining staff's motivation. "We wanted to show that the team was still on the right track," admits general manager Bruno Michel. "When Tom left the people were very keen to prove we could do it on our own. There were a lot of declarations, saying that Ligier would die, but now I think we've proved what we can do."



"This team has worked like hell for so many years, but it is difficult to raise yourself when you are so down."

Jacques Laffite

Jacques Laffite, who scored Ligier's previous victory 15 long years ago in Montreal, stressed that the triumph was vital for team and driver alike: "I feel so happy for Olivier, and this team has worked like hell for so many years. It is so difficult to raise yourself when you are so down, but the team has proved it is able to win a race; just as importantly, Olivier has proved he can win. To do it in Monaco was extra special."

Michel sees strong links between Panis and Laffite, both of whom recorded their first victory in their 39th GP: "I was with Jacques on the pit wall throughout the race and I told him Olivier reminded me of him. He drove just like him – with aggression, with stubbornness. I think Olivier drove the race of his life. I've been defending him for two or three years now and I knew he had fantastic potential, but he needed to do something to show it. He knew that starting from 14th on the grid he had to take risks or he was going nowhere, but he did a fantastic job."

Since Ligier was repatriated, Panis' confidence has soared. But why the transformation? Last season he made too many unforced errors, partly because he felt pressured by the presence of Martin Brundle. The latter may be an F1 veteran but, for all his failings in qualifying, there aren't too many better lights-to-flag racers. He was also Walkinshaw's blue-eyed boy. Now Olivier is not only team leader once more, but is patently more comfortable in an environment where his own tongue is once again the first language.

"This year Olivier's attitude has been very good, very stable," reflects Mugen boss Hirotoshi Honda, who was delighted by the first win of his company's present F1 campaign. "This year we've been able to see him becoming stronger with every race. He has a lot of confidence now, you can tell that."

"I don't think I'll ever forget the sounds of the yacht sirens in the harbour and the fireworks being let off in my honour," recalls Panis. "As I crossed the line I gave a cry of joy into the intercom. To win your first Grand Prix, and to do it at Monaco, is unbelievable.

"When I was handed the French flag I couldn't resist taking it. Ever since seeing Alain Prost do it, I've always wanted to see it happen again. But how could I imagine it would be my turn next?"

MONACO GRAND PRIX

Monte Carlo, 19 May 1996

75 laps of 2.087 mile circuit (156.525 miles)

FORMULA 1 WORLD CHAMPIONSHIP

FLASHBACK: 1995

1 Michael Schumacher
(Benetton-Renault) 78 laps in 1h 53m 11.258s



2 Damon Hill (Williams-Renault) +34.817s
3 Gerhard Berger (Ferrari) +71.447s
4 Johnny Herbert (Benetton-Renault) +1 lap
5 Mark Blundell (McLaren-Mercedes) +1 lap
6 Heinz-Harald Frentzen (Sauber-Ford) +2 laps

Winner's average speed: 85.51 mph
Pole:
Hill 1m 21.952s
Fastest lap:
Jean Alesi 1m 24.621s (87.98 mph)
Lap record (1994):
Schumacher 1m 21.076s (91.821 mph)

STARTING GRID

5 HILL
1m 20.888s

4 BERGER
1m 21.067s

11 BARRICHELLO
1m 21.504s

7 HAKKINEN
1m 21.688s

6 VILLENEUVE
1m 21.963s

17 VERSTAPPEN
1m 22.327s

9 PANIS
1m 22.358s

12 BRUNDLE
1m 22.519s

21 FISICHELLA
1m 22.684s

16 ROSSET
1m 24.970s

23 MONTERMINI
1m 25.393s

1 SCHUMACHER
1m 20.356s

3 ALESI
1m 20.918s

8 COULTHARD
1m 21.460s

2 IRVINE
1m 21.542s

15 FRENTZEN
1m 21.929s

19 SALO
1m 22.235s

14 HERBERT
1m 22.346s

18 KATAYAMA
1m 22.460s

10 DINIZ
1m 22.682s

20 LAMY
1m 23.350s

22 BADOER
1m 25.059s

LAP CHART

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75	9	8	14													









FIA Formula One World Championship

Winner Olivier Panis
Winner's average speed 77.060 mph
Conditions Wet, drying, slight drizzle
Fastest lap Jean Alesi, 1m 25.205s on lap 59, 87.375 mph

Round 6

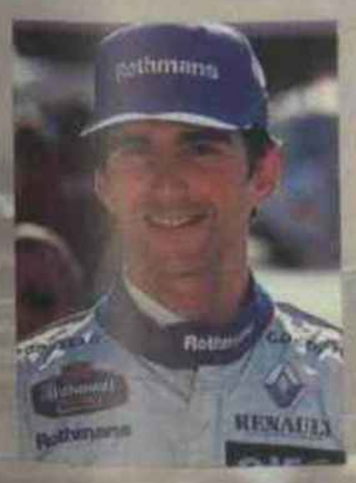
RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Olivier Panis	F	Ligier JS43-Mugen Honda V10	2h 00m 45.629s	1m 25.581s	65
2	David Coulthard	GB	McLaren MP4/11B-Mercedes V10	+4.828s	1m 26.238s	68
3	Johnny Herbert	GB	Sauber C15-Ford V10	+37.503s	1m 26.852s	68
4	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	+1 lap – DNF, pitted	1m 25.608s	66
5	Mika Salo	SF	Tyrrell 024-Yamaha V10	+5 laps – DNF, accident	1m 26.461s	68
6	Mika Hakkinen	SF	McLaren MP4/11B-Mercedes V10	+5 laps – DNF, accident	1m 26.482s	69
7	Eddie Irvine	GB	Ferrari F310-Ferrari V10	+7 laps – DNF, accident	1m 26.120s	48
Rtd	Jacques Villeneuve	CDN	Williams FW18-Renault V10	66 laps – accident	1m 26.682s	65
Rtd	Jean Alesi	F	Benetton B196-Renault V10	60 laps – suspension	1m 25.205s	59
Rtd	Luca Badoer	I	Forti FG03-Ford V8	60 laps – accident	1m 33.305s	45
Rtd	Damon Hill	GB	Williams FW18-Renault V10	40 laps – engine	1m 28.523s	40
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	30 laps – accident	1m 35.477s	30
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	9 laps – gearbox	1m 49.966s	8
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	5 laps – spin	1m 53.469s	5
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	3 laps – accident	1m 58.465s	3
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	2 laps – throttle/accident	1m 55.722s	2
Rtd	Michael Schumacher	D	Ferrari F310-Ferrari V10	0 laps – accident	no time	
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	0 laps – accident	no time	
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	0 laps – spin	no time	
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	0 laps – accident	no time	
Rtd	Giancarlo Fisichella	I	Minardi M195B-Ford V8	0 laps – accident	no time	
DNS	Andrea Montermini	I	Forti FG03-Ford V8	warm-up accident		

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CHAMPIONSHIP POINTS

DRIVERS



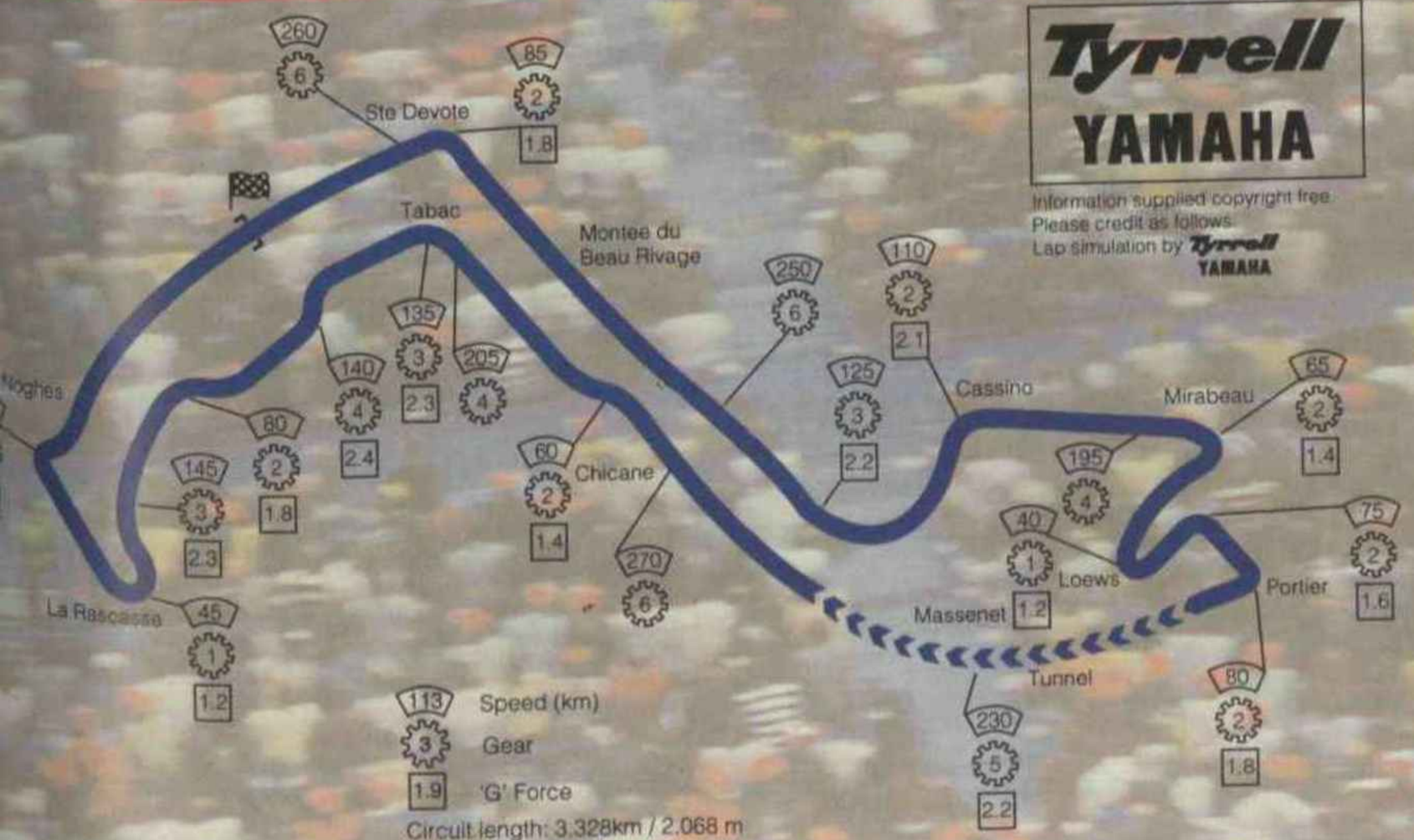
1	Hill	43
2	Villeneuve	22
3	Schumacher	16
4	Alesi	11
4	Panis	11
6	Coulthard	10
7	Irvine	9
8	Berger	7
8	Barrichello	7
10	Hakkinen	6
11	Salo	5
12	Herbert	4
13	Frentzen	3
14	Verstappen	1
14	Brundle	1

CONSTRUCTORS

1	Williams-Renault	65
2	Ferrari	25
3	Benetton-Renault	18
4	McLaren-Mercedes	16
5	Ligier-Mugen Honda	11
6	Jordan-Peugeot	8
7	Sauber-Ford	7
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1



THE CIRCUIT



Tyrrell
YAMAHA
Information supplied copyright free
Please credit as follows
Lap simulation by Tyrrell YAMAHA

THE RACE IN BRIEF

Schumacher's good work in qualifying is negated on the startline, where he is **beaten away by Hill**. His hopes of overhauling the Williams disappear as early as Portier where, on a track rendered treacherous by the morning downpour, the **Ferrari slides into the barriers**.

He is in good company, though, the **first lap casualties** including **Verstappen (the only man to start on slicks)**, Barrichello, Fisichella and Lamy. A collision between the latter pair leaves team boss Gian Carlo Minardi **fuming**: "In 12 years of Formula One, I've never seen anything like this!"

Katayama, Rosset and Diniz all disappear into the Armco by **lap 5**, Berger soon joining them in retirement with a **gearbox problem** on lap 9.

An impressive **Hill leads Alesi** by 20 seconds on **lap 18**, at which point the **frustration of Frentzen**, who heads the traffic jam behind the third-placed Irvine, reaches **boiling point**. He attacks at Ste Devote, only to find this is a case of wiping off your nose to spite your face! The German **pits for new front wings**.

He comes in again on **lap 24**, pitting for **slick** tyres. **Panis follows his lead**, and the timing of the stop sees him vault from a frustrated seventh, behind Coulthard, Villeneuve and Salo, up to **fourth**.

The Ligier **forces its way into third** at Loews on **lap 36**. The clash with Irvine bends the French car's steering arm, while the **Ferrari stalls**. To his surprise, Irvine finds himself re-started by marshals, but has to pit anyway to re-fasten his belts.

Having driven a faultless race, **Hill retires on lap 41** when his Renault engine fails. Panis' pursuit of Alesi is delayed when he **spins** on the oil and rejoins half a minute down.

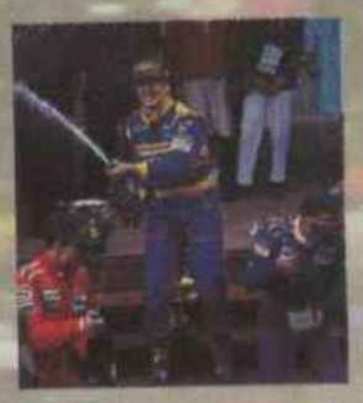
Alesi is on course for victory when he pits on lap 59 to investigate the Benetton's handling. He **retires** one lap later with a broken torsion bar in his rear suspension. **Panis leads**.

Elevated to **third** by the retirements, and a quick pit stop, **Herbert** only just **evades Badoer** when he laps the Forti on the **67th tour**. The pursuing **Villeneuve** isn't quite so fortunate at Mirabeau, where Luca's chop results in **retirement for both cars** and a two-race **suspended ban** for the Italian.

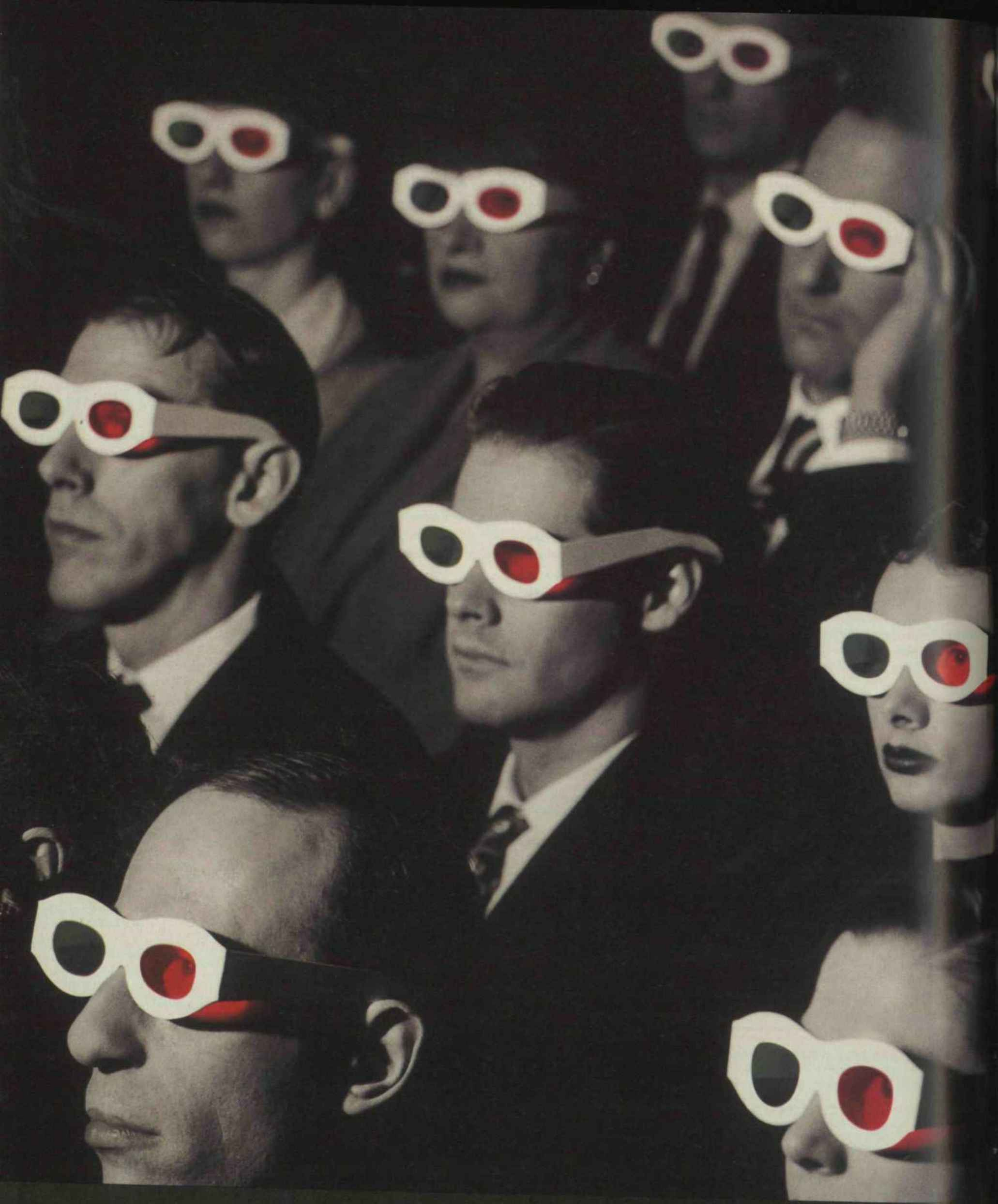
The scrap for **fourth** between **Salo and Hakkinen** ends abruptly when, with five laps remaining, they encounter **Irvine's Ferrari** executing a spin-turn after a pirouette at Portier.

As the flag is readied, to be produced at the two-hour mark, the Honda pit crew see **Panis' fuel read-out sink to zero** on the telemetry. Unaware of the drama, the Frenchman holds off **Coulthard's late challenge** to score his maiden GP **win**.

Herbert's patient approach is rewarded with third place, Sauber's **first points** of the season. Team-mate Frentzen, the **last remaining runner**, is fourth.



Various members of Ligier and Honda personnel disappear into the **harbour**!



PROTECT CHILDREN: DON'T MAKE

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Officers' Warning
0.9 mg Nicotine

MUST THE

If the rain won't stop, shoul controversial issue highlighte

Two matters of concern arose from Barcelona's rain-lashed Grand Prix: one was an issue for Damon Hill, the other for the sport as a whole.

The tour de force with which Michael Schumacher scored his first victory for Ferrari, and his team's first success with a V10 engine, was a worry for Williams' championship leader. Having been comfortably quickest in race morning warm-up, which was also wet, Hill and his crew eschewed the conservative route and instead went into the seventh race of the season with a set-up best suited to dry conditions. After three spins in 11 laps, the last of which saw him end in the barriers, he had plenty of time to reflect upon the folly of the move.

His rival also adopted a bold strategy, for he alone opted for a two-stop gameplan, but the crushing nature of his success owed more to the German's prowess in the atrocious conditions than it did to strategy. At one stage he comfortably lapped four seconds faster than all opposition, easily overhauling first Villeneuve, then Alesi, to take a lead that he would never relinquish.

John Barnard, designer of Ferrari's F310, readily conceded that the win should be attributed more to the driver than to his car. "In fact,

"In 10 laps I nearly hit the wall about 20 times!"

Heinz-Harald Frentzen

SHOW GO ON?

the racing? Mark Skewis considers the by the Spanish GP

he even had an intermittent misfire as well, so it was no bed of roses for Michael."

If that was Schumacher in charge of an ailing car, you wonder what he could have done in a healthy one. Likewise, if the torrential rain and poor visibility weren't bad enough to stop the race, you wouldn't want to be caught out in a thunderstorm which was!

Of course Formula One can, in the form of its Safety Car, already claim to have a device in place to deal with the vagaries of such weather. Schumacher contended that it should have been used at the start in Barcelona, where the first lap claimed five cars in accidents. He looked to have a point.

But is it necessarily safer to start a race under the Safety Car? Opinion is split.

"I'm not sure it would have been much safer, because the speed at the start/finish line would have been that much higher," reckons Jacques Villeneuve, who has a wealth of pace car experience through his time in Indycar racing. "If there had been a crash doing it that way, people would merely have said that it was the wrong way to go, and that we should be doing it the *other* way! So I don't think there is any one clear solution."

In Spain nothing was clear. Certainly not if you happened to inhabit the ball of spray purporting to be the Formula One grid as it left the startline. "In the middle of the pack it was very difficult even to see the dashboard in front of you," recalls a bewildered Heinz-Harald Frentzen – hardly your average shrinking violet when it comes to putting his tackle on the line. "In 10 laps I nearly hit the wall about 20 times!"

Notwithstanding the carnage, the German was still impressed by the discipline of those around him. "It was a very similar situation to what we saw in Brazil and Monaco. We didn't speak to each other, but it was like a gentleman's agreement."

The truth, sadly, is that all the discipline in the world won't help if the conditions are too diabolical. "I said when I got out of the car that I was relieved to be out of it – and I stick by that," insists Damon Hill, normally a good wet-weather racer. "I don't mind racing in the wet, and yes we do have monsoon tyres, but you must remember that in such weather it wasn't a question of what tyres we had, but one of visibility.

"I came through on that first lap and there was a car either side of the track. For all I knew there could have been people working on those cars or the track could have been blocked. I would never have seen the yellow flags . . . "

Yet the race went ahead, even though conditions were such that only six cars survived to the flag. Everybody knows *why* Grands Prix start, even if conditions beggar belief, as they did at Adelaide in '91. Assuming that Gazza isn't belching for England at the same time, or that Steve Davis being interesting at the Crucible, as many as seven million viewers tune into the Beeb's GP coverage, Multiply that figure by the hundreds of countries which accept FOCA's TV feed, and you begin to appreciate why everyone is so keen for the show to go on.

Ron Dennis may have a point when he suggests that GP racing is one of the last remaining gladiatorial sports, and that the risk factor is part of its attraction, but where do you draw the line? Are we in danger of sacrificing drivers on the altar of the Great God Television?

Will we ever find someone brave enough to take a stand and, if necessary, face the cameras and say, 'Sorry folks . . . '? One top driver believes he knows the answer: "Yes, but we'll have to wait until someone is killed on the start line, or a wheel goes into the grandstand, it would appear . . . "

Villeneuve can be forgiven if he looks puzzled at F1's soul-searching. After all, if it rains on the ovals Indycar simply postpones the race and everybody returns the next day. In fact, pretty much as they do in practically any other sport – TV audience or not.

"What do they do in cricket?" asks Hill. "Pull the covers over. Football is snowed off; Wimbledon stops when it rains. What's the problem?"

What indeed? After all, the cricket fraternity doesn't shrink from locking its commentators in the studio with copious amounts of cream cakes, a stream of celebrity player guests, and a stack of film from the 1981 Ashes. Heaven forbid, some anoraks actually *prefer* those days to the live action itself!

Don't get me wrong. I'm suggesting the principle, rather than issuing a grand decree that Barcelona shouldn't have taken place. We are not advocating that at the first twitch of the barometer we go running for the TV studio. Far from it, for some rain not only gives talented drivers the chance to demonstrate their ability but, let's be honest, increases the spectacle.

It's just that there may be the odd occasion when subjecting the TV audience to Murray Walker, Jonathan Palmer, a slab of Battenburg and a video of Fuji '76 may appear a far more sensible proposition than actually exposing the drivers to those conditions again.

"Are we in danger of sacrificing drivers on the altar of the Great God Television?"

SPANISH GRAND PRIX

Barcelona, 2 June 1996

65 laps of 2.937 mile circuit (190.905 miles)

FIA FORMULA 1 WORLD CHAMPIONSHIP

FLASHBACK: 1995



1 Michael Schumacher (Benetton-Renault) 65 laps in 1h 34m 20.507s
2 Johnny Herbert (Benetton-Renault) +51.988s
3 Gerhard Berger (Ferrari) +65.237s
4 Damon Hill (Williams-Renault) +121.749s
5 Eddie Irvine (Jordan-Peugeot) +1 lap
6 Olivier Panis (Ligier[-Mugen Honda) +1 lap

Winner's average speed: 85.51 mph
Pole:
Schumacher 1m 21.452s
Fastest lap:
Hill 1m 24.531s (125.090 mph)
Lap record (1995):
Hill as above

STARTING GRID

5 HILL 1m 20.650s

1 SCHUMACHER 1m 21.587s

4 BERGER 1m 22.125s

11 BARRICHELLO 1m 22.379s

14 HERBERT 1m 23.027s

15 FRENTZEN 1m 23.195s

17 VERSTAPPEN 1m 23.371s

12 BRUNDLE 1m 23.348s

10 DINIZ 1m 24.468s

21 FISICHELLA 1m 25.531s

DID NOT QUALIFY
22 BADOER 1m 26.615s

6 VILLENEUVE 1m 21.084s

3 ALESI 1m 22.061s

2 IRVINE 1m 22.333s

9 PANIS 1m 22.685s

7 HAKKINEN 1m 23.070s

19 SALO 1m 23.224s

8 COULTHARD 1m 23.416s

18 KATAYAMA 1m 24.401s

20 LAMY 1m 25.274s

16 ROSSET 1m 25.621s

23 MONTERMINI 1m 27.358s

LAP CHART

LAP	POS																
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Herbert squelches home.



New look; no luck. Neither Forti qualified.



Jean Todt and Michael Schumacher share the champagne (above). Villeneuve leads as Schumacher deprives Alesi of second (below).



FIA Formula One World Championship

Round 7

Winner Michael Schumacher
Winner's average speed 95.594 mph
Conditions Extremely wet
Fastest lap Michael Schumacher, 1m 45.517s on lap 14, 100.249 mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Ferrari F310-Ferrari V10	1h 59m 49.307s	1m 45.517s	14
2	Jean Alesi	F	Benetton B196-Renault V10	+45.302s	1m 48.509s	61
3	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+48.388s	1m 48.707s	63
4	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	+1 lap	1m 48.955s	12
5	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	+1 lap	1m 49.771s	55
6	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	+2 laps	1m 50.636s	13
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	47 laps – spin	1m 48.302s	29
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	45 laps – differential	1m 47.735s	40
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	44 laps – spin	1m 49.097s	14
Rtd	Johnny Herbert	GB	Sauber C15-Ford V10	20 laps – spin	1m 48.846s	13
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	17 laps – differential	1m 49.026s	14
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	16 laps – black flag *	1m 51.734s	12
Rtd	Damon Hill	GB	Williams FW18-Renault V10	10 laps – accident	1m 50.987s	10
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	8 laps – electrics	1m 55.116s	8
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	1 lap – spin	1m 59.611s	1
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	1 lap – accident damage	2m 28.270s	1
Rtd	Giancarlo Fisichella	I	Minardi M195B-Ford V8	1 lap – accident damage	3m 03.566s	1
Rtd	David Coulthard	GB	McLaren MP4/11-Mercedes V10	0 laps – accident	no time	
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	0 laps – accident	no time	
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	0 laps – accident	no time	

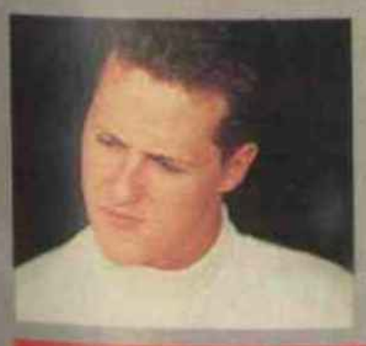
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** Mika Salo excluded for taking over spare car after the race had started*

CHAMPIONSHIP POINTS

DRIVERS





1	Hill	43
2	Villeneuve	26
2	Schumacher	26
4	Alesi	17
5	Panis	11
6	Coulthard	10
7	Irvine	9
8	Hakkinen	8
9	Berger	7
9	Barrichello	7
11	Frentzen	6
12	Salo	5
13	Herbert	4
14	Verstappen	1
14	Brundle	1
14	Diniz	1

CONSTRUCTORS

1	Williams-Renault	69
2	Ferrari	35
3	Benetton-Renault	24
4	McLaren-Mercedes	18
5	Ligier-Mugen Honda	12
6	Sauber-Ford	10
6	Jordan-Peugeot	8
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

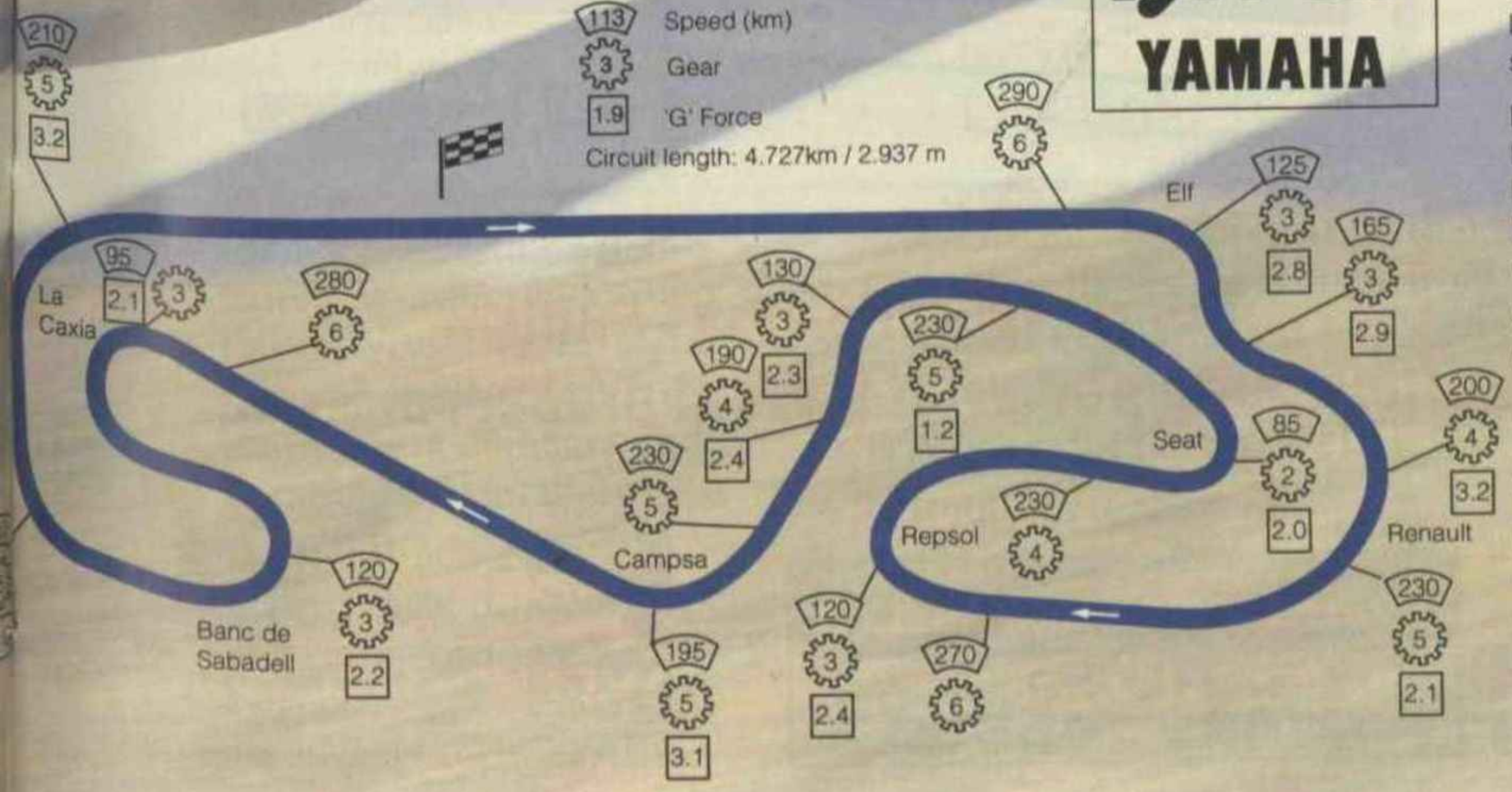


THE CIRCUIT

Lap simulation by Tyrrell YAMAHA

113 Speed (km)
3 Gear
1.9 'G' Force

Circuit length: 4.727km / 2.937 m



Tyrrell YAMAHA

THE RACE IN BRIEF

In teeming rain, pole-winner **Hill** makes a poor start and drops to third behind **Villeneuve** and **Alesi**. Troubled by dicky clutches, both **Ferraris** also start badly. **Schumacher** estimates that he falls to ninth or 10th place, although he finds it difficult to be precise in the murky conditions. By the end of the opening lap, he has recovered to lie sixth.

The appalling visibility, which leads some drivers to opine that the race **should have started behind the safety car**, accounts for five cars on the opening lap. **Coulthard** loses a wheel after being hit, he's not sure by whom. Minardi team-mates **Lamy** and **Fisichella** collide again, and **Rosset** runs into the wreckage. Monaco winner **Panis** spins into a wall after a nudge. **Irvine** joins the list when he spins off on **lap two**.

Hill has the first of **three spins** on lap four. The third, on lap 11, proves terminal as he finishes up against the pit wall. **Katayama** is another early casualty, with electrical trouble.

Elevated to fourth by his rivals' mistakes, **Schumacher** passes **Berger** on lap five, **Alesi** on lap nine and **Villeneuve** on lap 12. The German immediately starts to lap three-four seconds faster than anyone else; the only man to utilise a **two-stop** strategy, he will not be headed again all afternoon, despite his engine **lapsing on to eight or nine cylinders** for the second half of the race. It is his 20th GP win.

By lap 21, **only nine cars** are still running. **Salo** has been black-flagged, having taken over his spare car when electrical problems struck his intended race chassis. The Finn had swapped **after the start**, however. **Brundle** (differential) and **Herbert** (spin) have also fallen by the wayside.

Alesi is the first of the one-stop strategists to come in, after 32 laps. Although he later criticises Benetton for its tactics, the early stop allows him to emerge ahead of **Villeneuve** when the pit activity is completed. The Canadian closes on Alesi towards the end of the race, but is unable to get close enough to challenge for second place.

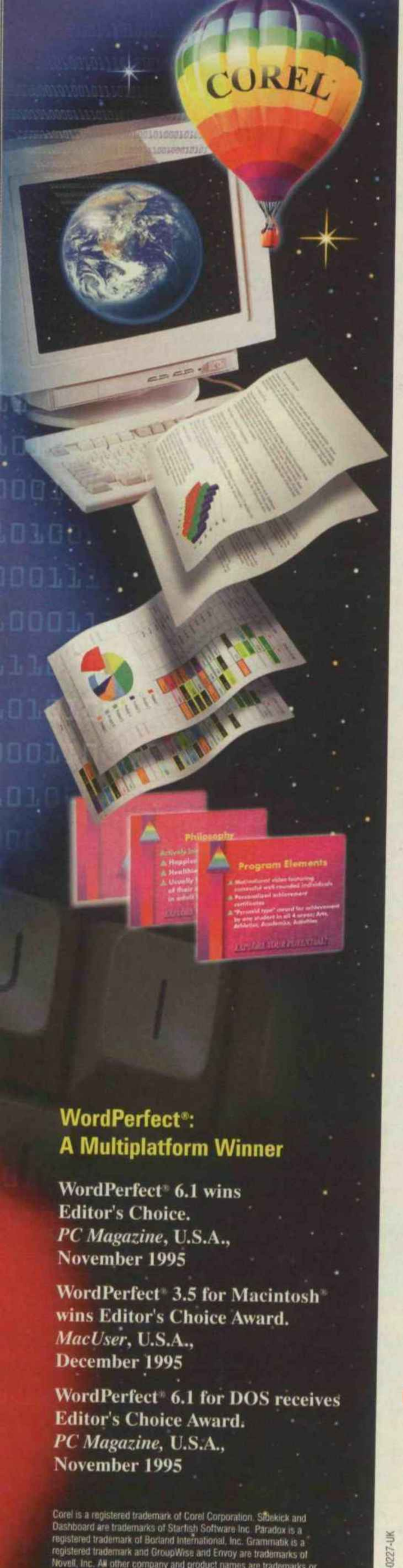
Barrichello, running a heavier fuel load from the start, **moves into second place** on lap 36. Hoping to make one late, short stop, the Brazilian is thwarted when **apparent clutch trouble** forces him to pit on lap 42, ahead of schedule. He rejoins, but will shortly stop for good with a faulty differential.

Berger spins out of fifth place on lap 45, while trying to lap Diniz. **Verstappen's pursuit of Frentzen** ends in similar fashion three laps later, leaving just six cars running for the final quarter of the event.

Schumacher, Alesi and Villeneuve are the only drivers to complete the full distance.

Frentzen is fourth for the second consecutive race. One lap in arrears, he finishes ahead of **Hakkinen**. His McLaren handling appallingly, the Finn had run behind the Ligier of Diniz until the latter ran off the circuit, losing around 20 seconds. The Brazilian still finishes, however, **scoring his first ever World Championship point**, as he comes home two laps adrift.

The rain, which had **started at 4.00**, peters out at 21.00 . . .



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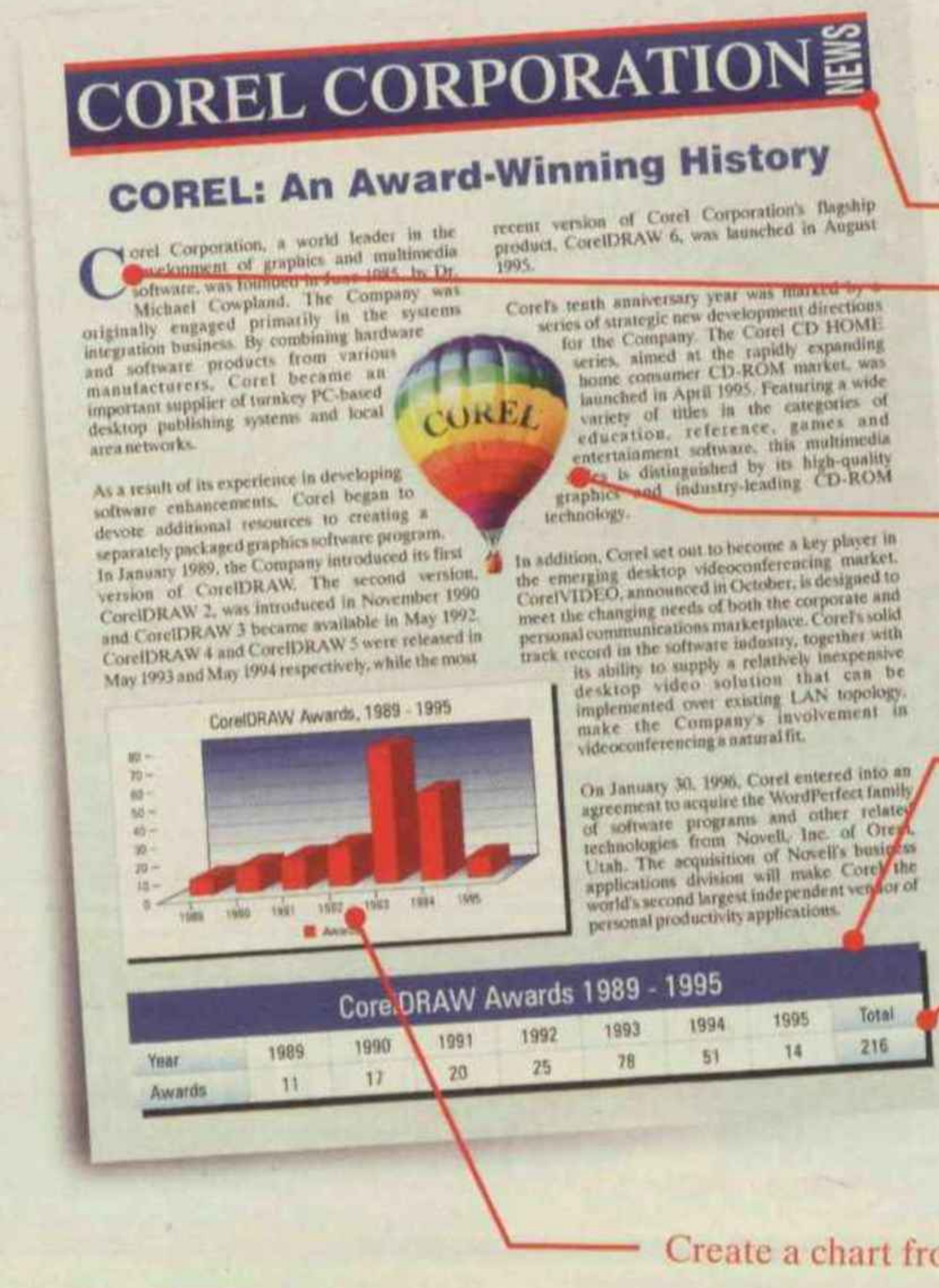
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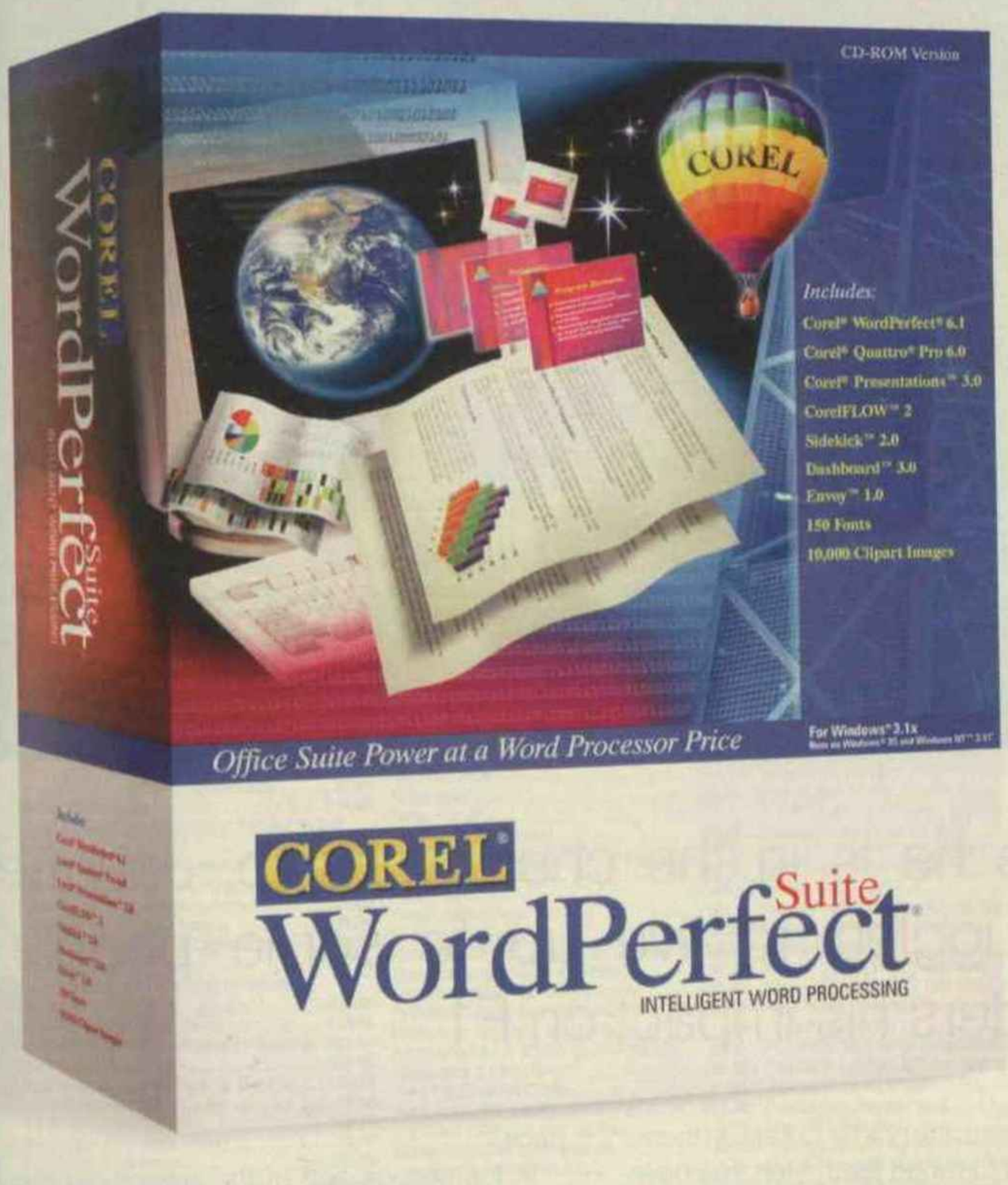
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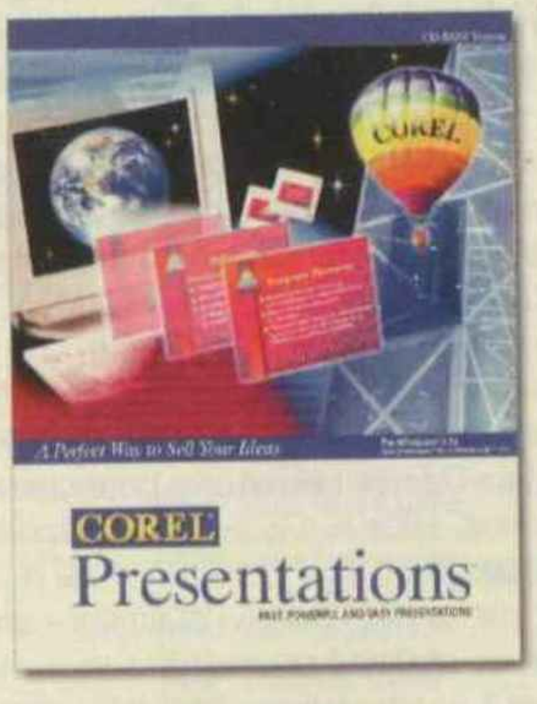
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SECOND **OPINION**

"I am still on a level where I have to work like crazy just to be on the pace."





Runner-up in his home race, as he is in the championship, Jacques Villeneuve has nevertheless struggled to live up to some people's expectations. Mark Skewis considers his impact on F1

He was the media's messiah.

The son of an icon for a generation, fresh from victory in the biggest race in the world – the Indy 500 – and a man who could enliven a year which threatened to be rendered dull by the Williams team's domination. Jacques Villeneuve had it all, it seemed, and he duly obliged the world's press by giving his team-mate a hard time in Melbourne's season-opener.

But then it began to go wrong. The Villeneuve legend may interest the media but, as Jacques' uncle remarked in acid fashion to the press before the race in Canada, it doesn't appear to interest his nephew.

Furthermore, having led his team-mate at the opening race, he has won only at the Nürburgring, where Damon Hill made a poor start. In the same period, Hill's five wins have paved his route to the title.

Ironically, Villeneuve's pace in Australia – on a circuit where no one had prior experience – has proved a hard act to follow. "In Melbourne a newcomer like myself was at less of a disadvantage," he admits. "From the outset, I was aware that I was onto a good thing with Williams. I was joining a team with a good car and good engine. I was also conscious that my arrival in F1 coincided with the moment when practically all the top drivers had just switched teams. That's not a situation that happens very often. I knew they would need a certain amount of time to get used to each other, so the cards were stacked in my favour.

"In a way Melbourne made it more difficult after, but there is nothing wrong in that. The higher you are, the lower you can fall but you don't get into F1 with a top team not wanting to be up there. If you end up being up there, the plan is to stay up there. If you are with a mid-range team then you have excuses. You don't have any excuses with Williams."

So why hasn't he lived up to early expectations? Initially, there was talk of the newcomer being headstrong, of his trying Indycar settings rather than using the team's own data. Much of that was blown up out of proportion, though. He *did* experiment with some oval tweaks, but only on the high-speed corners at Estoril in testing. In reality, his settings have inevitably evolved much closer to Hill's than was initially the case.

Impressed though he was by Villeneuve's debut in Australia, Williams Technical Director Patrick Head counselled that it might be unrealistic to expect his new charge to take the establishment by storm. His assessment was correct, for it has proved apparent that a lack of circuit knowledge, allied to the restriction on laps in practice, has hindered the French-Canadian's progress.

"It would be nice to be able to drive 10 laps with no other aim than getting to know the track. With the number of laps restricted, this is a luxury I simply cannot afford," Jacques explains. "After my first three laps, I am already supposed to have got close to the limits of the car with a view to working on settings. For someone new like myself, that is a real handicap.

"I still haven't reached the same degree of confidence that I enjoyed last year in Indycar. In order to drive a car to the limit, you have to be able to predict its reactions. For the moment I know what my car is going to do, but it doesn't yet react quite the way I want it to. I am still on a level where I have to work like crazy just to be on the pace."

In the second half of the season experience should not prove such an issue. Villeneuve has already tested at Magny-Cours, Silverstone, Monza, and Estoril, and has prior experience at Suzuka.

His victory at the European Grand Prix, where he was harassed by Schumacher throughout the second half of the race, demonstrated his ability to cope under pressure. The cool manner in which he dealt with the media intrusion in Canada, where he confessed to feeling "like a mouse in a cage", further underlined his composure. Above all, his home race indicated that he may, after all, be able to challenge Hill in the remaining GPs.

Damon conceded that he had to dig deep in qualifying, where he emerged on top by just two hundredths of a second. The race itself hinged upon the first corner. Had Hill's aggression not won the corner, his colleague could easily have won the day, for Damon could have spent the first 20 laps frittering away the advantage of his lighter fuel load behind the sister car. As it was, the early lead he amassed, allied to Villeneuve's brief entanglement with Herbert's Sauber in traffic, enabled the championship leader successfully to execute a two-stop gameplan where the bulk of the field had opted for a solitary refuelling stop.

Steep though his learning curve may be in the car, Villeneuve admits that life outside the cockpit has been perhaps the biggest eye-opener of all. "You have three times as many journalists in F1, and they are more hectic than the journalists I have been used to. It gets a little crazy." And every one of those journos is waiting to deliver a verdict. For now, the jury remains out . . .

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CANADIAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Montreal, 16 June 1996

69 laps of 2.75 mile circuit (187.75 miles)

FLASHBACK: 1995

1 Jean Alesi (Ferrari)	68 laps in 1h 44m 54.171s
2 Rubens Barrichello (Jordan-Peugeot)	+32.477s
3 Eddie Irvine (Jordan-Peugeot)	+35.980s
4 Olivier Panis (Ligier-Mugen Honda)	+41.314s
5 Michael Schumacher (Benetton-Renault)	+44.676s
6 Gianni Morbidelli (Footwork-Hart)	+1 lap
Winner's average speed:	107.059 mph
Pole: Schumacher	1m 27.661s
Fastest lap: Schumacher	1m 29.174s (111.130 mph)
Lap record:	

To be established due to circuit changes

STARTING GRID

5 HILL 1m 21.059s

6 VILLENEUVE 1m 21.079s

1 SCHUMACHER 1m 21.198s

3 ALESI 1m 21.529s

2 IRVINE 1m 21.657s

7 HAKKINEN 1m 21.807s

4 BERGER 1m 21.926s

11 BARRICHELLO 1m 21.982s

12 BRUNDLE 1m 22.321s

8 COULTHARD 1m 22.332s

9 PANIS 1m 22.481s

15 FRENTZEN 1m 22.675s

17 VERSTAPPEN 1m 23.057s

19 SALO 1m 23.118s

14 HERBERT 1m 23.201s

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16 ROSSET 1m 25.193s

23 MONTERMINI 1m 26.109s

LAP CHART

LAP	POS																				
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69	5	6	3	8																		



FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 118.383 mph
Conditions Hot and sunny
Fastest lap Jacques Villeneuve, 1m 21.916s on lap 67, 120.713 mph

Round 8

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 36m 03.465s	1m 21.957s	38
2	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+ 4.183s	1m 21.916s	67
3	Jean Alesi	F	Benetton B196-Renault V10	+ 54.656s	1m 22.824s	36
4	David Coulthard	GB	McLaren MP4/11-Mercedes V10	+ 63.673s	1m 22.941s	69
5	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	+ 1 lap	1m 23.070s	64
6	Martin Brundle	GB	Jordan 196-Peugeot V10	+ 1 lap	1m 22.958s	68
7	Johnny Herbert	GB	Sauber C15-Ford V10	+ 1 lap	1m 23.907s	35
8	Giancarlo Fisichella	I	Minardi M195B-Ford V8	+ 2 laps	1m 24.349s	60
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	44 laps – accident	1m 24.855s	35
Rtd	Luca Badoer	I	Forti FG03-Ford V8	44 laps – gearbox	1m 26.007s	18
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	42 laps – spin	1m 23.102s	27
Rtd	Michael Schumacher	D	Ferrari F310-Ferrari V10	41 laps – driveshaft	1m 24.163s	36
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	39 laps – engine	1m 23.399s	28
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	39 laps – engine	1m 23.648s	28
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	38 laps – engine	1m 24.332s	27
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	22 laps – clutch	1m 23.028s	18
Rtd	Andrea Montermini	I	Forti FG03-Ford V8	22 laps – loose ballast	1m 24.621s	18
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	19 laps – gearbox	1m 24.082s	18
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	10 laps – engine	1m 24.844s	7
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	6 laps – accident	1m 26.347s	5
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	6 laps – accident	1m 25.769s	6
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	1 lap – broken pushrod	1m 33.016s	1

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CHAMPIONSHIP POINTS

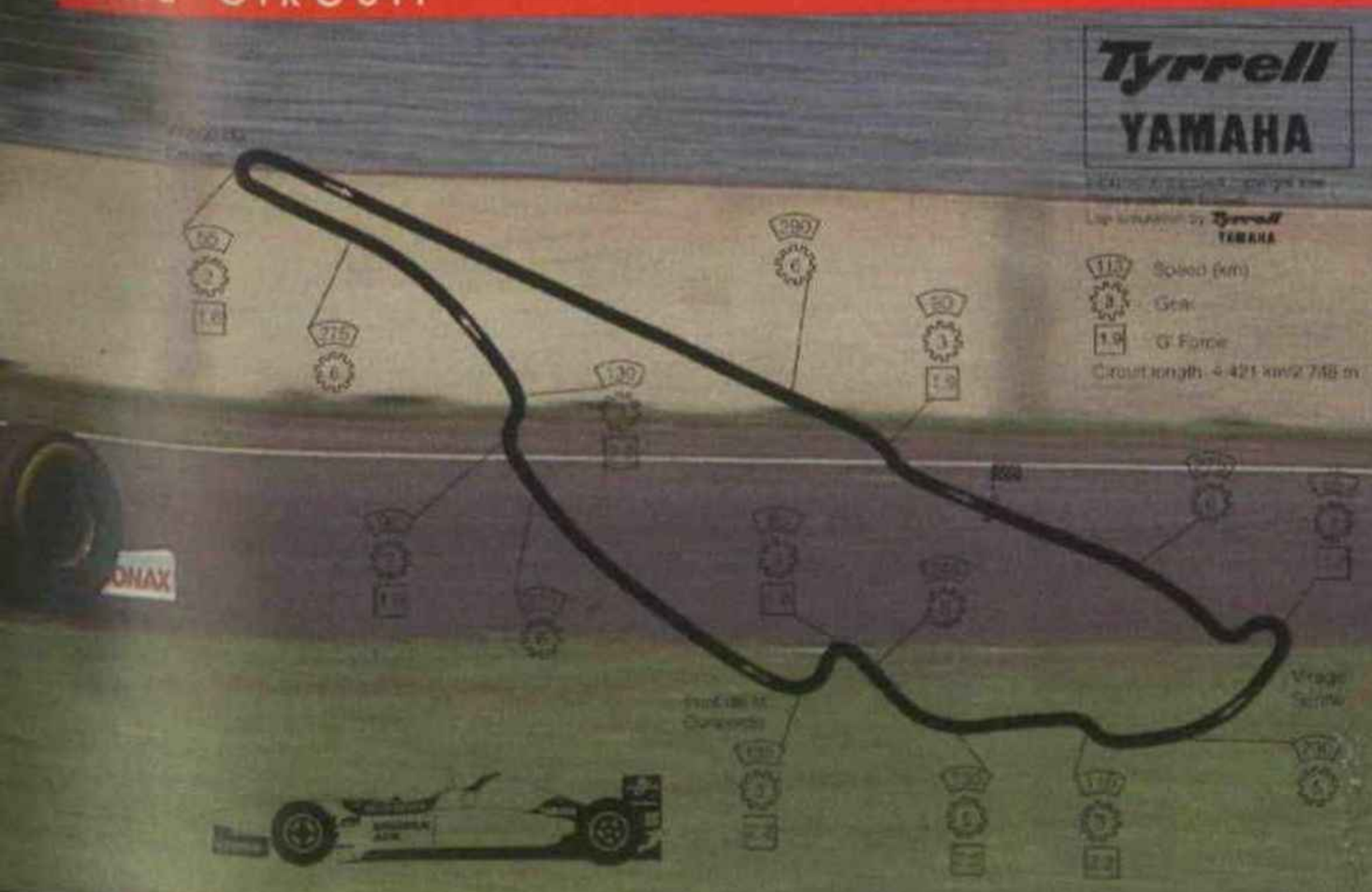
DRIVERS

1 Hill	53
2 Villeneuve	32
3 Schumacher	26
4 Alesi	17
5 Coulthard	13
6 Panis	11
7 Hakkinen	10
8 Irvine	9
9 Berger	7
9 Barrichello	7
11 Frentzen	6
12 Salo	5
13 Herbert	4
14 Brundle	2
15 Verstappen	1
15 Diniz	1

CONSTRUCTORS

1 Williams-Renault	85
2 Ferrari	35
3 Benetton-Renault	28
4 McLaren-Mercedes	23
5 Ligier-Mugen Honda	12
6 Sauber-Ford	10
7 Jordan-Peugeot	9
8 Tyrrell-Yamaha	5
9 Footwork-Hart	1

THE CIRCUIT



THE RACE IN BRIEF

Schumacher lines up at the **back of the grid** after his Ferrari proves reluctant to start with low fuel pressure.

Hill aggressively **resists Villeneuve's challenge** into the **first corner**. His defence **proves crucial**, for he can now capitalise upon the **light fuel** load he is running in a two-stop strategy.

Irvine retires with suspension failure on **lap 2**, by which time his Ferrari team-mate is already experiencing **problems** with his **brake balance**, which is adjusting itself.

Villeneuve trails **Hill by four seconds** by **lap 5**, the French-Canadian having, like most of the field, opted for a one-stop strategy.

Rosset and **Katayama** tangle at the last chicane on **lap 7**, the Japanese driver being given a **suspended ban** of one race after the stewards view the evidence. **TWR's celebrations** of a simultaneous Le Mans victory are **cut short** when Verstappen retires with engine failure after **10 laps**.

Both **Jordans fly** in the early stages, because they are on a two-stop gameplan, only for **Barrichello** to **retire** with a clutch problem on **lap 23**. Brundle **pits** on **lap 26**, falling to **seventh** behind pairs of Williams, Benettons and McLarens.

Hill pits on **lap 27**, relinquishing the lead until his team-mate stops on **lap 35**. The Englishman now leads by **20 seconds**.

Hakkinen spins lapping Fisichella on **lap 36**, the delay dropping him **behind Coulthard** after both men have made their stops.

Panis retires with a dead engine on **lap 40**, Ligier team-mate **Diniz** having stopped somewhere earlier, also with an engine failure.

Having fought back only to seventh, **Schumacher** is **out** on **lap 42** after a **driveshaft** breaks at his pit stop. **Berger** joins him in retirement after **spinning** out of fourth two laps later.

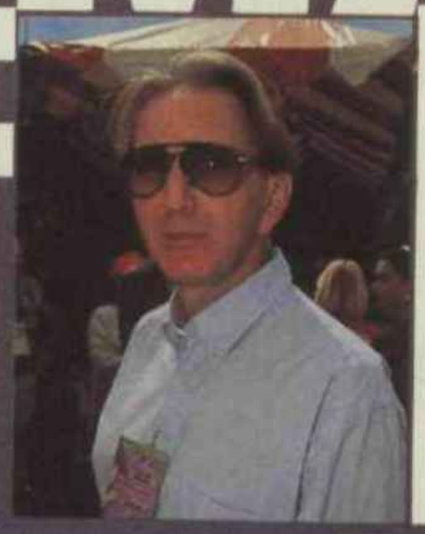
Brundle completes his second stop on **lap 46**, rejoining marginally behind **Coulthard**. However, he hits **Lamy's Minardi** and drops to seventh after stopping for a new **nose**.

The race is virtually **decided** when **Hill** makes his **final stop** on **lap 50**, re-emerging 11 seconds ahead of Villeneuve, who has just **lost** five seconds fretting behind Herbert when his overtaking manoeuvre is thwarted by yellow flags. Jacques sets the **quickest lap** of the race in his pursuit, but cannot get near to Damon, who records his fifth win of the season.

Struggling with a **long brake pedal**, Herbert's Sauber yields the final point to Brundle on lap 51.

Hill takes the flag after 69 laps, leading home Villeneuve by four seconds. **Alesi is third**, ahead of both McLarens, despite suffering discomfort after an accident in qualifying.

THE MAGNIFICENT FIVE



DAMON HILL
– Formula One's Gazza?

Much has been made of Damon being a new man this season. Certainly he has adopted a very focused approach to the championship, but I still feel that the ghosts of the past are prone to the odd apparition.

On occasions, he has performed superbly. He realised that his chances of winning consistently were best in the early races in the series because everyone else was in disarray: Ferrari had a brand new car; Benetton had two new drivers; McLaren was in a state of flux. Every opportunity was available to him, and he capitalised to the full.

If he is on the front of the grid, and he leads, he is virtually unbeatable, but the old phantoms are not fully exorcised and that remains a weakness. I think you saw that partly at the Nürburgring, where he had trouble overtaking Diniz, and also in Spain. Anyone can spin once, but three times in 11 laps?

It is important for him not to forget that winning a championship isn't just about winning Grands Prix – it's about scoring in every race. If you can't win – and at Barcelona Schumacher was blinding – you have to try to take the six points for second place.

The one good thing to emerge from Spain was that he was open enough to say, 'I screwed up'. In those situations it's important to be honest, as Schumacher was about his Monaco exit, because then it doesn't leave him vulnerable to people such as me making suppositions. It's better just to say it, because it takes the pressure off you.

He is still, by a country mile, favourite for the championship, but that means he's going to be more exposed. It's like Gazza. After England's first Euro '96 match with Switzerland, people were calling for his head. When you put your head above the parapet, which is what you're doing as championship contender, every good result will be lauded and they will shoot you down for every poor result.

"He's the one who has to make it happen."

As well as working on his own shortcomings, Damon has to identify a way of de-stabilising Schumacher.

In '87, with Jaguar, we won the first four sports car races. Porsche had been undefeated up to that point, but their reaction to defeat from a team they felt they should be beating was that they started to show vulnerability in areas which – because they had previously been totally unchallenged – had never existed. That's how you beat somebody who is very strong.

Because of the character of Germans, when they are strong, they have an arrogance which works in their favour. But that strength can also be attacked, made to be a weakness. That's how I can see him beating Schumacher.

This year, as it was last, the championship is entirely in Damon's own hands. He is better prepared this time, mentally stronger. The championship is there for him to take. But he will have to take it; it's not going to be served up on a plate because the longer the season goes on, the stronger his opposition is going to get. He's the one who has to *make* it happen.

NT

With the Silly Season upon us, the five Brits in F1 face an anxious wait as team managers consider who's hot and who's not. Eurosport's John Watson, a former winner of the British Grand Prix, gives MOTOR SPORT his verdict.

DAVID COULTHARD

– confidence trickster

Going from a Williams, the class of the field, to a McLaren was a culture shock for David.

I think initially it was difficult for him because the character of the team was very much that of Mika, and when the car was difficult it seemed to suit Mika's style.

I think he is a tough little character. What you see outside the car is the charm and confidence of the man, but what only the people close to the driver see is his true character. I think David has got a lot of steel – he's not any little sweet softie at all. But, like any driver, his confidence takes a knock when the car is difficult to drive.

"I think David has got a lot of steel – he's not any little sweet softie at all."

Why can a driver be confident in one circumstance, and totally lacking in another? It comes back to two simple things. One is the ability to turn the wheel with confidence; the other is the ability to open the throttle and not be afraid of the car biting you. Mika was able to deal with a very twitchy chassis because his technique and style is more aligned to that sort of car.

Once the team got on top of the car, after the first three rounds, we saw David's confidence, which had hitherto been utterly lacking, suddenly rekindled. That, to me, has been the key to the turnaround.

But we must remember also that David has had a team-mate who is not operating at quite the same level as he was. Mika has come back after a near-fatal crash. That is a totally remarkable recovery, but I still think it takes much longer than the time Mika has had to restore himself to the level he was prior to his accident. Unless you've been through the trauma he experienced, it is impossible to understand.

If you take the two best drivers of the '90s, Senna and Schumacher, both displayed the ability to take a difficult car and to be competitive in it. Villeneuve did it back in the early '80s. It is much easier to win in a good car than a difficult one, and that for me is something that partly marks out great drivers from good drivers. That is something we have yet to see David or, for that matter, Damon, do.



THE MAGNIFICENT FIVE

EDDIE IRVINE

– the worst job in F1

There probably aren't many people around who would be able to cope with Schumacher in the way that Eddie Irvine does.

I don't mean that in terms of results, but in terms of his approach to the circumstances he faces in the team. He has done a good job. He is intelligent, he is very quick, and he has had to learn a lot more about being a racing driver in his time at Ferrari than at any other time in his life.

Being team-mate to Schumacher isn't simply about being fast. It's the amount of work put in, the time spent going through the information, the application of being a Grand Prix driver. That's what Eddie is in the process of learning. I also think that the level of Schumacher's fitness, his ability to drive on the limit of his physical reserves, is something which opens your eyes.

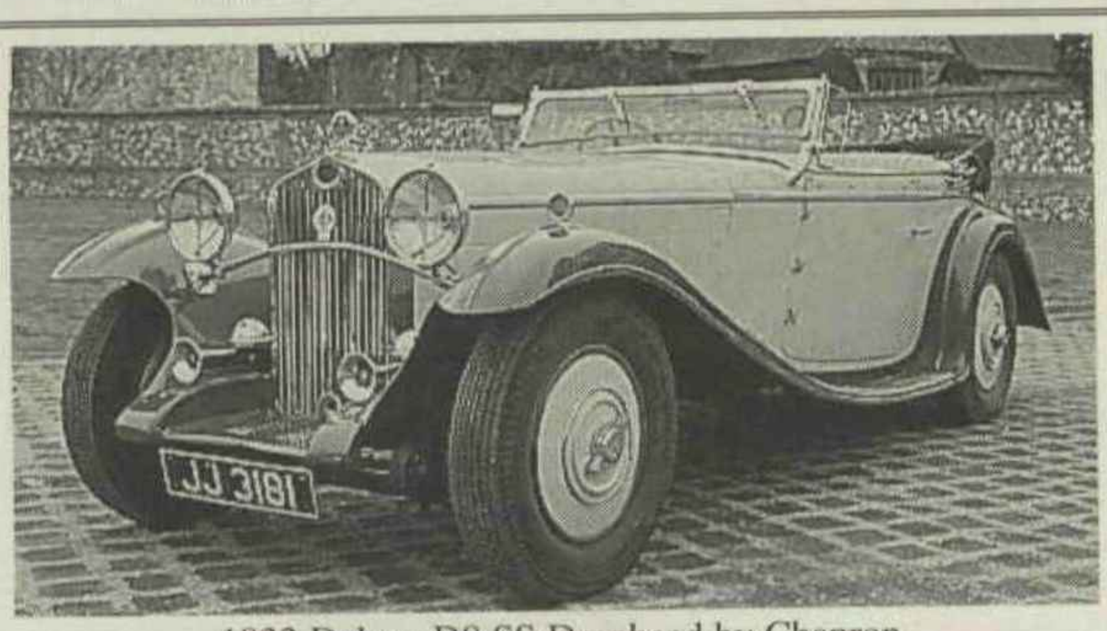
The minimal amount of testing time he has had would be a gross frustration for any driver. That's the down side – the less time you spend in the car, the less contribution you can make to the team.

But Eddie knew what he was getting into. This is a year to establish himself, to be seen as a driver who has got ability and can make a contribution in a technical sense. Once he gets over his biggest breakwater – the renewal of his contract – then maybe he can illustrate his own flamboyance more freely. He's had to keep his powder dry.

He took the decision that a move to Ferrari will, in the longer term, benefit him. For now, Ferrari have kept him pretty much under wraps. In a sense it is like a family that says, 'When you're old enough, we will let you out without a chaperone.' Eddie has got chaperones within the team. That is how they are guiding him. One day, they will not be necessary.



"The level of Schumacher's fitness, his ability to drive on the limit of his physical reserves, is something which opens your eyes."



1932 Delage D8 SS Drophead by Chapron.

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THE MAGNIFICENT FIVE

JOHNNY HERBERT

– out of the fat...

Johnny seems to be fated with teams where his partner has already got a very strong hold on things.

Certainly Heinz-Harald Frentzen has got a strong position at Sauber, who know he is desirable to other teams and that his contract runs out with them at the end of the year.

Johnny probably realises that there is no point getting into a little paddy about the situation. Formula One is as much about self-belief as it is ability. Johnny has to find a way of undermining his team-mate's confidence, whilst building his own, and on occasions he has achieved that.

If you become disillusioned because you see your team-mate getting all the latest stuff, it's all downhill. Johnny has got a very happy-go-lucky character but I would say Sauber is not the easiest place for him to be. The Ford side of the operation is English, and a number of people in Sauber speak English as well, but it is essentially a Swiss-German team and that is very different to driving for Benetton or Lotus.

There he could drive to the team for a day, buy the guys lunch in the pub from time to time, perhaps. But there is an integration factor to consider at Sauber.

It is never easy to slide into a European team. Nigel Mansell did it. He was successful and they loved him because he drove in such a passionate way. But Johnny didn't go into Sauber in those circumstances. Heaven knows, it took ages for them to decide whether they wanted Johnny or Mark Blundell! Drivers are sensitive souls. They always need reassurance and buoying up in terms of confidence.

Over the remainder of the year his best option is to seek out the vulnerability of his team-mate. To do that, he will have to integrate as well as he can. To do what Irvine is doing is a very good example. Eddie is learning Italian. It is important not to be British in an overseas team – not to go into a restaurant, order British beef, and speak louder to make the waiters understand!



"Formula One is as much about self-belief as it is ability."

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THE MAGNIFICENT FIVE

MARTIN BRUNDLE
– a dream turned sour

Martin's return to Jordan has proved a conundrum. But when test driver Gianni Morbidelli drove the 196, he more or less confirmed Martin's feelings about a car he has struggled to come to terms with.

Jordan is caught between being the best little team in the business and wanting to join the top four teams, and sometimes that transition can be a painful one.

Again, in my view, it is a confidence thing with Martin, who hasn't done himself justice. It was a difficult start for him. The accident in Melbourne, then the loss of his father, were both contributory factors. He has a lot of ability, is an intelligent guy, and is not going to take a car out and wring its neck on a shit or bust basis. Yet he has gone off countless times. A driver doesn't suddenly lose his ability...

I went through this in 1980 with McLaren. I felt the support I got from the team, particularly in the first half of the year, was a disgrace. Perhaps Martin gets that support, but certainly on the technical side the car is more suited to Rubens Barrichello' style of driving than it is to Martin's.

It is a problem the team has to acknowledge, address, and assist in the solution. It makes you wonder if you think of the number of drivers Barrichello has had as team members – Capelli, Boutsen, Apicella and co. Boutsen and Capelli looked *awful* in the same car as Barrichello. One has to say that in the past they didn't appear to be as bad as they looked at Jordan.

The only driver who took Rubens to the cleaners was Irvine, who managed, very cleverly, to swing the team around. Now it is very much Rubens' team again. I don't believe that the driver should change to suit the circumstance of the team. I think it should be the other way around.

When your confidence has been shattered, as Martin's was, you start to question your own ability and you shouldn't be put in that position. To me that is a failure of the team. If it believes in you, and you have a track record, you don't suddenly change overnight . . .

John Watson was talking to Mark Skewis



"When your confidence has been shattered, as Martin's was, you start to question your own ability and you shouldn't be put in that position."

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TIMETABLE

FRIDAY JULY 12

Gates open	06.00
Pit road walkabout	07.30-08.30
Touring Car qualifying	08.50-09.20
Rover qualifying	09.30-09.55
F1 free practice	11.00-12.00
Air displays	12.15-12.45
F1 free practice	13.00-14.00
Support race qualifying	14.15-18.35

SATURDAY JULY 13

Gates open	06.00
Pit road walkabout	07.15-08.15
F1 free practice	09.00-09.45
F1 free practice	10.15-11.00
Air displays	11.15-12.15
F1 qualifying	13.00-14.00
Porsche qualifying	14.15-14.45
Dunlop Rover Turbo Cup race	15.00
Formula Renault Eurocup race	15.50
Auto Trader British Touring Car race	16.40
British Formula 3 Championship race	17.30
Renault Spider qualifying	18.15-18.45

SUNDAY JULY 14

Gates open	05.00
F1 warm-up	09.30-10.00
Porsche Supercup race	10.15
Renault Sport Spider Elf Trophy race	11.45
British Grand Prix	14.00
Auto Trader British Touring Car race	16.00

TICKET PRICES

FRIDAY JULY 12

Adult admission	£20
Centre transfer	£12
Children (15 & under)	£5
Grandstand (north)	£30
Grandstand (south)	£25

SATURDAY JULY 13

Adult admission	£30
Centre transfer	£16
Children	£6
Grandstand (north)	£50
Grandstand (south)	£40

SUNDAY JULY 14

ALL TICKETS SOLD OUT

Silverstone booking office: 01327 857273

PUBLIC TRANSPORT

The two main railway stations nearest to Silverstone are at Northampton and Milton Keynes. A special bus service will operate from Greyfriars Bus Station in Northampton (Tel: 01604 20077) to Silverstone.

DISABLED FACILITIES

Major improvements have increased wheelchair parking and viewing facilities for disabled visitors to Silverstone. There are now designated and numbered facilities at Luffield, Woodcote, Pits Straight and Copse.

Each bay makes provision for a wheelchair-bound person and one carer although the front bay next to the footbridge is capable of accommodating additional family members if they wish to be grouped together.

CAMPING

Silverstone Circuits Limited does not operate any public campsite. Listed are sites operated by local landowners.

Litchlake sites 1 & 2 opposite gates V6 to V8, owner Sue Tustain (tel: 01327 857955). Toilets, snack bar on site, shop and newsagents.

Henwood Farm sites 3,4,5,6 & 7 opposite main entrance V8 to V10, owner Phil Hinton (tel: 01327 857428). Toilets, shops, snacks on site as well as disco entertainment, funfair and go karts. Bar open Thursday 20.00-23.00, Friday 19.00-23.00 and Saturday 19.00-23.00 run by Towcester Rugby Club.

Silverstone Recreational Association off Church Street by Playing Fields. Contact Mr King (Tel: 01327 857098).

West Park Site 9A – Off the A413 Whittlebury, West Park Golf and Country Club - in receivership (Tel: 01327 858092). Shops, bar, food, showers, toilets.

Windmill Farm Sites 10 & 11 on the Silverstone to Whittlebury back road or Winterhills Lane, rear of Copse corner. Owner Cecil Webb (Tel: 01327 857269).

Woodlands Site 8 above gate V13A, owner Steve Wheeler (Tel: 01280 812686). Showers, toilets, washing facilities, h/c water, fast food.

BANKING FACILITIES

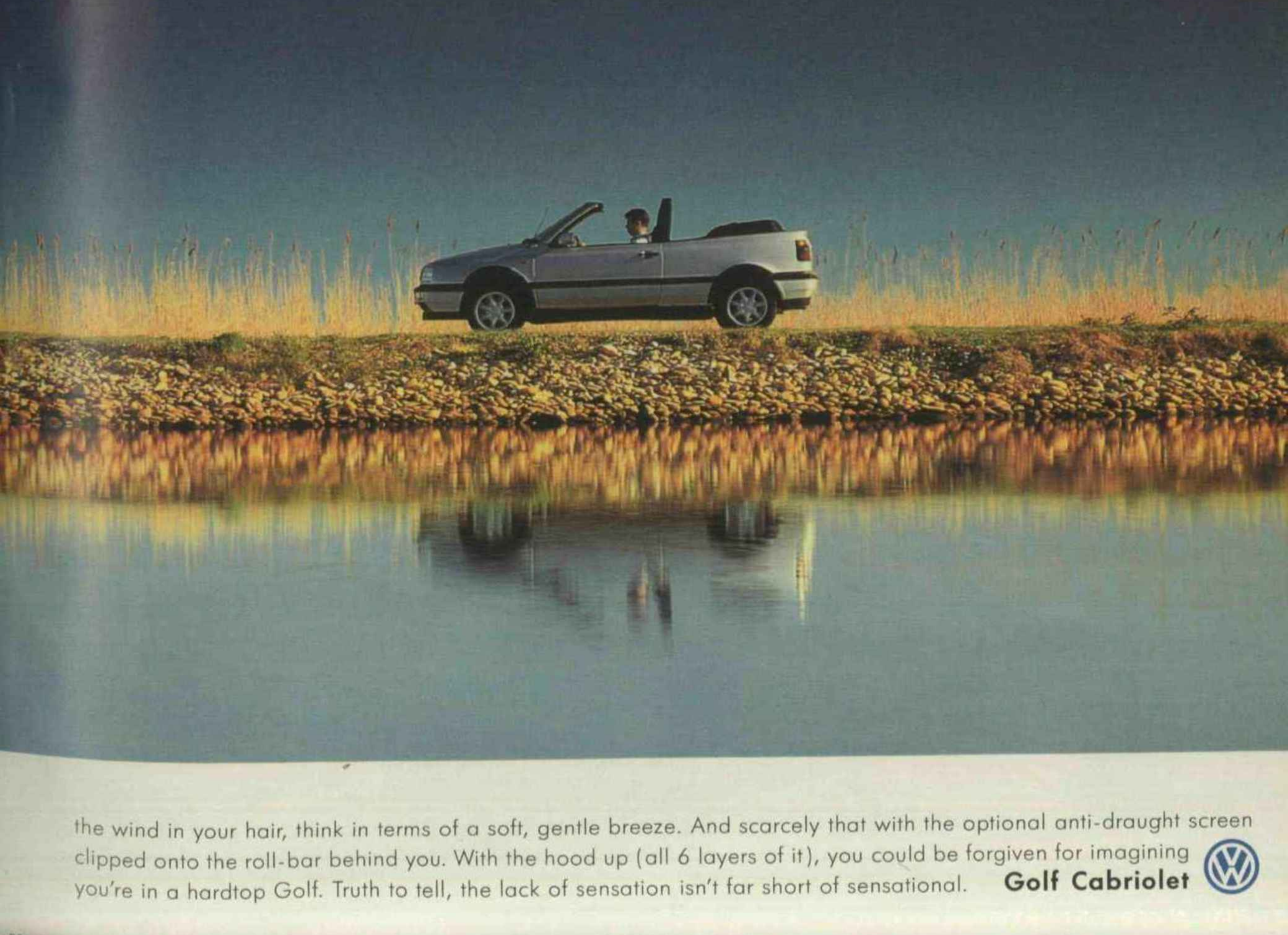
Banking services including a bureau de change are available to the rear of the Pits Straight grandstands. A bureau de change service only is also available in the paddock in the infield area close to the Paddock Shop.

CRECHE FACILITIES

Childcare for children up to seven years old is available free of charge for limited periods of the weekend at the Silverstone Creche located at the rear of the Woodcote grandstands and at Becketts Corner. This is not bookable in advance, and is subject to availability of places. Call at the creche marquees for details.

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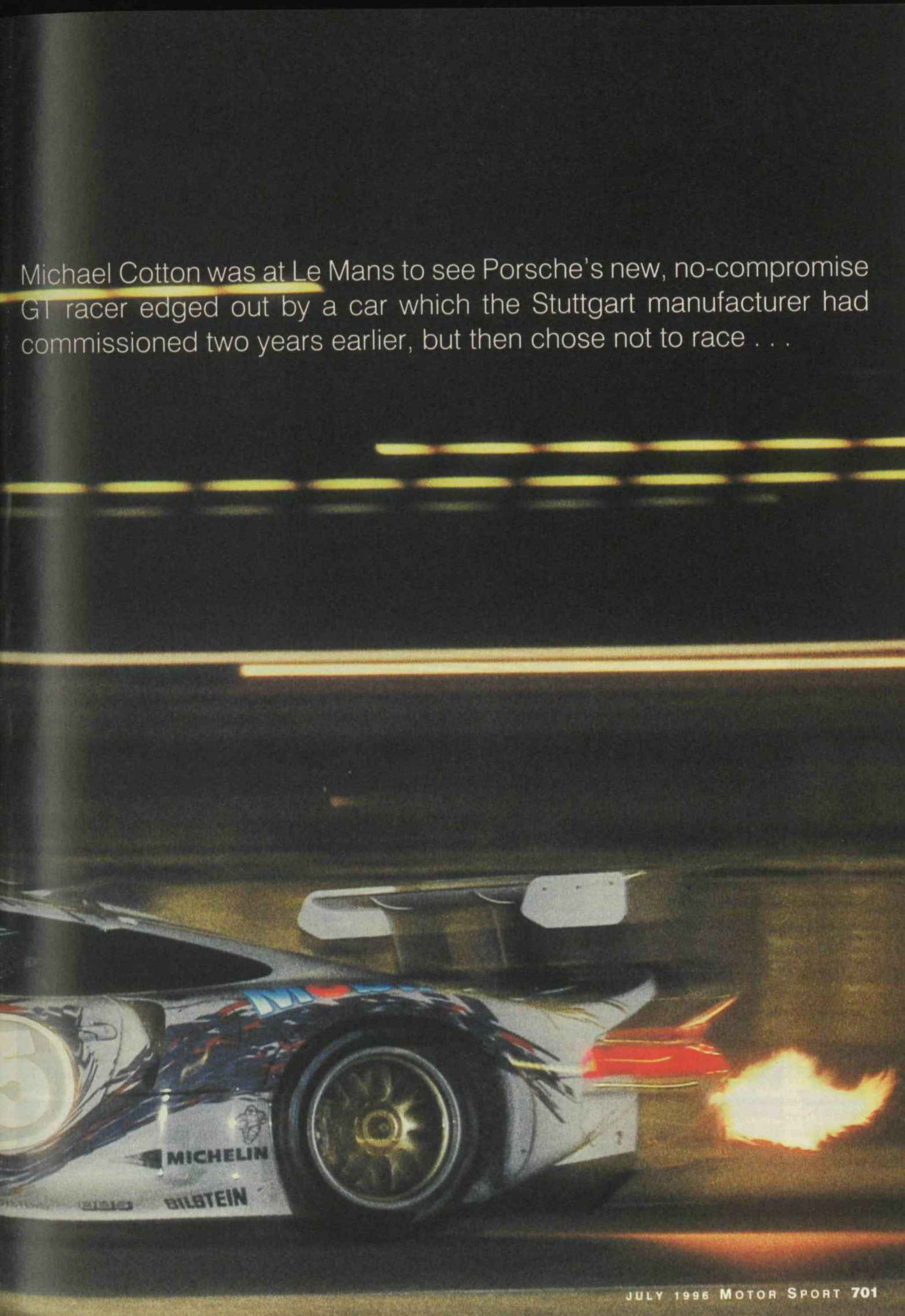
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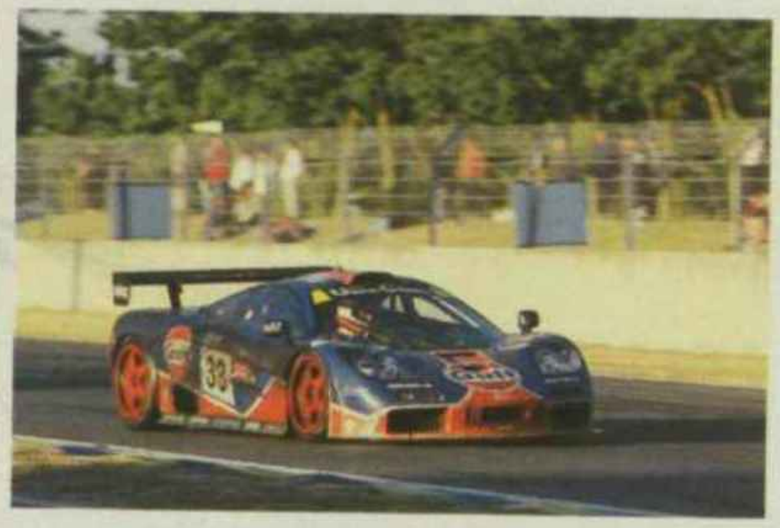


Thrust of an abandoned project (above): the TWR-Porsche won overall; the new Porsche 911 GT1 (main shot) took its class.



Michael Cotton was at Le Mans to see Porsche's new, no-compromise GT racer edged out by a car which the Stuttgart manufacturer had commissioned two years earlier, but then chose not to race . . .









Top, the Gulf McLaren of Bellm, Weaver and Lehto led its class, but ultimately joined the long list of vanquished F1 GTRs. Above, the Lister's mechanics were rewarded by the organisers for getting it to the finish. Right, despite a six-hour pit delay the Kudzu Mazda won its class. Still waiting (below): Mario Andretti.

"The most open race for many years," said all the pundits prior to the Le Mans 24 Hours. Even after qualifying, when the name of Porsche was written indelibly on the wall, we believed that McLaren, Ferrari and Oldsmobile had a sporting chance.

All these illusions were quickly dashed as the two mid-engined works Porsche 911 GT1s and the two Joest Racing TWR-Porsches set a pace that no rivals could possibly match, and backed it with an astonishing level of reliability.

Manuel Reuter, Davy Jones and 22-year-old Alexander Wurz led the event almost from start to finish in their Joest entry, a performance without the slightest delay or blemish.

Second and third were the Porsche factory's GT1 models driven by Hans Stuck, Thierry Boutsen and Bob Wollek, and Yannick Dalmas with Karl Wendlinger and Scott Goodyear.

Only after that did we see six McLarens led by the David Price Racing West GTR of Thomas Bscher, John Nielsen and Peter Kox, interspersed with Henri Pescarolo's Elf Courage Porsche, seventh, and the Team Canaska Chrysler Viper, 10th.

The old masters were, indeed, back at work. Porsche's Norbert Singer had his new GT1s plus, in his old files from 1994, the conversion of the Ross Brawn-designed TWR chassis to accept Porsche's flat-six turbo engine, and Reinhold Joest, the wily entrant who won the Le Mans 24 Hours back in 1984 and 1985.

Neither model had ever raced before although considerable distances of testing had been covered. And even if they were quick enough to occupy the front rows of the grid, who would have predicted that they'd be utterly reliable and that



the German teamwork would show not a trace of rust?

Oldsmobile was going for a rare 'Triple Crown', having won at Daytona and Sebring. Ferrari races the 333 SP very strongly in the States and McLaren, of course, dominated last year's event and retains a tight grip on the BPR Global Endurance GT Cup series.

And where were they?

Blown away is the colloquial answer, destined to play a supporting role for as long as their stamina lasted.

A broken transmission stopped Wayne Taylor's Danka Oldsmobile R&S at half distance (it never got higher than sixth); a crash put paid to the Racing for Belgium Ferrari effort; and transmission failures handicapped the more fancied McLarens.

Only the GTC Motorsport Gulf McLaren driven by JJ Lehto, Ray Bellm and James Weaver really carried the fight to Porsche, holding down a consistent third place, a couple of laps down, until the gearbox broke within four hours of the finish.

Quickest by miles on the April qualifying day, quickest again by 2.2 seconds on Wednesday evening, Eric van de Poele could afford to feel pretty confident about starting on the front row of the grid in the Team Scandia/Racing for Belgium Ferrari 333 SP.

"It was a good lap," he agreed after claiming the provisional pole at 3m 46.838s, lucky with breaks in the traffic. The IMSA World Sports Car Ferrari *felt* good enough to win the race.

None of the rival Le Mans Prototypes or World Sports Cars seemed to have the measure of the Ferrari, but the new Porsche GT1s were laying the markers for the production category, Hans Stuck and Yannick Dalmas both lapping in the low 3m 49s on Michelin race compounds and quicker, even, than Mario Andretti on 3m 49.749s in the Texaco-backed Courage C36 Porsche.

JJ Lehto was the only GT driver with a reply, lapping Ray Bellm's Gulf McLaren at 3m 49.951s as the heat of the day ebbed away.

Had the Porsches been sandbagging in April, having picked up nearly two seconds in the meantime? "No, we made a lot of adjustments after coming here in April," said Singer, making a

reasonable proposition.

Karl Wendlinger had one more adjustment to make, applying too much power as he swung round the acute Mulsanne Corner, riding the kerb and slamming forwards into the inside wall where the timing pits once were.

Yannick Dalmas, who has an impeccable record of podium finishes at Le Mans (prior to this year, his five starts had yielded three wins and one second place), was grief-stricken as a dozen engineers gathered round to make a vital decision: would the newly-built car live or die?

Thumbs up! Calls were made to Weissach, Porsche's 'plane was readied and a crate was packed with parts, the first of which was a new inner sill, a production based steel part badly crushed in the impact.

Some 20 hours later Dalmas drove from the pits and declared himself very happy with the repair. Steve Soper then provisionally captured the GT pole position, and a guaranteed place at the front of the grid, by lapping the new Bigazzi McLaren at 3m 48.53s, and almost had to be restrained from going out for one more try in the final session beginning at 22.00 on Thursday.

Not so long ago the teams made their bids for grid positions on Wednesday evening, fitting race engines and gearboxes for a gentle running-in session on Thursday.

No more! At sunset on Thursday Joest and the factory Porsche team launched a panzer raid that blitzed their rivals. Pier-Luigi Martini turned a sizzling lap at 3m 46.682s in his Joest Porsche WSC, followed closely by Jérôme Policand in his Courage Porsche, while Dalmas and Stuck caused even more devastation in GT by fitting qualifying tyres for the first time and lapping respectively at 3m 47.132s and 3m 47.139s.

Davy Jones was hard on their heels in the second Joest WSC Porsche, a chassis that he drove – as a Jaguar – to three victories in the 1992 IMSA GTP championship.

By now it was becoming apparent that the open-top sports cars had a very slender advantage over the Porsche GT1s in terms of lap speeds although, with 20 litres less fuel in each tank, they needed to run three-four seconds per lap quicker just to compensate a greater number of stops.

The likes of Soper, Nelson Piquet, Lehto and Pierre-Henri Raphanel were perfectly happy in their 1996 model McLarens, Ray Bellm asserting that the Porsches were finding their extra seconds by late-braking and using their ABS systems to the full at the chicanes.

By contrast gloom and despondency hung around the David Price Racing pit where the West/Castrol and Harrods McLarens were proving very hard on their drivers. "My car wanders around so much on the straight that we are a danger to ourselves and everyone else," said reigning BPR co-champion Thomas Bscher.

The 1995 cars are not comfortable with McLaren's 1996 update kit and although they have won a couple of BPR races this year they were certainly not going to win at Le Mans. "We're in the shit," said Price succinctly on Friday. "We have a solution, but we've only got the half hour warm-up to find out if it works!"

Derek Bell was resigned to forgetting his hopes of a record-equalling sixth Le Mans victory despite being part of a formidable driver team with Andy Wallace and Olivier Grouillard.

In the same garage John Nielsen prepared himself for 14 hours of driving ("Thomas can't see very well in the dark, you know!") with the less experienced Peter Kox. These two cars were front-runners last year before troubles intervened, but now languished exactly half way down the grid behind Laurence Pearce's enthusiastic and optimistic Newcastle United backed Lister Storm team.

Porsche's 1997 poster was in the making at the 15.00 start (moved forward an hour, because of the clashing European Championship soccer matches) on Saturday afternoon. The Automobile Club de l'Ouest had decided to start the open sports cars on the left, GTs on the right, so as to give the two categories equal exposure, but Martini left a convenient gap for Wollek to exploit as they sprinted towards the Tricolour wielded by actor Alain Delon.

Three times winner Yannick Dalmas was followed by the ever-hopeful Bob Wollek, seeking the end of the Le Mans rainbow for the 25th time, as the two colourful Porsche GTs went over the crest and down into the Esses, followed by van de Poele and Didier Cottaz (Courage Porsche), the latter sandwiched by the two Joest Porsches.

By the fourth lap Wollek led Dalmas with the two Joest cars in their turbulence, Theys ahead of Davy Jones, setting the pattern of the race as they gently eased away from the shrill, V12 Ferrari.

Then the two GT1s moved aside to ride shotgun in third and fourth positions, and on the seventh lap Jones took a lead that, apart from the two early pit stop shuffles, his car would never relinquish.

Andy Evans drove straight into the gravel at Mulsanne on the second lap, made a long stop to have a beach of stones removed from his Scandia Ferrari, then ran the car out of fuel on the circuit before Yvan Muller and Fermin Velez got their



hands to the wheel.

All the American team's hopes thus rested on the Belgians van de Poele, Eric Bachelart and Marc Goossens who were comfortable top six runners through the night, but never tackled the leaders before Bachelart crashed heavily exiting the Dunlop chicane on Sunday morning.

The BPR regular Ferrari F40s never featured at all, and were but memories by midnight. They were down on power with the ACO's mandatory 1.87 bar limit on boost and never ran properly anyway.

Michel Ferté's Pilot Ferrari made the most spectacular retirement when the fuel tank neck developed a split while the car was being refuelled, setting up a brief but fierce blaze.

A momentary lapse, a collision with another competitor, sent Stuck to the pits to have a new nose and undertray fitted to the Porsche GT1, putting him two laps down at quarter-distance. It was a costly delay as the final result showed, but the works team's second GT1 was more in the wars.

Dalmas ran through a gravel trap on his 'in' lap, a trapped stone forcing a caliper change; Wendlinger spun at the Dunlop chicane and touched the wall, requiring a new nose and underbody; and finally Scott Goodyear completed the triple, claiming the team's last flat floor!

"We don't have any more floors in stock," said competitions director Herbert Ampferer with a ghostly smile on Sunday morning. "Mechanically," he added after the race, "both cars were faultless, and but for the floor on Stuck's car we could have won. The GT1 and Joest's car were neck and neck all the way, which shows that the regulations are perfect."

The second Joest WSC Porsche proved mortal after all when Pier-Luigi Martini dived into gravel at the first chicane 18 hours into the race. Just 20 minutes later it rolled to a temporary stop with a failed ECU unit, and it finally stopped on the circuit 40 minutes from the finish with a broken driveshaft.

Transmissions proved weak on the McLarens, something that designer Gordon Murray will put right in the radically improved 1997 GTR. The Franck Muller entry retired, Steve Soper's Bigazzi McLaren needed a new gearbox and finally Ray Bellm's Gulf car lost a very hard-fought third position when the gearbox failed, dropping it to ninth.

Bscher's McLaren finished fourth after a run spoiled only by a spectacular collision with Raphanel in Lindsay Owen-Jones' McLaren under braking for the first Mulsanne chicane, an incident for which the German banker took full blame.

Owen-Jones' fifth place, with Raphanel and David Brabham, was the result of a steady wait-and-see run, keeping them ahead of the Wallace/Bell/Grouillard McLaren which "started badly and went downhill from there," according to Wallace.

Typical of the Harrods car's run, it lost masses of power in the night and this remained a mystery until the DPR crew found a driver's rip-off visor jammed down the air intake!

Laurence Pearce's Lister Storm team was satisfied with 19th place after changing a gearbox in the night and dealing with a burst brake master cylinder, but for which Lees, Needell and Reid would have edged into the top 10.

A chapter of incidents marred what should have been a show outing for Mario Andretti, Derek Warwick and Jan Lammers, with Keith Greene hired to run the car at the optimum level.

Their race started well enough, Andretti running seventh after two hours, but the first ECU failure stranded Lammers at the beginning of the pit lane in the third hour, losing the team almost 60 minutes.

Later another ECU box failed, at different times two front wheels fell off the car at high speed, the wheel locating pegs fell out of one hub, the car developed a huge appetite for carbon discs and pads, and finally Andretti charged into the gravel at Indianapolis, forcing a lengthy and extensive repair.

The American's long-awaited Le Mans victory seems further away than ever, and a 13th place finish seemed rather appropriate.

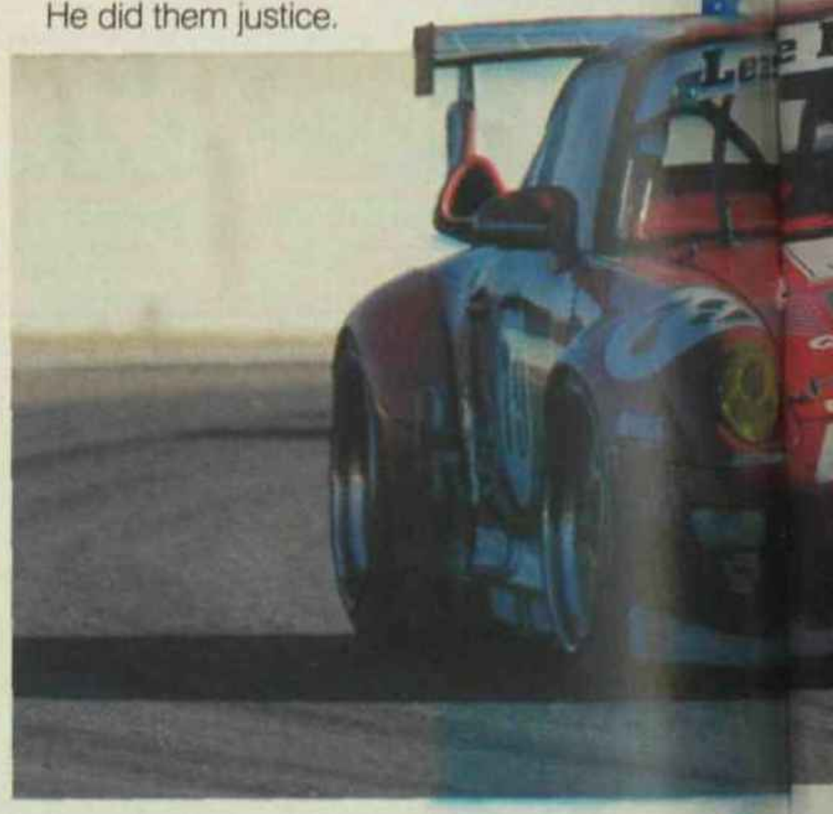
Cor Euser's Marcos LM600 was soon gone from GT2 as the engine developed an appetite for oil, signalling an internal fault, leaving the Roock Racing Porsche GT2 to dominate the category in the hands of Ralf Kelleners, Bruno Eichmann and Guy Martinolle.

Bill Farmer's New Hardware/Parr Motorsport team was very competitive throughout, the New Zealander running second in class with Greg Murphy and Robert Nearn delayed only by a puncture early on.

Parr's second Porsche driven by Stéphane Ortelli, Andy Pilgrim and Andrew Bagnall was fourth in class, behind Kunimitsu Takahashi's Honda NSX, after having a turbocharger changed.

Farmer formed the team to commemorate the 30th anniversary of the great Ford victory by Bruce McLaren and Chris Amon.

He did them justice.



RESULTS

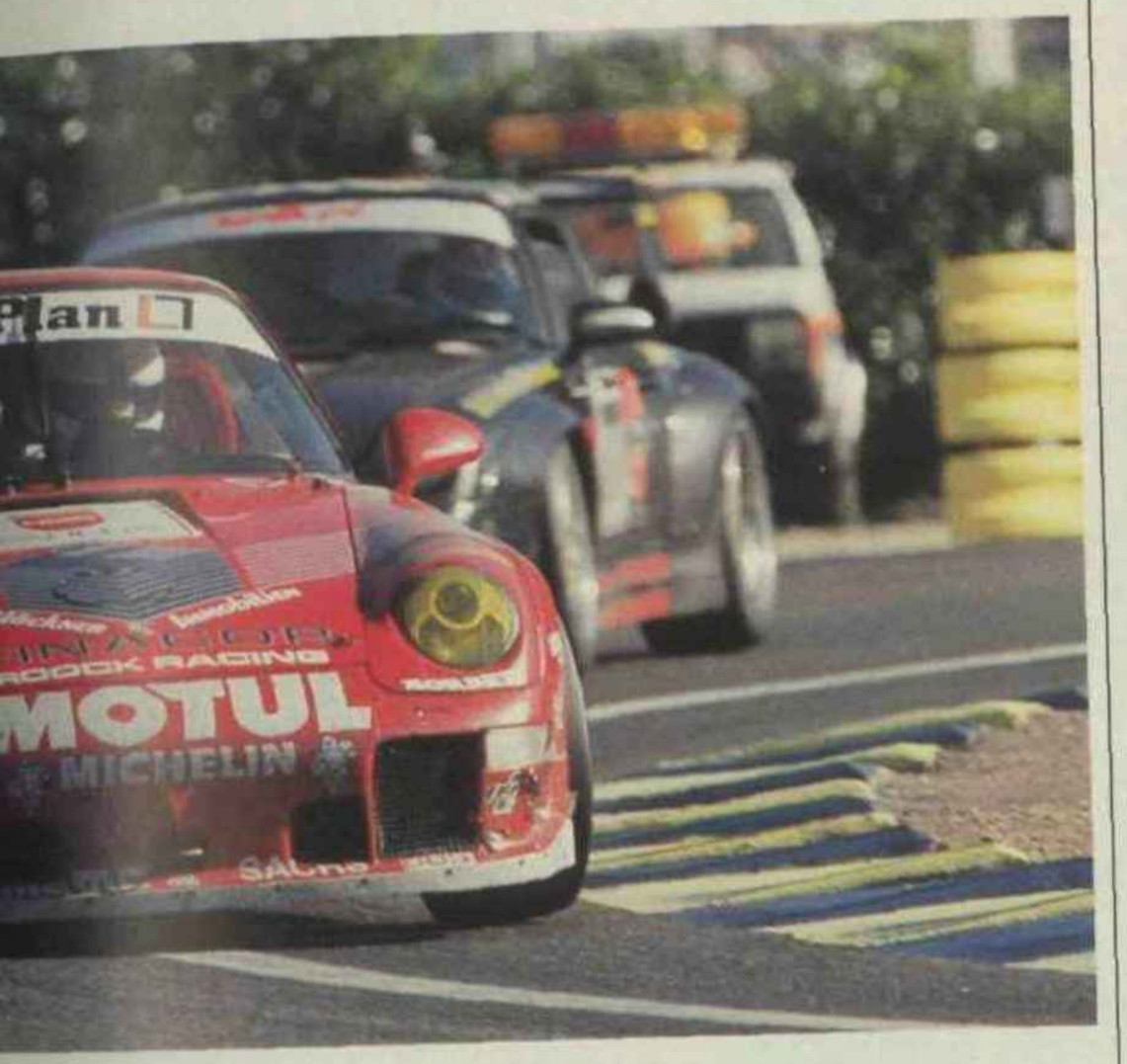
1	**Jones/Reuter/Wurz** Joest TWR Porsche WSC	354 laps
2	**Wollek/Stuck/Boutsen** Porsche AG Porsche GT1	353 laps
3	**Dalmas/Wendlinger/Goodyear** Porsche AG Porsche GT1	341 laps
4	**Nielsen/Bscher/Kox** West McLaren F1 GTR	338 laps
5	**Raphanel/Owen-Jones/Brabham** GTC Gulf McLaren F1 GTR	335 laps
6	**Grouillard/Wallace/D Bell** Harrods Mach 1 McLaren F1 GTR	328 laps
7	**Pescarolo/Lagorce/Collard** Elf La Filière Courage Porsche C36	327 laps
8	**Cecotto/Piquet/Sullivan** Team Bigazzi McLaren F1 GTR	324 laps
9	**Lehto/Bellm/Weaver** GTC Gulf McLaren F1 GTR	323 laps
10	**Cobb/Dismore/Hendricks** Canaska Chrysler Viper GTS-R	320 laps
11	**Soper/Laffite/Duez** Team Bigazzi McLaren F1 GTR	318 laps
12	**Kelleners/Eichmann/Martinolle** Roock Racing Porsche GT2	317 laps
13	**Andretti/Lammers/Warwick** Courage Compétition Courage Porsche C36	315 laps
14	**Farmer/Murphy/Nearn** New Hardware/Parr Motorsport Porsche GT2	313 laps
15	**Hoshino/To Suzuki/Hasemi** NISMO Nissan GT-R LM	307 laps
16	**Iida/Takahashi/Tsuchiya** Team Kunimitsu Honda NSX	305 laps
17	**Pilgrim/Ortelli/Bagnall** New Hardware/Parr Motorsport Porsche GT2	299 laps
18	**Kuster/Jurasz/Ta Suzuki** Seikel Motorsport Porsche GT2	297 laps
19	**Lees/Needell/Reid** Newcastle United FC Lister Storm	295 laps
20	**Goueslard/Ahrlé/Bourdais** Larbre Compétition Porsche GT2	284 laps
21	**Hélary/Gache/Beretta** Team Oreca Chrysler Viper GTS-R	283 laps
22	**Yver/Chereau/Leconte** Chereau Sports Porsche GT2 Evo	279 laps
23	**Morton/Cudini/Sifton** Canaska Chrysler Viper GTS-R	269 laps
24	**A Ferté/M Martini/Fabre** Team Menicon SARD MC8R	256 laps
25	**Fréon/Terada/Downing** Mazdaspeed Mazda Kudzu	251 laps

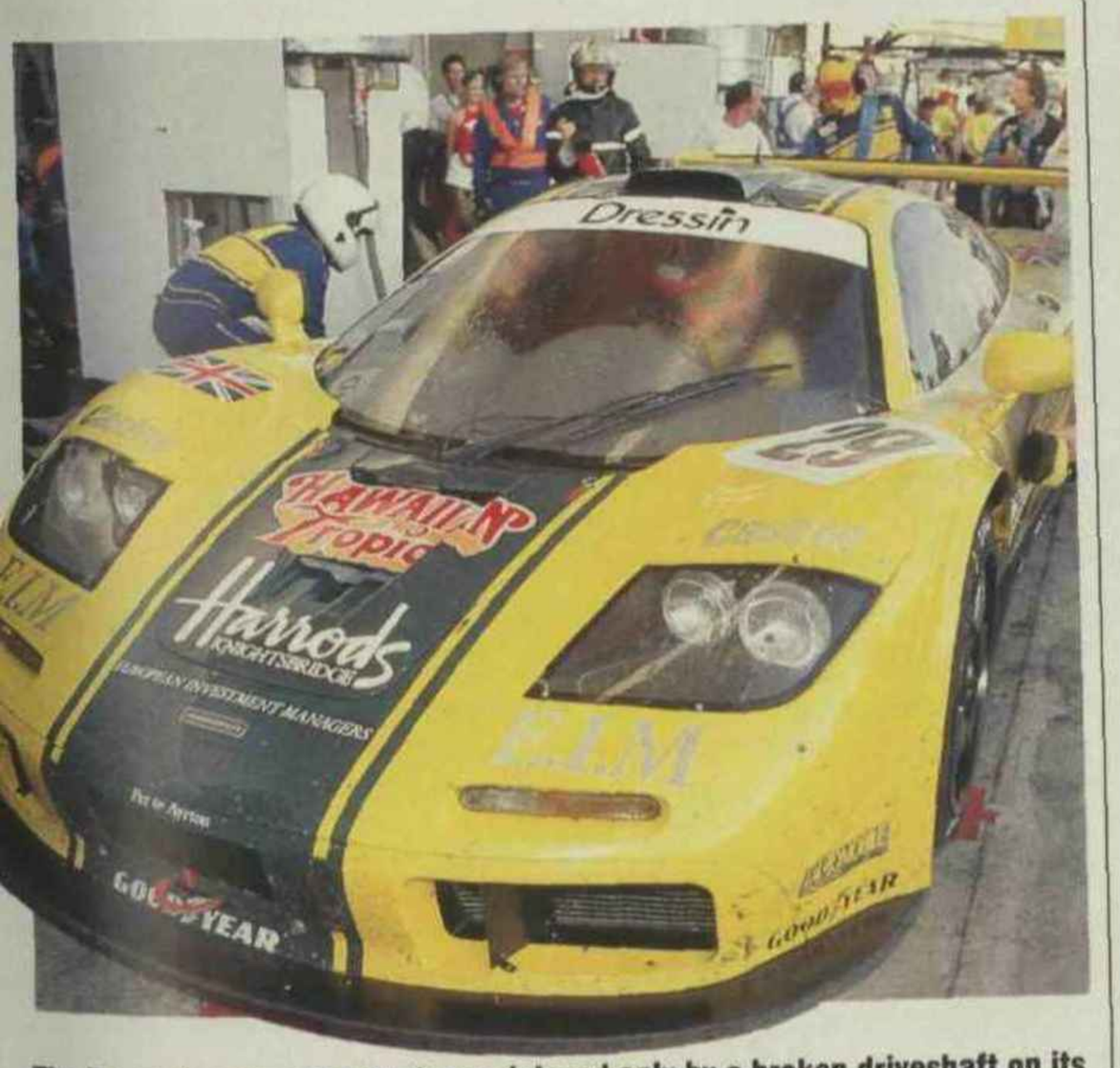
RETIREMENTS

Theys/P Martini/Alboreto Joest TWR Porsche WSC	24th hour, 317 laps, transmission
Gonin/Rostan/Petit Welter Racing WR Peugeot LM96	20th hour, 221 laps, accident
Sekiya/Mitsusada/Mi Kageyama SARD Toyota Supra LM	19th hour, 205 laps, accident
van de Poele/Goossens/Bachelart Racing for Belgium Ferrari 333 SP	17th hour, 221 laps, accident
A Suzuki/Kondo/Mo Kageyama NISMO Nissan GT-R LM	17th hour, 209 laps, accident
Cottaz/Policand/Alliot Courage Compétition Courage Porsche C36	16th hour, 224 laps, accident
David/Enjolras/Trévisiol Welter Racing WR Peugeot LM96	15th hour, 162 laps, accident
Nappi/Donovan/Ota Ennea Ferrari F40	13th hour, 130 laps, accident
Taylor/Sharp/Pace Riley & Scott Oldsmobile R&S Mk3	13th hour, 157 laps, transmission
Camus/Agusta/Coppelli Agusta Racing Callaway C6 Corvette	13th hour, 114 laps, clutch
Dupuy/J Bell/McCarthy Team Oreca Chrysler Viper GTS-R	12th hour, 96 laps, engine
Giroix/Delétraz/Sala Kokusai Kaihatso McLaren F1 GTR	12th hour, 153 laps, engine
Jarier/Pareja/Chappell Roock Racing Porsche GT2 Evo	12th hour, 93 laps, engine fire
M Ferté/Thévenin/Leboissetier Pilot Racing Ferrari F40-LM	10th hour, 100 laps, pit fire
Bouchut/Lässig/Toivonen Kremer Porsche K8	9th hour, 110 laps, accident damage
Konrad/Herrmann/Roessler Konrad Porsche GT2 Evo	9th hour, 107 laps, accident
Olofsson/della Noce/Rosenblad Ennea Ferrari F40	8th hour, 98 laps, engine
Fouche/Fosset/Dickens Kremer Porsche K8	6th hour, 58 laps, accident
Neugarten/Seiler/Ilien Haberthur Porsche GT2	5th hour, 46 laps, accident
Euser/Erdos/Dro Team Marcos Marcos 600 LM	4th hour, 40 laps, engine
Belmondo/Gounon/Bernard Ennea Ferrari F40	4th hour, 40 laps, electrics
Langton/O'Rourke/Holmes O'Rourke Porsche GT2	3rd hour, 32 laps, engine
Evans/Muller/Velez Rocket Sports Ferrari 333 SP	3rd hour, 18 laps, out of fuel

FASTEST LAP
van de Poele 3m 46.958s, (133.287 mph) on lap 213

WINNERS' AVERAGE SPEED 124.632 mph

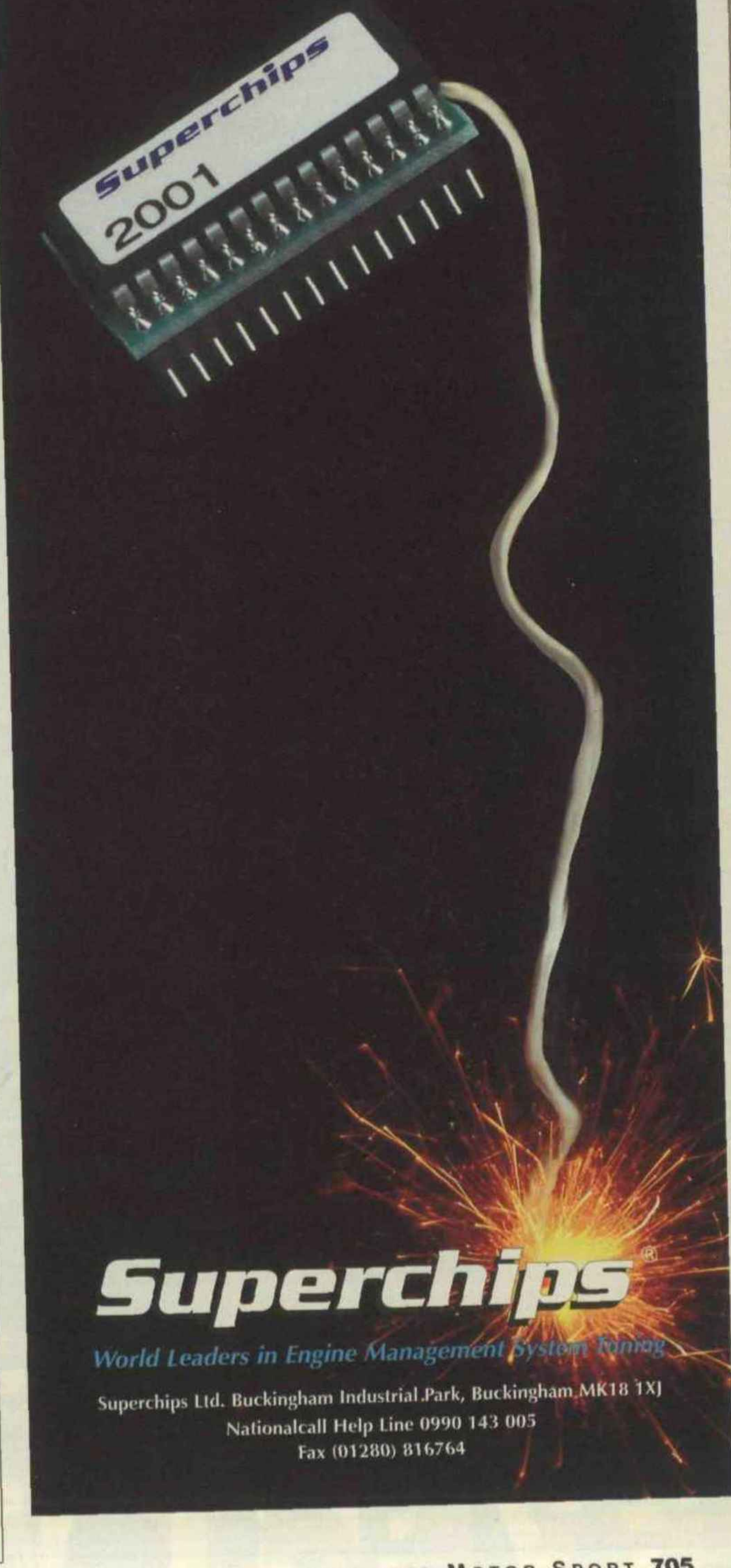




The Roock Porsche 911 (top) was delayed only by a broken driveshaft on its way to winning the GT2 class. Above, the Harrods McLaren finished sixth, despite a litany of troubles. Eric van de Poele set fastest lap in the Scandia Ferrari (below), but was denied a finish.



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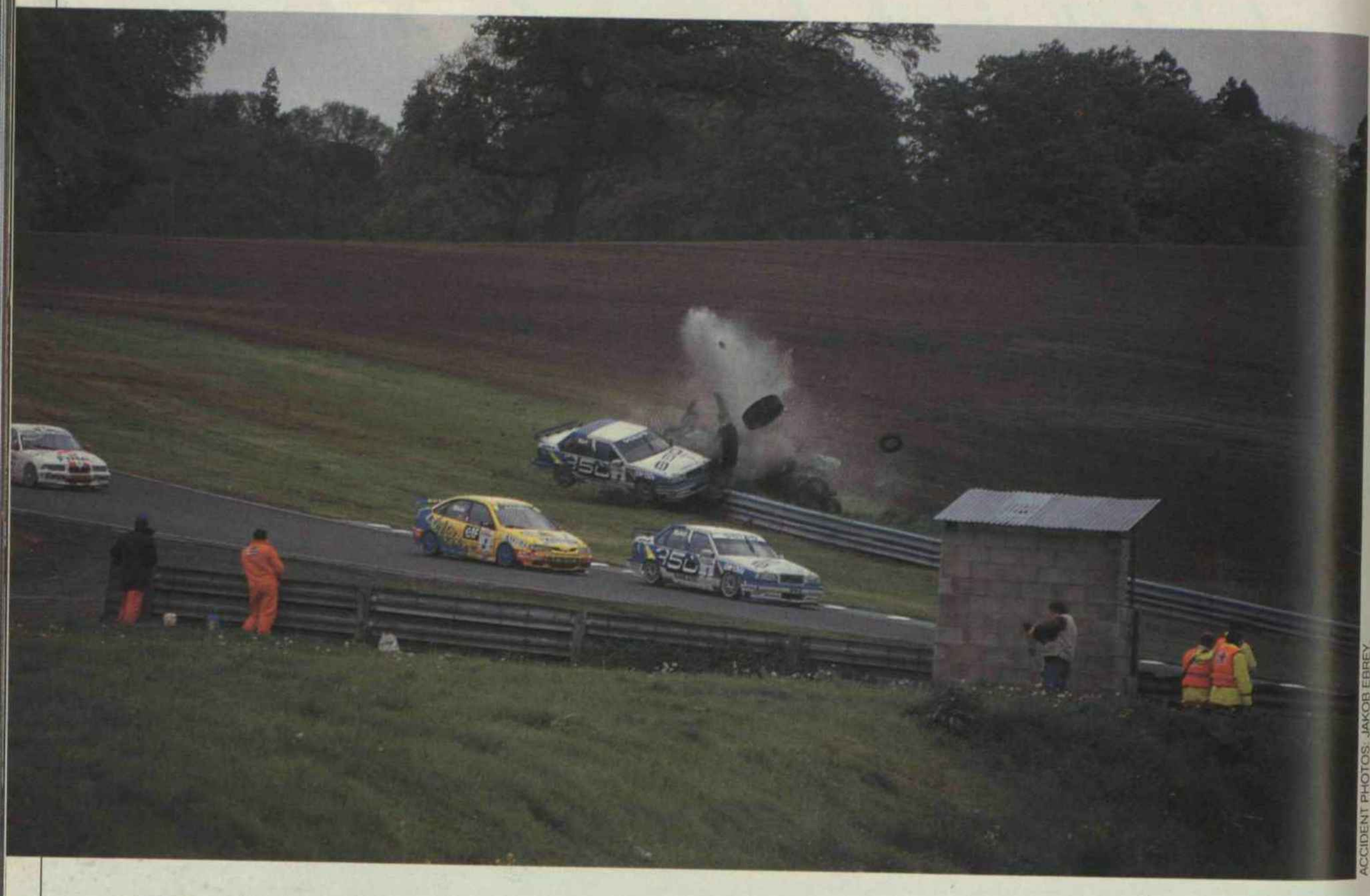
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SAFETY

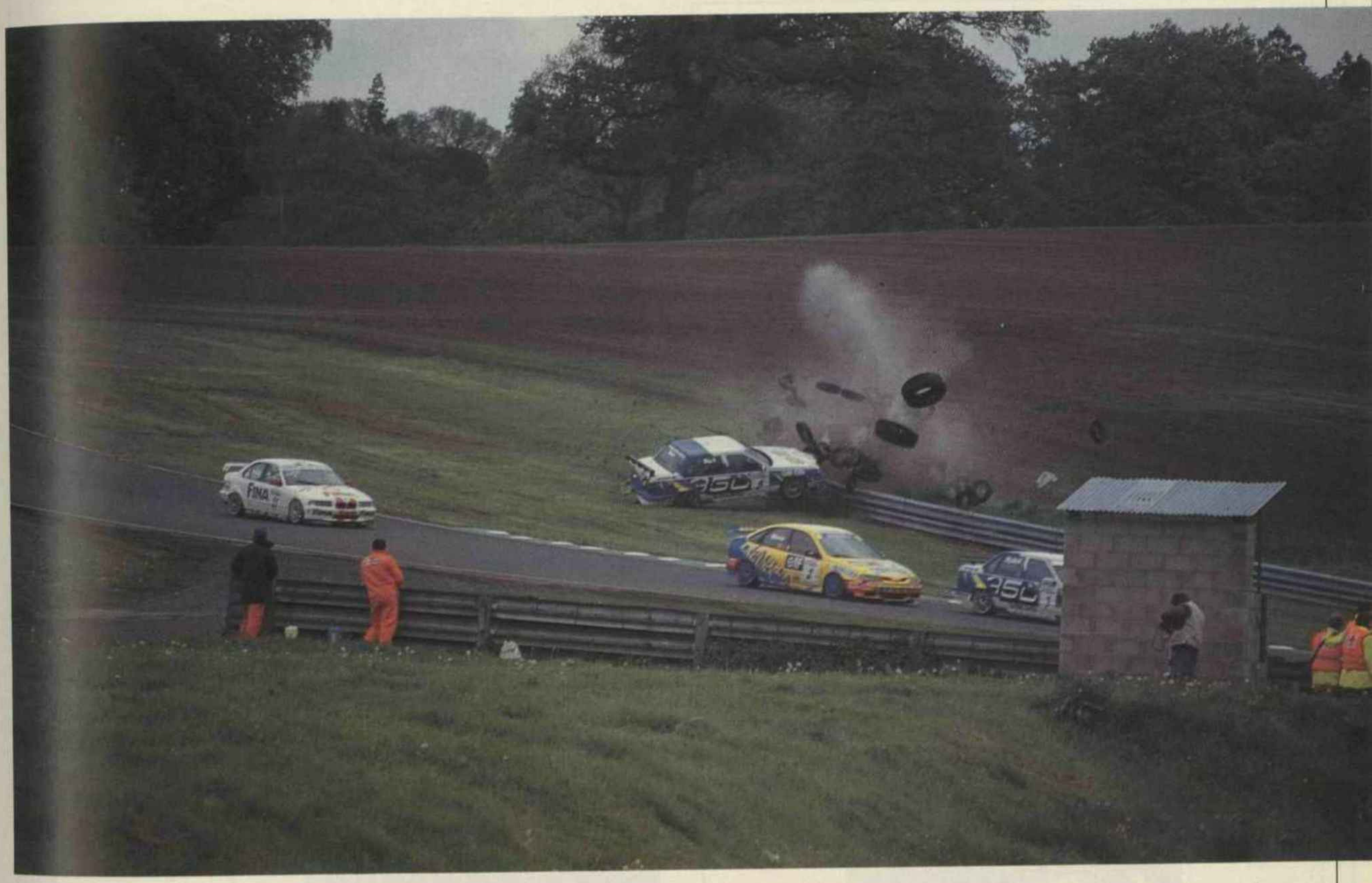


Kelvin Burt's monster shunt at Oulton Park was a shock to the system. Paul Fearnley talks to Peter Riches, the man at the forefront of Super Touring safety matters

To watch regularly cars specifically designed for the purpose sweep easily from apex to apex is to induce hypnosis. As can a racing driver, so a spectator is able to hit upon a rhythm that lessens the speed element of the sport.

But racing cars are fickle. Drop off the fine line they tread, and the momentum they contain – a force shielded from view when all is well – can shock with its ferocity. The siege gun retort that resounded around Oulton Park when Kelvin





FIRST

Burt's BTCC Volvo cannoned into the Armco contrasted starkly to its preceding silent 120 mph slither across the grass and the deathly hush after the wreck had expended all of its violent energy. Britain's leading national championship had been jolted out of its rhythm.

The data logging facility, that allows the modern-day race engineer to fine tune his car to the *nth* degree, can also provide some gruesome statistics. Burt pulled 7.6 G in the shunt: the jockey-sized Tamworth man, therefore, momentarily weighed 480 kg, one-fifth of this total being his helmeted head. It's no surprise that he was unconscious for 15 minutes.

Thankfully, he's still with us. Two hazy days in a Chester hospital followed the accident, but a fortnight later he was declared "95% fit". Apparently, the only side-effect from the incident is that quiet Kelvin has suddenly become a chatterbox!

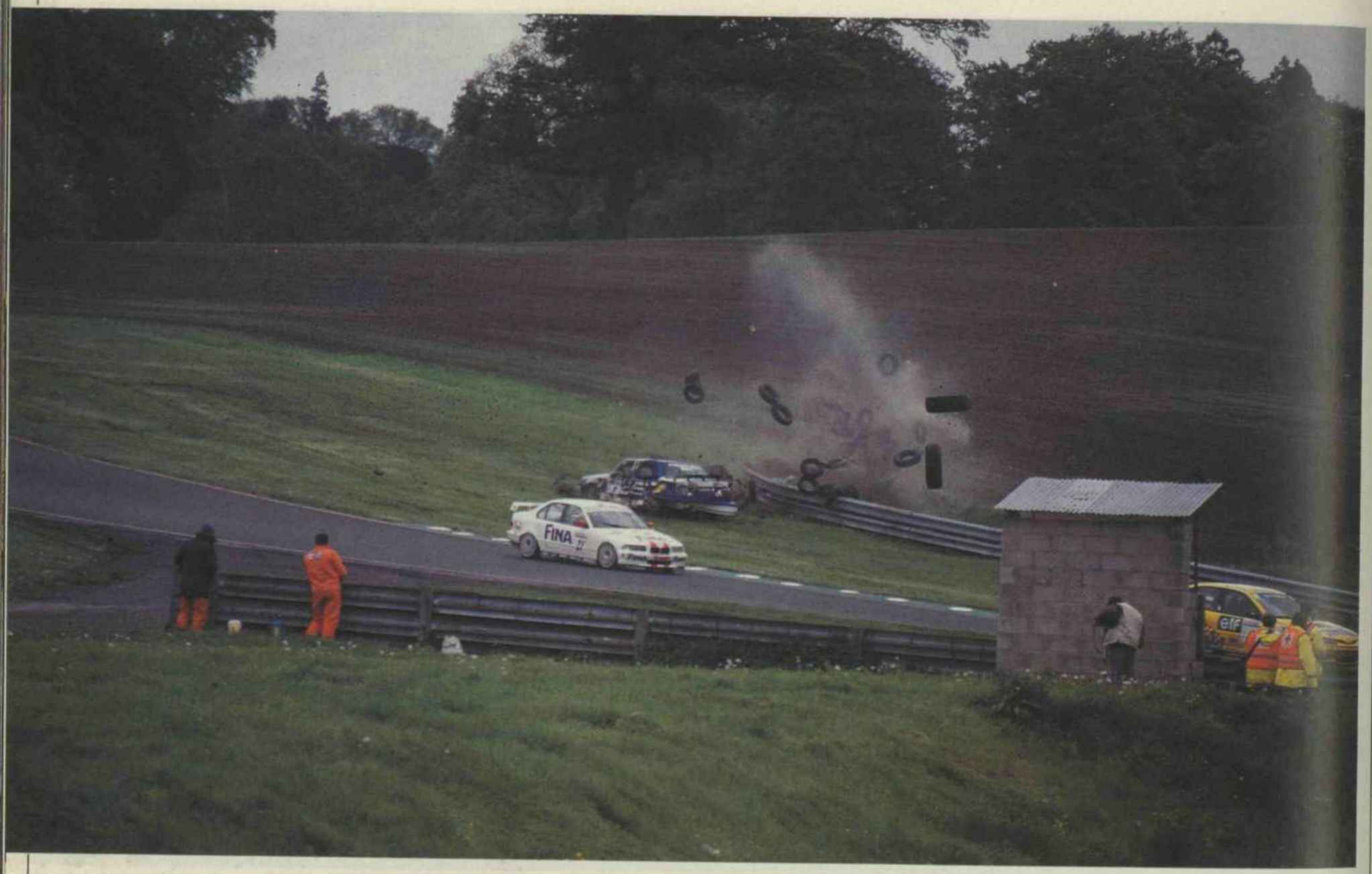
This happy fact is a direct result of the safety measures introduced into Super Touring last winter. The man at the forefront of this push is Peter Riches, the BTCC's technical supervisor. He has seen to it that the touring car of today is substantially safer than those of just one year ago. Indeed they are considerable more secure than some of the circuits they race on. But that's another story.

Riches was impressed by how the Tom Walkinshaw Racing-built car withstood the impact. This involved slamming into the knuckle-end of the barrier just behind the B-post on the passenger side.

"It stood up remarkably well," said the former long-time Lotus employee. "I have talked to John Gentry [the car's designer]; they've stripped the car and found no more structural damage than what we saw on the day – sometimes you find things hidden underneath. The only structural damage is that the floorpan is creased either side of the tunnel beneath the rear seat. Other than that, there is no reason why they couldn't race it again. Volvo and TWR must be applauded for producing a very strong product. It rolled onto the wrecker. They just winched it straight up. It's incredible, it really is."

This amazing strength has come hand-in-hand







Paul Radisich hit the Oulton Park Armco too.

"We are going in the right direction. But we musn't stop. We won't stop."

with the increasing elaboration of a touring car's rollcage. This no longer simply serves to prevent the roof from crushing in the event of an accident, it supplies the structural integrity of the shell. But if a car can be made more resistant to impact, a driver cannot. And an overly complex web of steel tubing can hinder the efforts of rescue crews to tend to an injured driver. In this respect, constructors have now been forced to leave a clear space for access via the passenger side. This meant that Volvo had to remove a diagonal bar that passed close to the driver's head in its '95 version.

Riches: "They still had to cut bars to get him out, but you are going to have to do that in any car. Access for the doctors was alright. You've got the problem of, 'What is strong enough?' and what might be detrimental to the medical people. If you can get the doctors in, you've achieved it. And that's what we did."

Another major feature of the recent safety regulations was the protection of the driver's head. All '96 BTCC cars feature seats with head restraints designed to minimise whiplash in a side-on impact. Volvo was in the forefront of this, fitting a heavily reworked Momo seat last season. And this was paid the ultimate compliment by TOCA's medical chief, Dr Paul Trafford: "If Kelvin had had an ordinary seat, with no wings [side restraints] at all, it's quite feasible that he would have broken his neck."

But Riches feels the seat area still requires some fine tuning: "We haven't got a regulation for that at the moment: we've just got that you must have wings. If you look at Formula One, there's a prescribed hole, that there must only be a certain gap in between the helmet and cockpit sides in there. But a Formula One driver sits there and he only looks at two little mirrors; touring cars need a wider field of vision. One of the things that have come out of the Audi crash test is that maybe even the helmet's the wrong shape; maybe it should be squarer sides or something."

Whiplash has also been reduced by the mounting of the seat directly onto bars that run off the flank of the rollcage. The idea behind this is that the driver starts to accelerate laterally at the same time as the car. Previously, he has always lagged fractionally behind the car, and thereafter his head accelerates quicker to catch up, exaggerating the force when the car impacts.

"I know he hit the passenger side and not the driver's side, but the seat moved across as we expected to," reveals Riches. "The seat brackets bent – that was probably a bit unexpected, but something's got to give somewhere . . .

"The impact test that Audi did told us that we had done all the right things, but it's still not like doing what Kelvin did; at the end of the day, it's clinical, it's a crash test facility and you've got a dummy sat there. You always have this niggling feeling that it will never be quite like that in reality – and it never is."

In spite of the nature of the incident that was the catalyst of this article, it makes a pleasant change to report on a subject upon which the teams are united. Audi has made the findings of its crash test widely known; BMW was planning a similar test even before Burt's accident, and Renault has provided an old shell for the rescue teams to practice their techniques.

"I think it's a good first step," Riches concludes. "We are going in the right direction. But we mustn't stop. We won't stop; there's a general mood that, 'We run cars like road cars, and they must be very safe'."

MEDICALLY SPEAKING

Doctor Paul Trafford is an intensive care and anaesthetic specialist based at Arrowe Park on the Wirral. He also frequents every TOCA meeting as its designated medical supervisor. He attended to Burt in the immediate aftermath of the accident. Like Riches, he was impressed by the strength of the car.

"A lot of people have said that if he had been sat on the left-hand side he would've been dead, but I don't think he would be. There wasn't that much intrusion into that side; I don't think bits of the car would have hit him, and I don't think his seat would've been uprooted and crushed against the transmission tunnel.



"We knew that he was unconscious, but he was stable and so there was no rush."

"The big thing that made the difference between Kelvin walking around now and nearly being ready to get back to racing, and Kelvin being sick on a ventilator having had brain damage, is the seat. But one thing I've been talking to Volvo about is whether it would be feasible to make the hole where the straps go through over the shoulders big enough to get your hands though. That way you could actually hold somebody's neck from behind, which would mean that you wouldn't get in the way if you had to cut from the front.

"The accident has taught us that we can dismantle the cars very quickly, and it's taught us the usefulness of having the teams involved. Peter Riches will bring one of the engineers down to the scene of an accident because the team knows how the car is put together better than we do.

"It's taught us how difficult it is to get splints, back splints, on people in these cars, and that is something we are going to think about.

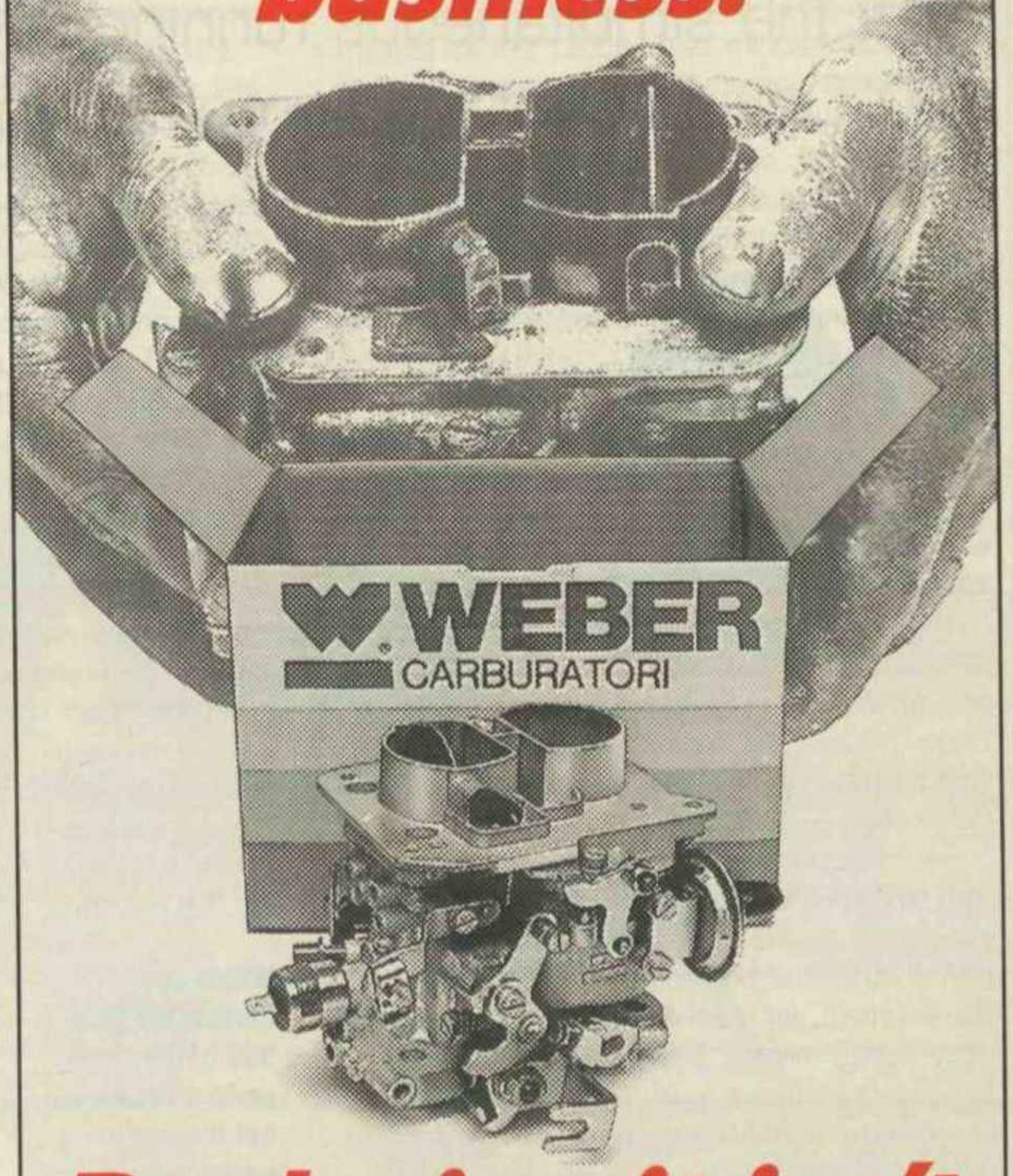
"Fortunately, in that situation we had a lot of time to get him out. We knew that he was unconscious, but he was stable and so there was no rush. The worry is how quickly we can get people out if we really have to, and that's still a concern for us.

"He was having some trouble breathing because the chinstrap was cutting into his airway. We have monitors that check oxygen saturation, which you can just stick on a finger and it will give you a reading straightaway about heart rate and how much oxygen's getting in.

"You can't put a neck brace on until the helmet's off, really. Fortunately, the Volvo's quite a tall car and Kelvin sits very low in it, and so there was room for us to arch his helmet off. If it had been a taller driver we would have just cut the helmet off with an oscillating saw, which is what you cut plaster casts off with.

"The Volvo is a big car and there is a lot of room to work in, but other cars have less room and some of the drivers are further behind the B-post, which can make it awkward. The problem is that all the cars are different, and as fast as we look at something, everything changes. But if you compare things to how they were 10 years ago, people are a lot more focused on the safety aspect."

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THE

After the simultaneous running of the Indianapolis 500 and the new US 500, David Phillips contemplates the implications for American motorsport

Indycar racing's inaugural Mille Miglia is history. Based on the events of May 26, it's clear we haven't seen the last of the Memorial Day 1000.

The US 500 was a financial – if not aesthetic – success, with more than 110,000 in attendance on a day that began with a dozen cars crashing on the pace lap and finished with Jimmy Vasser outlasting at least half a dozen other potential winners to score his fourth win of the season.

Down south, a month that oscillated between the bizarre and the tragic produced a dramatic finale to the 80th Indianapolis 500, with a hobbled Buddy Lazier edging out Davy Jones even as the most serious accident of the day unfolded in Turn Four at the chequered flag.

The Indy Racing League faces colossal challenges, however. It remains to be seen, for example, whether Dallara and G-Force can build and develop enough chassis to supply full fields; whether EMCO's transmission will be up to the job; whether the price-controlled, production-based engine formula will work; or whether the fans who flock to weekly short track events will turn out in force for IRL events. (How many of Joe Gosek's fans will make the pilgrimage from upstate New York to New Hampshire for the IRL race in August?)

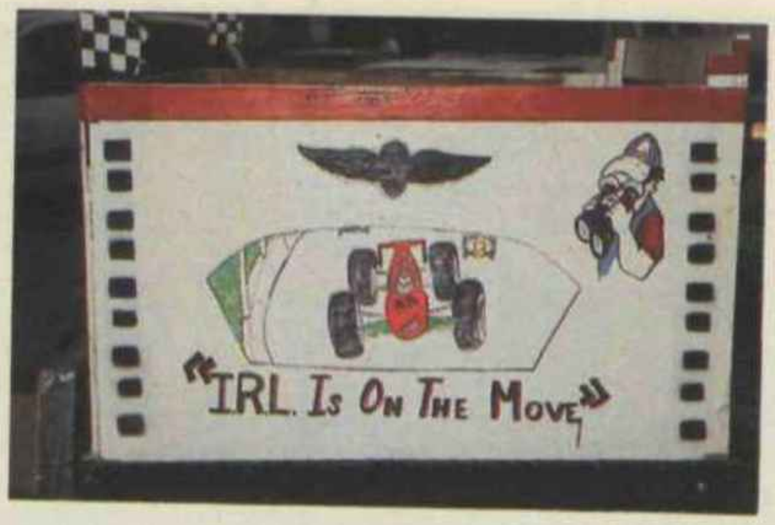
But the overriding question is whether those who struggled to field teams with a glut of used equipment on the market will be able to afford new chassis and engines, let alone pay for their development. As team owner John Della Penna (who hopes to race full-time in the PPG series before long) noted at Indianapolis, there's a world of difference between the cost of competing and the cost of winning.

But let's suppose that the IRL overcomes these formidable hurdles. The League could develop into a nationwide, open-wheel, oval track championship that will enable the likes of Gosek, Tony Stewart and Billy Boat to ply their trade in front of a national audience and, it is hoped, earn a decent paycheck into the bargain.

Make no mistake, though. The fact that they haven't had that chance for the past two decades is more the responsibility of a USAC that failed to provide them with a coherent national championship than it is the fault of Championship Auto Racing Teams – which was pursuing its business plan of ovals, road courses and temporary circuits that has proved so successful at home and abroad. In fact the USAC's inability to look much beyond the Midwest is precisely the reason that the World of Outlaws came into being and developed into the premier sprint car series in the country.

For its part, CART would be well-advised to focus on the things that have made the PPG Indy Car World Series one of the two most successful open-wheeled racing series in the world. Frankly, the organisation should simply forget about the Indianapolis 500. It was only human for the CART team owners, competitors and administrators to spend much of May extolling their virtues at the expense of the IRL. But the interests of CART and its constituents will be best served if the owners focus their energies on making their series the best it can be, rather than by belittling the Indy 500 and the IRL.

There is no doubt that the loss of the world's largest one-day sporting event is a major blow to the CART series. But a wide open month of May gives CART new scheduling freedom that could see some of the traditionally underserved domestic markets brought aboard, not to mention additional opportunities and more flexibility with respect to international events. On another front, rule-making is already proving less onerous now that the team owners and engineers can chart their own course, without having to consider the technical, philosophical and political agendae of USAC and the





Within the States, the Indy 500 had its supporters (above), but the better-known names – such as Gil de Ferran and Hall Racing (right) – were busy elsewhere on Memorial Day.

"There's a world of difference between the cost of competing and the cost of winning."

CLASH

Speedway.

Just as the loss of the Indy 500 from its schedule is a mixed bag for CART, so divorcing the PPG Indy Car World Series has its pluses and minuses for USAC and the Speedway. First, Tony George has become the benevolent dictator that CART critics have long craved. George and USAC will be able to put into practice their ideas on cost reduction and technology containment while simultaneously providing the likes of Stewart, Gosek and Boat with opportunities in Indycars rather than having them defect to NASCAR *à la* Jeff Gordon or just wither on the vine.

But while George may yet succeed in creating a grassroots-friendly form of Indy car racing, he will do so at the cost of the international reputation of the Indianapolis 500. Outside the borders of the United States, the 1996 Indy 500 was perceived as a farce – with Stewart, Gosek and Gardner replacing Unser, Andretti and Rahal; Salazar, Velez and Grégoire supplanting de Ferran, Moore and Fittipaldi. And it's a sure bet that a reigning world champion will never again grace the starting field at Indianapolis so long as it is run under the auspices of the IRL.

From the international standpoint, there's a feeling of *déjà vu* to the whole situation. By isolating itself from the cutting edge technology and cornucopia of international driving talent attracted by the success of the PPG Indy Car World Series, the Indy 500 seems destined to return to the myopia of the 1950s. That mindset led to the humbling experiences of the rear-engined 'revolution' in the 1960s and, ultimately, renewed international interest in the race. But with what amounts to little more than a spec formula, the IRL has insured that chapter of history is unlikely to be repeated.

Whether that's a good or bad thing depends on your perspective.



TAMING

David Williams witnessed a dazzling drive from Colin McRae on an Acropolis that wasn't as tame as it seemed

A minute oversight had become apparent in Prodrive's normally meticulous planning: the mechanics had a tennis ball and the stumps, but someone had left the cricket bat in Athens.

Cricket bat? Stumps? What sort of an Acropolis Rally was this? The old days of a 50 mph average on road sections may have gone for good, but isn't the Greek round of the World Championship meant to have retained some of its old, unrelenting character? What has become of the heat, the dust, the rocks and the helter-skelter charge over the dreadful mountain roads of central Greece that worked mechanics into a lather and on which the conscientious reporter might set fire to the hire car's brakes on the trail of a story?



Forced to take chances for a victory he desperately needed, McRae thrashed his Subaru to a 46 sec win. But he needs to overhaul Sainz's Escort, inset, and series leader Tommi Mäkinen.

THE ACROPOLIS

The answer is that many of those elements remain for the people who really matter – the competitors – but Colin McRae and Derek Ringer won an Acropolis Rally like no other. This year's event illustrated the continuing changes demanded by commercial reality.

Two or three years ago, Prodrive would have brought two helicopters and airborne mechanics might attend over 20 service points per day. The biggest works teams might have as many as 14 fully equipped vans, each carrying a spare gearbox worth £25,000. Service time was short, albeit a good deal more abundant than it was a decade previously, and the pressure was constant.

This year, British-style service areas were introduced, timed in and out. There were no more than four a day, giving the service crews ample time to improve their sun tans and for other things, like cricket and football; most of the "service camps" were football pitches after all. The size of the service umbrella has been reduced to around two or three vans, depending on the number of rally cars, yet the road race for the supporting cast has gone – rather like the trip north past the monastery at Meteora, or the mad dash through Athens traffic to the finish, egged on police motorcyclists, in which even works rally drivers struggled to keep up. Depending on one's point of view, it was all part of the process of evolution, or gnawing away at the rally's unique character.

Colin McRae spent about half as long on stages as Timo Salonen did on the last of the unlimited Acropolis Rallies, in 1985, but the

improved-value, television-friendly Acropolis, remained an exceptionally difficult challenge. McRae's sixth victory at World Championship level, the first for a British driver on this event since 1968, demanded every scrap of speed and judgement that he could muster.

"In most respects, World Champion McRae is the perfect driver for the modern age."



In the old days, the Acropolis was very much a rally for the waiting game. Boulder-strewn Greek tracks can smash any car into submission and competitors might be required to drive for 60 hours without respite. It has been a much less exhausting, all-daylight event since Henri Toivonen's death on the 1986 Tour of Corsica, but that has confronted drivers with a new dilemma: theoretically, it is short enough to be driven flat out from start to finish, especially with Michelin's and Pirelli's run-flat tyres, but that carries a high risk of damaging the car and even a small delay can be enough to knock a crew out of contention on contemporary rallies with less than 300 stage miles.

This year, even the hard chargers like McRae and Tommi Mäkinen felt that it was so rough that the event couldn't be driven flat out from start to finish, heavy rain towards the end of the recce leaving the stages worse still. It isn't possible for the gravel note crews who check the stages in advance to mention every rock and it is simplicity itself to clip one and smash the suspension. Even the latest tyres will only withstand so much punishment before the puncture-plugging sealants give up the ghost.

Tyre wear was another consideration. Less service meant fewer tyre changes, even though two extra service points were added at the last minute, and that meant that preserving tyres on long, hot, abrasive stages would be vital.

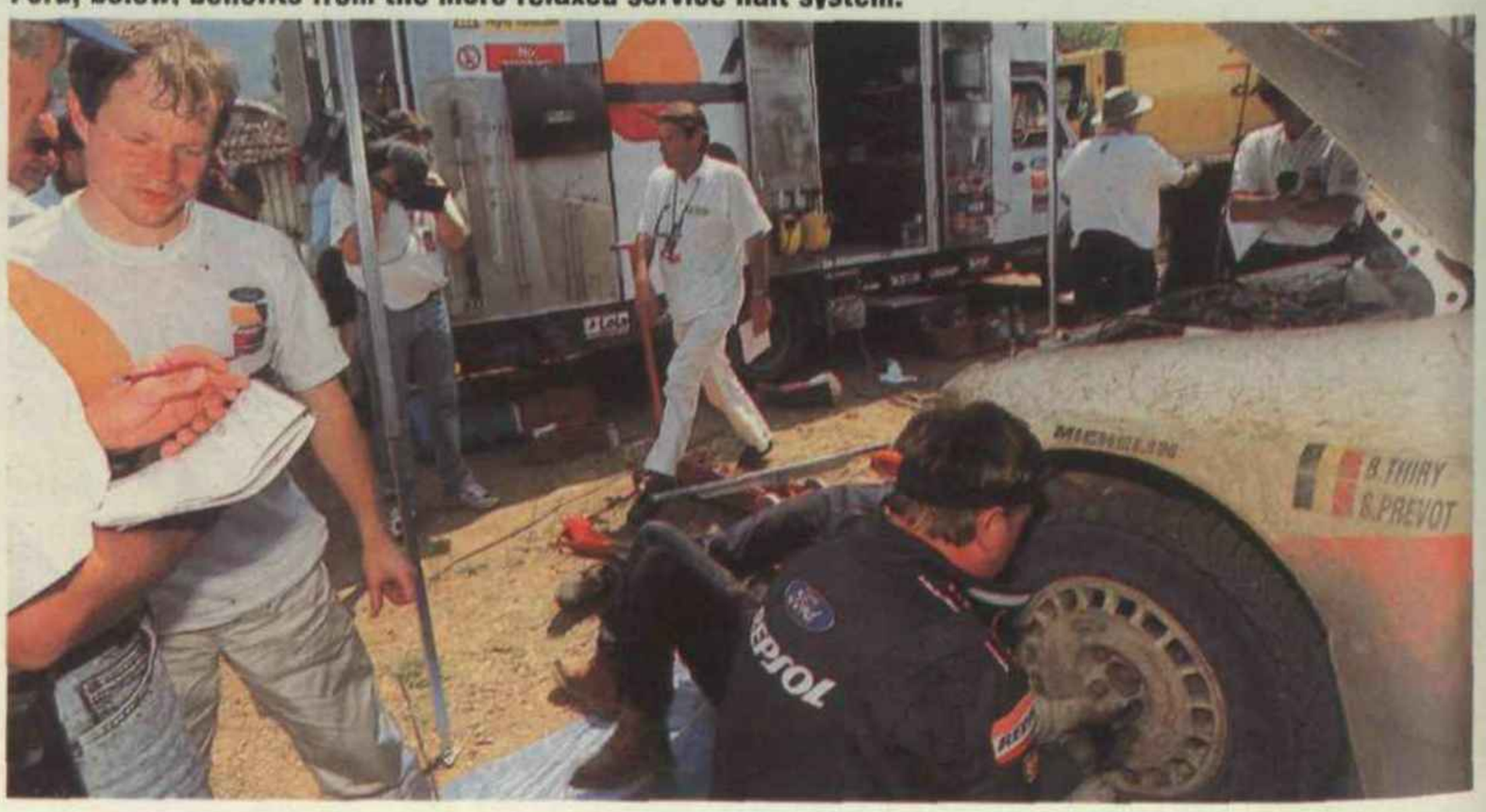
McRae hasn't fully conquered the erratic side of his character, as his last-day accident when leading in Indonesia proved, but in most respects the World Champion is the perfect driver for the modern age. He has never needed to practise much and has no problem with shorter recces, he possesses blistering speed, but also an uncanny ability to look after tyres which, in the end, proved decisive.

By the last day of the rally, Mäkinen had more than made up for a slow, cautious start. The Mitsubishi is reckoned to be the most powerful of the works cars and winding Greek roads give ample scope for turbocharged punch out of low-speed corners; the 20th stage, for instance, was reckoned to include 58 hairpins.

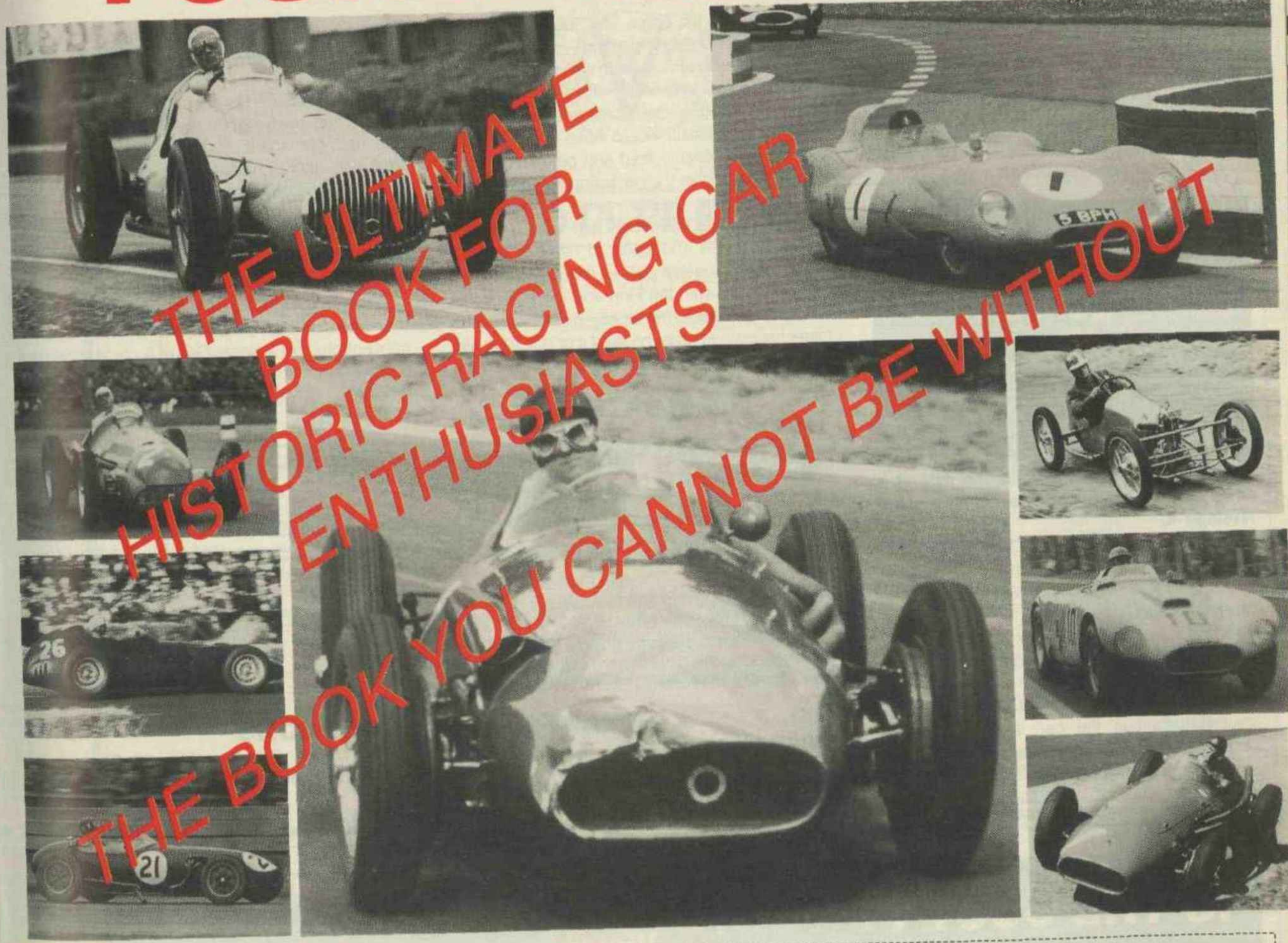
The Finn was exploiting that power to the full and the rally had become a duel between the World Champion and the man most likely to succeed him. With 65 competitive miles and four stages left, McRae's lead had plunged to 30 seconds and, as he later admitted, the event



Mäkinen and Harjanne (above) have the Mitsubishi team's sole attention, but their lead was still cut to eight points in Greece. Liatti, inset, trailed team-mate McRae by five minutes. Bruno Thiry/Stéphane Prevot's Ford, below, benefits from the more relaxed service halt system.



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could have gone either way.

It was settled on the roughest stage of the rally, Zemeno, at which point 24 seconds divided the two. Mäkinen had started the previous stage, Gravia, carrying two spare Michelins, which he fitted to the front for Zemeno. By the finish, the fronts were badly worn, but the rears were utterly destroyed. The tread had been torn off and slivers



Thomas Rådström, unsighted by the dust of a slower car, was lucky to climb out of his wrecked Toyota GT-4.

of the carcass sprouted through what little rubber was left, like shrivelled plants that had been deprived of light.

McRae's Pirellis were fit for scrap, but they retained some tread. More remarkable still, the same four tyres had done both stages. The Scot doesn't like the extra weight of a second spare, which unbalances the car, and doesn't like swapping tyres around as it upsets the handling.

For raw speed, there is little to tell between McRae and Mäkinen. For finesse, the World Champion has the edge. The Subaru driver had added 14 seconds to his lead – just enough to keep Mäkinen at arm's length with two stages left.

McRae's feat was all the more impressive for being achieved under considerable pressure. Victory in Indonesia would have given him the World Championship lead and permitted him to throttle back a little, thus ensuring a good, points-scoring finish in Greece, which is no rally for taking chances. Retirement left him 18 points behind Mäkinen and badly in need of his first World Championship win of the season to get back on terms with the Finn and the Indonesian victor, Carlos Sainz. Put bluntly, he would have to take chances, whether he liked it or not. After two relatively serene days, there was no longer scope for the level-headed approach. By the last morning, he was tipping the Impreza on two wheels and chopping corners, and confessed that he thrashed it as fast as it would go over Zemeno.

It was necessary, but not particularly enjoyable. McRae has always gone well in Greece, but he has had his share of bad luck, notably his exclusion after scrutineers left the bonnet pins loose and thereby smashed the windscreen two years ago. To his mind, the Acropolis is needlessly rough and consequently places far too much emphasis on luck at the expense of skill. It is not one of his favourite rallies.

This was the kind of performance he will have to produce with growing frequency. As Mitsubishi concentrates on a single Group A car and Sainz knocks Ford into shape, McRae is clearly emerging as the only Subaru driver fast enough to win.

ACROPOLIS RALLY — JUNE 2-5 1996

1	Colin McRae/Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 33m 12s
2	Tommi Mäkinen/Seppo Harjanne (SF)	Mitsubishi Lancer E3, GpA	5h 34m 02s
3	Carlos Sainz/Luis Moya (E)	Ford Escort RS Cosworth, GpA	5h 36m 12s
4	Piero Liatti/Fabrizia Pons (I)	Subaru Impreza 555, GpA	5h 38m 02s
5	Kenneth Eriksson/Staffan Parmander (S)	Subaru Impreza 555, GpA	5h 40m 17s
6	Bruno Thiry/Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	5h 42m 48s
7	Freddy Loix/Sven Smeets (B)	Toyota Celica GT-Four, GpA	5h 43m 13s
8	Gibo Pianezzola/Loris Roggia (I)	Toyota Celica Turbo GT-Four, GpA	5h 48m 46s
9	Patrick Bernardini/Bernard Occelli (F)	Ford Escort RS Cosworth, GpA	5h 54m 33s
10	Jean-Pierre Richelmi/Thierry Barjou (MC)	Toyota Celica GT-Four, GpA	5h 58m 36s

CHAMPIONSHIP POSITIONS

DRIVERS: 1 Tommi Mäkinen 55; **2** Carlos Sainz 47; **3** Colin McRae 43; **4** Piero Liatti 33; **5** Kenneth Eriksson 30; **6** Juha Kankkunen 22; **7** Ian Duncan 12; **8** Yoshio Fujimoto 10; **9** Reza Pribadi 8; **10** Stig Blomqvist 7.

MANUFACTURERS: 1 Subaru 178; **2** Mitsubishi 138; **3** Ford 128.

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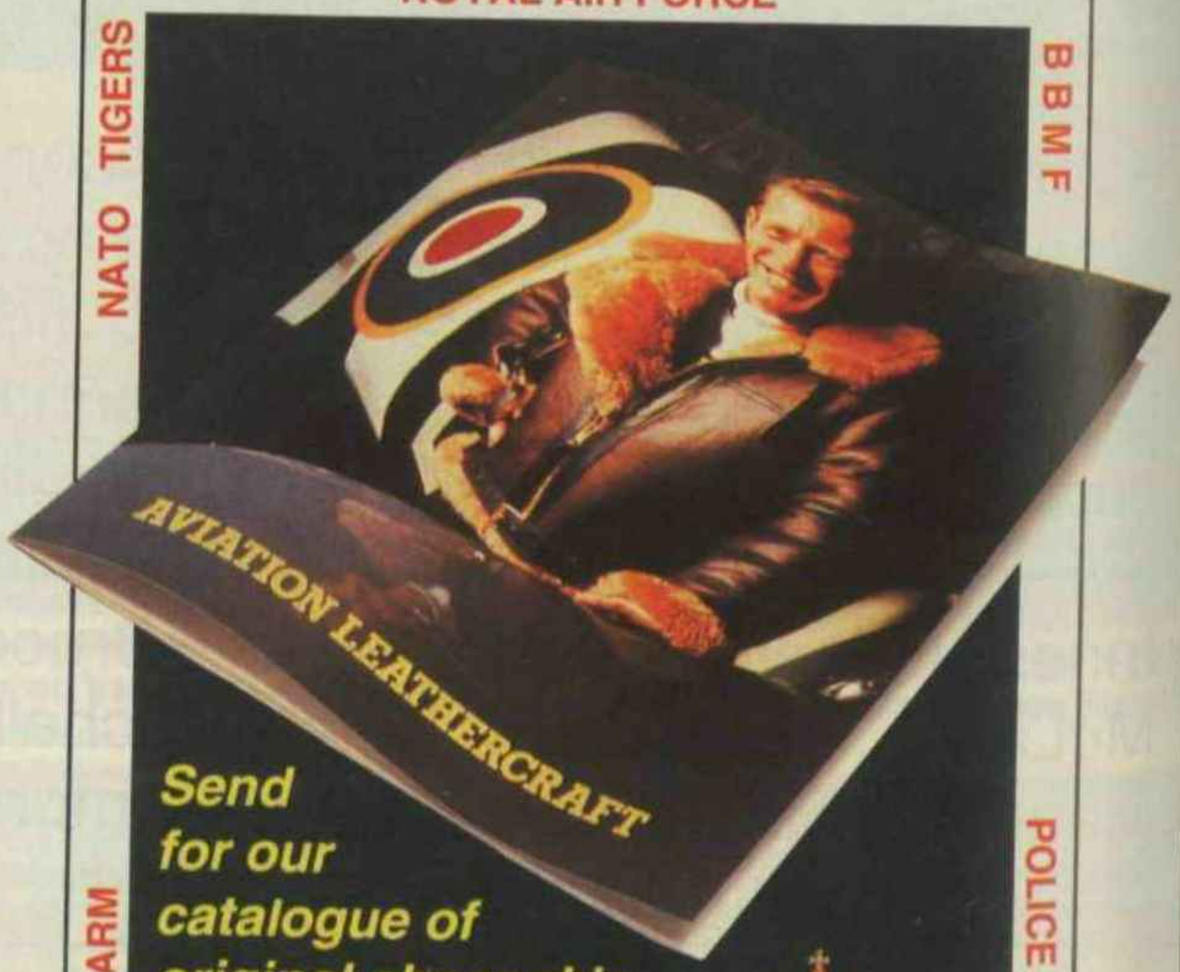
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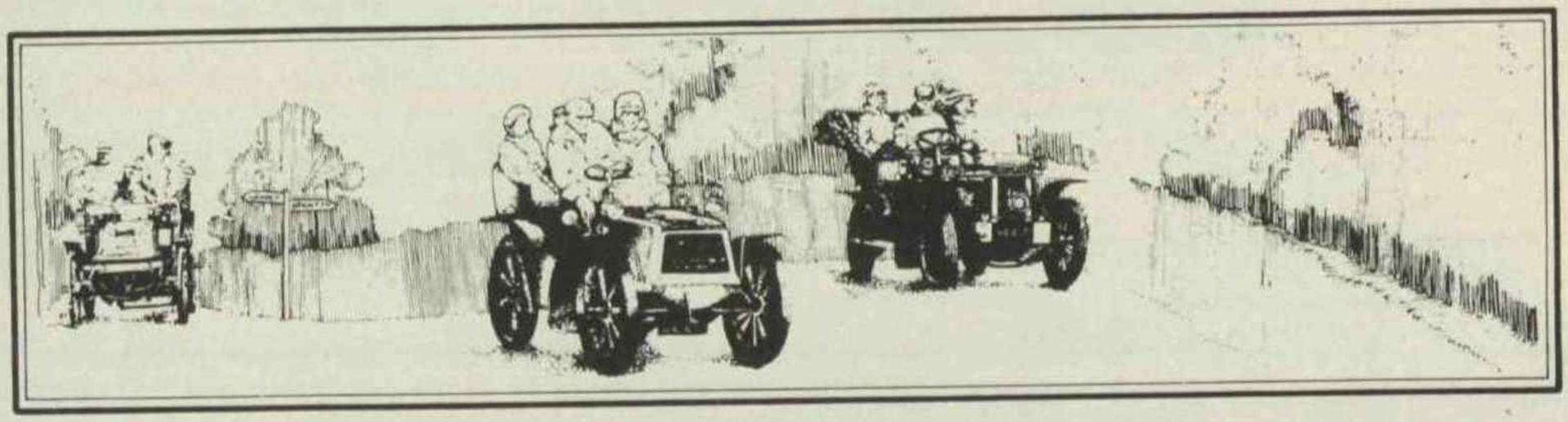
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VICTORY

What the Esprit had always lacked, according to many, were cylinders. Now that it's got a few more Mark Hughes finds out if it's been worth the 20-year wait.

VEE



A V8 in a Lotus road car? It's a concept likely to be viewed either as an anathema to all the high efficiency principles Colin Chapman held dear or the final jewel in the crown of the 20-year-old Esprit design, the very thing that it has always needed to take on the Italian supercars on equal terms.

The true significance of the engine could dwarf such academic points of debate, though. Because, if all goes as Lotus hopes, this engine may go down in history as the company's saviour.

For now though its showcase is the new Esprit V8, a model which replaces both the S4S and Sport 300. In place of the 2.2-litre turbo fours of those cars is the new flat-plane crank, four-cam, 32-valve, twin turbocharged V8 of 3.5 litres. It actually takes up less room in the engine bay than the four and its 40kg weight penalty is more than compensated by the extra power (349bhp instead of 300).

Taller gearing means that it is no quicker than the S4S off the line (60mph coming up in 4.5secs) but it's noticeably more muscle bound in the gears. Going from 80-100mph in fourth gear will occupy just 3.6secs, a full second faster than the S4S. All-out it will now approach 180mph. These are figures which give it a straightline edge over the sort of machines which have traditionally left the four-cylinder Esprits a little breathless. Neither the Ferrari F355, Porsche 911 or Honda NSX can beat those statistics.

"If all goes as Lotus hopes, this engine may go down in history as the company's saviour."

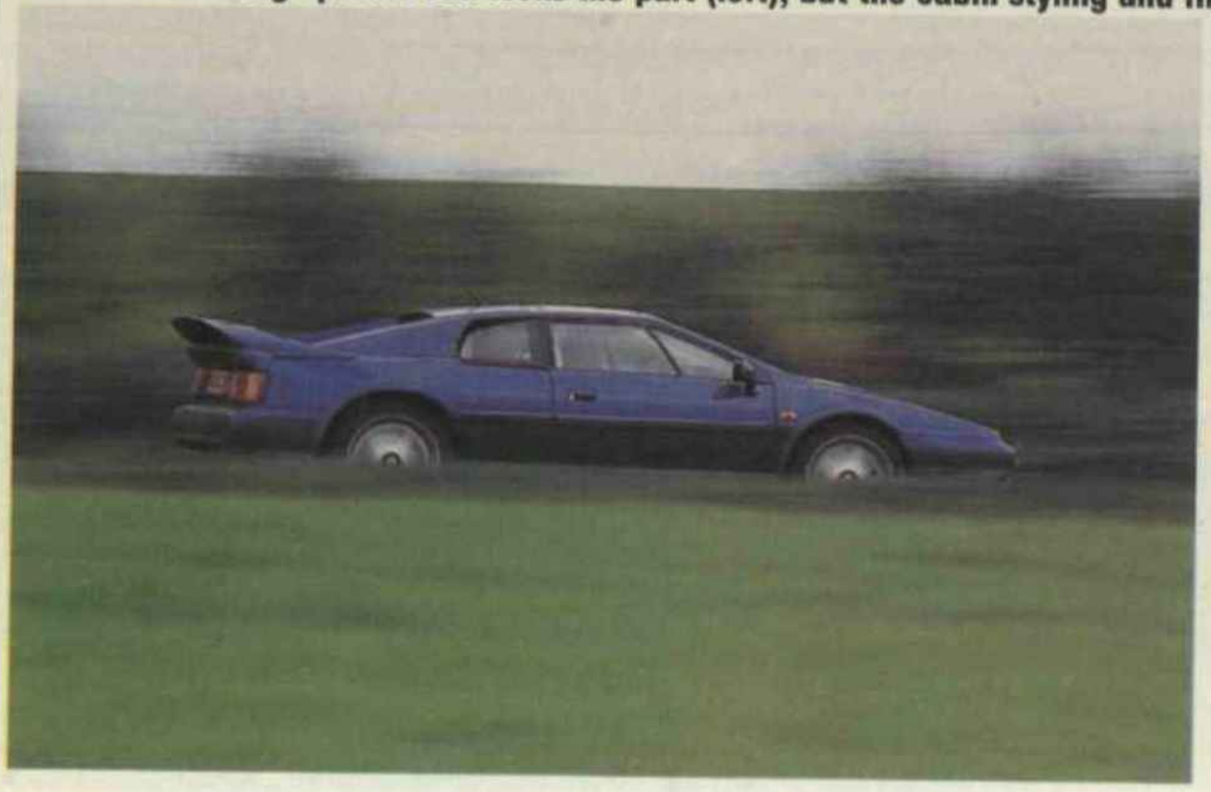
Statistics are one thing though, sound quality something else. The flat-plane crank arrangement means that there is no traditional V8 rumble. This layout has been chosen as it gives better top end power and pulse resonances that are more advantageous in driving the turbos. But it sounds ordinary, like a four-cylinder. Ferrari and TVR (with its AJP engine) have both shown that flat crank V8 engines can still make for an exciting sound, but this one lacks their banshee wail.

But there's nothing wrong with the way it works. It's not just the performance; it's the way it's so smoothly and undramatically available. Bury your foot and the scenery simply starts whooshing by much quicker. Turbo lag is hardly detectable, but it doesn't have quite the crisp, immediate response when you blip it as the normally-aspirated units of its rivals.

Normally this might prevent you from making perfectly timed heel and toe downchanges, if that's your thing. But in this case it doesn't really matter because the gearbox itself is so obstructive. Like before, it's from the Renault GTA, but the new engine means its linkage has had to be re-routed. It's slow and stiff and finding reverse can sometimes be a two-handed operation.

But dynamically, that is about the only piece of criticism you could level at the car. The yin to that engine's yang is a braking system of stupendous power yet delicate feel, with a new ABS system that eradicates completely the S4S's inconsistent pedal. And through the turns, the chassis is as deliciously full of feedback as ever.

Classic '70s wedge profile still looks the part (left), but the cabin styling and finish (right) betray the Esprit's longevity.





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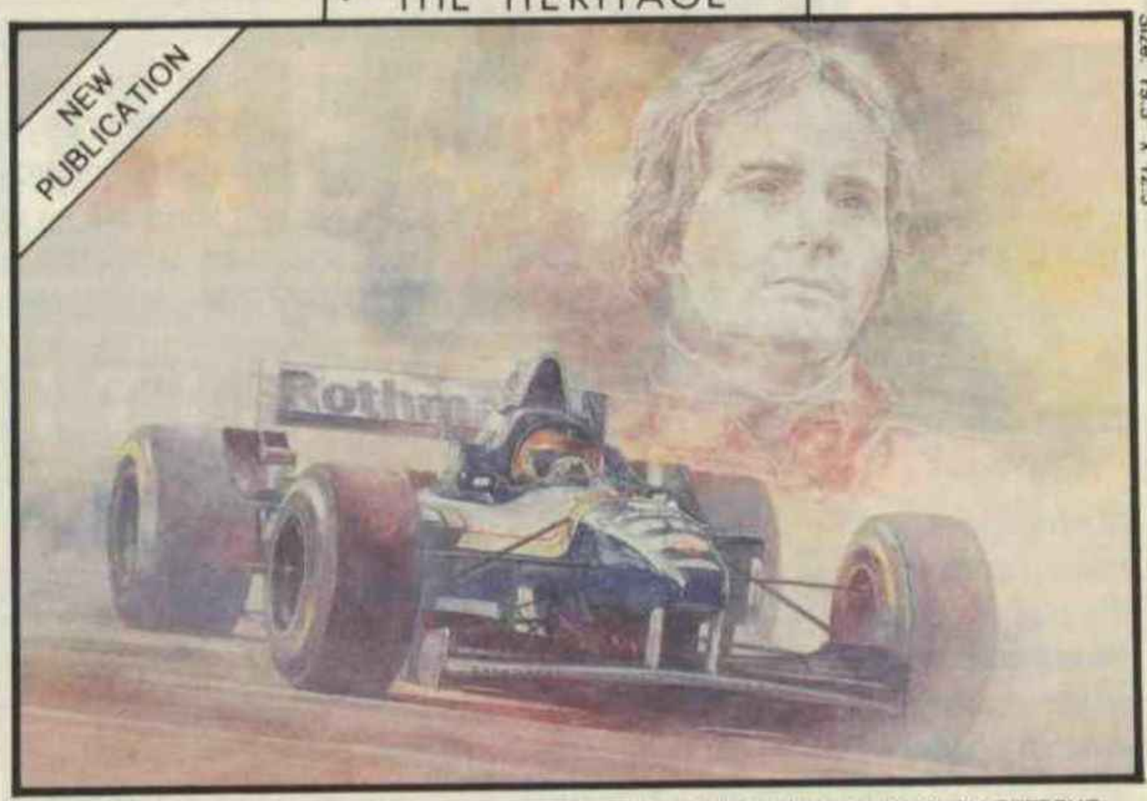
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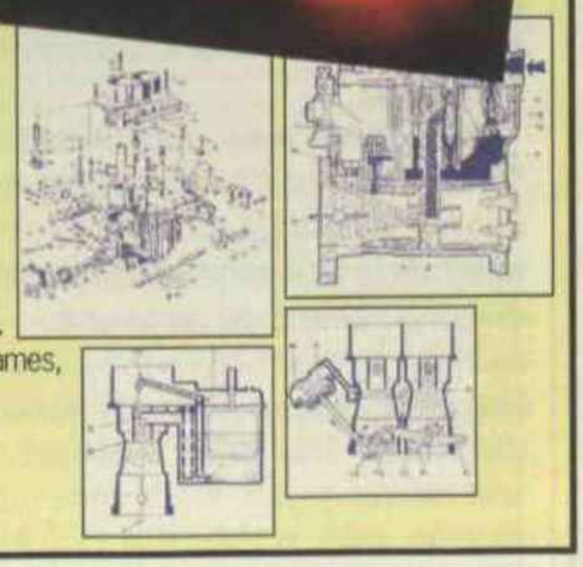
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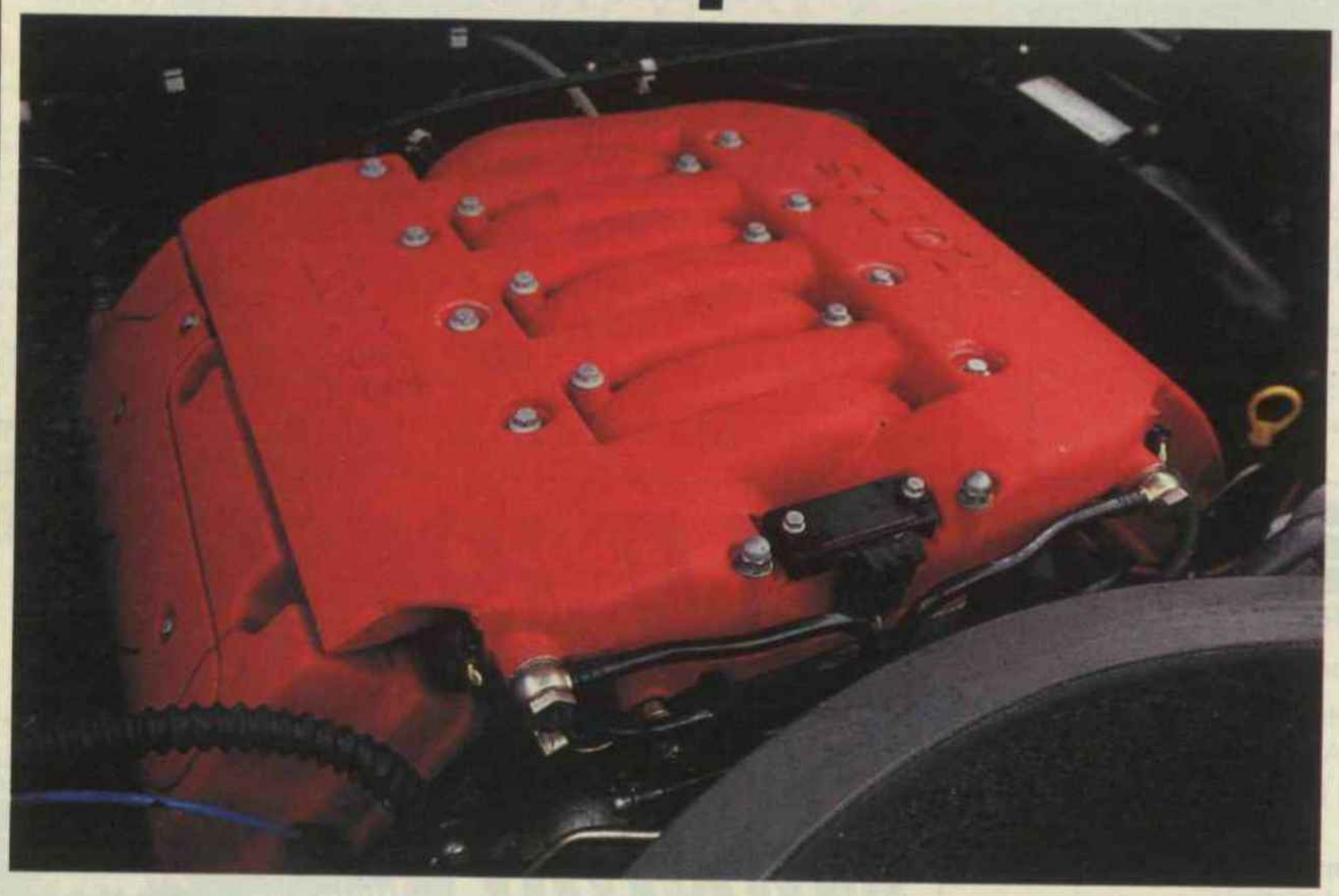
The Esprit remains the mid-engined car which is least likely to bite you near the limit. It has a gorgeously fluid feel into and through the turns, the wide body staying flat, the steering sending back all the messages you need to keep on top of what the car's doing but filtering out the stuff that needn't concern you (unlike a 911, for example). At the sort of cornering speeds which would just not be conceivable in a conventional saloon, the initial shallow understeer of the Esprit is convertible to smooth power oversteer with little of the twitchiness found in most mid- or rear-engined designs. This is one of the all-time great chassis.

Such finesse seems incompatible with the quality of ride, especially so once you've noted the extremity of the tyre profiles. Most surface irregularities it can shrug off as well as most luxury cars, though obviously more serious pot-hole-type bumps stretch its limited travel suspension. As you'd expect though, body control over fast contour changes is impeccable; an unexpected mid-corner bump just where the camber falls away? Relax, its composure will barely be tested.

At £58,750 the V8 may be substantially cheaper than the similarly powered F355, but you may still feel a little short-changed when you first sit inside. Never are its '70s origins more apparent, its iffy ergonomics and sharp wedge shapes verging on kit-car, no matter how much leather is used to cover them. The pedal area is still too small and rearward visibility still poor. Build quality is much improved nowadays though, no rattles, no bits dropping off and a quality of finish inside and out that allows you to forget completely that this is a plastic-bodied car, not a metal one.

The new engine is a superb piece of kit by any objective measure, even though some may be disappointed that it doesn't sound as good as it goes. Furthermore the addition of four cylinders and 1.3 litres hasn't upset the fabulous handling balance of the Esprit, always its highlight, and the brakes have now been properly sorted. But both gearchange and interior layout are sub-standard, factors that still prevent the car from achieving its full potential 20 years after its introduction. It will probably take the financial security of the company to be assured before such matters are put to rights. And that superb new engine, and future derivatives of it, could well be the key to such security.

Power compact



"It has been designed so that it's a relatively simple matter to convert it to a normally-aspirated four-litre V8, an in-line four, a V4 or a V6."

With Lotus' uncertain future, it could not have justified the development of the new V8 engine if it were to be used only in the low volume (around 500 per year) Esprit. No, Lotus has much bigger commercial hopes for the unit. It also shared much of the development cost by an innovative co-operation investment programme with key suppliers.

Completely new and unrelated to the late '70s/early '80s V8 engine that was essentially two of the Lotus slant fours joined together, the new unit is all-aluminium in construction. From drawing board to production took just 27 months. It meets all foreseeable future legislation on emissions, drive-by noise and on-board diagnosis. This latter legislation is American and demands that the engine must be warrantied to stay within the required emissions standard for 100,000 miles and any failure to do so must be flagged up by warning lights inside the car.

The achievement of producing such an up-to-the-minute design in so short a space of time is just the sort of thing Lotus wishes to advertise to the car industry at large. But as well as showing such capability, it would also like to sell this particular design to outside clients too. Accordingly it has been designed so that it's a relatively simple matter to convert it to a normally-aspirated four-litre V8, an in-line four, a V4 or a V6. It features a very low front end, making it ideal for front-drive, low bonnet installations. Even in V8 form, incidentally, it's compact enough to fit in a Mondeo!

Lotus has the capability of producing 5,000 of these engines per year. If it gets the opportunity to do so, it would go a long way to ensuring that the Lotus name means more than just a glorious past.

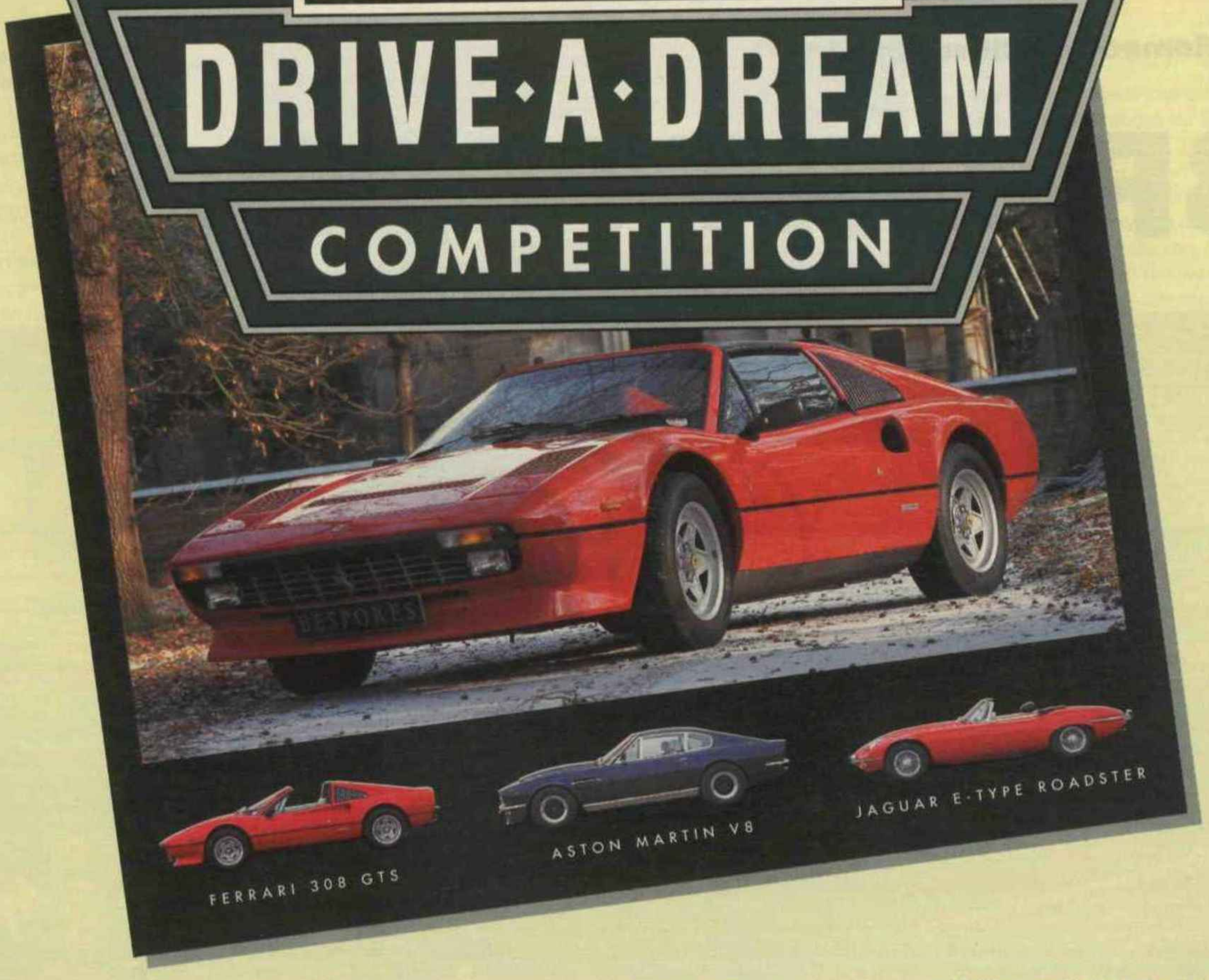
SPECIFICATION
LOTUS ESPRIT V8

ENGINE	
Location	longitudinal, mid-mounted
Cylinders	90 deg V8, twin turbos
Bore × stroke	81 x 83mm
Capacity	3506cc
Compression ratio	8:1
Valve gear	dohc, four valves per cylinder
Power	349bhp/6500rpm
Torque	295 lb ft/4250rpm
Fuel	unleaded, 98 RON
TRANSMISSION	
Type	five-speed manual, rear-wheel-drive
SUSPENSION	
Front	double wishbones, coil springs, anti-roll bar
Rear	double wishbones, coil springs, anti-roll bar
Wheels	light alloy, front 8.5J x 17" rear 10J x 18"
Tyres	Michelin SX front 235/40 ZR17 rear 285/35ZR 18
BRAKES	
Front/Rear	ventilated discs, ABS
STEERING	
Type	rack and pinion, power assisted
Turns, lock to lock	3.0
DIMENSIONS	
Wheelbase	2420mm
Front/Rear track	1538/1596mm
Overall length	4391mm
Overall width	1883mm
Overall height	1150mm
Kerb weight	1393kg
Fuel tank	16 gallons
PERFORMANCE	
0-60 mph	4.5secs
Maximum speed	178 mph
FUEL CONSUMPTION	
Government figures:	
Combined EC average	21.2
LIST PRICE	£58,750

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EVEN IF YOU ARE UNLUCKY and don't win one of the prizes, you can still drive that dream classic by taking advantage of the special 15% discounted hire rates available to subscribers of MOTOR SPORT. Get planning that weekend right now.

HOW TO ENTER

FOR A CHANCE TO WIN any one of the three classic cars, identify the classic car to which the three wheels belong, as shown on the Entry Form below. Remember, there is a different Entry Form for May, June and July. Complete ALL sections of the coupon and return it to Bespokes, Drive-A-Dream Competition, 127 High Road, Bushey Heath, Hertfordshire WD2 1JA. All entries must be received by July 31st 1996. A separate prize draw for each of the three cars will be made from valid entries on 31/8/96.

TERMS & CONDITIONS

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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Austin Healey 3000	£475	£950
Jaguar E-Type Roadster	£475	£950
Aston Martin V8	£655	£1310
Ferrari 308 GTS	£655	£1310

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VOUCHER VALID UNTIL 31.12.96

ASTON MARTIN ENTRY FORM

IDENTIFY THESE 3 CLASSIC CAR WHEELS



A FERRARI 308	D AUSTIN HEALEY 3000	G MGA ROADSTER
B TRIUMPH STAG	E PORSCHE 911	H MERCEDES 230 SL
C MERCEDES 230SL	F ASTON MARTIN V8	I LOTUS ELAN

CIRCLE YOUR ANSWER BELOW

A B C	D E F	G H I

NOW COMPLETE ALL OTHER SECTIONS

Mr / Mrs / Ms / Other ..... First Name .....

Surname .....

Address .....

..... Post Code .....

Home Telephone ..... Occupation .....

PLEASE TICK ALL RELEVANT SECTIONS

I confirm I am aged 25 years or over and have held a full UK Driving Licence for at least 2 years ☐

I would be interested in receiving details on: Bespokes Classic Car Contract Hire ☐
Bespokes Self Drive Classic Car Hire ☐

If you do not wish to receive future mailings, offers or services from other companies carefully selected by Bespokes Classic Limited, please tick here ☐

Post Entry to: Bespokes Drive-A-Dream Competition, 127 High Road, Bushey Heath, Herts WD2 1JA

Entries must be received no later than 31 July 1996

Alfa Romeo 145 Cloverleaf/146Ti

BRIGHT SPARKS



Alfa Romeo's 145 Cloverleaf sees the sublime Twin Spark engine mated to a real racer's performer. The 146 (bottom) is basically the same car with more luggage space.

Whenever Alfa Romeo adds the Cloverleaf designation to the name of a car, it's time to sit up and pay attention. The latest project to be graced by the hallowed term is the fitting of the company's 150 bhp, two-litre Twin Spark engine, as already available in the 155 and 164 ranges, to the 145 hatchback.

This is one of the most magical units to be found in any UK showroom, partly because it makes a noise like the third act of a Verdi opera and partly because it performs so beautifully. Engines of this size giving that sort of power are nothing new, but in the old days they did nothing before 4000rpm and then erupted. With the 145 Cloverleaf you can spend the whole day never revving any higher than that and still have your soul enriched.

I always thought the humbler 145s handled very nicely, although nobody else seemed to, but in the case of the Cloverleaf the comparison is rendered academic by the fact that the suspension has been completely re-thought. Whatever the direct lineage may be, this is spiritually not so much an uprated 145 as a descendant of the wonderful Fiat Tipo 16v, another remarkably uncompromised road racer.

But you do have to be in the mood. The ride is absolutely terrible – no problem if you're out for some fun but a bit of a bummer if you were just popping out to buy a newspaper. The seats, however sporty they look, were sufficiently unsupportive to give me backache within five minutes of setting out on the test route.

Perhaps a better everyday choice would be the slightly more expensive 146Ti (£15,392 to the 145's £14,884), which is more or less the same car with greater luggage space. The seating is no better but the suspension is a little bit softer, and while I'm sure this would make it less of an enticing proposition round a race circuit, it does improve the real-world driving manners considerably.

Cars that respond to being loved, both of them. Glorious but flawed. Alfa Romeo enthusiasts would expect nothing else. **D F**



The appliance of non-science

Sir,

Oh dear, oh dear. What is all the commotion in the United States between the Indy Car World Series and the Indy Racing League?

CART, and the teams in the World Series, are all claiming that their championship is superior; that the Indy 500 was a non-event without them. Yet their own, clashing, US 500 saw Mauricio Gugelmin and Roberto Moreno on the podium! Correct me if I'm wrong, but I distinctly remember these two drivers drifting inexorably into 'has-been' status long before they quit Europe and went to play out the ends of their careers in America.

For heaven's sake, it even looked as though Andre Ribeiro – a man who couldn't win a British F3 race in three years of trying – was going to succeed at Michigan.

Conclusion? Even if the World Series *is* stronger than the IRL, it still isn't even as competitive as a national Formula Three series in Europe. So let's ignore them both.

T Gane,
Battersea.

Congratulations. You have just won the Nobel Prize for Imprecise Science. Would one argue that Olivier Beretta was more gifted than Damon Hill, because he has *won a Formula 3000 race? Or that York City are a better team than Manchester United, having dumped them out of soccer's Coca-Cola Cup last season? The only conclusion one should draw is that life is pleasantly weird* – **SA**

Weight watcher

There seems to be some fuss in Super Touring circles over the weight penalties added to four-wheel drive machinery – in other words, Audi's dominant A4.

But what we have to consider is – what is the point of Super Touring racing? Is it pure sport, or is it entertainment? I would argue that, to get the all-important crowds (at both the circuits and for TV viewing figures) it necessarily has to be entertainment.

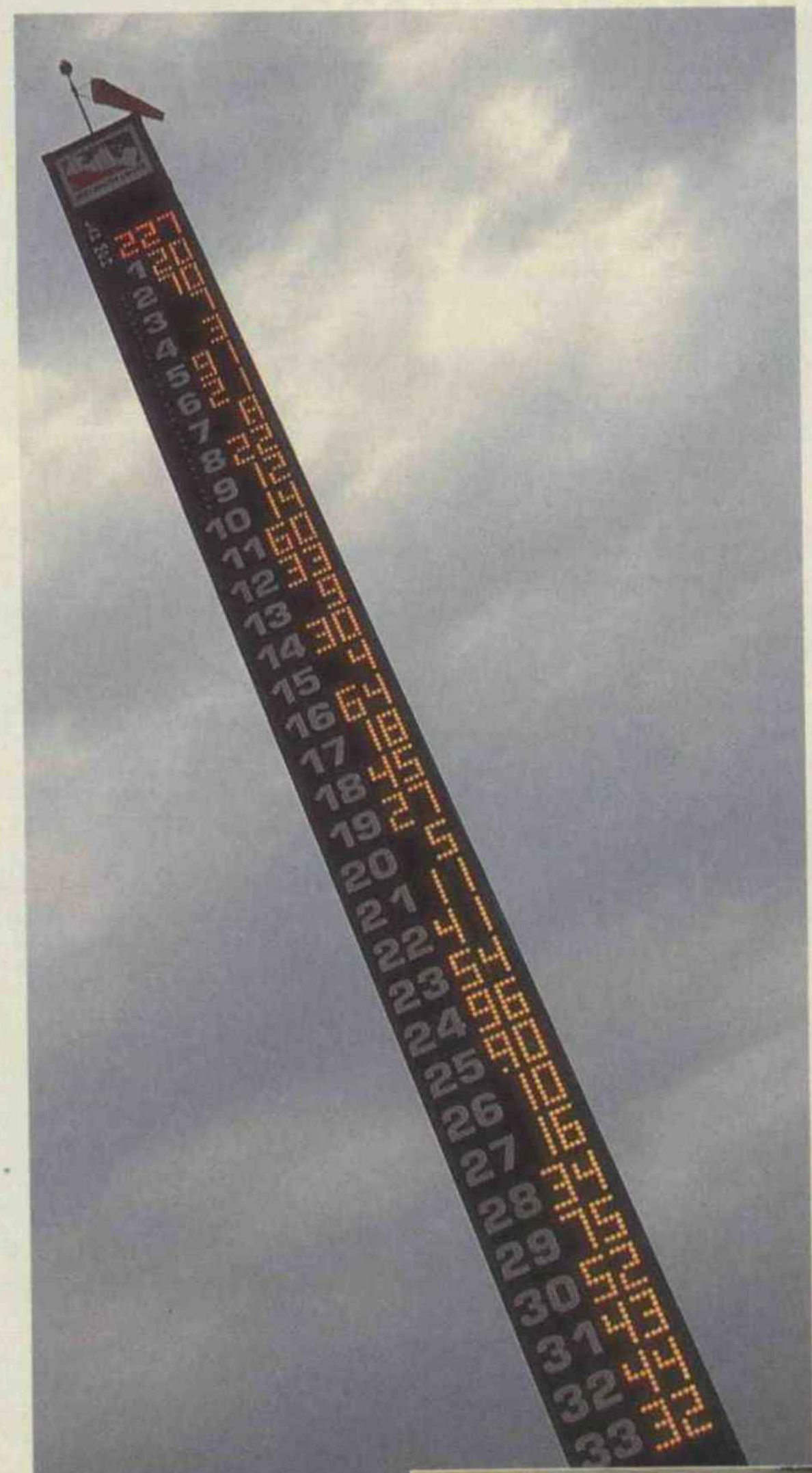
Besides, most of the leading competitors in Super Touring aren't there because they want to be. They just compete because they're professional racing drivers and they need to make a living. Therefore, the overall result is less important to them than the impression they create.

Entertainment, therefore, has to be the main target for Super Touring racing and, with a phalanx (or just a duo in the UK) of silver Audis romping away at the front, that is never going to be achieved.

I say equalise all the cars. Bring weight off the Peugeots, Fords, Nissans. Add it to the BMWs, Renaults and Volvos as well as the Audis.

Just like they do in NASCAR, in fact . . .

P Kember,
Rugby.



The leaning tower of Indy? Is American racing really second-rate (see lead letter)?



Early Allards

Sir,

As a founder committee member of the Allard Owners Club, I found it great news to hear of Allard FGF 290 in the May issue.

I wonder of there is any news of any of the three Allards I used in trials and sprints in the 1950s.

One was the first of Sydney's cars, CLK 5, which I restored to its original condition; the others were the ex-Appleton JYH 613, and the ex-Imhoff KLD 5.

Any information would be most welcome.

Tony Rumfitt,
Washingborough, Lincs.

Lenham lives

Sir,

We read with great interest last month's article about our Group 6 car, the Lenham GT. The article rather gave the impression that Lenham no longer existed, so we would just like to state that we are still very much in business, under the name Vintage & Sports Car Garage, still involved in motor racing (we prepared Andy Actman's Sebring Sprite for the Monte Carlo Challenge this year), still involved in the restoration and sales of vintage and classic sportcars, and even produce the odd hard-top to order.

We are open six days a week, and are always pleased to see old and new friends for a cup of coffee and a chat.

Julian Booty,
Harrietsham, Kent.

40 Years On

Sir,

In the 1956 Le Mans race there was a privately entered Jaguar XK140, driven by Peter Bolton and Bob Walshaw. It ran in ninth place but was unfortunately disqualified by an 'illegal' fuel stop one lap early.

I have been in touch with the car for a number of years and would like to find out more about its drivers with the aim of writing an article. I wonder whether any readers could assist with information, particularly concerning the two drivers.

Christopher Dady,
Salhouse, Norfolk.

Overseas International

Sir,

In 1961, when working in England as an electrical apprentice, I purchased from Dan Margulies a 1930 International Aston Martin, chassis no 561, registration no HX 1556.

I have owned this car ever since, and have often wondered what its past history was, who were its previous owners, etc. I have no ownership papers.

The Aston competed in the Dunedin Festival Road Race in March this year (pictured left).

Russell McIvor,
Invercargill, NZ.

Brooklands Action Day

Market Engineering Ltd would like to make it clear that the press material referred to in last month's *Things They Say* was not issued by them, or by Millbrook Proving Ground.

The Golden Age Of British Motoring, by Roy Bacon. Sunburst Books, London, £19.99.

Books of photographic reproductions of cars are usually of outstanding interest; this one is unique, as a record of some of the works of the late W J Brunell. The detail he captured on camera puts him in the master-class. Here we have 330 large format pictures of cars of all kinds, at pre-war beauty spots or in races, trials, rallies, speed trials and sand races. The subjects are fascinating in the extreme, the reproduction impeccable. How can anyone resist them?

Veteran cars, Brighton Runs, rare makes such as Noma, Vulcan, Gardner, Ascot Six and Marmon are there, and many shots are of Brunell's daughter Kitty, who went on the Monte Carlo Rally at the age of 16, with her 14/45 Talbots. Racing celebrities, early light cars and motorcycle events round out this very desirable picture book, which will be enjoyable and useful to historians and all enthusiasts. I admit I was shattered to find that Bacon, described as "having a reputation for solid, accurate writing and attention to detail" had allowed so many errors to intrude. In his Introduction, which reads suspiciously like the piece I did for MOTOR SPORT after I had interviewed Mr Brunell in 1961, he says Brunell worked mainly for *The Autocar*, whereas he actually worked for *The Auto*. He cannot spell correctly the name of the man Kitty married, and he omits a significant aspect of Brunell's later life. And the mistakes in the picture captions are incredible — most could have been eliminated had you checked with MCC entry lists, Roy. To describe a Singer Ten as a Calcott when the number plate clearly proves otherwise is just careless; to mistake Earl Howe's GP Delage for an HRG, a Rally sports-car for a Straker Squire unbelievable. . .

However, this does not detract one iota from the sheer enjoyment this book provides.

Indeed, the knowledgeable will be able to correct such mistakes for themselves and there is no gainsaying the value offered or the pleasure this feast of marvellous photographs will give.

I am exceedingly glad not to have missed it.

W B



Half-Ton Formula, by Bernard Cowdray. Bookmarque, £24.99.

This book covers Grand Prix and F1 cars and racing from 1961 to 1965. Though only a short period, it was a significant one for the 1300/1500cc formula, for which many interesting racing cars were built, some of which tend to be overlooked. So here is an A-to-Z presentation of 83 of them. If you can recount the features of all of these, you are something of a genius. The Quadra, Realpha, Stebro and Vic are described with their accomplishments or otherwise, together with all the better remembered cars such as the Lotus brigade from types 7 to 33, the many variations of BRM, the Brabhams, Coopers, Porsche and Ferraris, etc. It is interesting to see the number of somewhat "improbable" cars which may not have achieved much but which did not actually retire from the conflicts in which they engaged during the run of what Cowdrey calls the Half-Ton Formula.

The drivers, some the champions from this era of racing, come through well, and the regulations and race results from 1961 to 1965 are listed. The pictures are fascinating and some period advertisements feature. Only 1000 copies of this book will be printed, so you have been warned. **W B**

●Veloce have a book of use to those anxious to make their MGBs go faster or who are about to enter such cars for competition events. **How To Power Tune MGB 4-Cylinder Engines** by Peter Burgess, of the Derbyshire tuning business, costs £12.99, and covers chassis as well as engine tuning. One of Veloce's Speed/Pro books, it has 112 pages and over 100 illustrations. **W B**

Collector's Guide — Jaguar XJS, by Paul Skilleter. MRP, £14.99.

One for Jag enthusiasts to add to a comprehensive list on this *marque*. All XJS models from the original 5.3-litre coupé to the last six and 12-cylinder cars are included, with major and minor specification changes. As is usual in the series, advice on restoration, maintenance and buying such a Jaguar is given, as well as the competition successes of such cars, and production and performance figures.

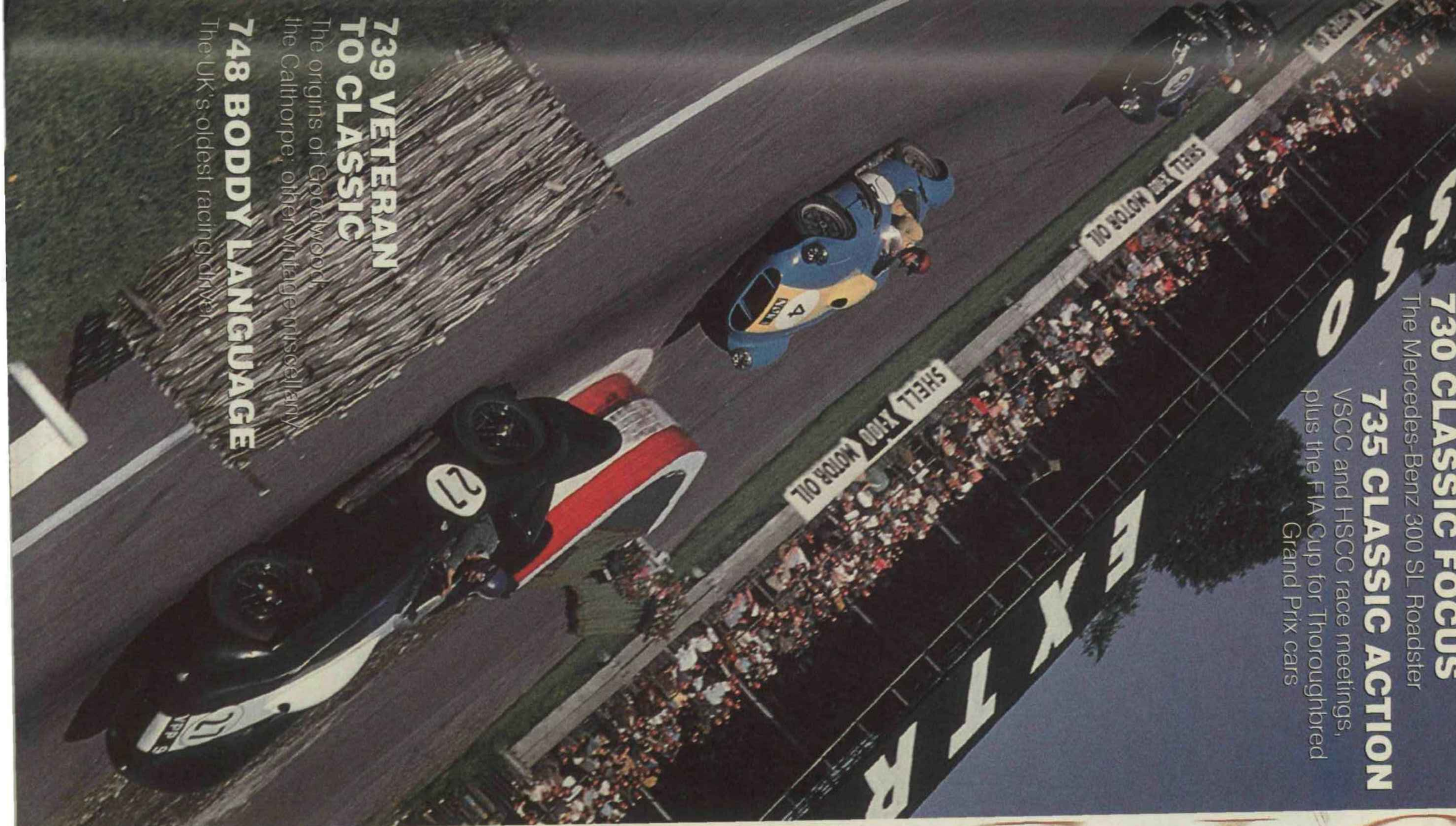
As Paul Skilleter is the author, here is the hallmark of accuracy; this is a very good package for the price. **W B**



Enthusiasts of Walter Gotschke's detailed race paintings can now obtain prints and cards from Brian Newbold (01423 884137, catalogue £1). A 61x48cm art print of the 1937 German GP, signed by the artist, as illustrated, costs £37.95; sets of six collectors cards in presentation wallet cost £5.95, as do four greetings cards. There is also a three-volume book of Gotschke's works in slip-case for £74.95.

Francesco Scianna's dramatic style makes a refreshing change from the photo-based realism of so much current motoring art. Readers have an opportunity to see some of his work in London from July 3 for three weeks, at the Grosvenor Gallery, 18 Albemarle St, London W1; and if you wave a copy of MOTOR SPORT between noon and 3pm on Thursday 5 or Friday 6 July you will be able to enjoy a glass of wine.





730 CLASSIC FOCUS
The Mercedes-Benz 300 SL Roadster

735 CLASSIC ACTION
VSCC and HSCC race meetings, plus the FIA Cup for Thoroughbred Grand Prix cars

739 VETERAN TO CLASSIC
The origins of Goodwood, the Calthorpe, other vintage miscellany

748 BODDY LANGUAGE
The UK's oldest racing driver

CLASSIC

MOTOR SPORT

ICONOCLAST

When Daimler-Benz's legendary 300SL coupé was first unveiled to the New York public in January 1954, it caused a clearly audible sensation, for this was the first post-war supercar, with all that entailed. Based on the team cars that were victorious at Le Mans in 1952 the 'Gullwing', as it was instantly dubbed, was a racing car for the road and a very much prettier one than the purely functional racing cars which inspired it.

Capable of 150mph with the optional high-ratio rear axle, this was a fantasy car in a dreary, mundane world still recovering from war. It was also the world's first production car to be fitted with direct fuel-injection, the 3-litre in-line six developing 250bhp (SAE) at 6200rpm. Such figures are commonplace today, but it's worth remembering that 40 years ago an average saloon boasted around 40bhp and struggled to break 65mph.

Inevitably, the coupé was an inherently compromised design and there were drawbacks to running one as an everyday road car. First, the purchase price ($6820 in 1954) and running costs were exorbitant — not that this unduly worried the 1400 customers who bought Gullwings — but there were concerns about the car's safety. Extricating yourself from an inverted coupé was virtually impossible because the doors couldn't be opened in that position, and with its high-pivot swing-axle rear suspension the tail end was susceptible to sudden break-away during high speed cornering.

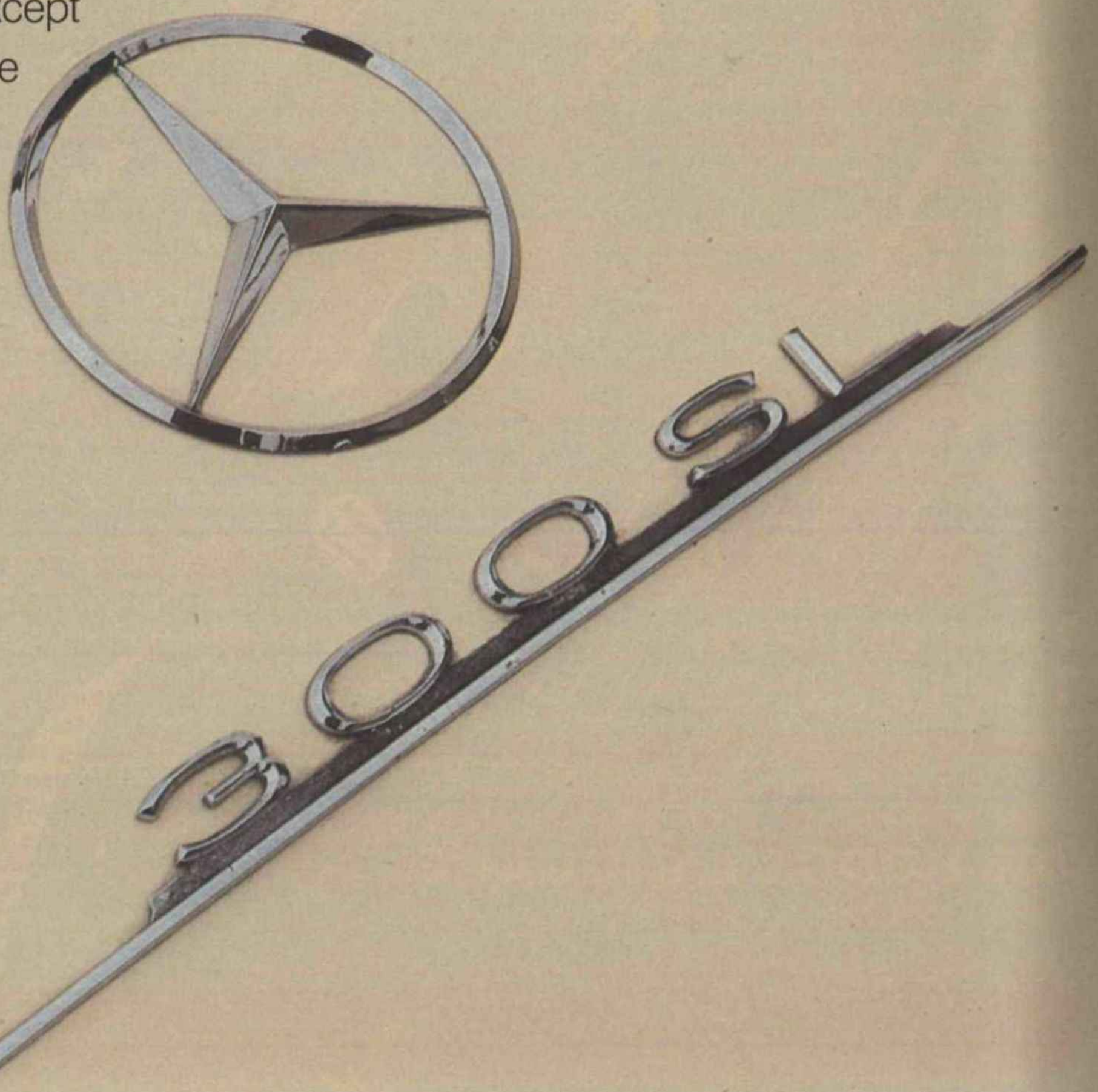
And then there was the old problem of the high sills; women in short skirts found it difficult to retain their feminine dignity while getting in and out of the cabin — not that their menfolk ever complained, of course, — and Daimler-Benz took notice that women were now among their customers.

So, after a production run of just two years, Mercedes answered the critics (and demands from the West Coast US dealers) by replacing the coupé with the 300SL Roadster, a more civilised road machine which, with its conventional front-hinged doors and choice of soft- or hard-tops, was designed to appeal to a much wider audience, including women.

Although similar in appearance to the coupé, the Roadster was substantially revised. The Gullwing's engine was retained but, because the Roadster was 90kg (200lb) heavier than its predecessor, the special 'competition' camshaft offered as an extra-cost option on the Gullwing was fitted as standard in the revised car. The compression ratio was also raised from 8.6:1 to 9.5:1, but despite these modifications, the Roadster's top speed was well down.

Originally, five different axle ratios were available, but top speed never exceeded 130mph in

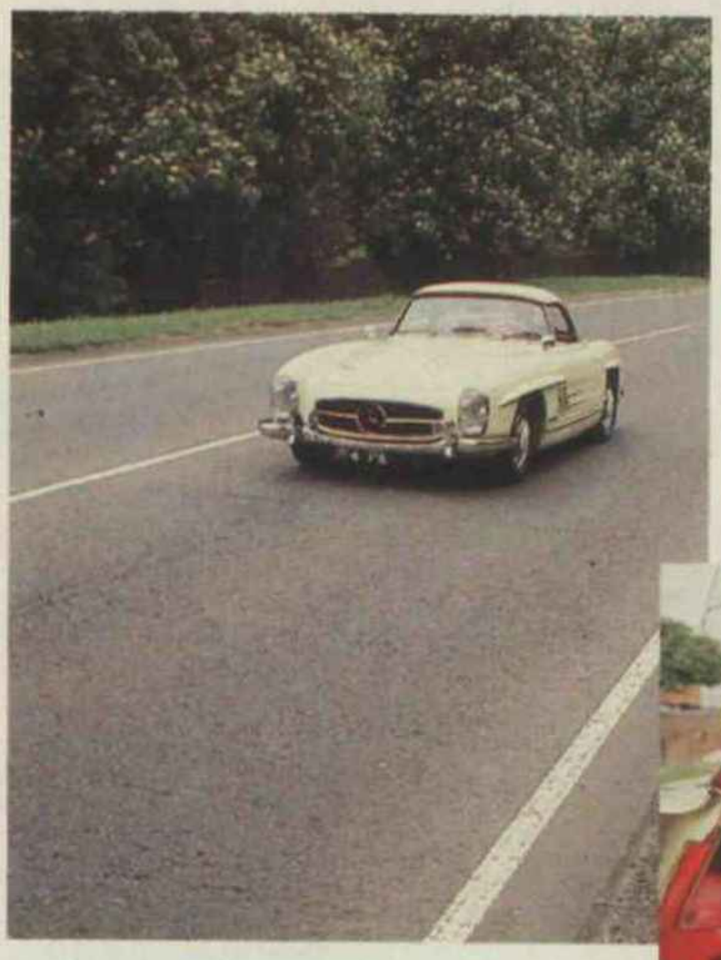
Original is best — except where it can be made better. Laurence Meredith meets an owner who is not afraid to modify a motoring icon.



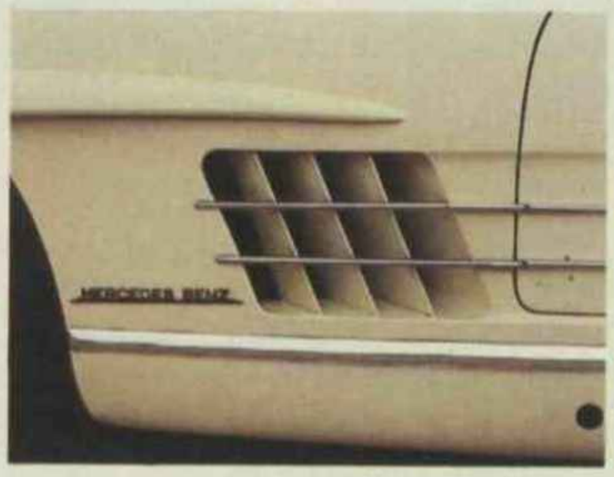

NO
RIGHT
TURN
4 PK

road-going guise thanks to inferior 'ragtop' aerodynamics and the extra weight incurred through chassis strengthening changes. The Gullwing's amazingly complex multi-tube spaceframe chassis was made for maximum torsional rigidity, virtually every tube constituting one side of a triangle. Loads and stresses imposed upon the structure result, therefore, either in tension or compression, but not in bending. At 82kg (181lb) it was also commendably light, but without the benefit of a roof

Factory hardtop a rare feature; wheel has no tilt facility, horn-ring cut away for visibility; chrome indulgences – strakes by M-B, badges by Cushman.







"ABS brakes? On a 300SL? Yep. And those in the know in Stuttgart said it couldn't be done."



structure the Roadster's rigidity was wanting, which is why the frame was substantially strengthened, modified and lowered along the flanks, the lower sills allowing conventional doors.

Because of handling problems with the Gullwing, which incidentally, rarely bothered skilled drivers, the Roadster's rear suspension was also revised, the high-pivot swing-axle arrangement being modified to a low-pivot type, which minimised the possibility of snap-out oversteer during high speed cornering.

The Roadster's public debut was at the Geneva Motor Show in March 1957, and while purists, who by this time had become well and truly addicted to the Gullwing's power, beauty and race-bred image, groaned about the Roadster's comparative lack of 'grunt', it was the civilised and more user-friendly Roadster that everyone wanted to drive. Whereas the coupé had been an out-and-out sports machine, the softer Roadster was most definitely a Grand Tourer — better appointed, more luxurious and better equipped.

Between its debut in 1957 and demise in 1963, the car remained outwardly similar, the principal modifications being carried out under the skin in true German tradition. Changes between the Gullwing and Roadster were equally subtle, the most outwardly striking being the 'Lichtenheit', or headlamp units which, unlike those on the Gullwing, incorporated the indicator, headlamp, foglamp and parking light under one large lens (except on American-spec cars which more closely resembled the Gullwing).

Surprisingly, the Roadster acquired a pair of chromed 'go-faster' mouldings across the engine vents in the front wings, carried across onto the doors; these served no purpose other than decoration, which was a most unusual concept in functional Fifties Germany. One particularly useful change, however, was that the fuel filler neck was transferred from the inside of the boot to the outside of the left rear wing. (As an aside, it took Volkswagen another 10 years to catch on to this useful 'tweak'.)

Major mechanical changes to the convertible included a long overdue swap from Al-fin drum brakes to all-round Dunlop discs from 1961, and a switch from cast-iron to aluminium-alloy for the engine block close to the end of production in an effort to shed weight. Interestingly, the new block was to much the same design as the old one, apart from the inclusion of the inevitable iron cylinder liners.

In all, 1858 Roadsters were sold worldwide, the majority finding customers in cash-rich America, and although no-one knows for certain, it is thought that around 80 per cent have survived. And, naturally, they remain as exclusive, expensive and desirable as ever. Why? Becaue the 300SL Roadster is significant. A milestone. Almost a concept car. During the 1950s, true sportscars were the almost exclusive domain of British manufacturers; Jaguar, Austin-Healey and Triumph led the way in producing simple, loveable, inexpensive, fast and sometimes crude sporting machines, but it was Daimler-Benz who redefined the concept of a sporting car.

Although frighteningly complex, the 300SL would do everything you would expect of an XK140 and more; the main difference between the two was, and remains, that in the Mercedes you hardly noticed the performance. After the passage of nearly 40 years since the last Roadster rolled off the Sindelfingen assembly lines, the differences between inexpensive British sports cars and Daimler-Benz's version of the same theme are actually more pronounced. The engineering quality of the 300SL is without rival, and it shows, several examples having achieved starship mileages without needing major surgery.

ON THE ROAD

My first impressions of engineer Ron Cushway's pristine ivory-coloured 300SL, which he bought new for £4,600 in January 1963, were of a very modern car that hasn't really dated. The looks are timeless, the graceful bodyshell a deliberate amalgamation of finely penned curves. At the front there are those imposing headlamps and the wide radiator grille — an amazingly complicated assembly in itself — with a massive three-pointed star forming a most conspicuous centrepiece.

And there's the large bonnet with one 'power bulge' to clear the plenum chamber on the right of the engine, and the 'fake' on the left to balance the car's aesthetics. Over each wheelarch are the famous 'eyebrows', which not only add to the businesslike look of this elegant masterpiece, but also separate the airflow along the upper and lower flanks to aid high-speed stability.

By contrast the meaty rump is rather plain, the boot lid simply adorned with a star and 300SL badge, the wings gently sloping to join the curvaceous valance. And below that massive bumper is the 'fishtail' exhaust pipe which, as I was soon to find out, exudes sonorous tones that are surely unique among motor cars.

Largely built by hand, some parts of the car still bear evidence of old-fashioned craftsmanship; the underside of each bumper, for example, is pocked with hammer marks, and the headlining of the detachable hard-top remains as taut and perfectly padded as it was back in 1963 — as fine an example of the upholsterer's art as you're likely to get.

Apart from having been treated to a high quality respray, 4 PK survives in its original, largely untouched form. Not impressed? Well, prepare for something of a shock. This car has covered no fewer than 380,000 miles — the engine oil is changed before every journey — a figure which is worth digesting for a bit. And particularly so because it still drives like a new car. Even the original boot lid and door locks still work perfectly, the doors open and close with a characteristic 'thunk', the shutlines are as precisely aligned as ever, the wheels with their steel centres and alloy rims show no signs of corrosion and, most telling of all, the deep red leather upholstery looks hardly worn. Quite unbelievable. Quite an eye-opener.

All Merc Roadsters are special, but this one differs from the rest in having some 92 Cushway-implemented modifications; some, like the Mercedes-Benz badges on the front wings behind the wheelarches are neither here nor there, but important ones include ABS brakes. ABS brakes? On a 300SL? Yep. And those in the know in Stuttgart said it couldn't be done.

Both the drum- and disc-braked Roadsters stop perfectly well, but the fitting of an ABS





"The steering wheel, incidentally, is one of the few components which actually wore out."

Combination alloy/steel wheels have so far refused to corrode; wheeelarch eye-brows have aerodynamic function.

by one of Ron's friends in a similar car. The biggest problem was that the 300SL naturally hasn't got a pick-up for the ABS speed sensor, so Cushway made one and fitted it to the rear of the propshaft. Originally intended for a W123 Merc, Cushway spent five months thinking about how he was going to tackle the job, and a day at Daimler-Benz's technical training centre in Stuttgart taking measurements.

The loom runs down the right-hand side of the chassis with the computer control unit fitted above and in front of the passenger's feet; the pump unit is located on the right-hand side above the front suspension, and, because of the compactness and complexity of the chassis frame, the whole system proved a tight fit all the way — there isn't as much as 3mm of 'free-play' anywhere. And the system work too.

This unique car also has a non-standard central lubrication system, which Ron built and fitted himself to feed 23 separate points in the steering, suspension and chassis frame. Ordinary engine oil is used, the system being served by a separate tank bolted behind the right-hand front wheel and foot-operated by a pedal on the passenger's 'kickplate'. There is even a drip feed for the clutch thrustrace bearing — the car's only weak point apparently — and another which serves the handbrake lever, clutch and brake pedals.

Other modifications include a small gauge which indicates how many hours the engine has run (I'm not sure why either), an electrical master switch fitted in the driver's footwell, a central armrest and oddments bin between the seats, a manually-operated locking device to prevent reverse gear being selected by mistake — not difficult if you're a bit clumsy when dropping from third to second — a CB radio for keeping in touch with other SL owners on international club rallies, and a bewildering host of other minor modifications.

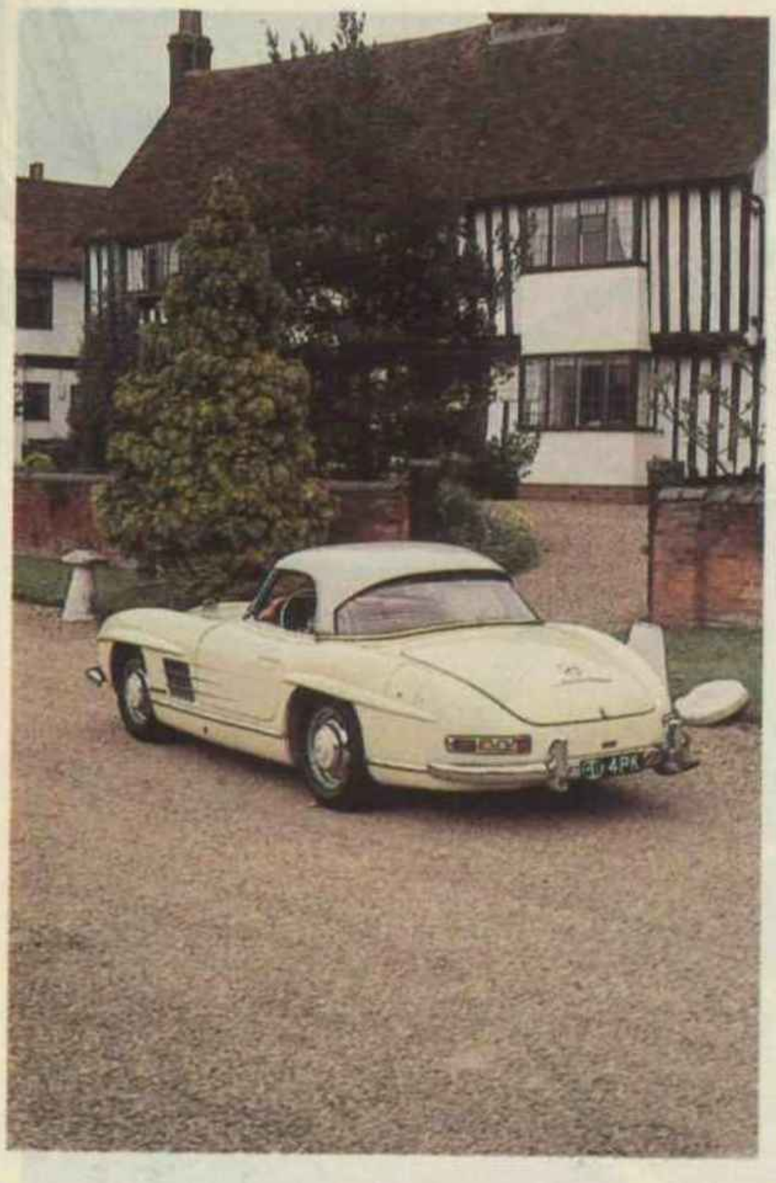
And every available space in the car is packed with small leather-covered aluminium boxes neatly stuffed with tools and bits and pieces to cope with emergencies. In fact there are sufficient tools to completely rebuild the car at the side of the road, but, apart from one occasion when the cylinder head had to be removed in Germany to attend to a dropped inlet valve, they aren't needed often.

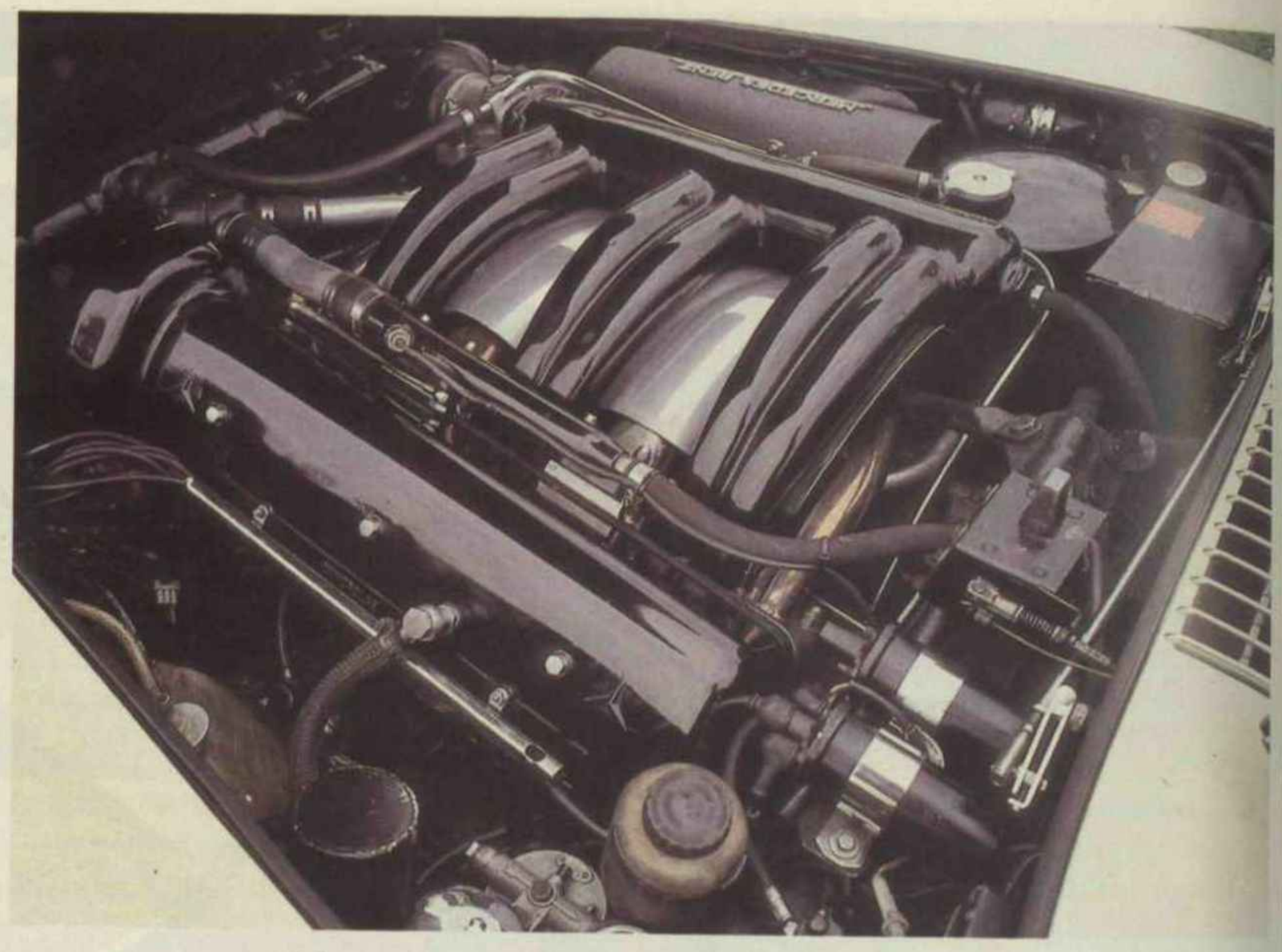
From a driver's point of view, everything from the cast-alloy flip-out door handles to the Gulliver-size handbrake lever feels solidly 'over-engineered', as if carved from a solid billet of lead. Getting into the lovely, snug-fitting seat is a little awkward on account of the broad sill and outsize steering wheel, which, unlike the Gull-wing, has no tilting facility. The steering wheel, incidentally, is one of the few components which actually wore out, but, after careful refettling, the original is now back on the car and looking and feeling as good as new.

Naturally the large instruments are crystal clear and simply devised — a long-standing and laudable Mercedes policy — but were once slightly obscured by the full horn ring, which is why 4 PK now has a half ring — yet another modification. The dashboard is typical of the age in which it was conceived with a leather-clad top, painted metal middle section and a bottom bar also covered in leather. A most comfortable place to be, the luxuries and comfort of the cabin qualify the Roadster above all else as a GT rather than a sports car.

But it's not particularly spacious — headroom is restricted with the hard-top in place — and the foot pedals, although nicely spaced, are slightly offset and do not line up with your body. As a result you sit slightly askew. But having owned a succession of German cars, this now feels natural to me. It shouldn't, of course, but it does. Inevitably, all 300SLs were left-hand-drive — the cant of the engine makes a right-hand-drive conversion nigh on, but not completely, impossible — one or two examples have been converted in private hands.

Blip the throttle and it is immediately apparent that the 3-litre straight six is far from ordinary; it feels and sounds smooth and very powerful — a classic 'throbber' — and the clutch, although sufficiently heavy to cope with the demands of real brake horse power, is similarly smooth and self-possessed. Trundling along below 3000rpm,





Restrained tail less agressive than front end; saloon-sourced six transformed with injection and radical canted position.

"You can leave it in top gear and accelerate all the way to 130mph from walking pace."

the big Merc is amazingly tractable; there's no banging or spluttering, no sign that the plugs are going to oil up, yet if you wish you can leave it in top gear and accelerate all the way to 130mph from walking pace. But that's not what SL ownership is about.

As the Gullwing's straight-cut gears weren't used in the Roadster, the all-synchromesh four-speed 'box is comparatively quiet. It's absolute magic to stir the stick too. Changing up or down through the gate is a rare motoring experience, the slim lever slotting home in each ratio with absolute precision, needing just a light touch from the right fist. Build the revs slowly — there's little to be gained from flooring the throttle except higher fuel bills — and the speed increases blindingly quickly; when the tacho needle bombs past 3000rpm, you're left in no doubt at all as to what the 300SL is really all about.

The surge forward is elephantine, forceful, but never less than graceful. Never does the old girl lose her composure, unless you're feeling brutal, in which case, the rear tyres — meaty Michelin radials — squeak as they scrub the road surface looking for bite, but the loss of traction is momentary and progress continues arrow-straight.

Curiously, this is the only supercar I've driven which failed to turn heads, which can either be attributed to the Merc's timeless, inconspicuous styling (does it really look like a modern car?), or to the test drive being confined to the county of Essex. Whatever the reason, I'm sure it's a great advantage.

So, what of cornering ability? Well, it's really rather silly. Despite its SL (Super Light) badge and alloy lids and doors, the Roadster is a heavy car — it's difficult to imagine what Daimler-Benz's idea of a heavy car is — and there are those swing axles to think about, or so I'm told. Enter high speed corner, keep the power on and. . . the great beast just sits there, its exhaust bellowing like an angry sergeant-major, confident and as flat as the proverbial pancake until you unwind the steering wheel. OK, it feels a little dated by today's standards, a bit ungainly, and there's a stubborn resistance to changing direction quickly but, in this respect, it compares well with its contemporaries.

Do what you like mid-way through a corner — lift off, bang the brakes on, press the throttle pedal to the floor, open a flask of coffee — and. . . nothing happens. You've committed yourself to a line and there you stay. So on to the next corner. Increase speed, dip the anchor pedal, blip the throttle hard, boot it into third and turn in. Flick left — a hint of understeer — right — a slippery tail end at last — and left — no drama here — hit the accelerator — laughing water now in both eyes — and. . . a very excited, screaming, peaky six howls to your command up to the next twisty bit, which of course is never very far ahead in a Roadster.

Much has been said and written down the years about the supposed vagaries of swing-axle rear suspension, and a great deal of it — not all — is undoubtedly nonsense. When the driveshafts jack themselves up under exceptionally hard cornering, as they are apt to do, this serves as a warning that the limit has been reached; it is notice that you can't pile on any more power, which makes the system inherently safe. And this occurs, I assure you, at speeds that are sufficiently high to offer even seasoned club racers the voltage they seek out on the track.

For those who lust after real excitement, a parachute jump from a 747 is probably sufficient for a buzz, but for classic car adrenalin fifties style, the Merc's on-the-limit dynamics are the limit. As I wound my way through the bustle of the delightful Essex countryside, now fully in leaf after the most inhospitable motoring winter on record, it became obvious why SL owners hang on to their cars, for the 300SL Roadster is a true supercar. Really.

For sheer pace it's not the equal of a Ferrari 250GT, and many would argue that the Italian car would beat the functional Stuttgart product in a beauty contest but, as an all-round driver's car, and a reliable one at that, the Merc is peerless. SL owners also enjoy the huge advantage of a massive and comprehensive spares back-up service, not only from independent specialists, but from Daimler-Benz's Oldtimer department in Stuttgart.

Smash a wing? You can replace it. Blow the engine into the middle of next week, and all the bits are available to rebuild it. Interior needs reupholstering — no problem. Paying for it? Tell your bank manager quietly over a glass of sherry on a Friday afternoon. Naturally, restoration costs are stratospherically expensive; the cost of replacing a fuel-injection pump for example — and the best way to ensure that you never need one is to use the car regularly — might send a twitch or two through the stiffest eyelids.

My time over with this car, its engine silent, hot air rising in spirals from the massive vents in the front wings, I sat on my old camera box for the purpose of gawping at the SL from a distance. It's an impressive machine from any angle, a fat-cat that really knows it's the best, the ultimate road-going GT from the classic post-war era, whose impact has perhaps only been matched since by the launch of Gordon Murray's all-conquering BMW-powered F1 McLaren. The Merc has an awe-inspiring presence. But I wouldn't want to own one. Why? Because my car-mad wife — She who can't be ignored — would steal the ignition key and I'd never see either of them again. Now there's a thought. Only joking, my dear. My thanks to Ron and Trudie Cushway for the SL and accompanying, impeccable hospitality.

DONINGTON PARK HSCC



Rick Hall demonstrated the Donington Museum BRM V16; top, Mike Haywood (Cooper T45) about to be swamped by the Jolley – Walker battle; above, Baker's Lola couldn't quite match Abrahamsson's nimble Chevron.



Donington's Historic Superprix produced some of the most varied historic racing this year, worthy of far greater attendance. Alan Cox reports on some excellent racing for those who did turn up.

The highlight was undoubtedly the two rounds of the European Historic F2 championship. From pole for Saturday's race, Rob Hall (March 712) was languishing in eighth after the first lap, which was led by John Harper (March) from current champion Bob Juggins (Lola 240) and James Denty (Merlyn 21). Hall made rapid progress up the field, taking fourth by lap four and ousting Juggins for second two laps later. One more lap and Harper had been demoted to second as Hall slipped through at the chicane and pressed on to win, with Fredy Kumschick (Lotus 69) following home in third from Ross Hyett (Brabham BT36) after Juggins' luck deserted him once more when his engine blew out all its oil. Sunday's race was equally close-fought, but this time Hall led from the start; Harper shadowed relentlessly but never quite managed to disturb the leader's composure. Once more, Kumschick followed in third from Hyett while Eberhardt Metke (Lotus 69) eased Philip Walker (March) onto the grass on the chicane exit to claim fifth.

Starting at 5pm on Saturday, the two-hour Groveair Endurance Challenge was played out in front of one man and his dog, who were kept entertained by Gary Pearson in series-sponsor David Pennell's Costin Lister, who opened up a lead from John Harper's Cooper Monaco and Tony Smith's Birdcage Maserati, until the Cooper made its first pit visit before retiring. When the leader handed over to Richard Attwood at half-distance, Smith inherited the lead which he held another ten laps, only having to retire with a broken camfinger, while the other Birdcage of Global BPR champion Thomas Bscher did not fare much better. Started by Andy Wallace, deputising for regular co-driver John Nielsen, the rear bodywork became detached from the chassis-frame causing a long stop to secure it, losing any chance of being classified. Meanwhile, John Beasley and Peter Hannen pressed on to good effect in John's Cooper Monaco, closing in on the leader in the latter stages only to be thwarted by an off-song engine; they settled for a close second. A well-paced drive by Tony Lanfranchi/Colin Pearcy was rewarded with third in the latter's E-Type Jaguar, three laps down but only a whisker ahead of the Cooper Monaco of Sid Hoole/Paul Alexander.

From pole position for the Thomas Pace Hospitality Group 4 race, Jonathan Baker held a tentative opening-lap lead in his Lola T70IIIB from Peter Lee (T70 Mk3) before Kent Abrahamsson squeezed past with his Chevron B16 and proceeded to trade places with Baker as the pair distanced themselves from the pursuers. Time ran out before the Lola could make a final challenge; the 2-litre car took the flag, while Ivan Mahé (ex-de Udy T70 Mk3) inherited third following Lee's retirement, with Andrew Jackson getting the better of Michael Schryver in the battle of the B6 Chevrons, but only after Schryver had incurred a 10-second penalty.

Feature event of the 15-race programme was the Donington Cup for Historic GP cars, organised by the HGPCA, which saw both front row men, Rod Jolley (Cooper T51) and Philip Walker (Lotus 16), mysteriously starting from the pit lane! A spin at the chicane on the opening lap by Tony Smith (Connaught B) allowed Burkhard von Schenk to take an early lead which he held for seven laps before Jolley and Walker stormed through and disappeared into the distance. They traded places until the final lap, when Walker, leading out of the chicane, was surprised by Jolley who beat him to the line by a nosecone. Von Schenk consolidated third after Smith retired with transmission worries on the last lap. Fourth place was the reward for Ian Nuthall's excellent drive with the Grant-Peterkin Alta.

Opening round winner Mike Wilds was in superlative form in the RJB Mining Historic Sports round with the RJB Chevron B31/36, and even the additional challenge of Richard Evans (Chevron B26) couldn't prevent Mike from taking a lights-to-flag win. After a first-lap spin by Paul Ingram (B19), John Burton (B26) had third place all to himself with Helen Bashford (B19) taking fourth, and first in class B. The Tasman Brabhams of Philip Walker (BT7A) and John Harper (BT4) dominated the thinly supported Pre-'65 F1 Challenge, Walker narrowly keeping Harper at bay, but main interest centred on a fired-up Richard Attwood, deputising for David Pennell in his Cooper T51. Starting from the ten-second mark, he scythed his way through the field to fourth by lap five and was pressing Alan Baillie (Brabham BT14) for third when the effort proved too much and the car rolled to a halt. Malcolm Ricketts inherited fourth with the Classic Team Lotus ex-Clark Tasman 32B.

Steve Hartley (Ensign N179) was unable to shake off the attentions of Mike Whatley's F5000 Surtees TS8 in taking the Historic Formula Racing Car encounter, with Martin Birrane claiming third on his first outing with his Penske PC3. Rob Moores (Chevron B38) comfortably took Oregon Timber Frame Homes F3 honours.

Willie Beck (GRD 374) and Bill Woolfe (Chevron B38) took a win apiece in the two German Open Championship rounds with Mike Whatley swapping Surtess for FF Crossle to offer the most consistent challenge. Colin Pendle (TR7) recovered from a tangle with Michael Richards (TR7) to head Richards to the flag in the Cox & Buckles TR race, while Chris Phillips took his Morgan +8 to victory over Vernon Taylor (Datsun 240Z) and Chris Holland (Lotus Europa) in the Motorcare Services Road Sports round. Oiled plugs proved to be only a temporary setback for Ted Williams (Ford Mustang), reeling in Nevil Smith (Lotus Cortina) as he headed for Historic Saloon victory. A fine display of opposite-lock driving characterised the lead duel for the International Austin Healey Challenge, displayed by Bruce Montgomery (3000) before running wide at the chicane allowing Denis Welch to head the field home with Matthew Wurr (+8) taking final victory in the Morgan Motor Company Challenge from Craig Jones (+8) and erstwhile leader Peter Garland.

In between races, BRM specialists Hall & Fowler arranged a reunion of examples of the Bourne marque, with a number of former BRM employees as guests. Rick Hall demonstrated Donington's latest V16 recreation while Tom Wheatcroft took the wheel of his BRP-liveried P25. Mike Burtt's H16 looked and sounded the part, as did John Beasley's P180 in the hands of Philip Walker, and Ean Pugh's much raced P126/133. Amongst personalities on hand were Tony Rudd, Louis and Jean Stanley and former team driver Howden Ganley.

LOUIS VUITTON CONCOURS



Ibing's 250F fronts the Maseratis at Hurlingham; inset, the winning Isotta.

This year's Grand Prix for Best of Show at the Louis Vuitton concours at the Hurlingham Club in London fell to W Haines' 1932 Isotta Fraschini 8B — a second victory for the dramatic Sedanca de Ville which was Top Car at Pebble Beach last year. Often used pre-war by the King of Denmark, it will now go to the Louis Vuitton Paris event on September 7/8. There were many awards, but in the two special classes for this year, the Anton Mosimann Trophy for pre-1904 cars went to Tim Scott's splendid Mercedes 60hp, while the *Classic & Sportscar* Trophy to commemorate 70 years of Maserati was presented to Hartmut Ibing's 250F, one of a dramatic single-seater line-up which included the ex-Birkin 26M, the Ecurie Bleue 8CTF, and one of only two 1939 8CLs, the last grand gesture of the factory. **GC**

ON THE WALL

A crowd of 2000 braved a chill May wind at Millbrook Proving Ground for the second Brooklands Action Day, promoted by Stanley Mann Racing and Moy Motorsport and supported by Jack Barclay Ltd. It's the only place you can see the vintage behemoths let loose on a banking, and though it isn't racing, the keen types vied to push the speed-readout ever higher: Ivan Dutton (T35), 132mph; Jeffery Pattinson (R6B), 135mph; Stanley Mann (Bentley 3/8), 148mph. David Pennell's 250F made a post-war contrast and hit 144mph, while Berg took the Miller up to 124mph.



The Mercedes sounded wonderful; right, recently rebuilt TT Bentley.

Especially welcome were the Mercedes SS team from Germany, including Kern's ex-Campbell car, whose blowers had a rare chance to stay on boost and give the ears a buzz. Ben Collings handled the big 4.9-litre Bugatti T53, but an A7 and a blown MG J supplied small-capacity interest. **GC**

CLEANER CARRERA

No more hot-rods — that's the decision of the organisers of the Carrera PanAmericana. Increasingly dominated lately by virtually new 200mph lookalikes of period machinery, the trans-Mexico marathon on October 25/31 will ban these for this and the next two years, restrict modifications, and introduce an unmodified Appendix K class. The aim is to reduce speeds, tempt more Europeans back, and bring out some of the drum-braked Fifties machinery which used to run in the original PanAm. For the new regs contact Carol Spagg on 0171 937 9016. **GC**

URE BACK



Don Orosco's Offy-engined Scarab looked quick, until its misfire.

Excellent racing and some rare machines vied for Alan Cox's attention at VSCC Silverstone in June

The race of the day was the Hawthorn Spanish Trophy which saw a triumphant return to the track for John Ure, who took Peter Mann's ERA AJM1 to a close-fought victory from Ludovic Lindsay's famous ERA 'Remus'. The leaders scrapped furiously for the duration of the 12-lap event with added interest in the shape of pole-position man Mark Gillies, with the Brooke Special, who closed up to third with a few laps remaining, as the lead battle weaved its way through the backmarkers. 'Remus' finally lost the lead to Ure when a braking problem caught out Lindsay at Becketts with two laps to go, and although he fought back, it was the 1½-litre car that made the line first, from Lindsay by less than two seconds as Gillies dropped back. He, in turn, finished clear of Ted Dunn's rapid Riley Special, while Tony Stephens in Bill Morris' ERA R12B got the best of Robin Lodge (Maserati 4CM) and Jost Wildbolz with his and Peter Mann's newly-acquired ERA R4A.

The Boulogne Trophy for Vintage cars, sadly, could not compare with April's entry for the Itala Trophy, but the outcome was the same nonetheless. Ivan Dutton won, but this time after a pit lane start in Alfred Smith's Bugatti 35B to cure a leaking oil filter, and having lost a piston in testing the day before. Up to sixth by lap three, Dutton took the lead from Geoff Smith (Frazer Nash) two laps later and ran away with proceedings from then on. Smith took a comfortable second from the Riley fight, settled in favour of Clive Temple from Tony Irwin, followed by the fabulous 1922 Miller driven by Bill Morris.

A welcome returnee was Don Orosco with his Scarab collection, but from the front row, he had a fraught time in the Hawthorn Memorial Trophy race; he shadowed Philip Walker (Lotus 16) for the first two laps before a misfire slowed his progress and prompted a pit visit on lap five. This left Walker out on his own to take a comfortable win from Robin Lodge (Ferrari Dino) with Jeremy Agace progressing to third on his debut with his ex-Chris Mann Lotus 16, after stalling on the grid. Burkhard von Schenk (250F) followed, ahead of Mark Gillies, first pre-war finisher.

On a weekend he would prefer to forget, Orosco stalled the sports-racing Scarab and started from the back, allowing Frank Sytner to dominate the Hawthorn International Trophy and to win as he pleased with the JCB Jaguar D-type. Barrie Williams (Tojeiro) gave chase but was never close enough to challenge and looked headed for second until a spin at Luffield on the final lap allowed Robert Brooks (Lotus 15) to take the place. 'Whizzo' recovered in third while Orosco's reward was fourth, and fastest lap. Jeffrey Pattinson (Cooper Monaco) and David Pennell (Costin Lister) completed the top six.

Early pacesetter in the Vintage Allcomers was the 8-litre Bentley of Spencer Flack but his lead lasted only one lap before he was displaced by Mark Walker (Parker-GN), the Cirrus-engined special pulling away before Flack retired with worrying noises coming from the engine. Things appeared cut and dried, only for Walker to lose fuel pressure on the last lap, and before it was restored he had been passed by Robin Baker's Hispano-engined Delage. Walker closed to within 0.8sec at the flag, while the Sunbeam Tigress of John Baker-Courtenay took third shadowed by a closing Ben Collings (Bentley 8-litre).

The first scratch race for the Bill Phillips Trophy saw Bob Burrell's familiar V12 Bentley-Royce power into the lead; but given a few more laps, the Riley Blue Streak of Julian Bronson might have rewritten the script. Joining the grid late, Bronson was forced to start from the back and proceeded to storm through the field, crossing the line only a few lengths adrift of the winner. Barry Cannell (Alvis) had joined the battle for the lead, but succeeded in keeping Stephen Bulling (Bentley) at bay for third.

Cannell and Len Thompson (Lagonda) disputed the lead for the first five-lap Scratch Race before tangling and ending in the gravel at Copse, leaving a delighted Frank Lockhart (Rover Special) to inherit victory well ahead of the



Ludovic Lindsay in Remus heads eventual winner John Ure (AJM1) and Mark Gillies (Brooke Spl) in the Hawthorn Spanish Trophy.

battling duo of Stephen Bulling (Bentley) and Paul Smeeth (Richard Bolster Special). Vying with the pre-war race for best race of the day, the final Scratch Race saw Graham White (Riley) hound Paul Gregory (Riley) all the way to the line. Handicap wins went to Peter Henry (Riley), defeating Barry Cannell (Alvis) in the closest finish, Jo Waterfield (Frazer Nash) and James Broomfield (Alvis).

Following on from the success of last year, VSCC committee member Julian Ghosh had assembled a superb collection of pre-war exhibits for the Racing Car Review, including Dean Butler's Maserati 8CTF resplendent in the colours of Lucy Schell's Ecurie Bleue Indianapolis team, and Peter Rae's Maserati 8CL, one of only two built. Other notables included 1920 GP Ballot, 1921 Salmson Prototype, Julian Majzub's TT Sunbeam and the GN 'Kim'.

AMOC

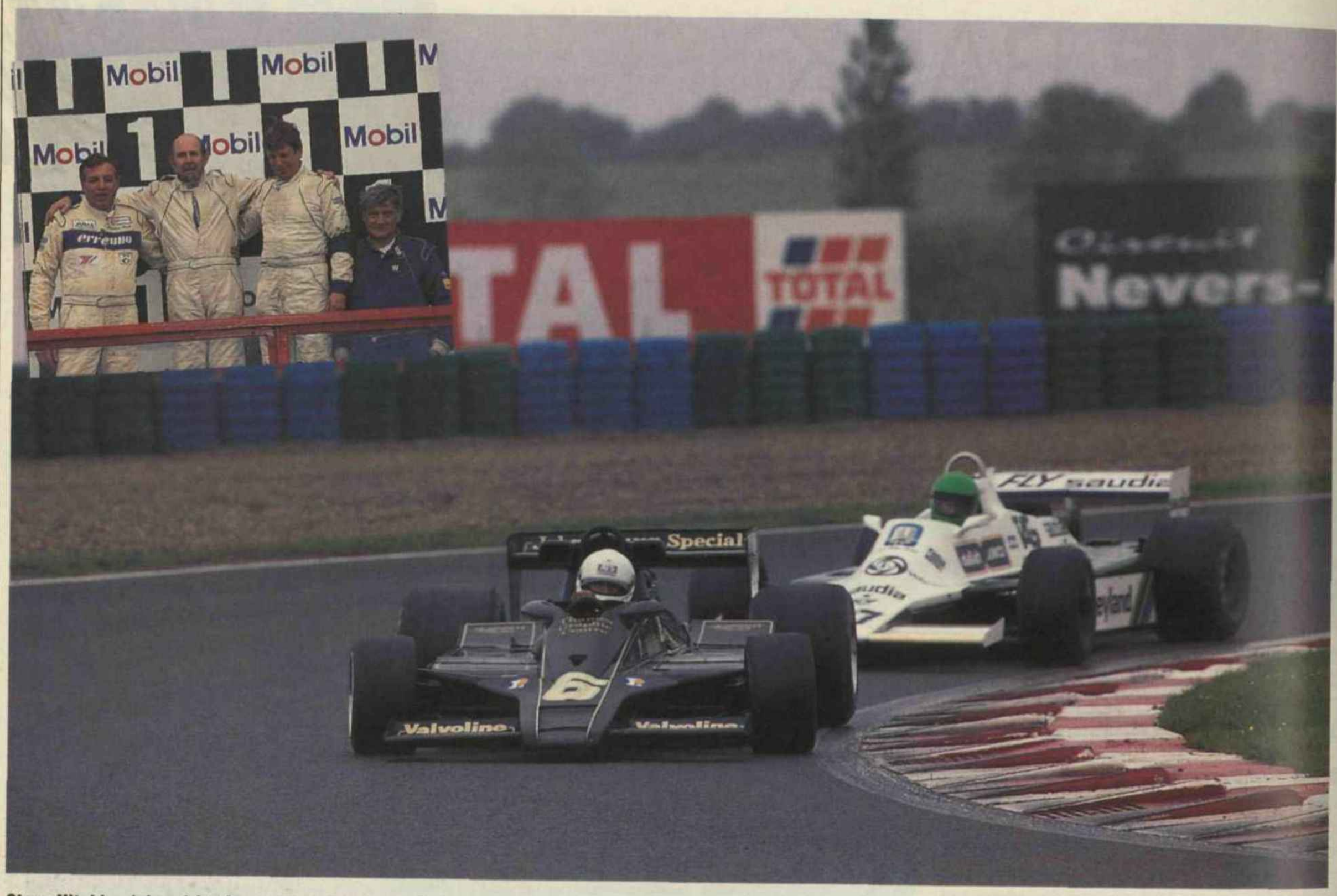
ST JOHN HORSFALL



AMOC's prime meeting occupied Silverstone the day after the VSCC, and produced a perfect result when David Freeman won the St John Horsfall trophy in the ex-Horsfall Spa car.



Rolling thunder on the Intermarque grid: John Freeman's modified DBS was lying fourth when the race was stopped after several incidents.



Steve Hitchins (above) leads eventual victor John Fenning.
From left to right (inset) Ermanno Ronchi (second) John Fenning (first) Mike Schryver (third) and Andrew Wareing (winner, Class B).

FENNING'S VICTORY SPLASH



Mike Wrigley (Shadow DN9) ahead of Michael Schryver.

Round Two of the FIA Cup for Thoroughbred Grand Prix Cars with MOTOR SPORT fell on a soaking Magny-Cours circuit

John Fenning was the deserved victor of the rain-blighted third race in the FIA Cup at Magny-Cours. Fenning, racing the same ex-Alan Jones Williams FW07 which was driven to victory at Donington Park two weeks earlier by Mike Littlewood, had been strongly challenged in practice by Bob Berridge in the RAM 01, but managed to produce a simply stunning lap to snatch pole.

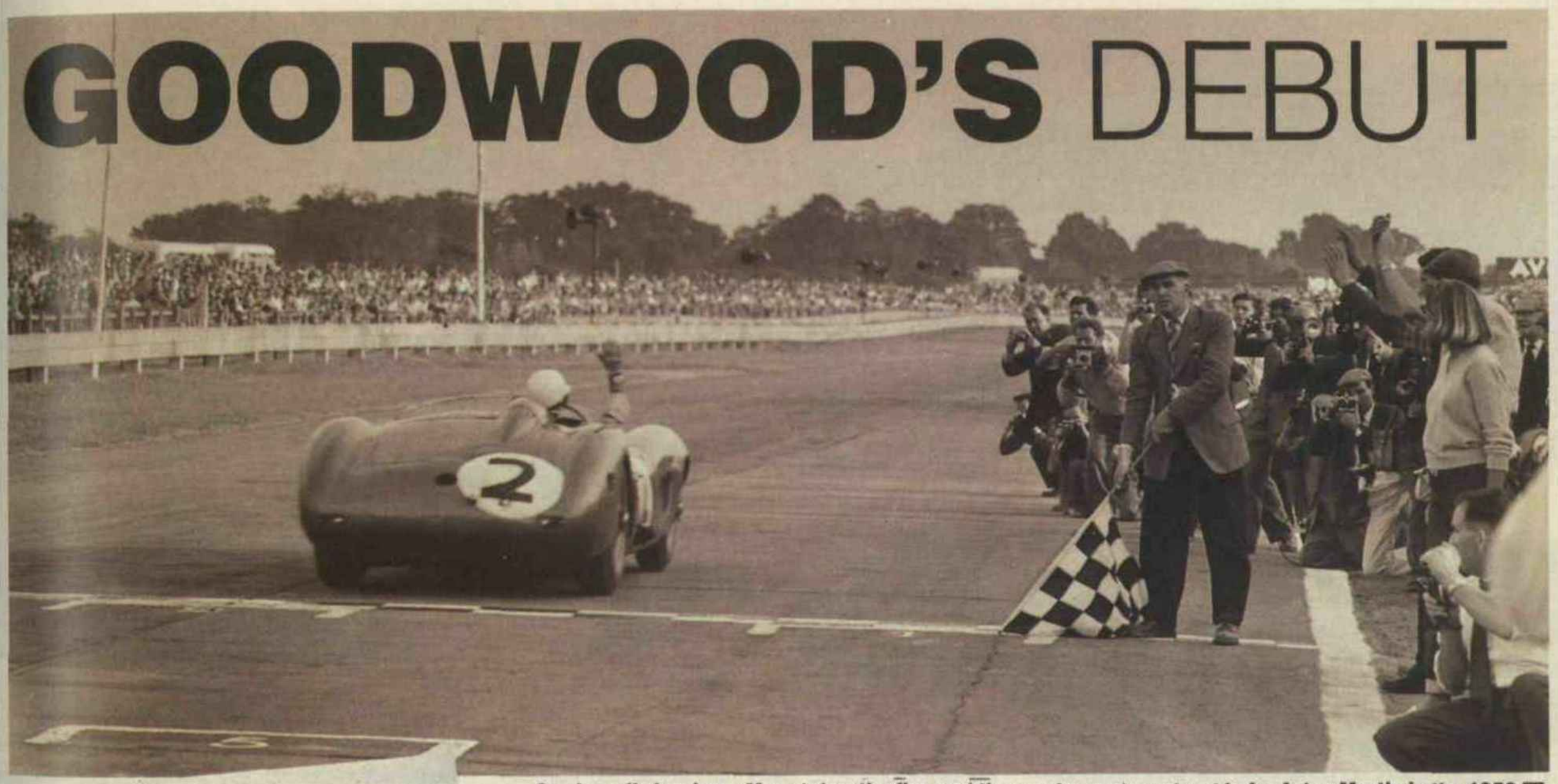
Others to show well in practice included French-domiciled classic car dealer Steve Hitchins (Lotus 78) and Mike Wrigley, who was really getting to grips with his Shadow DN9B.

An almost constant drizzle blighted race day, but the grid formed up on a circuit which was dry enough to warrant the use of slicks by all starters. Sadly missing from the field was second-position man Bob Berridge, the engine of the RAM showing renewed signs of the overheating which had caused his DFV to self-destruct at Round One. However, Hitchins soon showed that his tigering performance at Donington had been no flash in the pan, and he immediately set about Fenning. Ermanno Ronchi lay third in the Brabham BT49, and the impressive Michael Schryver, revelling in the damp conditions, was soon up to fourth with his Lotus 72, one of the oldest cars in the field. The lead changed several times between Hitchins and Fenning as the drizzle increased, and the greasy track accounted for Class B leader Richard Gann (McLaren 26) who spun off just seconds after wresting the class lead from Andrew Wareing.

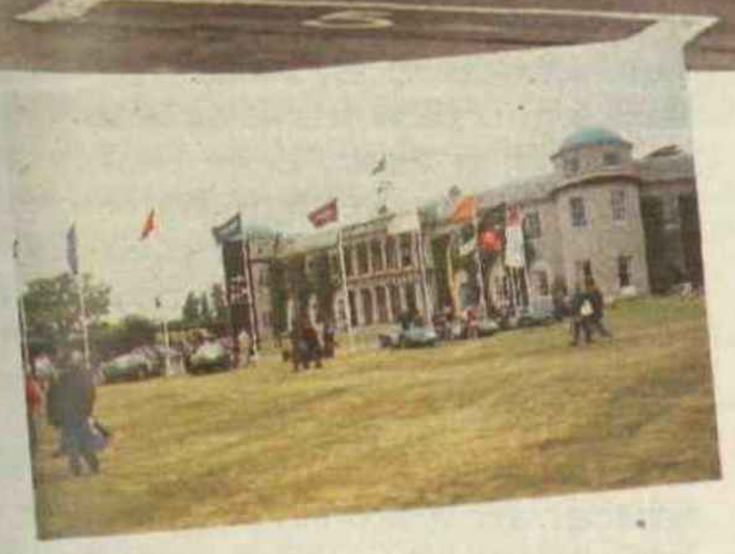
After a super dice, Hitchins' bid for victory faded when the rear wing of his Lotus worked loose and he was black-flagged. Ronchi challenged Fenning briefly but was unable to match the speed of the Williams in the increasingly difficult conditions. Michael Schryver came home in a very well deserved third place (thereby snatching the Championship lead), with Mike Wrigley in fourth, Mark Linstone in the ex-Hill Brabham BT34 fifth, and Andrew Wareing sixth. Joaquin Folch made a brave decision to pit for wets a few laps from the end but was unable to capitalise on their advantage, finishing a disappointed seventh.

The Anderstorp and Nürburgring rounds will have taken place by the time this comes out, and the final is at Brno, September 28/29. But closer to home is the two-day Donington meeting on Aug 30/Sep 1.

GOODWOOD'S DEBUT



Goodwood's heyday – Moss takes the flag and the sportscar championship for Aston Martin in the 1959 TT, having swapped cars after the pits fire. Today's Festival of Speed on the drive of the house, left, has once again brought Goodwood into prominence.



Now that the Goodwood Festival of Speed is so firmly established and the present Earl of March is working hard and enthusiastically towards a resumption of motor-racing at the former Goodwood circuit, this seems a good time to recall how racing there, which in many ways was an extension of the kind of sport known at the old Brooklands Motor Course, which war had rendered redundant, had begun.

By the time war broke out in 1939 the Junior Car Club, which had developed from the pre-First World War Cyclecar Club, was a very influential body, having progressed from holding events such as its Member's Days and High Speed Trials (over a most ingenious and daring course, as described in earlier issues of MOTOR SPORT) to organising such ambitious, influential and important races at Brooklands as its 200-Mile Race "Double-Twelve", 1000-Mile Race and the International Trophy contests. When the Hitler War finally ended the JCC was therefore in a strong position to continue what Brooklands had regrettably been forced to abandon. This ambition was encouraged when the Council of the JCC visited the Weybridge Track to see whether there was as much as a section remaining where a speed-trial could be held; it found that no such stretch remained. (All credit to the hard working members of the Brooklands Society which was formed in 1967, that the bankings were cleared sufficiently for some use of them to be resumed.)

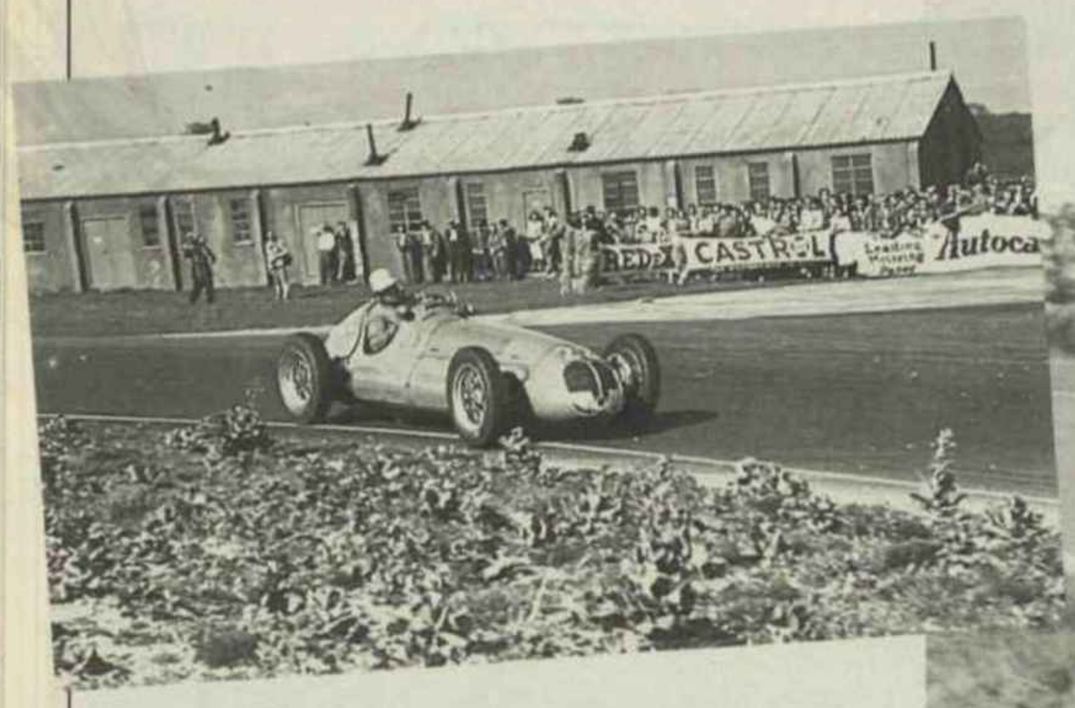
When it was clear that the life of the old BARC had terminated after forty years of existence, the JCC proposed to takeover where it had left off. At a Committee Meeting chaired by the Club's President, His Grace the Duke of Richmond and Gordon, the change of name was put to the meeting and it was finally agreed that what had been the universally-recognised initials of the *Brooklands* Automobile Racing Club should become those of the new *British* ARC, fading out the JCC. At an AGM on January 1949 a vote was taken on this change of the Club's title, and was carried 88 for to 41 against, although at first Lord Howe had pressed for no change and the RAC had objected to the inclusion of "British" in the BARC's nomenclature. But it was notable that many of the officials appointed had had close associations with Brooklands, including the President himself, grandfather of the present Earl of March, A Percy Bradley, the former BARC's Clerk of the Course, H R Godfrey, Archie Frazer Nash, Prof A M Low, L F "Bunny" Dyer, who had been "Johnnie" Morgan's assistant at the JCC, Morgan himself now acting as Secretary to this post-war BARC, C S Wilkinson who had been an important official at the old Track, E C Gordon England, W Urquhart Dykes, "TASO" Mathieson, Charles Follett, and others.

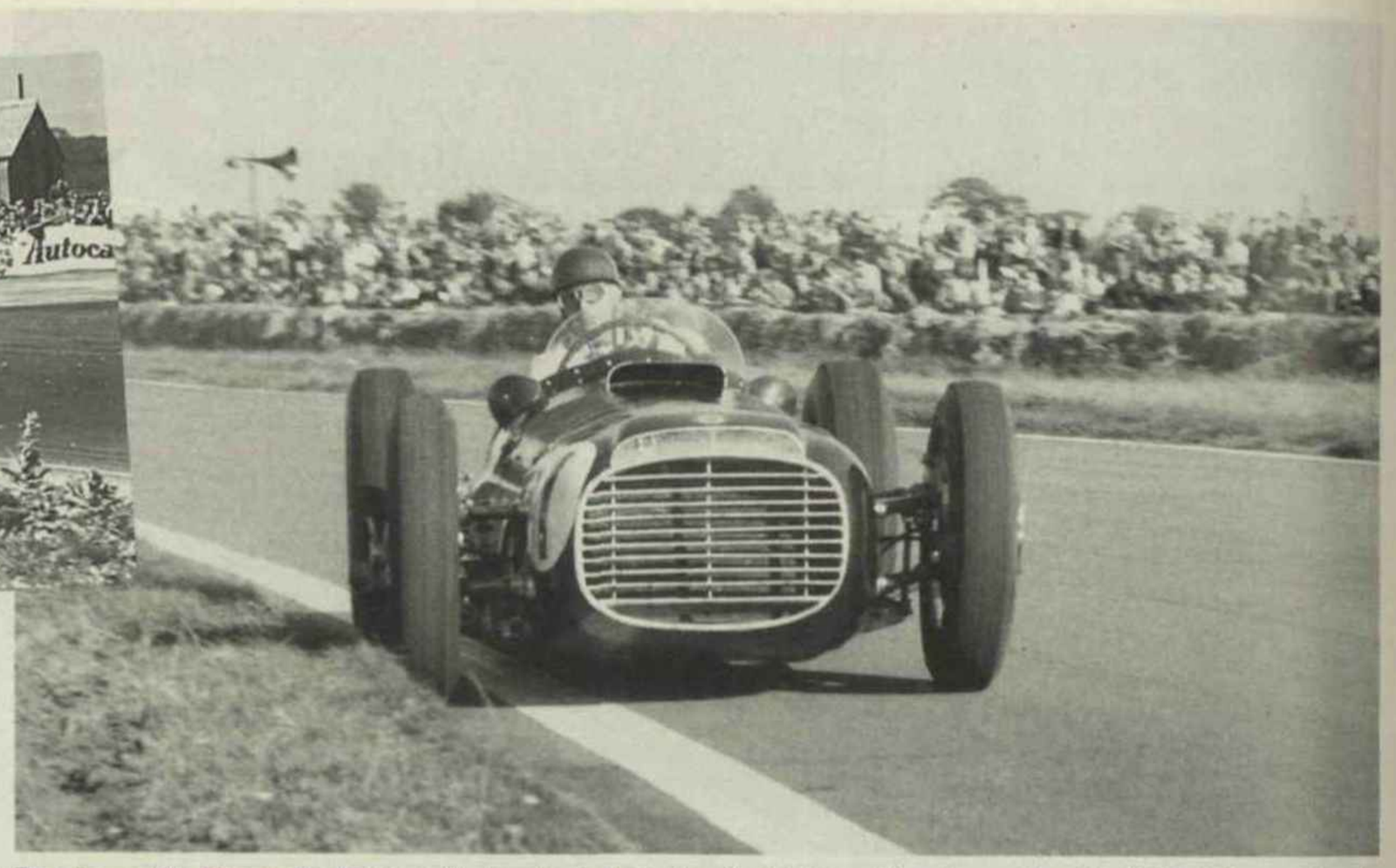
So to Goodwood's debut as a race-track. It had been established prior to the formalities of title-change just described. The Duke, who had won important races at Brooklands before the war, needed little prompting when it was put to him by Wng-Comdr Tony Gaze, RAF, seconded by Tommy Wisdom, that the war-time aerodrome that formed part of the extensive Ducal Goodwood estate was the place for a new race-circuit. Work was quickly put in hand, and although devoid of pits, grandstands, paddock buildings or many other amenities, the JCC (not yet the BARC) was able to open Goodwood with an experimental meeting on what must now be regarded as an historic date — September 18, 1948. It constituted the beginning of race meetings that were much in the former Brooklands style and tradition, and therefore informally enjoyable, which were to progress into a circuit where very important fixtures took place.

This opening venture was a modest affair, redolent of Brooklands in its short races and friendly atmosphere, yet contested by celebrated drivers. There were eight events in all, differing from the fare at Weybridge in being all scratch races, the grids decided by ballot. This tended to favour the front row starters. The race-grouping had been worked out reasonably, except that the larger non-s/c cars were at a disadvantage and F2 cars were made to race with the s/c 1100s. This starting procedure was necessitated because not more than a dozen cars could be lined-up across the course, so that one missed the comfortable expanse of Brooklands. The lap-distance was 2.38 miles and the adequate number of corners would soon become well-known. Although this was but a start, the JCC had amassed £500 in prize money from the *Daily Graphic*'s purse. The paddock was somewhat cramped and was grass-grown, with an anti-skid centre path, sportscars on one side, racing cars opposite.

Friday practice was without incident, times unannounced; but I timed Bob Gerard's ERA as the fastest, at about 83 mph. And there were interesting cars present, such as Reg Parnell's two-stage works Maserati which "Wilky" Wilkinson had brought from the factory just in time, only to find a slight leak from its fuel tank, while Leslie Johnson was out for a few laps in the E-type ERA. Racing began after Monica Whincop had presented a bouquet to the Duchess and the Duke had opened his new racing circuit by driving round it in a Bristol, followed by two MkVI Bentleys, one driven by Tommy Wisdom, and a cavalcade of other cars. And the p a system worked perfectly.

First non-s/c sports cars up to 3 litres had a three-lapper, won by Pycroft's unusual-looking 2.5 Jaguar aerodynamic coupé, which led throughout, followed home by two 2.4 Healeys. But with three Healeys non-starting, the field was reduced to three more, and Brock's HRG coupé. A similar race for 1100 cc sports cars saw Lester drive a calm race in his MG, to beat Peter Morgan's Morgan 4/4 and Len Gibbs MG. Joe





Reg Parnell's Maserati 4CLT, left, dominated at the first international meeting in 1949. Above, Fangio drifting the V16 BRM – unforgettable.

Lowrey overturned his 1100 cc HRG at Woodcote and so had the first Goodwood accident — cutting a thumb. And the Editor of *The Motor* helped him out, when he must have realised that his contract with that paper forbade racing! That over, a mix of blown and non-blown small sports-cars contested their three-lap event. George Phillips, the *Autosport* photographer to be, won in his 1250 cc MG from the 1500 HRGs of Ruddock and Meisl, but there was only 0.4sec in it.

Having enjoyed that close finish it got better, as the big non-s/c sports cars had a race with the s/c 1½-litre cars. It was even closer this time, a matter of 0.2sec between the 328 BMWs of Watkins and Tony Crook, the latter arm-waving to ask for a passing opportunity. Lusty's s/c 1250cc MG was third; ten ran. A five-lap race was held for the new breed of 500cc racing cars. The winner — Stirling Moss in a Cooper-JAP, driving so fast that Father Moss was seen to be slowing him down; Stirling averaged 71.92mph nevertheless. The Coopers of Eric Brandon and Drydon were next home. Sportsmanship had prevailed when the engine of Lord Strathcarron's Marwyn blew up; he was lent another by a rival entrant, but retired when a chain came off.

The faster multi-cylinder cars then had their races. Dudley Folland's s/c 1087cc MG won that for s/c 1100s against non-s/c 2-litre cars, too much for Frank Kennington's MG and de Mattos in the Spikins Special, who were the placemen. The over-1450cc s/c cars then came out and a splendid race it was. Dennis Poore's 3.8 Alfa Romeo finished 1sec ahead of Peter Walker's 1½-litre ERA, with John Bolster third in the 2-litre ERA. Geoffrey Ansell spun off at "Lowrey's" corner but Goodwood was proved to be a fast circuit, Bolster having lapped at some 81mph.

Even better was to follow, in the 10-lap Goodwood Trophy Race for the top runners, described as "one of the best struggles seen since racing had resumed after the war". Indeed, Reg Parnell's "official" Maserati was chased unrelentingly by Bob Gerard's ERA, to the delight of the spectators as both took the final corner side-by-side, the Maserati drawing away to win by a mere 0.4sec, at 80.56mph, and Gerard setting the lap-record to 83.4mph. Third came David Hampshire's Maserati. Others who drove in this first big race were Harrison (ERA), Baring (Maserati), Ansell (ERA), Salvadori (Maserati), Walker (ERA), and Duncan Hamilton (Maserati). After Kemsley Press's Hon David Berry had presented Parnell with the Trophy Reg, Gerard and the Duke drank champagne from it — far better than spraying it about! — as the National Anthem was played. The spectators must have been well satisfied with the racing at the new Sussex circuit; they were estimated to have numbered about 14,500. They had arrived in 22 motor coaches, on 36 bicycles, 294 motorcycles and in 1419 cars (compare this with the 1462 cars which had brought 6630 spectators to the JCC 200 Mile Race at Brooklands in 1921, explained perhaps because many had then came alone in each car, whereas the greater popularity of motor racing by 1948 resulted in crowded vehicles). The *Daily Graphic* let their Kay Petre have a double-page spread to report the racing, wrongly described as the JCC's first post-war event, overlooking its Jersey race in 1947. I bet for the first time, schoolboy sixpences on the Derby excepted, the results being so predictable, and the "bookies" having no knowledge of motor racing, that as I collected on race after race mine said "Please just go away. . !".

> "People got in free, breaking down hedges and even using wire-cutters on the fences."

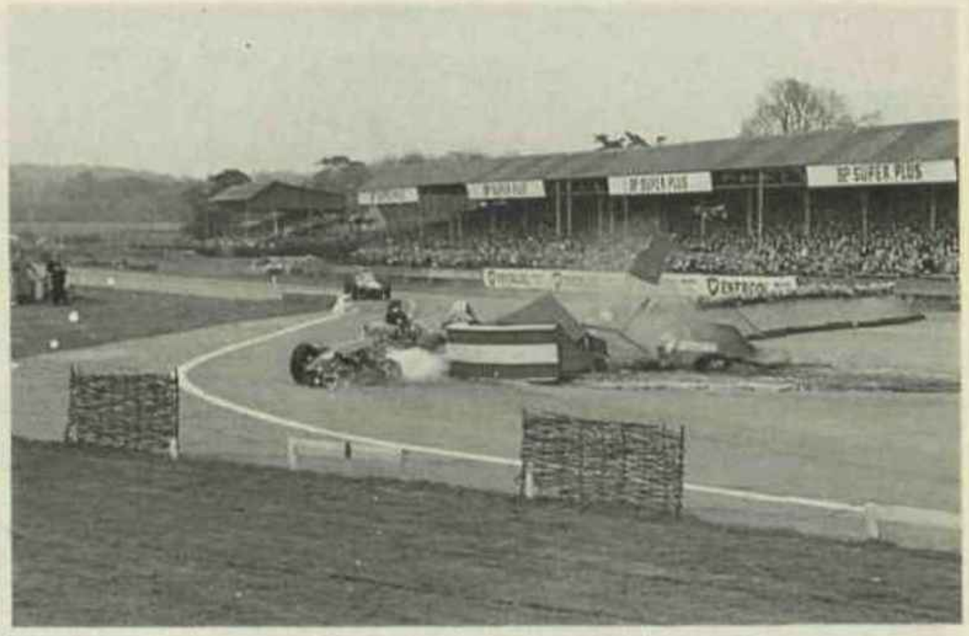
That was how Goodwood motor racing began. It just had to expand, and in 1949 the new BARC decided on an International fixture for Easter Monday. There were problems imposed by the newly elected Labour Government, like car purchase-tax, that restricted sales of models in short supply due to steel restrictions, and competition from the newly-opened Silverstone circuit. But the Duke of Richmond & Gordon was enthusiastic, the Kemsley Press continued its sponsorship, and work went ahead on new grandstands, car parks, better entrances, improvements to the Paddock, etc. The meeting attracted such a large crowd that things got somewhat out of hand. The paying "gate" was 40,000 but some people got in free, breaking down hedges and even using wire-cutters on the fences. That apart, it was redolent of pre-war motor racing. I wrote: "All the old atmosphere of Brooklands prevailed. The cars that began to fill the enclosures were the same mixed bag, there were the attractive-looking girls, the fashionably-dressed ladies, some of the same faces in the Paddock, that similar hush of expectancy as zero-hour drew near". Moreover, the meeting finished on schedule, the grandstands were packed to capacity, the enclosure rails lined with keen onlookers, and afterwards the traffic left in an unbroken stream. It was a fine tribute to JCC/BARC efficient organisation.

At this so-called International Meeting there were handicap and scratch races over five laps, for different classes of cars, leading up to the ten-lap Richmond Trophy F1 race. It was quite an occasion! The son of Mr A V Ebblewhite, the legendary time keeper, did the handicapping, LSR-driver John Cobb was a Judge, and among the visitors were Anthony Eden and his wife, who had the Countess Howe in their party. Earl Howe arrived in his V12 Lagonda, Capt George Eyston was present, and the Duke of Richmond and Gordon was using his new Bristol saloon, and who but he would have thought of inviting wheelchair occupants into his Guests' enclosure? Prince "Bira" and his wife watched the racing. . .

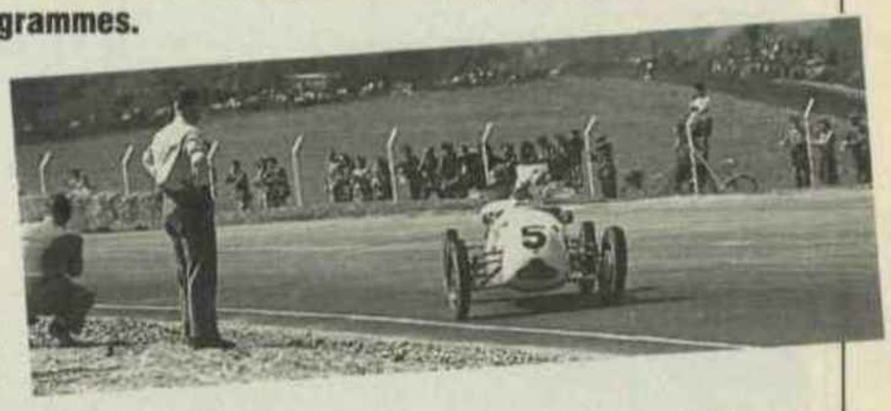
On that sunny Easter afternoon, popular Reg Parnell dominated the Richmond Trophy Race in his two-stage 4CLT Maserati, taking the lead on the second lap. He was well in command of the Dunlop-shod car, Gerard was making a great effort to overtake Rolt's Alfa Romeo until there was a coming-together and both were out — nothing new! Peter Whitehead was on the limit as usual in his B-type ERA, Parnell lapped Gale's Darracq, and Whitehead and Harrison (ERA) eventually got past the Maserati of Ashmore, which did not want to exceed about 70mph. Harrison, in the old Delage, now with i f s, gave Parnell all the room he needed to go by, and Reg won easily, at 82.89mph, having taken the lap record to 86.23mph over a course slightly wider than in 1948. Whitehead was 3.8sec in arrears, Harrison third. Of the E-type ERA driven by Johnson MOTOR SPORT said: "This race emphasised that it was now a back-number and that the GP Alta of Abecassis had not not much longer to go before the same would apply".

The handicap races had been won by Kennington's Cisitalia, Moss's Cooper-JAP, and Parnell's Maserati, which now took the lap record to





The leading Aston erupts into flames in 1959, left; above, Jean Behra had a lucky escape when his BRM clipped the chicane; below, 500cc racing cars – a mainstay of Goodwood programmes.



87.10mph, the scratch races by Folland's new Pirelli-shod 2-litre Ferrari, Coldham's 500cc Cooper, and Parnell's Maser yet again, rather like today's VSCC meetings. It had been an entirely successful day, putting Goodwood in the forefront of British circuits. But His Grace wisely decided to cancel the proposed Whitsun 1949 Meeting until further improvements had been carried out. So the first full season was completed with a couple of Club race-days, in which Parnell improved his lap-record to 89.26sec which he later equalled, and on his 21st birthday Moss was victorious in a 988cc Cooper-JAP.

Very soon, however, Goodwood was holding top race meetings, in an atmosphere very like that at pre-war Brooklands, and important long-distance races were held there, contested by the top drivers, including those from overseas, as is indicated briefly in the following table.

From April 1952 a chicane which increased the lap-distance to 2.4 miles was put in at Woodcote in the interests of safety, and finally Goodwood closed down as a racing venue in July 1966. Those who have enjoyed the Goodwood Festival of Speed will join me in hoping that the present Earl of March will soon be successful in reviving racing over his grandfather's Sussex circuit. **W B**

IMPORTANT GOODWOOD RACES

1952 Nine Hour Sports Car Race:	Collins/Griffiths (Aston Martin)	75.42mph
1953 Nine Hour Sports Car Race:	Parnell/Thompson (Aston Martin)	78.94mph
1955 Nine Hour Sports Car Race:	Walker/Poore (Aston Martin)	82.24mph
1958 Tourist Trophy:	Moss/Brooks (Aston Martin)	88.93mph
1959 Tourist Trophy:	Moss/Shelby/ Fairman (Aston Martin)	89.41mph
1960 Tourist Trophy:	Moss (Ferrari)	85.58mph
1961 Tourist Trophy:	Moss (Ferrari)	86.62mph
1962 Tourist Trophy:	Ireland (Ferrari)	94.05mph
1963 Tourist Trophy:	G Hill (Ferrari)	95.14mph
1948 Goodwood Trophy:	Parnell (Maserati)	80.56mph
1949 Goodwood Trophy:	Parnell (Maserati)	86.43mph
1950 Goodwood Trophy:	Parnell (BRM)	82.48mph
1951 Goodwood Trophy:	Farina (Alfa Romeo)	95.11mph
1952 Goodwood Trophy:	Gonzalez (BRM)	88.13mph
1953 Goodwood Trophy:	Hawthorn (Ferrari)	92.70mph
1954 Goodwood Trophy:	Moss (Maserati)	91.49mph
1955 Goodwood Trophy:	Brooks (Aston Martin)	88.19mph
1956 Goodwood Trophy:	Scott-Brown (Lister-Jaguar)	88.84mph
1948 Richmond Trophy:	Parnell (Maserati)	82.89mph
1950 Richmond Trophy:	Parnell (Maserati)	88.26mph
1951 Richmond Trophy:	"Bira" (Osca)	87.57mph
1952 Richmond Trophy:	Gonzalez (Ferrari)	88.23mph
1951 Sports Car Race:	Moss (Jaguar)	83.67mph
1952 Sports Car Race:	Rolt (Jaguar)	83.62mph
1953 Sports Car Race:	Abecassis (HWM)	83.88mph

RELAXED VETERANS

Johnny Thomas arranged a relaxing week-end in Wales for the SW Section of the Veteran Car Club over May 31/June 3. No competitions, just drives in impressive scenery, over routes the drivers selected for themselves. Proof that this kind of rally is popular was shown by an excellent turn out. At a Powys County Council welcoming party on the Friday evening a fine line-up of veterans assembled round the lakeside in Llandrindod Wells.

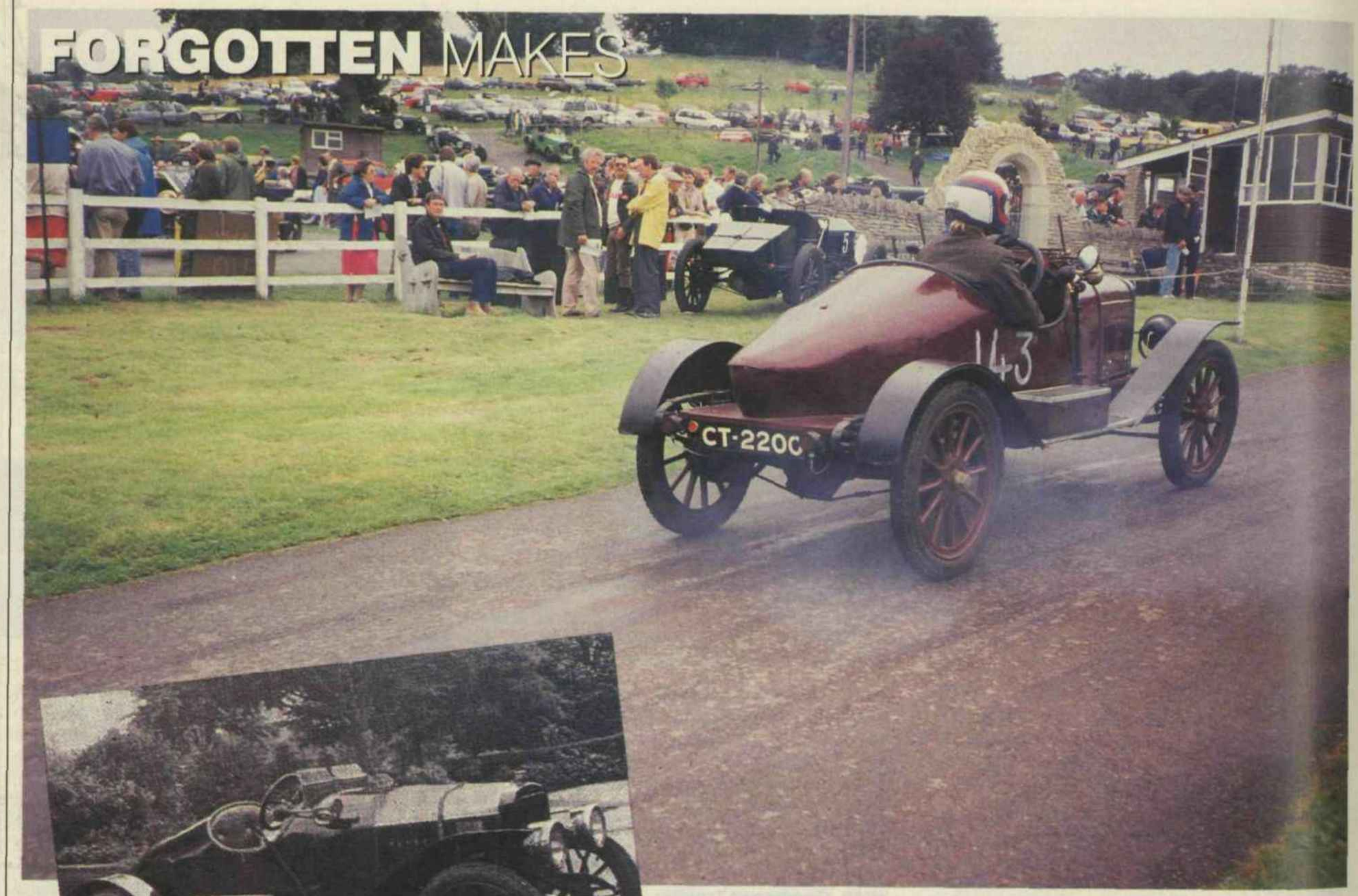
It was possible to inspect the cars while their crews imbibed: — a Renault triple-benched estate brake, another with sedan body and copper tail pipe, a fine 1911 Austin tourer with Ducellier lamps, a large 1914 Humber tourer, lots of T-Fords, a disc-wheeled 1914 Brasier looking quite early-vintage, a 1910 Hotchkiss landaulette exuding quality, 1913 Sunbeam, a typical Daimler of the period, a rare Grégoire two-seater, a Cadillac, its windscreen stoutly strutted, a boat-bodied 1912 Delage like the one I bought for £10 during the war, with another for spares, a little Renault on 710×90s, a big Star tourer reminiscent of the one Dick Nash started his collection with at Brooklands before the war. The variety was endless, enthralling the few onlookers who turned up to see this "100 Years of the Motor Car" mini-celebration, and especially their children.

The Metropole Hotel was headquarters. There the next morning I noted a rare 22/72 Mercer tourer and a 1913 Hudson Six.

On the Saturday Johnny had suggested that drivers of the larger cars might care to go round the scenic Elan Valley reservoirs route, towards Devil's Bridge, perhaps taking the narrow-gauge railway to Aberystwyth and then on the B4343 to lunch at the Talbot Hotel in Tregaron, before venturing over the wild mountain road with its steep downhill hairpin, and back *via* Abergwesyn and Beulah — wonderful scenery, but with a good road surface, as is usual in Wales. (Holiday visitors might like to try this testing route for themselves.) Apart from Haley's little 1912 Chenard-Walcker that had stopped near Llanyre with suspected magneto problems, no one seemed daunted, even by the miles of outback, as Bob May's imposing 1914 Rolls-Royce and other big Edwardians swept past. Vintage cars like a Morris Cowley with a petrol leak, 12/60 Alvis, Lagonda, Bentley and 30/98 Vauxhall were also out enjoying the run, and a very well-used, sticker-bedecked, be-flagged Austin 20 saloon called Arthur told me that an eminent motoring writer was amongst us.

Some 85 veteran and Edwardian cars took part, and even Shenton's curved-dash Oldsmobile and Ashby's 1902 Panhard defied the Staircase, where one or two of the veterans were sensibly let down roped to modern vehicles. Breakdowns were almost nil, the weather mainly wonderful. After dinner on the Sunday, however, those wending their way home on the Monday experienced real Welsh rain. **W B**

FORGOTTEN MAKES



A 1911 sports Calthorpe, left, which is still extant and entering VSCC events like Prescott, above.

THE CALTHORPE

For some unaccountable reason I am apt to think of Calcott, Calthorpe, Cluley and Clyno as the four "Cs" of the vintage light-car era; I have had some association with three of them. Of the foursome, the Calthorpe was the most sporting and racing-oriented make; the Clyno was covered in May's MOTOR SPORT. There were others of course, the Crouch for instance, but sufficient for the present. . . The Calcott and Cluley were Coventry-built, the Clyno was an inhabitant of Wolverhampton, but the Calthorpe hailed from Birmingham. It became a popular sporting light-car of the 1920s but was well-established before the First World War.

It began with bicycles, the way of so many firms that later turned to cars, but in this case G W Hands left it until 1904 to make his move. He then began with a modest little shaft-drive 10hp four-cylinder car but soon branched out into larger models: first the 12/14hp Calthorpe, then the well-liked 16/20hp, which was introduced in 1907. That same year there was a move into the big car market, with the 28/40hp Calthorpe, but it did not survive for long. The company was convinced that its future lay with the lighter motorcars, which proved to be a correct decision, especially when the "New Motoring" movement grew after the end of WW1, if not immediately to "Motoring for the Millions" as had been predicted.

The Calthorpe Motor Company Ltd must have had sound backers and successful sales because, although we think of Napier and Wolseley as the British makes that represented Great Britain in the early motor races, joined later by Louis Coatalen's Sunbeams, Calthorpe was there in the *voiturette* division by 1909, four years before Coatalen came up with *his* winning Coupe de *L'Auto* racing cars, and two years before Sunbeam and Vauxhall raced in France. At the time of this debut in competition work Mr Hands and his associates were well established, making the 10hp, 12/14 and 16/20hp models at Cherrywood Road, Bordesley Green, in Birmingham, and supplying the 102 × 130mm 25.8hp car to those who asked for it, the respective chassis prices coming out at £175, £290, £285 and £410. From which we can conclude that of these well made, conventional chassis with *en bloc* engines, multi-plate clutches, shaft-drive, three-speed transmission and magneto ignition, the 16/20, rated by the taxation gentlemen as a 21.4hp job, was the most profitable.

The time had come, then, to prove the Calthorpe's merits in motor-racing. Hands had already driven one of his cars in the 1908 Irish Reliability Trials. A racing team was soon ready for the "Four Inch" TT in the Isle of Man. This was a race for near-standard touring-cars with engines restricted to a cylinder-bore of not more than 4in. The Calthorpe drivers were Leslie Porter and Harry Robinson. The cars had 2.8-litre Alpha engines and four-speed gearboxes with a direct third gear of 3.75:1, no doubt useful on the hilly course. It was not a bad start; after many of the faster cars had retired, Porter finished in fourth place, behind the winning Hutton and two Darracqs, at 47mph, a drive which had lasted for nearly 7¼ hours — which was 61min 14sec longer than the winner's time (50¼mph). Robinson had come so fast down Bray Hill that his Calthorpe had overturned; he and his mechanic luckily had many spectators willing to lift the car off them.

More ambitious was the entry of three Calthorpes for the 1909 *Coupe des Voiturettes* race, with smaller Alpha engines of 1775cc. This was to get within the bore restriction imposed by the rules, the standard side-valve engine's 75mm bore being reduced to 66mm; to maintain power the 120mm stroke was extended by 10mm. The three-speed gearboxes were retained and use made of Rudge Whitworth detachable wire wheels. The drivers were Porter, Fred Burgess and Wiedeman. On lap one Wiedeman went out but the other Calthorpes ran so consistently that, having finished in eighth and ninth places, beating only the Demeester, they won the Regularity Cup. They were the only British runners, and the makers advertised them as standard 12/14 models, with a slightly smaller engine than the £230 catalogue car, beaten only by "powerful, specially-built racing machines". Good for Britain and Birmingham. . .

In 1910 Calthorpe had another stab at this prestigious French race, now using long-stroke 65×170mm engines of their own make, whether because they needed the 30bhp at 3000rpm thus provided, against the 22bhp of the Alpha engines in race form, or because of production factors, I confess I do not know. The design was still of a standard kind but the capacity was now 2250cc with a 2.6:1 axle-ratio giving a claimed 14mph increase in speed over the 1909 racers. The typical circular Calthorpe radiator topped by a sort of tower for the filler orifice had gone, vee radiators now marking the racing jobs, to be driven by Burgess, Garfield and Lewis. Alas, Calthorpe's bid for patriotic publicity failed dismally. Burgess had an eliminating skid, the sump-plug departed from Garfield's car, and a stone cracked the crankcase of Lewis's, so that both their engines seized.

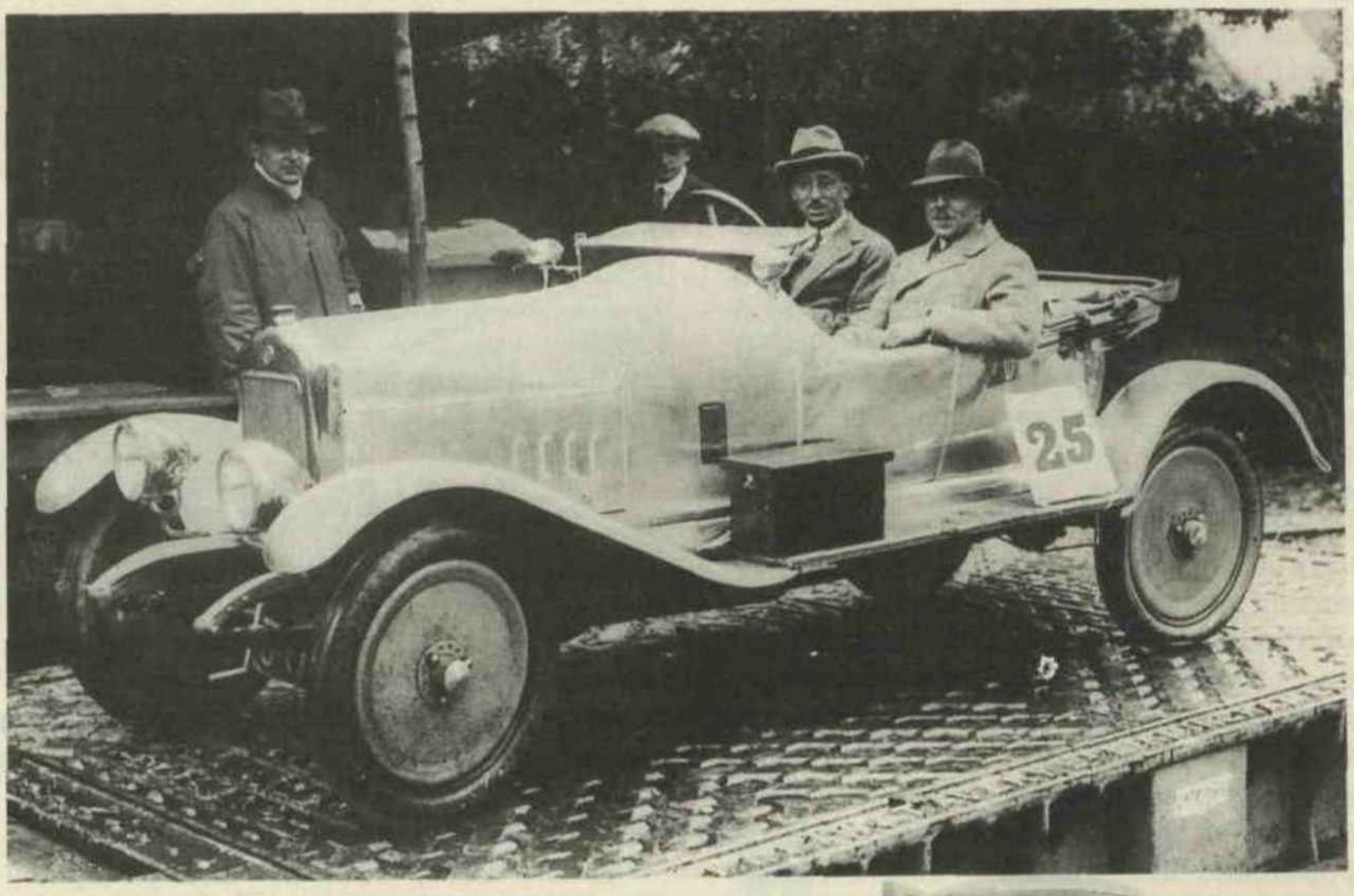
The 1910 set-back did not, however deter an entry for the 1911 *Coupe des Voitures Légère* at Boulogne. This time the standard 13.9hp engine was bored-out to 79.5x150mm, which made the capacity 2848cc, the top speed being declared, with astonishing honesty, as 79mph. The three cars were to be driven by Burgess, Russell Fletcher and Robinson. As the race got going Burgess was actually seen to be second to Boillot's Peugeot, resulting in much joy in British camps. But it was not to last. The leading Calthorpe dropped back, Robinson (could he have been the Cambridge Calthorpe agent?) poured water into his petrol tank in error, Burgess was seventh, whereas the Sunbeam and Vauxhall, on their Continental debut, retired. And a Calthorpe then scored a third place in the hill-climb that was run in conjunction with the race. . .

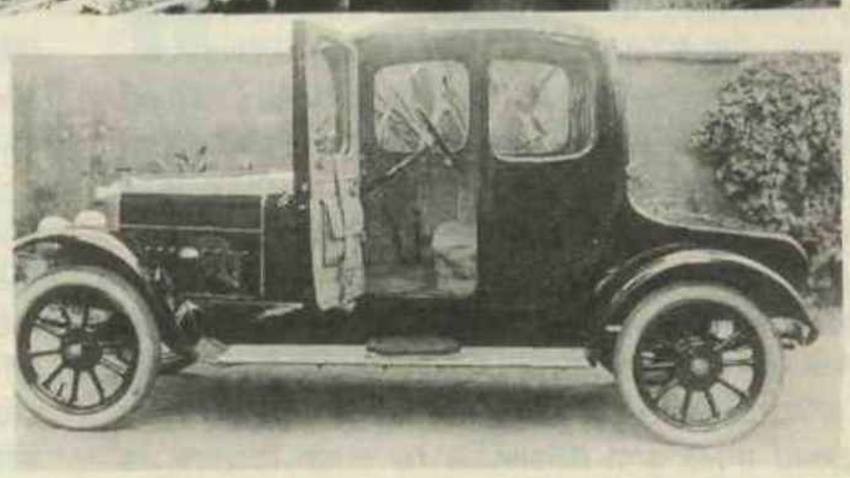
For the 1913 race, although the cars were supposed to be of standard type, Calthorpe had extracted 68bhp at 3000 from their engines, but this was some 12bhp less than claimed for the Sunbeam and Vauxhall entries. Burgess led the Birmingham team, now backed up by Hornsted and Garcot. This was the year in which Coatalen gained great fame when his Sunbeams finished 1-2-3 in the *voiturette* race which was combined with the French GP proper, and 3-4-5 in the Grand Prix, behind Boillet's victorious Peugeot and an even bigger FIAT.

But for the Calthorpes, disaster, in what was a two-day 956-mile struggle. Burgess lasted for only one lap, delayed by a faulty steering-box, while the layshaft broke in Hornsted's gearbox after only five laps. But Garcot was running on the second day, until his engine expired. Entries were put in for the 1912 GP de France, but no Calthorpes appeared. . .

The patriotic British Company was anxious to run in the 1913 TT but complained that the bore/stroke rule made its production engines ineligible and an SMM&T ban washed the race out, anyway. Meanwhile, there was compensation in the appearance at Brooklands of Hands's 1.8-litre car and his entry of Burgess with a slightly longer-stroke Calthorpe in pursuit of Class-B records, which became a duel with Tuck's Humber, the Calthorpe doing a flying mile at 75.66mph in 1912. On the production front it was decided to introduce a car smaller than the 12/15hp Calthorpe, in anticipation of growth in the small-car field. The result was the 9.5hp 65×95mm (1094cc) Calthorpe Minor, recognised as a charming little car. Its impact was diminished by the outbreak of war, but in 1916 this new four-cylinder model was being offered, fully equipped, for £194 5/-, and a four-seater and impressive sporting version were also available. It had the Hele-Shaw multi-plate clutch which was to feature in subsequent Calthorpe cars, and was beautifully made.

Post-war, the Minor was developed into the notable Calthorpe Sporting Four with polished aluminium two- and four-seater bodywork, Calthorpe being linked to the Mulliner coachwork firm whose premises were next door, and which it eventually took over. Other models were made, but the 1260cc Sporting Calthorpes were what put the make on the post-Armistice map. Meanwhile, George Hands had left the Company to run the Palace Hotel in Torquay.





"As the owner of a 1922 8hp Talbot-Darracq I have been delighted to see this described as one of the best small cars of its time"

Top, Capt Brittain on the Shelsley Walsh weighbridge in his two-seater Sporting Four in 1921. Above, a typical 10.4 hp Calthorpe with Mulliner coupé body.

As the owner of a 1922 8hp Talbot-Darracq I have been delighted to see this described as one of the best small cars of its time, along with the 8/18hp Humber, and about the fastest, with a top speed of nearly 60mph, equalled perhaps by the Gwynne 8. But I have to admit that, although with a larger engine, the Calthorpe Sporting Four was probably just as quick. . . (The 16-valve Bugatti, engine slightly larger again and costing £750 for the chassis in 1919, was in a different category.)

These Sporting Four Calthorpes had a bulbous tail with a small shelf below it in two seater form, and a less obvious "bustle" as a four-seater, with disc wheels. Zephyr pistons enhanced the performance. Shopping for such a car it would have been hard to resist.

The factory had not recovered from wartime production until late in 1918, but by the following year these exciting new models were available, Lady Mary Grosvenor becoming one of the first owners, of a sports two-seater, and demobbed Army, Air Force and Naval Officers were keen customers for these polished aluminium Calthorpes, cars to enjoy and be seen in. Ordinary models were also featured, and at the first post-Armistice Olympia Show in 1919 a chassis, two- and four-seaters, a smart Mulliner coupé and a four-seater Sporting Four were shown. Improvements were soon made, such as stronger front and back axles and steering, etc. The specification embraced a balanced two-bearing crankshaft, pressure lubrication, a three-speed ball-bearing gearbox, r h gear and brake levers, half-elliptic springs, an 8ft 3in wheelbase,

710×85 tyres on Michelin disc wheels and Brolt lighting and starting. Chain drives turned a magneto on one side, the camshaft on the other side of the L-head engine. Gear ratios were 14.3, 7.5 and 4.3:1. A small, neat radiator was used.

By 1921 more body space had been provided and prices were: two-seater £472 10/-, four-seater £498 15/-, coupé £577 10/-, in keeping with a luxury light-car. A saloon was also available. Rich red upholstery, black mudguards and the shining bodywork made these cars stand out; the coupé was in chocolate, lined with black, the saloon primrose with black top. This 10hp model remained the only type made until 1923. A Service Depot was openend by Mann Egerton, the sole London Calthorpe agents, at Kilburn, managed by F W Lee, and many prominent people ordered these cars, including Capt Brittain and Percy Bradley (who later became Clerk of the Course at Brooklands), and *The Light Car & Cyclecar* had a Sporting Four as a staff-car. The Calthorpe MD was Mr J P Hillhouse. The pre-war Brooklands appearances were continued, with a special single-seater designed by C Pole Wedmore, which became known as the "Ghost Car" on account of its abnormally slim body. It continued to win races after it had been sold to Axel Whale of "Whale For Motors", the Camden Town Calthorpe agent (see MOTOR SPORT, November 1981), Capt Woolf Barnato, long before he bought Bentley Motors, raced a Dorsey-Calthorpe and a yellow Calthorpe, and the make was well represented in speed trials and hillclimbs by such drivers as



"A special single-seater which became known as the 'Ghost Car' on account of its abnormally slim body."

S H Newsome, Capt Brittain, R Sahl, G Bird, C Dorman etc.

By 1923 the price of the two-seater 10/15hp model was down to £240, and the non-sports four-seater cost £310. But competition from Morris, Clyno and Austin was hard to meet. Mr Hands had given up hotel management, and after making his Hands light car had returned to Calthorpe in September 1924, to try to instill some new life there. Hugh Rose, who had been designer at Humber, Hillman, Sunbeam, Guy, Belsize Crossley and later designed the ingenious Sunbeam 'bus engine and then joined Lea Francis, produced a larger car, feeling that it was the 12hp market they must aim for. (I recently met Rose's son, who flew Spitfires during the war and was associated with the ELB racing car). He went ahead in 1923 with an entirely new 12/20hp Calthorpe. It was to be made alongside the older model (which in standard form had gear ratios of 18, 11, 6, 7.6 and 4.8:1, a new four-speed gearbox and 36×3" tyres), as a crowded stand, decorated with red rambler roses, at the Olympus



Keen Calthorpe exponent Capt Brittain with the stripped car he raced at Brooklands, above. Below, left, the Sporting Four was one of the more prominent light cars produced after the Armistice.

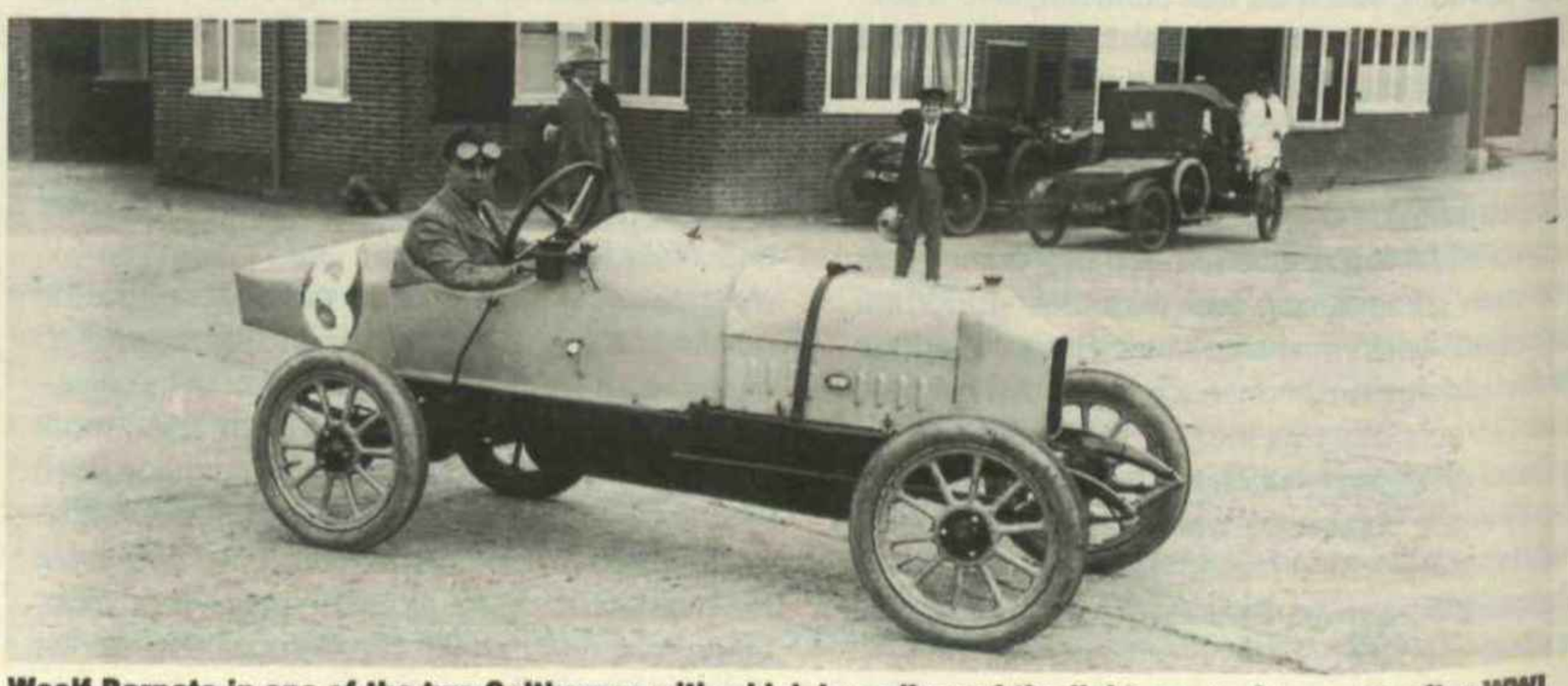
Show, confirmed.

The new 12/20hp Calthorpe had a side valve 69×100mm (1496cc) engine and embodied some advanced features, such as inclined valves to give a good combustion chamber shape, all components positively-driven, including the speedometer, and the dynamo from the nose of the crankshaft. There was a new barrel-cased four-speed gearbox in unit with the engine, the internals of which were easily withdrawn, effective crankcase breathing, magneto and water pump set transversely at the front of the engine, a larger radiator but retaining the "C" within a circular blue badge, underslung back springs and 12in rear side-by-side two-shoe brakes. It had an open prop-shaft and 760×90 Goodyear artillery instead of disc wheels.

As I described some time ago, originally an ingenious non-detachable head with cooling water surrounding the valve caps and plugs was devised, together with a new single-plate clutch. The former was apparently too complicated for production and was replaced with a normal detachable head, and after the pegs of the new clutch started to bind and cause clutch slip, cutting short *The Autocar's* road-test, it was replaced by the former smooth, reliable and very durable (my experience) Hele-Shaw multi-plate clutch.

The engine of the new 12/20hp car developed 28bhp, and in two-door 18¾cwt saloon form top speed was about 52mph — assuming it could reach 3000rpm – and 0-30mph took 11.5sec. At the 1924 Show, a two-seater cost £285, a deluxe tourer £350, and a coupé £395. The 10/20 which had been turned out at from 50 to 70 a week, 50 as four-seaters in 1921, was continued. The new 12/20 was a quality car — as Jenks remarked, when working on mine — compared to less expensive small cars. It had a very nice gearchange, that excellent clutch and very good brakes after the FWB axle was fitted, but the r h gear lever was apt to bind if the chassis flexed (which had been avoided on the 10hp car). But my 1924 Birmingham-registered Mulliner two-seater is terribly pedestrian up even mild gradients, for some unaccountable reason. Calthorpe's made a great attempt to publicise this model at the 1924 Show, with exhibits from a polished chassis to a £395 three-door Cabriolet, as well as showing the older "Red Rambler" 10/15 £225 tourer.

However, times and prices were against them, and although the make lingered on for quite a number of years, share deals undermined the company's finances and the end loomed ever nearer. A popular car in its better days, production was up to 42 a week in 1919. But competition from less expensive cars was too much, and the fact that Hands had brought with him his 1991cc Light-Six single-overhead camshaft Hands, which it was hoped to sell for £385 as a Calthorpe in 1925, probably represented a further damper on survival, remembering Lord Montagu's theory that many of the smaller firms were bankrupted by the introduction of similar six-cylinder ventures. I believe that part of factory was taken over by a paint manufacturer and may still exist. **W B**



Woolf Barnato in one of the two Calthorpes with which he enlivened the light-car racing scene after WWI.

CARS IN BOOKS

I was pleased to find that in *A A Milne — His Life*, by Ann Thwaite (Faber & Faber, 1990), cars are listed in the index. The first such reference is to the famous teddy-bear "Winnie-the-Pooh" travelling between Mallord Street and Cotchford, a 1¼-hour journey each way, in the new car, a Sunbeam driven by Burnside, the chauffeur, around 1925. A A Milne would drive but preferred to be driven, the book tells us; a niece thought he drove terribly slowly and terribly badly. Milne later claimed to be the only man in Sussex for whom cars did not start — he had in mind a 1935 Fiat, I believe.

Milne's son listed car journeys as one of the things he enjoyed in his father's company. Father and son learned morse, so were able to converse while the chauffeur was driving them to Cotchford, their country place, although whether so that Burnside could not eavesdrop or because the car was unduly noisy isn't explained. Later a blue Vauxhall had joined the Sunbeam. The only car picture is of P G Wodehouse at the wheel of Ian Hay's aluminium-bodied 1928 AC two-seater.

Similarly, there is but one picture of a car in *Oscar From Africa* (The Radcliffe Press, 1995) by Elizabeth Watkins, the biography of her father O F Watkins, DSO, OBE, that prominent Colonial character. It is what I am sure is an Overland Whippet tourer, the radiator of which Lt-Col Watkins is topping up, before his wife Olga sees him leave for his office in the late 1920s. Later in the book there is a reference to Watkins's wife spending the money she earned from writing, mainly for *Blackwood's Magazine*, on a £100 car, the smallest Ford on the market, presumably a Y-type saloon, as this was in England in the 1930s, although surely not actually a "£100" Ford? **W B**

V-to-C MISCELLANY

Claude Yates, whom 750 MC members will remember as a pioneer of Ford-engined A7 Specials and organiser of a trial which became the Walsingham Cup event for a trophy he presented, tells us has been reading MOTOR SPORT for some 60 years. His first car was actually built especially for him (at a cost of only £12.50) by a firm in New Cross, London, consisting of a raised A7 chassis with Ulster engine and slab-tank body, which did well in trials, such as the Kentish Border CC's events, until the need for more power drove Yates to his Ford Ten A7, with LMB front suspension, in 1946. Yates then owned a Holland Birkett A7, and went on to Jensens and Porsches. Now he has a 1969 Abarth coupé and would like to know who had this very satisfactory car, PKO 810G, from 1969 to 1973 when he bought it. Letters can be forwarded.

A reader with a 1927 12/50 Alvis, perhaps inspired by our recent recall of the WB/MOTOR SPORT "Boxing Night Informal" Runs we organised from 1953 to 1961 would like to re-enact them and wonders if anyone could provide a copy of one of the route cards?

On the cyclecar front, a reader who used to be associated with racing a Lotus, has found photographs of a Gibbons on Herefordshire number plates, which his father used in the 1920s, with the flat-twin Coventry Victor engine slung on its off-side.

The Trojan OC has its Malvern weekend on July 13/14, while the Chester MC recognises 75 years of activity with a run for historic cars on July 25, a Thursday, starting and finishing at The Kings School, Chester; entry £15, details from N Pratt, 32 Shavington Avenue, Hoole, Chester CH2 3RD. The Hants & Berks MC is hoping to hear from past members in this year of its 50th Anniversary, having recently celebrated its Golden Jubilee Weekend; write to Pam Roper, 33 St Paul's Gate, Wokington, Berks RG11 2YP (0118 978 7684).

That knowledgeable historian Harry Edwards has again enhanced the *Morris Register Journal* with a piece on "Two Gallon Petrol Cans", with illustrations of these and various fillers etc from the vintage period, in the Spring issue, which also has useful data on how to repair Armstrong shock-absorbers and PLC panel-switches. Secretary: M Thomas, 5 Woodland Rise, Oxted, Surrey RH8 9HW.

A student at Glasgow School of Art has taken as his subject Specials made by Scottish builders, such as the Anderson Specials, the BMW-based Omega, the similar Jackal, the trials Girastro with a Rover Ten chassis, the later 3-litre disc-braked competition Rover Special with P3 chassis, and the Hopper Specials, etc. The latter embraced the coupé with Riley Kestrel chassis and Triumph Dolomite engine, the 1960 EHS 12 with BMW power and AS preselector gearbox, able to touch 92mph, and the notable JGE 300 with dirt-track-type Lea-Francis engine. Another Scottish-built Special which Ross Finlay recalled in *The Herald* was the twin-gearbox Stafonak trials car (bottom gear said to be 97.8 to 1!). He also remembered other Scottish Specials such as the Axis, Berdmonk, Harfeah, Page's Mercotto, Hendtey's Speedy, the Crocus, Osclyat and others, and hopes some may appear on the sprint courses.

After using his *replica* Bugatti Royale which took some 7½ years to build, Tom Wheatcroft has sent it to America to be auctioned, with a reserve price of $3.5 million! The value of a surviving genuine Royale is mind-boggling. . .

From some recently discovered records left by the late Henry Folland, designer of such famous aeroplanes as the SE5a fighter of 1914/18 and the Gloster Grebe and Gladiator of the inter-war years, comes the snippet telling us that his son Eric remembers that his father used to drive to the Cricklewood Neiuport factory from Dollis Green, then in open country, in his ABC two-seater, which he apparently found reliable, unlike the ABC Dragonfly aero-engines Folland was associated with. The car was painted blue, like the Nieuport racing aeroplanes.

We hear that a 1921 10.4hp Calthorpe two-seater (not the Sporting model), which has not been on the road since 1964, its first owner running it on the IoM until it went back to its birthplace, Birmingham, in 1954, has been in process of restoration there since 1988.

If anyone is in need of Minerva pistons we know of a set, which will be scrapped unless required. Letters can be forwarded.

Although it has nothing to do with cars, a long-standing reader of MOTOR SPORT asks for support for the Welsh Highland Railway Society, which is restoring K1, the Garratt steam locomotive. Details from: Ian McKenzie, 99 Harbourne Road, Edgebaston, Birmingham B15 3HG (0121 4541522).

The 35hp straight-eight Sunbeam, used at one time by Keith Schellenberg for taking the Barnato-Hassan to race meetings in its ex-saloon converted van body, came up for auction last month. It is thought to be the sole remaining straight-eight Sunbeam of this type in the Northern hemisphere. **W B**

VSCC FRINGE TRIAL

In May the VSCC took in the pleasing terrain on the fringe of the Lincolnshire Wolds for an appropriately named trial. 64 drivers entered, a 1935 SS, a 1922 Vauxhall, a Crossley, a big Humber, Miss Arnold-Forster's Alvis, Sudjic's Bugatti, a vintage 4½-litre Bentley, a Talbot and another Alvis non-started; perhaps they did not have need to fear, because only Harris's Fiat 1100 and Miller's Frazer Nash retired. The Northern Jug was won by J Potter's 1927 12/50 Alvis and the Novices's Award went to R Sanders's 1928 4½-litre Bentley. **First Class Awards:** T Burnett (Alvis), P Cattell (Riley), J McEwen (Riley). **Second Class Awards:** S Skillbeck (Vauxhall), P Glover (Vauxhall), A Jones (Vauxhall), J Gill (Lea-Francis), A Lupton (Lea-Francis). **Third Class Awards:** D Cree (Austin), R Rouse (Bentley), T Tarring (Frazer Nash), G Winder (Alvis), M Tomlin (Alvis), B Wildsmith (Lagonda). **W B**

DYRHAM PARK



Chris Pook's Anglia at Neptune's Bend in front of Dyrham house in 1962

Bristol MC & LCC are staging a retrospective meet at Dyrham Park on Sunday July 7, and welcome anyone who has memories of this interesting stately home hillclimb which was run from 1960-66. Some of the contemporary competing cars should be present. The assembly takes place at midday; contact Chris Bigwood on 01275 464242 for tickets, which at £10 include entry to the house, a National Trust property, as well as a buffet lunch

VINTAGE WISCOMBE

The VSCC moved to Wiscombe in Devon on May 12 for its annual event on that interesting, twisting speed hillclimb course. Here a compact car is a good bet and Dr Gray, having got the s/c 996cc Hardy Special running properly, made FTD in 48.65sec, and was only 0.11sec slower on his second run. That was in the up to the 1100cc racing-car class, in which M Fitzmaurice's s/c A7 won the vintage section on a solo appearance, beating the class record with a climb in 51.47sec. Moving up to the 1½-litre class, Stephens driving ERA R12B was the winner, in 49.59sec. A very consistent Caroline in the Morgan was the only vintage contender here (51.58 sec). The Richard Bolster Special had run the ERA close (50.25sec).

The two classes for the bigger and big racing cars had to be combined with the historics due to paucity of entries; Jon Giles scored in both pre-1931 and the general category in the AC/GN (48.98sec), and second place went to the Lovell-Elkhart of L Leston who set a new class-record of 49.1sec. That was the best pre-war showing. So it was mostly sports cars, of which in the 1100cc class Baxter's s/c A7 was on fine song, breaking both vintage and general class records, the latter by 2.33sec with a climb in 53.14sec. It was that much quicker than Barry Clarke had gone previously, and too much for the notably consistent Reg Nice, the runner up (56.02sec in his non-s/c 1931 A7).

A big 1½-litre line-up saw Mullett's Morgan hybrid beat them all, with a record climb in 50.61sec, and Roberts's 1927 Frazer Nash make the vintage best time in 52.37sec. There was equally good support for the three-litre class, won by Spollon's 2½-litre Riley in a record 51.62sec, from MacMasters's FN-BMW, fastest vintage car P Bullett's Frazer Nash (54.05sec), and a Diatto beat a Delage by 3.23sec, but had a bigger power plant. . .

In the over-3000cc sportscar class, the outright winner was Sparrowhawk's 4.3 Alvis in a record 49.73sec from Bronson's s/c Riley. Of the "handicapped" Edwardians, Pipkin's tiny 1913 Singer Ten was best. But Ben Collings held the Mercedes-Maybach, a large car for the course, to a 56.20sec ascent, which smashed the aero-engineed record of the Monarch by 1.29sec, and also was fastest Edwardian, with Bendell's six-litre Stutz a mere 0.06 of a second slower. Now for Prescott. . . **W B**

THE VSCC AT CURBOROUGH

On May 5 the VSCC, in a busy sprint period, had its annual event at Curborough, a venue the public likes, with its informal Paddock atmosphere and a course which, if it does not permit speeds as high as those attained at other sprints, has an easily viewable long curve and a tricky back-bend, as the cars run out and back to the start-line.

In warm sunny weather, unusual so far this year, a good entry competed and records fell. For instance, Ben Collings in the mighty Mercedes-Maybach broke the aero-engine class figure, in 43.92sec, Dr Gray massacred the 1100cc racing-car class record in the Hardy Special with a run in 39.01sec, Dunn's Riley shattered the 1½-litre racing target, clocking 37.40sec, and both the vintage and general over-3000cc racing records fell to Mark Walker in the Parker-GN with its 6.1-litre Cirrus aero-power, with a fine onslaught which lasted for 36.44sec. This proved to be both overall and vintage FTD, winning the Curborough Trophy.

The sports-car drivers had records within their reach, too. The Class Two over-1½-litre non-s/c figure fell to Guyatt's Delage (41.69sec), that for the hybird, special and supercharged sports cars of that capacity to Mowett's Morgan, which showed its speed last year and is still going so well (39.35sec). That set the scene for the top runners. The new course record holders obviously won their classes. The other such winners, commencing with the smaller sports cars were: S Roberts's 1927 Frazer Nash (41.22sec) in both vintage and general categories, Miss S Collings's 1928 4½-litre vintage Bentley (46.53sec), J Cobbs's 1929 Austin-Fiat (44.02sec), J Giles's 1928 Frazer Nash (39.46sec), and J Bronson's non-vintage Riley (39.01sec). Among the racing class winners to add were: I Baxter's 1930 A7 (43.03sec), and C Schumacher's 1933 Talbot (42.03sec). Of the post-war Historic racing cars, with the Fairley a non-starter Burrows's 1953 Cooper had a walk-over (38.07sec), but was beaten by the Parker-GN's FTD. So all credit to Mark Walker and his aero-powered car. . . Ben Collings drove the largest-engined and quickest Edwardian car, the runner-up being T Walker in the 1908 GP Panhard-Levassor, next fastest the 1917 10-litre Theophile Schneider of D Baker. Others won on handicap, but it is only sheer speed that we have space for. The "Chains No Brains" trio took the Team Competition. **W B**

750 MC MATTERS

The 750 Motor Club, the largest Austin 7 organisation of 13 in this country, has announced two important developments. First, Lotus Cars Ltd has agreed to sponsor the 750 MC's Trophy Series of racing events, which embrace 10 circuit races and a similar number of speed hillclimbs and speed-trials during the season. These are divided into four classes, for pre-1939 cars like those once raced by Austin, later A7 racing specials, the fully-modified A7 racing formula cars and certain others of matching performance.

Lotus Cars emphasises that this link with the 750 MC, while recalling the fact that Colin Chapman commenced his competition career with an A7 Special which he ran in 750 MC races in the late 1940s, is in fact prompted because the Lotus Company, which is back in racing with its full works GT team of two Lotus Esprits, has found that it obtains the kind of young engineers it requires from among these who have taken part in 750 MC racing formula events, as designers, constructors and drivers. Apart from which, Lotus fully supports the 750 MC's long-standing promotion of low-cost motoring sport. (The series has no entry-fee; regulations from Michael Fetherstonbough, 35 Merthyr Terrace, Barnes, London SW13 9DL, who has nearly completed a Mk II Silverstone A7 sports/racing car, having previously owned the Silverstone A7 VGF 750, and currently an Ulster Replica and a 1929 Chummy A7).

Another 750 MC development is the intention to try to establish facilities for its members within the Brooklands Museum site, an appropriate move in view of the racing activities of Austin cars at the Track before the war, and one which could provide a meeting room, conference centre, space for competition events, and a club office and sales centre. The General Secretary, Mike Peck, is presently at Courthouse, St Winifred's Road, Biggin Hill, Kent TN16 3HR (01959 575812). The club is seeking archive material relating to racing and other A7 activities, and is making efforts to raise membership above the 2000 level. **W B**

THE FIRST MOTOR SHOW?

Something for historians to ponder and perhaps debate? In 1971 the Guinness book of *Car Facts & Feats* gave this as the "motor show" staged by Sir David Salomons at Tunbridge Wells in October 1895, and in its 1994 edition adds the first indoor exhibition, at the Agricultural Hall, London, that November.

No dispute with that. But it may not be generally known that some motor vehicles were also shown at the Horse Drawn & Horseless Carriage & Roads Locomotion Exhibition held at the Crystal Palace in May 1896. The vehicles present included an 1881 steam tricycle, and Salomons's motor tricycle, along with the motorcycles and safety bicycles. There were at least four cars there, which gave demonstration runs on a route marked with red flags, and carried some lady passengers, while the Lord Mayor looked on. It was reported that "a very fair rate of speed" was maintained, in spite of the crowded state of the paths.

It was alleged that the steam tricycle had been the instigator of the action *Priest v Parkins* which 15 years or so previously had "stopped the public use of automatically propelled carriages". But previous to this the act of 1878 had permitted such vehicles on the roads provided that they were preceded by a person on foot and did not exceed a speed of 4mph. Any comments, from my learned friends in the VCC perhaps? **W B**

ANOTHER AUSTIN 7 DEVELOPMENT

The Pre-War Austin 7 Club is holding a series of six sprints and four hillclimbs to decide the Bert Hadley Memorial Championship for the trophy presented by Bert's son Clive. Six events are still to come, at Ty Croes (July 13), Loton Park (July 20), Curborough (August 11), Pestalozzi (August 18), Thoresby Park (September 15) and Curborough again (October 5), the best five performances to count. Details: G C Roe, 10 Marshall Road, Cropwell Bishop, Nottingham NG12 3DP (0115 9894091). **W B**



THE VSCC AT LOTON PARK

The general concensus on May 26, the day of the vintage Loton Park speed hill-climb, was what a pleasant venue this is — informal, picturesque, an interesting 1478-yard course, and the event run with VSCC efficiency. The rights belong to the Hagley & D MC, which runs its own meetings there several times in a season, for other than vintage cars. The place was in great heart for the annual onslaught by the older machinery. . .

The inimitable Mark Walker drove as he always does, fast but with judgement, to break not only his own record, by 0.69sec, but the general VSCC record held previously by a Cooper-Bristol, would you believe, by 2.92sec with the Parker-GN. Its 6.1-litre Cirrus aero-engine is now exposed for all to see, a mass of carburettors and curving exhaust pipes, and the former big fuel tank has been removed, making it, as Mark said, look like a proper Shelsley Special — it is also a jot lighter, too. He drove it as well as ever, snaking more out of the Triangle that I remember him doing last year, to clock 62.68sec.

What a family of enthusiastic fast drivers of the older motor cars the Walker family is! Four of them in four cars this time, scoring FTD and two new records. Father Walker came down to the Triangle in the 1908 GP Panhard faster than I have seen a big Edwardian driven for a long time, if ever, its 12.8-litre engine surely at its safe rev limit; it slowed effectively, the power was put on in mid-turn, the o/s back wheel spun and it was away, to a record time of 80.36sec, shattering the former Th Schneider time by 3.86sec. Another very fast approach was made by Geraint Owen's sports Morris-JAP, involving hard wheel-locking braking; he accelerated hard away but there was an ominous noise at Museum Corner. The vee-twin engine had broken up, perhaps having decided that continuing to restrain a third flywheel was just too much. But a first ascent in 83.12sec was enough to give the Welsh tuning wizard second place in the vintage 1100cc class to Baxter's overall class-conquering the s/c A7 (77.5sec).

Alone in his class, Wood's Morgan 3-wheeler dutifully lifted its o/s front wheel on a 52.44sec climb but it was the Chevron Lasange which wanted to waltz, really elevating the o/s back wheel at the Triangle (80.50sec). I wish I had space to mention all the fast runs, some polished, some a trifle alarming; suffice it to report no accidents, if a few "offs", such as Mrs Monro's Lagonda Rapier going straight on at that tricky third of the six corners and Donald Parker spinning the V12 R-R Bentley at Museum. Those who made very good work of them include Baxter (s/c A7); Joseland was neat and he snicked the Frazer Nash's dogs in slickly, Sophie Walker third best 'Nash with the ex-Martyr FN, Hines 4½ Bentley was steady *and* fast, Ben Collings, using the 8.1-litre Bentley, powered through on a splendid class-record run, Mrs J Walker was neat in the 1912 Alfonso Hispano, using slight engine blips to humour the gears, and Leigh did a fine run in the old GN "Spider". The s/c 940cc Kayne MG sounded crisp but Japson's Riley 9 was on too few cylinders.

The commentators waxed keen over Britcher's standard-looking 1929 Lancia Lambda, with hood up, and Wiseman's 1928 14/40 Delage as standard vintage tourers, but I see the former was listed as a hybrid so deserved to better the French car by 5.83sec. There were some surprises; Mowatt's Riley/Morgan was beaten by Dick Smith's 1929 Frazer Nash, which was 0.66s quicker, the AC/GN beat Hulbert's Alvis by 5.39sec, and Black's 2.9 Alfa Romeo was 0.02sec quicker than Bronson's 2.7 Riley. The twin Harley-Davidson-engined Hornet got going well after trouble in practice, with massive swerves out of the triangle. Hare's Newton was going nicely, too.



Not a front-runner, but providing plenty of fun for its driver, M Allison's 1935 modified blown 1100cc MG, top. Above, only two 500s ran; this is Mrs S Munro's 1951 Cooper.

To recap: Mike Walker (Parker/GN), **FTD** and **VSCC course record**; next best, Stephen's ERA R12B; **Fastest Sportscar**, Black's Alfa Romeo. The **Class Winners**: **Sports Cars**: 1, I Baxter (A7), 77.30sec. 2, R Smith (Frazer Nash), 71.33sec. 3, B Spollon (Riley) 72.53sec. Vintage: J Warden (Lea-Francis) 81.71sec. 4. W Black (Alfa Romeo) 66.21s, Vintage: B Collings (Bentley), 71.13sec, **R**. Edwardians: T Walker (1908) Panhard-Levassor), 80.36sec, **R**. Runner-up: M Lemon (Vauxhall), 87.69sec. **Racing Cars**: 6, M Painter (MG Kayne), 73.88sec. Vintage: T John (Amilcar), 74.21sec. 7, A Stephens (ERA) 66.12sec. Vintage: D Leigh (GN), 73.94sec. (only runner). 8, J Giles (AC/GN), 66.35sec, **R**. 9/10, M Walker (Parker-GN), 62.68sec, Double **R**. 11, D Wood (Morgan), 82.44sec. (Only runner). 12, B Stops (1955 Cooper 500), 69.94sec. 13, **1950's Sports Cars**: J Ghosh (Jaguar C-Type), 70.90sec. **NB** Where no vintage time quoted, a pre-1931 car won the class outright. **R** = Class record. **W B**

A VSCC TRIAL IN SCOTLAND

VSCC trialists had 14 sections to climb in Scotland on May 19, this Scottish Trial having an entry of 45 cars, of which 25 were A7s. The Campbell Trophy was won by P Stringer's 1937 A7 and the only **First Class Award** was gained by R Thorpe's 1929 A7 running in Class 2. **Second Class Awards**:- S Lister (1927 Frazer Nash), C Bergman (1937 A7), J Flann (1937 A7), P Cassidy (1929 Riley 9), Mrs Milne-Taylor (1929 AJS), B Clarke (1928 GN/Austin), B Reed (1930 A7), J Fort (1935 A7), J Thring (1929 AC), B Marsh (1922 Morris Sports). **W B**

GOODBYE



Tom Delaney at the wheel of his faithful Lea-Francis; still racing at 85, Britains oldest racing driver.

Banner headlines in one of the top newspapers, such as "Wheels turns full circle for man who partnered Sir Malcolm" and "Last lap for man who burned rubber when Bluebird was the latest model", told us that A F Rivers Fletcher has given up racing at the age of 83. To quote again: "Those at VSCC Silverstone saw Rivers wave goodbye to the crowd from a 1934 Alvis Speed-20 for which he designed the body." "Having raced with the best, including Malcolm Campbell in 1928", *The Sunday Telegraph* told us, "Rivers these days drives the Alvis, but, at 83, not fast. Britain's oldest racing driver retired", at Silverstone on April 13.

I am sure many will be glad to wave a cheery goodbye to this well-known enthusiast. The Press citations described Rivers Fletcher's conversation as littered with references to friends who are Lords, reminded us that HRH Prince Michael of Kent speaks very highly of him, and told of how he tested the Le Mans Bentleys and "was probably the third or fourth fastest hill-climb driver while trying to reach Raymond Mays's standards". He is called a person who "mixed in circles in which income is not too much of a bother," to quote Giles Smith of *The Daily Telegraph*".

I have known Rivers for a long time and I think he regarded me as a friend. I respect him especially for the Rembrandt war-time meetings which helped to maintain enthusiasm, and for how he organised the first post-war meeting of racing cars, for the way in which he demonstrated a V16 BRM up Shelsley Walsh, and for his books, which I much enjoyed, apart from the current one, which is much too self-orientated and repetitive.

So, while wishing Rivers a happy retirement, I have to say that the Press has not done proper research. The papers aforesaid, and even the *Midland AC News*, quote this as "the retirement of Britain's oldest racing driver". Which is unfair to Tom Delaney, who was competing at Brooklands some 66 years ago, racing an ex-works TT Lea-Francis that had won the 1928 TT. He won a Mountain race against Raymond Mays and gained many successes there and at Donington Park. He also flew at Brooklands. In later times he bought back the winning Hyper TT Lea-Francis and acquired two others, becoming a consistent performer in VSCC and other events, as he has continued to do, racing at Silverstone this month at the age of 85.

So while wishing the chap in the racing attire, invariably topped by a BRDC badge, the happiest of memories, he is not quite the oldest of our racing drivers, an accolade very well deserved by Tom Delaney. . .

A MYSTERY **SOLVED**

A call from Mr Angus Clark, who has been rebuilding a Thomas Special "Flatiron" over a long period — I remember being towed in it, a then engine-less chassis to Vickers-Armstrongs' Brooklands Memorial Meeting in 1957 behind his father's Rolls-Royce Wraith — has solved the mystery of Parry Thomas's 1927 aero-engine and the association of the Welsh racing driver-designer with the inventor F L Rapson (of puncture-proof tyre fame) to which I referred last month.

Mr Clark reminded me that in his book *25 Years at Brooklands Track* (available from the Brooklands Society) Mr R H Beauchamp recalled working on this 30-litre V16 supercharged sleeve-valve two-stroke aero-engine at the time of Thomas's fatal accident in "Babs", an engine perhaps intended to re-vitalise this old car, until Reid Railton said "Well, we are going to stop that!" He also kindly sent me a copy of the Patent issued in respect of this Rapson-Thomas aero-engine, which was intended to be of petrol or diesel type and differed from other sleeve-valve engines in having a separate crankshaft to operate the sleeves *via* rods and levers, and exhaust ports around the top of each cylinder. Rapson's association with Parry Thomas is also made plain. He, together with Ken Thomson (who was Thomas's legal representative) and Reid Railton, of the Thomas Invention Developments Company, had added his name to the provisional patent specification, filed in 1926 and completed in September 1927, for this aero-engine.

That was obviously the engine in question, not proceeded with after the "Babs" accident. Another reader has sent a cutting about the recent death of Lionel Rapson's son, Lt Col "Robbie" Rapson MC, aged 84, who had a distinguished military career. He is said to have been the youngest holder, at 17, of a World's 50,000-mile record and to have raced at Brooklands; but I think there is confusion here with the aborted Miramas record bid.

SUCH FREEDOM. . .

Those whose thwarted ambition has been to drive freely round a proper race circuit now have their chance. Coys Chrysler-sponsored International Historic Festival is to include such an opportunity on July 31, over the full Silverstone GP circuit. On payment of £125 it seems that almost anyone will be able to drive their car on this Festival Track Day, with additional drivers at £20, each passenger of over 18 £5 each. The cars are presumed to be in sound order and high speeds are apparently envisaged, as the Coys guide to track driving includes advice on how to take the corners, from turn-in points to aiming for the clipping point or apex, and Mintex M171 brake pads are recommended.

The cars are intended to be classic and modern performance types — a pretty general classification — but getting drawn into a race is not encouraged. However, it is to be hoped that budding Hills and Schumachers will have a good time, fingers crossed, and that in the evening Coys will be laughing all the way to the Bank. . . Details from Siverstone Circuits, on 01327 857271.

W B

Forthcoming Events

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.

SUNBEAM TALBOT DARRACQ REGISTER'S ANNUAL RALLY. The weekend will start on the Friday afternoon, 5th July with assembly of those who are able to attend at Shugborough, Stafford. Accommodation for members is to be at Tillington Hall at Stafford and the rally proper begins at 11.00am on Saturday, 6th July at Ingestre near Stafford, the former home of the Earls of Shrewsbury and Talbot. There will be a dinner at Tillington Hall Hotel on Saturday night and on Sunday the rally moves to Wolverhampton where there will be lunch and, hopefully, visits to places of Sunbeam interest. Any enquiries about this weekend may be directed to Jonathan Butler either at home – Calvington Cottages, Calvington, Newport, Shropshire TF10 8BE, or at work on 01952 608060 or Fax 01952 606179.

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.

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

6TH-7TH JULY

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

IMPORTANT RACE DAY ANNOUNCEMENT

20TH/21ST JULY

SILVERSTONE CIRCUIT

Non Championship Race for Throughbred Grand Prix Cars. Details HSCC

(01327) 858400

7TH JULY

MID LINCS ROVER CLUB RALLY SUNDAY. The Mid Lincs Rover Club are holding their 1996 Rally on Sunday July 7th at the East Kirby Aviation Museum. Contact number: Brian Leggate 01790 763344.

JAGUAR & CLASSIC CAR SHOW. Chatham Grammar School for Boys, Holcombe, Maidstone Road, Chatham, Kent ME4 6JB. We shall be holding informal concours events for both Jaguar and non-Jaguar cars. Ten classes in each class. The show starts at 10am and finishes at 5pm, and is free to all classic and one passenger. Entry to the public is £1.00 for Adults, Children free.

We shall be pleased to welcome any Autojumble and trade stall holders who may wish to attend. Special show placques will be issued to classic car owners who apply via entry forms by June 24th. Entry forms can be obtained from either the school or from my home. Tel: 01634 379139.

SHELSLEY WALSH SPEED HILL CLIMB 1996. Modern Sports and Racing Cars, Ferrari, Lotus and Morgan Cars. Admission charges: Adults £6.00 per head (£7.00 on 6th July) including admission to seated trackside enclosures. Car parking free. Transfer to paddock and startline enclosure £2.00. Children (14 years and under) free if accompanied by an adult. Licensed and other refreshments available. Shelsley Walsh is RAC signposted from Worcester, Droitwich and Kidderminster.

12TH JULY

THE 1996 BRITISH GRAND PRIX EVENT COVER. The 1996 British Grand Prix Event Cover has received Royal approval with the Duke of Kent and Prince Michael of Kent have joined a long list of motor celebrities prepared to sign a limited number of covers for the joint benefit of Downs Syndrome Association and Silverstone Recreational Association (Silverstone Village Hall/Playing Field Committee).

The illustrated colour Event Cover depicts two famous Silverstone victories, the 1956 victory of the then World Champion Juan Manuel Fangio in his Italian red 2.5 Lancia-Ferrari T801 crossing the finishing line and some 38 years later, the 1994 victory of Damon Hill in his Rothman Williams Renault FW16 in front of a capacity crowd showing his superb driving skills and taking the chequered flag punching the air with ecstatic delight.

Some 30 motor racing celebrities signing the covers include Damon Hill, David Coultard, Michael Schumacher, Martin Brundle, past champions Alan Jones, Stirling Moss Roy Salvadori and Tony Brooks and Team Managers Flavio Briatore, Ron Dennis, Ken Tyrrell.

This cover is the third cover produced by Silverstone Recreational Association since 1982 and a fourth cover will be produced in October with the Royal Mail issuing of five stamps commemorating "Classic Cars". The 1996 cover is designed by Paul Torr of Northamption College of Art and former resident of Silverstone. Paul has previously designed other covers and large advertising posters of Silverstone Circuit and have become collectors items.

For further information and application form write to: G. Lovell 76, West End, Silverstone, Northants NN12 8UY.

18TH-22ND JULY

MOG 96, Himley Park, nr Dudley. The Gymkhana may be full; the Production Car Trial might be an uphill struggle, but you can still show Williams and Ferrari how things should be done by entering the Pit Stop Challenge. Details and entry forms from your Centre Secretary or direct from Bob Derricott on 01902 766407.

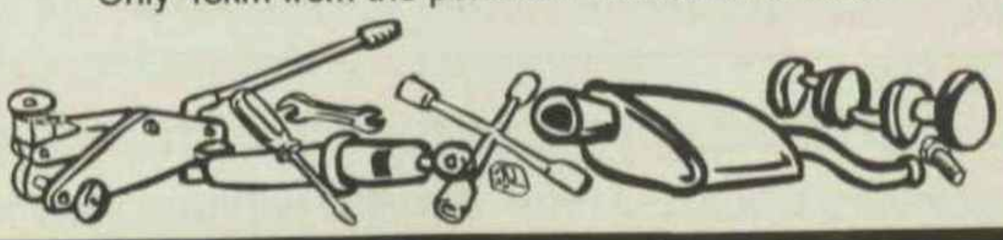


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Forthcoming Events

20TH JULY

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

27TH JULY

BAC MOTOR CLUB TRACK DAY AT CASTLE COMBE RACING SCHOOL. 20 laps in your own car for £60. Only a limited number of places are available and pre-booking is required. Contact Kieron Winter 0117 797092 (B) or 01275 373363 (H) for details.

PROMENADE STAGES RALLY, New Brighton, near Birkenhead. Further details available from: Ritchie Pearl, Wallasey Motor Club (0151) 608 2136.

WICKSTEED PARK, KETTERING celebrates its 75th Birthday as Britain's oldest theme park with a Classic Motor Show showing a representative car for each year of the parks existence. Contact Nigel Cornish on 01538 512475.

27-28TH JULY

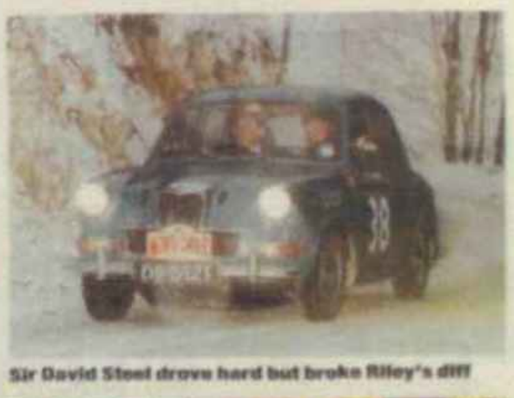
WROUGHTON '96 NOSTALGIA SHOW. Held at Wroughton Airfield, Swindon, Wiltshire. Gates open 10am to 5pm. The Classic & Historic Motor Club will again be attending the above show. Everyone who went last year had a very enjoyable day. This is a totally free day out with plenty to interest everyone. If you would like to attend this year, then please let Michael or Frances Baker know as soon as possible, please telephone 01934 418008.

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Andrew Actman and Mick Briggs battle through blizzard in Sprite



Sir David Steel drove hard but broke Riley's diff







Left: T'bird flies at hands of John Aan de Stegge. Above: oops – Betschart slips up in Healey 100





Above: chains essential for Ashbys to haul Delage up the snowy cols. Right: Abrams took saloon concours with authentic A90

1997 8 1997 MONTE CARLO Challenge

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AUGUST

3RD-4TH AUGUST

LOSELY PARK CLASSIC CAR & COUNTRY SHOW. Contact: Norman Bamford 01372 842204.

11TH AUGUST

RUSHTON'S 5TH ANNUAL CLASSIC CAR SHOW at Willen Lake, Milton Keynes. Contact Steve Woodward 01525 405563.

LANCIA MOTOR CLUB. LMC Autotests at Mortimer near Reading. Contact: Richard Thorne 01734 336333 day, 01734 332510 eve.

SHELSLEY WALSH SPEED HILL CLIMB 1996. British and Midland Championships. Admission charges: Adults £6.00 per head (£7.00 on 6th July) including admission to seated trackside enclosures. Car parking free. Transfer to paddock and startline enclosure £2.00. Children (14 years and under) free if accompanied by an adult. Licensed and other refreshments available. Shelsley Walsh is RAC signposted from Worcester, Droitwich and Kidderminster.

18TH AUGUST

DARLINGTON CLASSIC & CUSTOM VEHICLE SHOW. Contact: Kay Crossling, 315 Geneva Road, Darlington, Co. Durham, DL1 4HH.

VINTAGE AUSTIN REGISTER NATIONAL RALLY. 24th Ashover Vintage Rally and Autojumble. Entry forms: Frank Smith, The Briars, Four Lane Ends, Oakerthorpe, Derbyshire.

27TH AUGUST

LANCIA MOTOR CLUB. Fobello '96. Turn/Fobello, Northern Italy. Contact: Mrs Pat Ure 01962 772427 eve.

31ST AUGUST

LANCIA MOTOR CLUB. Castle Combe Track Day. Castle Combe, Wiltshire. Contact: Richard Thorne 01734 333633 day, 01734 332510 eve or Paul Winrow 01604 811410 eve.

SEPTEMBER

6-8TH SEPTEMBER

LANCIA MOTOR CLUB. Aprilia 60 Rally. Epernay-Rheims, France. Contact: Gerald Batt 01251 82433.

8TH SEPTEMBER

CLASSIC CAR RALLY in aid of the Anthony Nolan Trust, a touring event with four starting points in the Midlands and finishing at the National Tramway Museum at Crich, Derbyshire. Contact: 01405 815466.

22ND SEPTEMBER

SHELSLEY WALSH SPEED HILL CLIMB 1996. Midland Championship Final Round. Admission charges: Adults £6.00 per head (£7.00 on 6th July) including admission to seated trackside enclosures. Car parking free. Transfer to paddock and startline enclosure £2.00. Children (14 years and under) free if accompanied by an adult. Licensed and other refreshments available. Shelsley Walsh is RAC signposted from Worcester, Droitwich and Kidderminster.

28/29TH SEPTEMBER

CLASSIC PROMOTIONS CLASSIC SPORTS and Performance Car Show at Tabley House, Knutsford, Cheshire. Contact: 0161 431 8191.

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

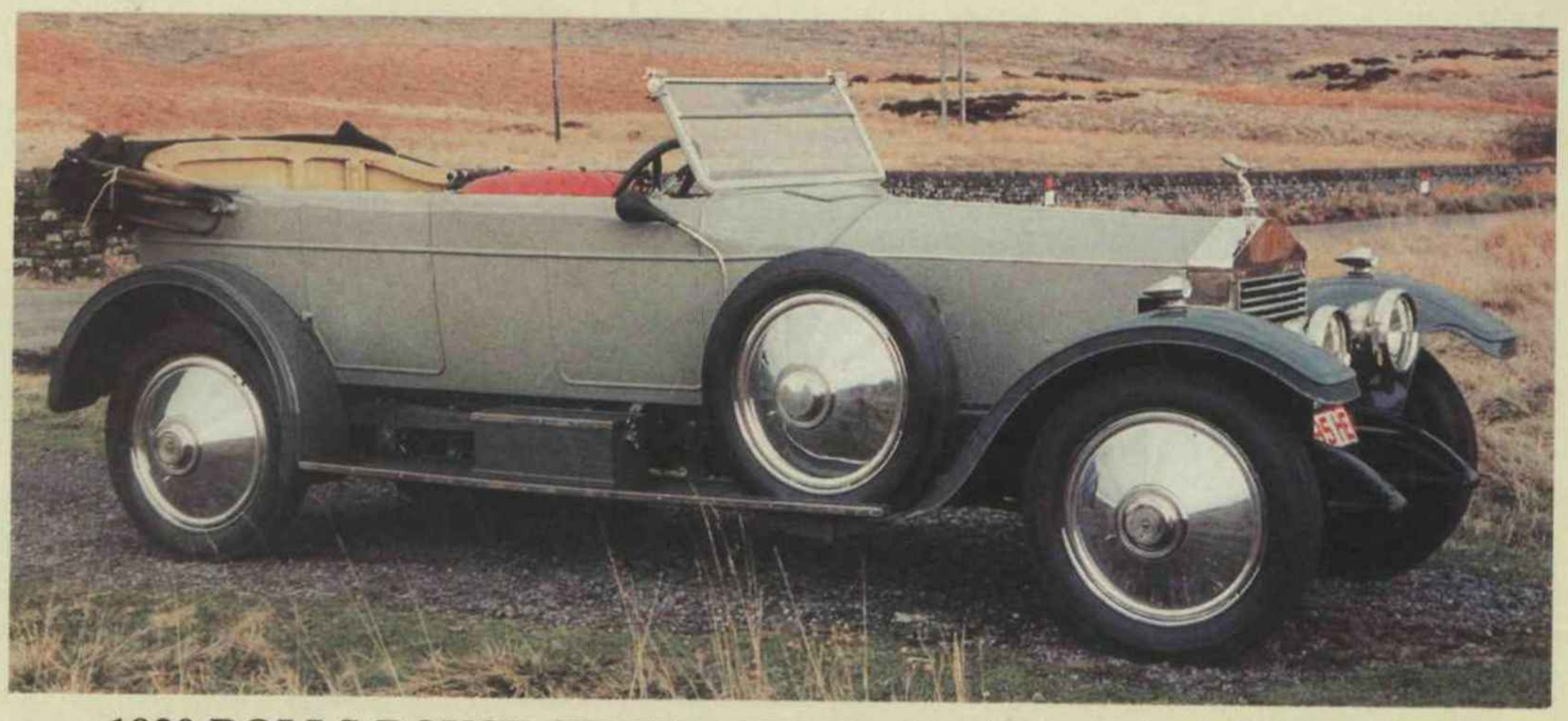
GREAT CARS OF THE 1920s AND 1930s

MOTOR SPORT



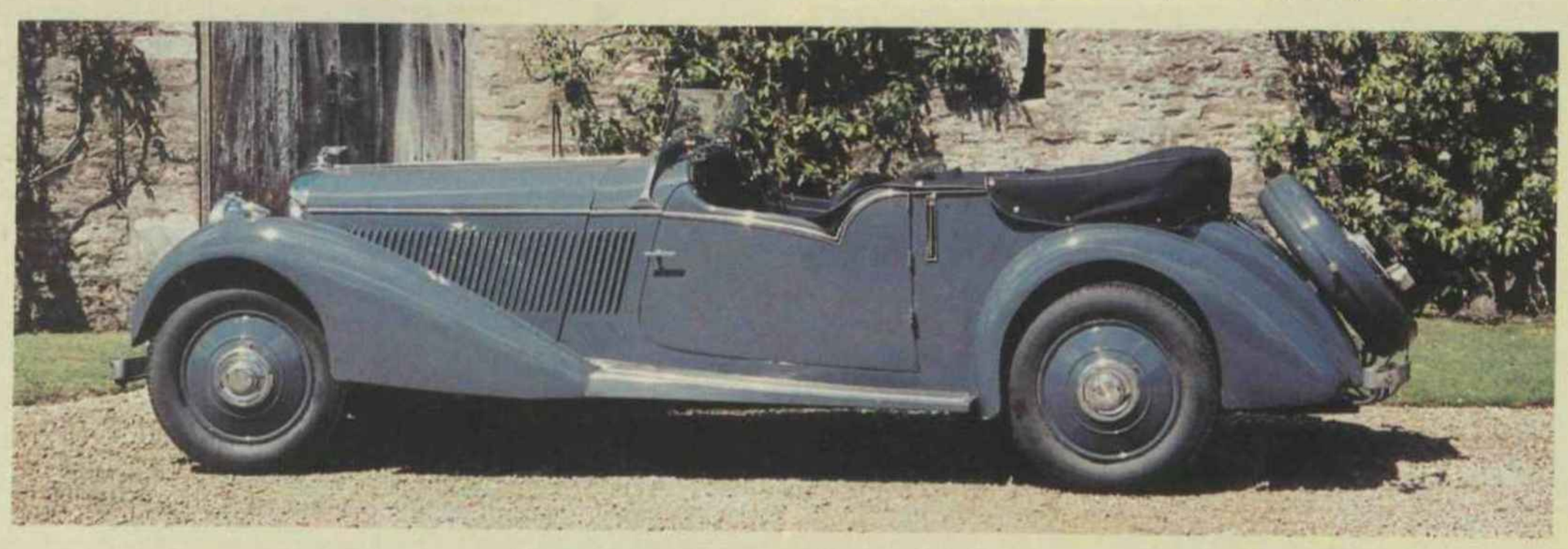
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1920 ROLLS-ROYCE SILVER GHOST ALPINE EAGLE TOURING BY HOOPER & CO. CHASSIS NO 25 AE

This photograph depicts this desirable and rare motor car justprior to its re-trim when it received new Connolly leather interior, new top, tonneau and side curtains. The car has been subject ot extensive mechanical work at well known Ghost specialists Coldwell Engineering. It drives as a good Alpine Eagle should — with bags of torque, superb suspension and accurate steering. Open touring Ghosts of this era (Note the pure Edwardian style of the mudguards) with ORIGINAL coachwork are rare. Get one while they are still comparatively inexpensive.



1936 BENTLEY 3½ LITRE SPORTS TOURER VANDEN PLAS CHASSIS NO B 23 FC

If you have not been fortunate enough to experience thepleasure of driving a Derby Bentley with this, the most desirable of the great variety of coachwork erected on this chassis, you should take the first opportunity to do so. They are much better looking than nearly all the 2 door convertibles — muchmore expensive as well — they are, however, much more fun to drive due to the huge weight saving by virtue of not having that heavy cabriolet top and those huge doors with glass and winding mechanism. This weight saving gives the tourers brisker performance and better brakes and handling. This is one of only four of this style on the 3½ litre chassis. This is an ORIGINAL body, unlike some versions of this style that are on offer.

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WE ARE IN GLOUCESTERSHIRE CONVENIENT TO M4 AND M5
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For many years the Vintage sports Car Club's annual April meeting at Silverstone has been characterised by high winds, torrential rain and face-biting temperatures. Those who have been experienced the sheer hell of standing at Woodcote in particular on one of these April days will know only too well what an inhospitable place it is. Yet every year we all return for more, and the crowds that accumulate in the grandstands, and at other vantage points around the club circuit, seem to grow larger and larger.

And it's the same story at all the other meetings concerned with old cars. Come hell or high water, there is a huge and growing army of classic car enthusiasts, who just cannot miss the opportunity to drive or watch a variety of the best machines in action. What follows, therefore, is MOTOR SPORT's A-to-Z guide to interesting cars of the 1920s and 1930s, many of which will be familiar to even casual readers.

The period between the two World Wars was indeed an exciting time for motorists, an era of engineering innovation, intense rivalry between manufacturers, glamour and congestion-free roads, which were also without wretched 'speed cameras'. In most cases, the cars were of simple construction — part of their appeal today — beautifully made and went like stink. And it is testament to their engineering integrity and build quality that several original examples are still being used regularly for their intended purpose.

Naturally, there were dozens of manufacturers who fell by the wayside; names like Albatross, Avro, Derek, Hampton and Loyd-Lord — just a few of the lesser known ones — have completely disappeared. The world depression of the early 1930s, changing markets, competition and the onset of WW2 saw the downfall of a good many well-known makes too. Those who clearly recollect motoring days of the 1920s and '30s — a trip to Brooklands or a friendly 'dust-up' on the Great North Road — will fully appreciate why interest in this 'golden' period remains so strong.

Readers who are too young to remember doubtless appreciate these cars for a variety of different reasons — the unique exhaust notes, the evocative smell of Castrol R racing oil or the simple beauty of the body and engine builder's art. Whatever, there is no doubt that Bentleys, Bugattis, Amilcars, Vauxhalls, Frazer Nashes, HRGs, MGs *et al*, remain among the world's best cars.

Versatile, fast, reliable and rugged, these are machines which can be used for every type of motoring competition, and on the road as a 'shopping' car. The Vauxhall 30/98 suffices as just one example, a car which will blast up the roughest tracks on a Welsh hill one day, and drift sideways around Copse Corner just as happily the next. And make no mistake, a 30/98 will give a few modern family saloons a run for their money on the open road too. As will so many other vintage and post-vintage thoroughbreds.

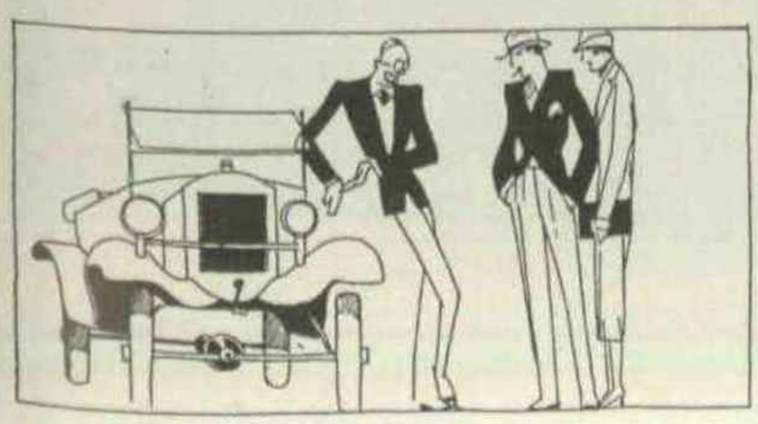
Perhaps, above all, what these old cars have over cars of the post-war classic period — fast, sophisticated and desirable as many are — is a character and soul from the youthful days of the automobile. The magical simplicity of a sturdy, separate chassis frame, the clearly defined manufacturer's motif atop the magnificent, chromed radiator shell, the huge wire wheels shod with skinny crossply tyres and the aromatic cocktail of wood and leather from the cabin — all of this and more contribute to the heady atmosphere in the paddock and auction room alike. Long may it continue.

AC Six 2-litre 1919-1956

Legendary British design conceived during WW1 that was so advanced that the 2-litre straight-six continued to be fitted in the Ace up until 1963. A variety of saloons and tourers produced including the Ace, Acedes, Magna and Aero. Early competition success included the Hon Victor Bruce's win on the 1926 Monte Carlo Rally (a Brit's first win on this event). The 16/40 Montlhéry version was capable of 80mph, speeds which 3-litre Bentleys were only just capable of matching. AC's contribution to motoring between the wars was significant, but these cars are largely forgotten today.

Adler Trumpf 1932-1939

The German 'Eagle' company started producing cars from 1900 but, when the German economy slumped in the early 1930s, Adler manufactured smaller, more economical cars, and to an advanced spec. There were 1500 and 1700 side-valve four-cylinder engines to start, and the Trumpf Junior with a 995cc engine from 1935 but, more interestingly, there were modern features such as a platform chassis, all-round independent suspension and front-wheel drive, predating Citroen's Traction Avant by a few months. Now rare outside Germany, and there were no cars post-War because the Adler factory was heavily bombed.



Alfa Romeo RL 1923-1927

Of the 2,500 RLs built, there are relatively few survivors today. Originally intended for GP racing, but abandoned after the three-litre Formula was changed to two litres, the first road cars were announced in detuned 2994cc form in 1921. Developing 83bhp at 3600rpm, these large, heavy cars were fast and came with a variety of attractive bodies. Racing versions were successful, with victories in the 1923 Targa Florio and 1924 Coppa Acerbo, the latter with one Enzo Ferrari at the wheel. When Vittorio Jano took over as chief engineer, the RLs were dropped and succeeded by the 6C and 8C cars.

Alfa Romeo 8C 1931-1939

Jano's masterpiece to succeed the 6C 1500 and 1750 series. With its straight-eight 155bhp engine — two four-cylinder blocks and two cylinder heads on a common crankcase — the 8C was one of the most successful sports designs of the 1930s. The 2300 was developed by Ferrari into the 8C2600 Monza model and, when the 8C2900 appeared there was a healthy 220bhp on tap. Despite the passage of more than 60 years these Alfas, which almost define style, remain among the world's most desirable and coveted cars.

Allard 1937-1939

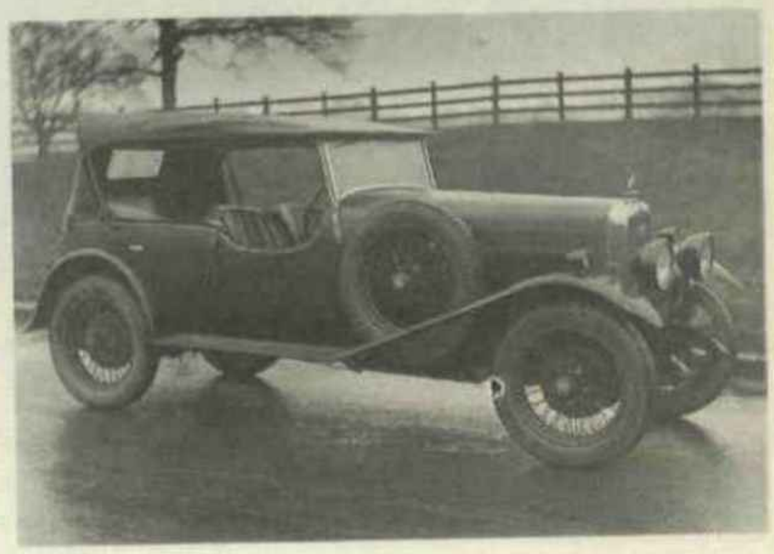
Sydney Allard's first car — a Ford-powered special — appeared at the 1934 Tourist Trophy, but it wasn't until 1937 that he began building cars for 'general release'. There were two- and four-seater bodies, and Allards became very successful in the hands of Guy Warburton, Ken Hutchinson and, of course, Sydney Allard himself. Hutchinson even ordered one with a 4.4-litre V12 Lincoln Zephyr engine and promptly won the Wye Cup Trial. Precious few Allards were made prior to the outbreak of war, but a new company formed in 1946 carried on the good work. No-one who ever knew what was good for him ever underestimated an Allard.

Alta 1931-1939

Earl Howe, S C H Davis and George Abecassis all raced Geoffrey Taylor's Altas with success. The first production car had a 1074cc alloy block DOHC engine in an ABC frame. With 68bhp and 80mph, it was a most effective machine. A 2-litre developing 85bhp, or 165bhp in supercharged form, came in 1934. Abecassis set the sports car record at the old Crystal Palace circuit at 2min 9sec in a 2-litre car just a week before the start of the Hitler War.

Alvis 12/50 1923-1932

One of the really great cars of all time, and still capable of winning VSCC races and keeping up with modern traffic — just. The three-bearing four-cylinder 1496cc engine was fitted in a simple chassis frame and, although there were around eight basic body options, the most famous was the 'ducksback' style, usually with polished aluminium panels. The 12/60 arrived in 1931 and, apart from a more powerful engine and a close-ratio gearbox, it was also slightly better equipped. A simple 'bread-and-butter' car that scored countless competition successes in its day, and one which is still much talked about in Red Triangle circles.

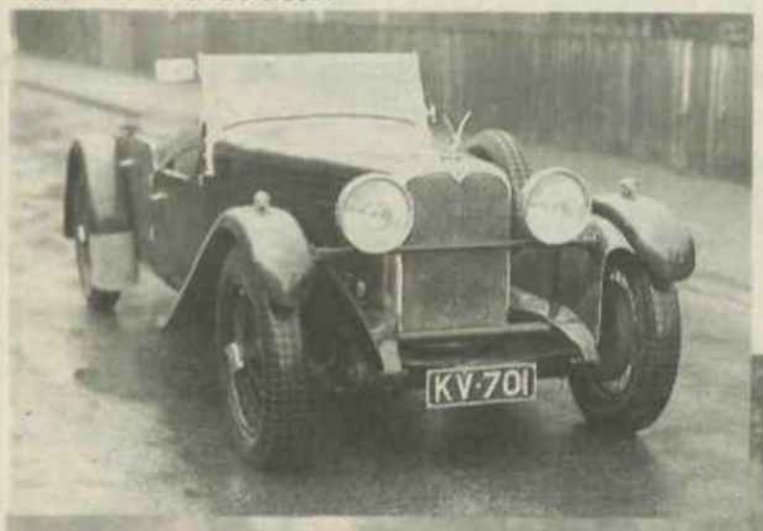


Alvis F-series 1925-1931

Alvis's chief enginer, W M Dunn, produced the company's first front-wheel-drive sprint car in 1925, the f w d layout being an attempt to save weight. In unsupercharged form the 1482cc engine developed 50bhp, or 75bhp with a Roots-type blower. Major competition success included sixth and ninth places at Le Mans in 1928 with the unsupercharged cars, and second in the 1925 TT. At £550 for the chassis alone these cars were expensive, and just 135 units, including a small number of eight-cylinder examples, were built before production ended in 1931. An interesting exercise nevertheless.

Alvis Speed Twenty 1932-1939

Developed from the Silver Eagle, the Speed Twenty's six-cylinder 2511cc engine developed 87bhp at 4200rpm, and it had a much lower chassis frame than the model it replaced. Saloon and sports tourer bodies were available. Independent front suspension and an all-synchromesh gearbox was fitted in 1934, and the engine capacity was increased to 2762cc the following year. In 1930, Alvis's 3½-litre engine was fitted to the Speed Twenty chassis and the resulting car was called the Speed Twenty Five. A further 4397cc 137bhp engine was introduced in 1936. Well built, good looking, strong and durable, the Speed models remain ever popular with PVT enthusiasts.



Amilcar C Series 1920-1929

Often described as the 'poor man's Bugatti', these attractively styled, French-built sporting machines were true representations of the 'light car' age. Several types were built, most with pointed tails and two-seater bodies so narrow that the seats had to be staggered. The first cars had 903cc four-cylinder side-valve engines, but later there were 985cc and 1004cc units. Most were capable of well over 70mph. Nearly 5000 CGS and CGSS cars were built all told, and a good number have survived.

Arab Sports 1925-1927

Only a handful of these Reid Railton-designed cars were built — around half a dozen — in the small factory at Letchworth, but are interesting because the 1960cc long-stroke four featured overhead valves operated by an overhead camshaft and closed by leaf springs like in the Leyland Eight. There were two- and four-seater bodies and the cars were good for 80mph, the Super Sports Tourer two-seater boasting a top speed of 90mph. Exclusive.

Aston Martin Ulster 1934-1936

Doyen of post-vintage British sports cars, the Ulster was an expensive and stylish car with excellent road manners and an impressive turn of speed. The 1493cc four-cylinder engine developed 80bhp at 5250rpm on twin SUs. Still highly regarded, and several outstanding examples regularly appear at AMOC and VSCC events. Better than contemporary MGs in almost every respect but there is a difference in price. Worthy of hero worship and wickedly pretty.

Auburn Straight-Eight 1925-1936

With its 4587cc eight-cylinder Lycoming engine and a large choice of bodies, these American E L Cord-inspired cars were among America's most desirable driving machines, particularly the expensive two-seater 851 Speedster. Ab Jenkins averaged 100mph at Utah in 1935 over 24 hours (split into two 12-hour stints), which was quite a feat even by today's standards. Amazing styling and outstanding performance, but not really understood outside the You-Ess of Ay.

Austin Seven 1923-1939

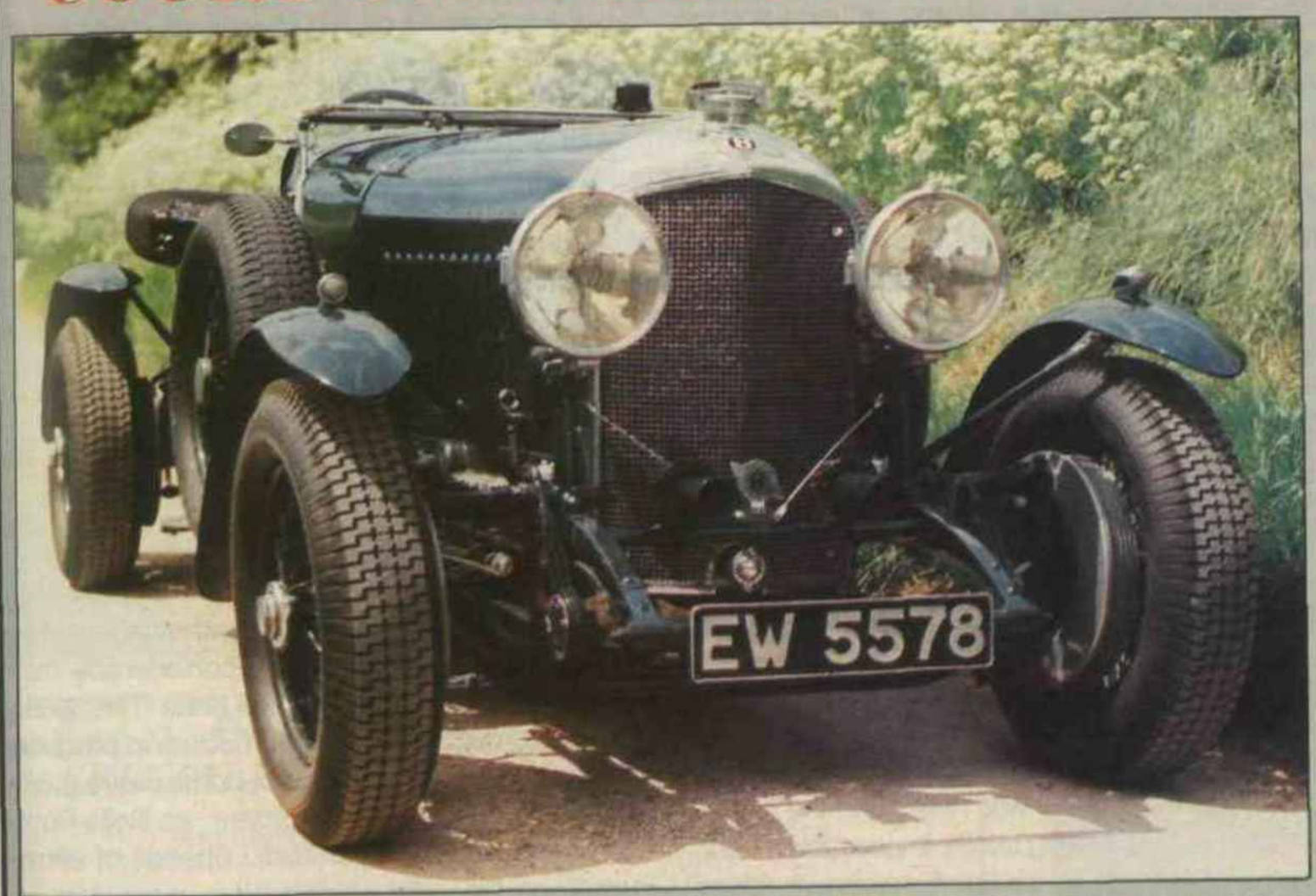
The little car that brought motoring to the masses for around £130, although the magic sum of £100 was achieved briefly in the early 1930s. With its original two-bearing 747cc four-pot engine, maximum power was a feeble 10.5bhp at 2400rpm, and top speed was in the region of 45mph. But the engine offered almost unlimited tuning possibilities. Several body variants were available, the most sought after being the two-seater Ulster. Sevens are still plentiful, cheap to buy and run, easy to restore and drive, and they're eligible for almost, but not quite, every type of VSCC event. You just can't lose with a Seven.





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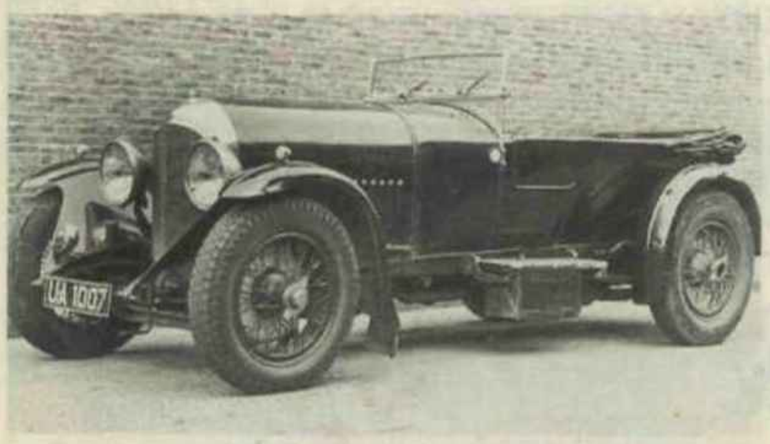
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Austro-Daimler ADM 1923-1928

One of many Porsche-designed masterpieces, the original car was fitted with a neat 2440cc straight-six but had grown to three litres by 1926. There was an alloy cylinder block and twin overhead camshafts and, in sports form, these cars were good for over 100mph. Hans Stuck achieved hillclimb success in the ADM 111 (or 19-100 model), and there was the team prize in the 1928 TT. Austrian engineering at its best but these cars were expensive, and the economic depression of the 1930s saw the company swallowed by Steyr.

Ballot RH Series Eight 1927-1932

With their large bodies and powerful engines, Ballot's long wheelbase cars were impressive, imposing and true sporting Grand Tourers of the carefree motoring era. The splendid straight-eight, nine-bearing power unit had 'Heron' combustion chambers and overhead camshaft, and came in 2.6-, 2.8- and 3-litre forms. In some ways, the Ballot Eights were the French equivalent of the 30/98 Vauxhall — rugged, fast and reliable, but like so many manufacturers of the vintage and post-vintage era Ballot could not cope with the economic depression. The company was taken over by Hispano-Suiza and that was that for this fine manufacturer.



Bentley 3-litre 1921-1928

The sterotypical vintage car and still regarded by some as the best machine to bear the Bentley radiator motif. The 2996cc engine boasted an overhead camshaft and four valves per cylinder which, with twin SUs, was good for a maximum 80bhp in original tune. There were two 3-litre Le Mans winners, 1924 and 1927, and success in many other top international events including the Indianapolis 500. The 3-litre was available in three wheelbases, the Speed model from 1924. Some 1619 examples were made all told and the high survival rate is hardly surprising. Desirability is reflected in high prices. Handlebar moustache and a Dunhill briar are compulsory, of course.

Bentley 6½-litre 'Speed Six' 1928-1930

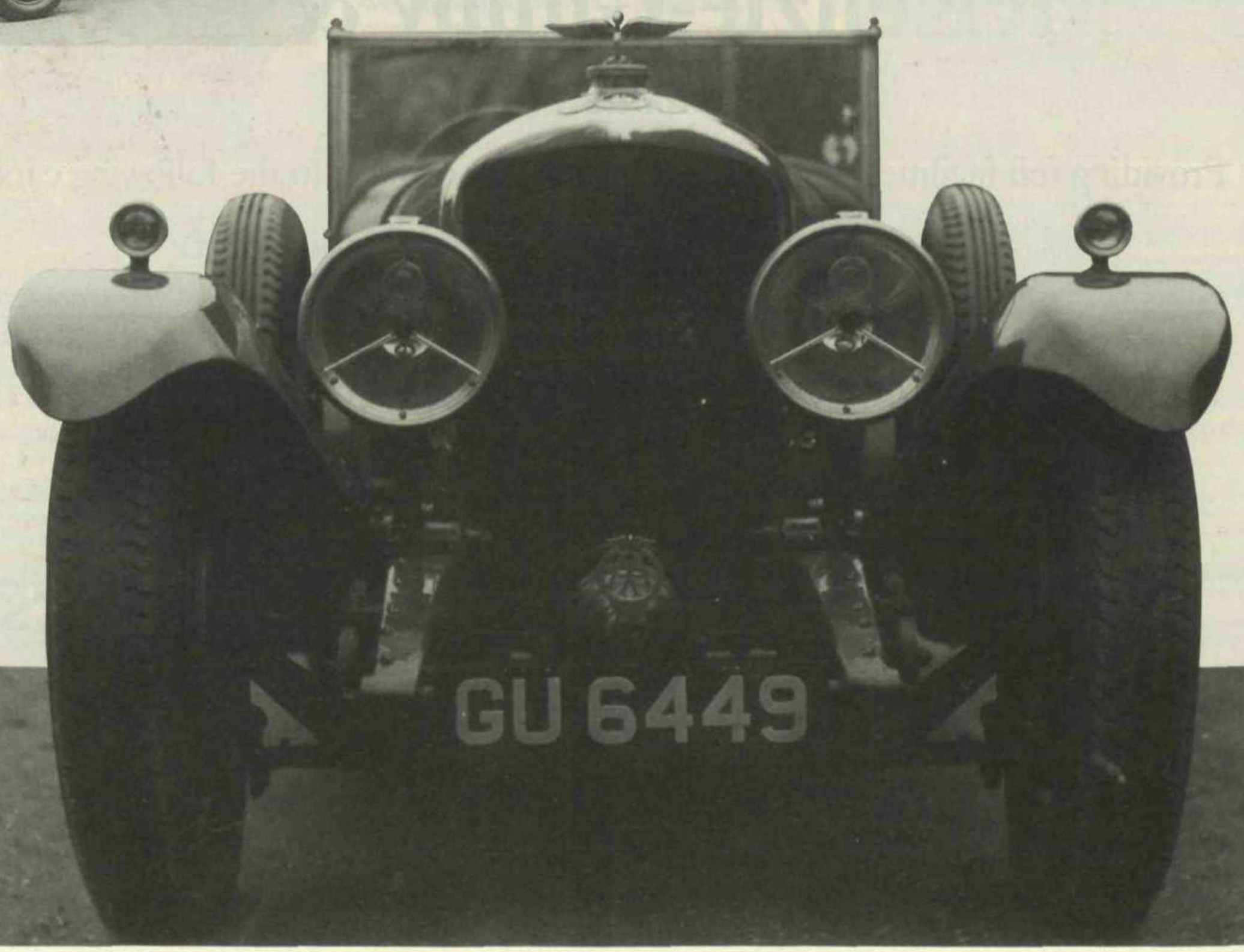
WO's original straight-six appeared in 1925 in 4½-litre guise, but the larger Speed Six with its specially designed sporting chassis didn't emerge until 1928. The chassis was heavy and the engine complex — engineering quality impeccable — but, even with 180bhp at 3500rpm, maximum speed was a little below the 'ton'. However, Speed Sixes were driven to two Le Mans victories (1929 and 1930) by Woolf Barnato, and the passage of 65 years since has done nothing to diminish the respect motoring folk have for these magnificent cars. Depending on your needs, the Speed Six remains just about at the top of the motoring tree. The fastest lorry on wheels? Certainly. But some lorry, eh?

Bentley 'Blower' 4½-litre 1929-1930

Not a successful car; WO had warned against the pitfalls — lack of reliability, added complexity, more to go wrong — of supercharging. However, 'Tim' Birkin did manage second place in the 1930 French GP, which wasn't bad for a car that its designer had virtually disowned. Today, the 'Blowers' are the glamour Bentleys with a heady history and a romantic magnificence, which has rarely been equalled. Which is why they are expensive. Quite out of the ordinary.

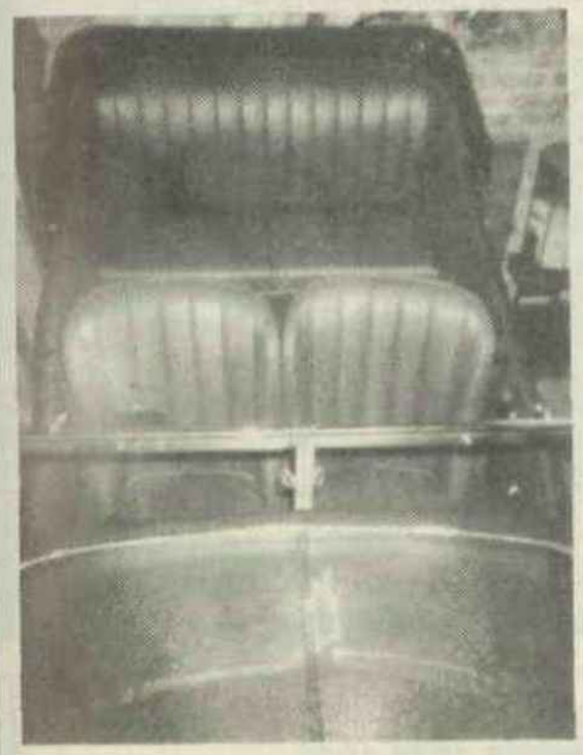
Bentley 'Derby' models 1933-1939

The 'Derby' Bentleys, as they were nicknamed after Rolls-Royce took over, were actually more user-friendly and better all-round machines than the pure WO cars. But being considerably more modern, so they should have been. The 3669cc engine breathed through twin SUs and produced around 110bhp. A number of bodies were available from various coachbuilders, as Rolls-Royce only supplied rolling chassis. Speeds of 90mph were on the cards but, as the years went by, weight crept up and the engine was enlarged to 4257cc to cope. Some 2500 Derby Bentleys were built before production ended, and are among the best quality pre-war machines. Good restored examples are at a premium today and rightly so, but complexities shouldn't be ignored by DIY enthusiasts.



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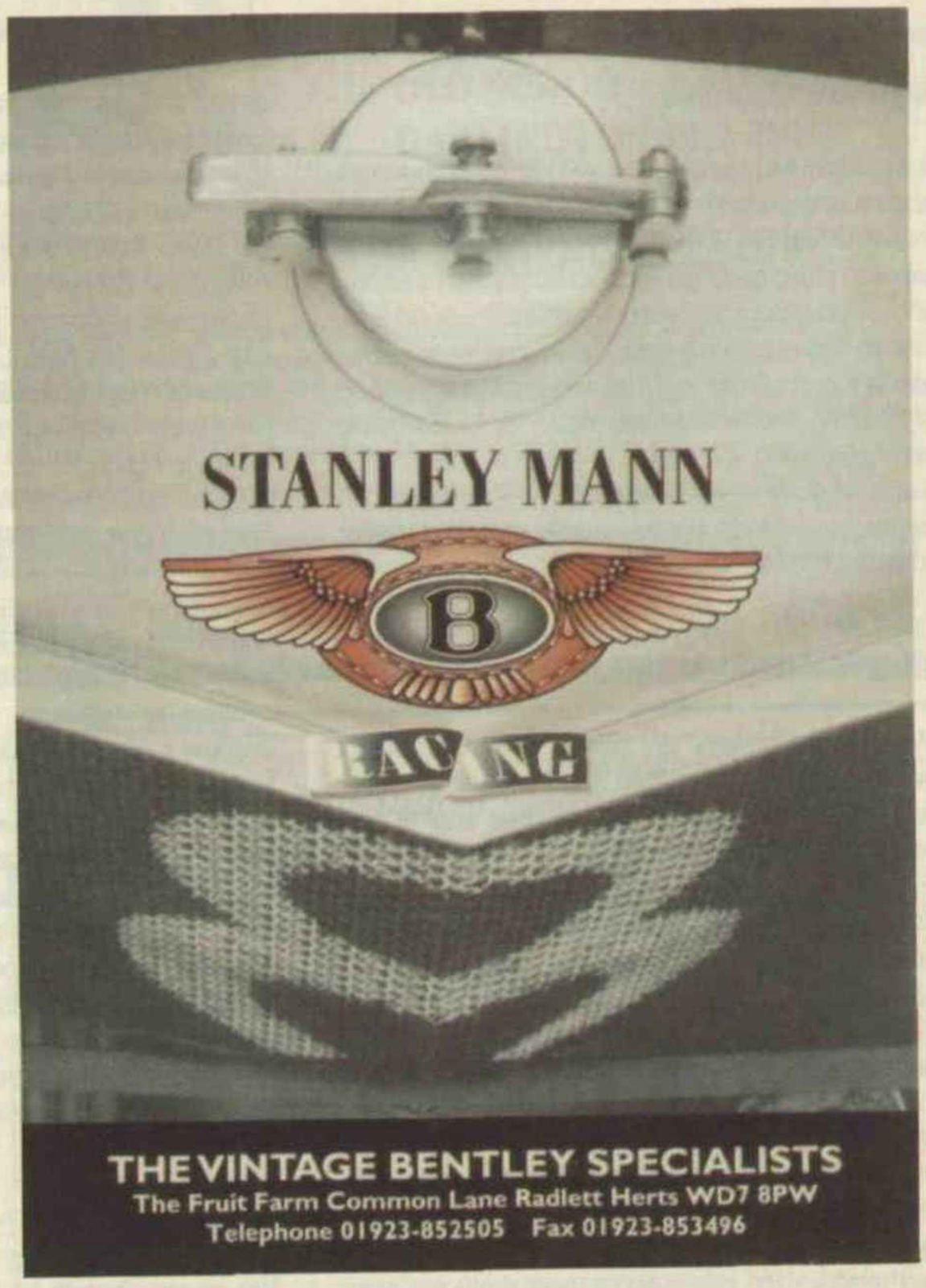
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British Salmson 1936-1939

Most were saloons or tourers, but a sporting two-seater was made from 1936 with an English-built 20/90 DOHC 2.6-litre six-cylinder engine and independent front suspension. There was no French Salmson equivalent. At £695 it was considered to be an expensive car, and relatively few were made before the outbreak of war.

Bugatti Brescia Type 13 1910-1926

One of the finest cars of the 1920s, the Brescia — so called after the model's success in the 1921 Brescia race — the 1496cc four-cylinder engine (developed from the earlier 1327cc unit) had four overhead valves per cylinder and a single overhead camshaft — advanced stuff! With their lightweight bodies Brescias proved most effective in competition and on the road. This is the car in which Raymond Mays really made his name in this country, and the model is still doing great things today in VSCC events. Hamish Moffatt's performances in his on the VSCC Trials remain most memorable.

Bugatti Royale Type 41 1927-1933

This century's ultimate motoring elephant, built with sybaritic megalomaniacs in mind to the tune of half a dozen, and included here for that reason. Beautifully styled despite its size and vast 36in-diameter road wheels. The 13.7-litre straight-eight developed 300bhp at 2000rpm and propelled the car up to 100mph, but at the price of doing 6mpg. Rally driver Bill Bengry had one of these cars in the Leominster showroom of his VW dealership in the late 1950s, but had it removed as it took up the space of roughly five Beetles and, at that time, the latter were worth considerably more money. Sickening, isn't it.

Bugatti Type 35B 1923-1929

The ultimate in aluminium artistry and, in terms of competition wins, probably the most successful car ever. Supercharged 2.3-litre straight-eight gave 140bhp at 4500rpm, but rock-hard suspension ensures a good old bone-rattling ride on all but the smoothest tarmac. Ettore was an automotive artist, which is why the engineering suffered a bit, but who cares? This is THE classic 1920s' sporting two-seater and it still possesses the legs to run rings around most modern hatches. Anyone who recalls the epic duels between Bernard Kain, Hamish Moffatt, Richard Bergel and Geoffrey St John 20 years ago will have the 35B indelibly printed on his mind. A great all-rounder and one that will never be forgotten. Expensive and rightly so.

Bugatti Type 43 1927-1932

The classic Bugatti for the family, with the T35B's 2.3-litre supercharged roller-bearing engine in the T38 chassis. The four-seater pointed-tail body is magnificent to behold, the horseshoe radiator and cast-alloy road wheels adding the finishing touches to an aesthetic masterpiece. With a top speed of around 105mph, good handling and brisk acceleration, the T43 is still one of Bugatti's most practical, desirable and best driving machines. As with most Bugs, though, restoration costs are generally stratospheric.

Bugatti Type 57 1934-1939

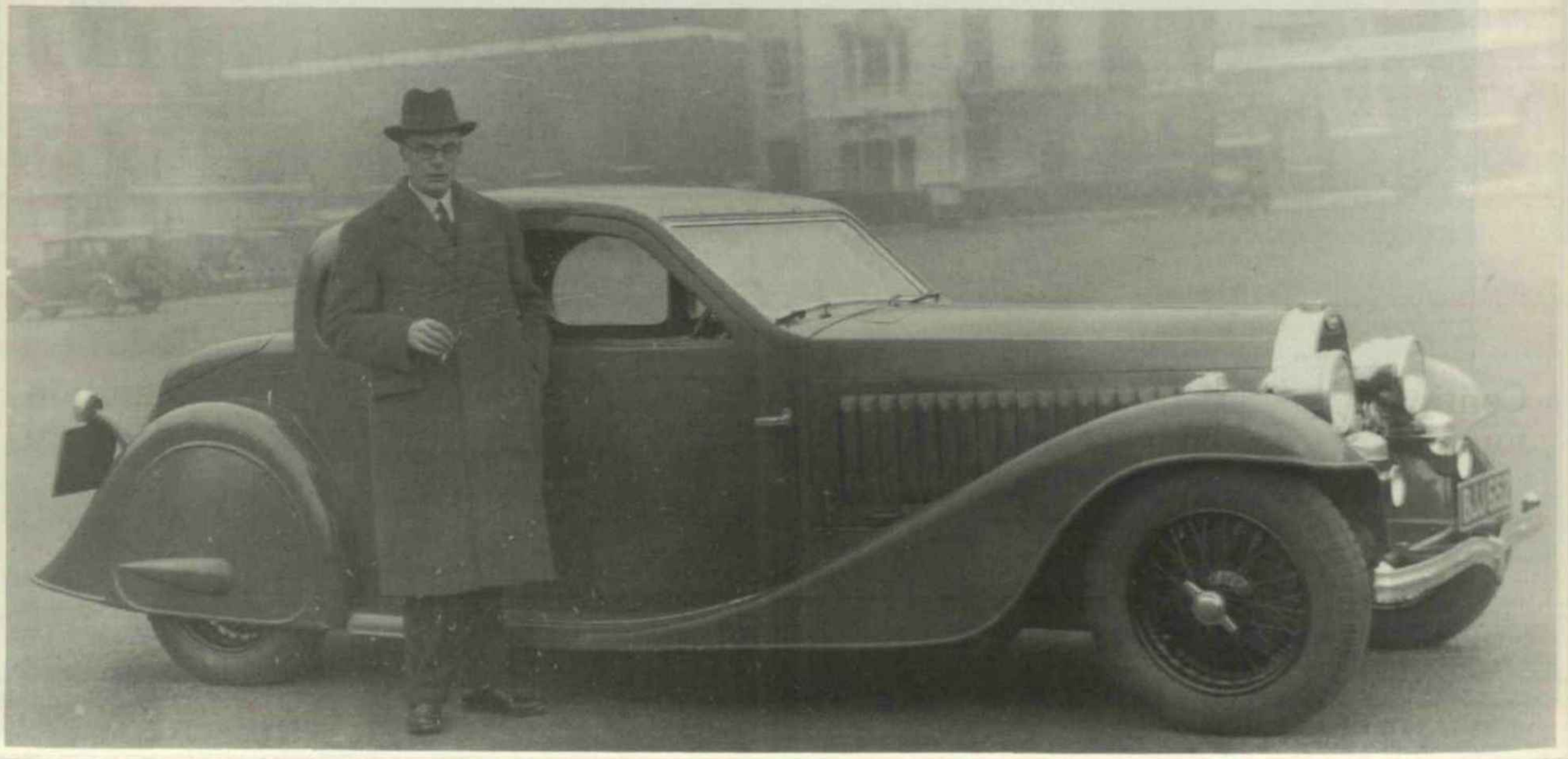
Designed by Jean Bugatti, the 57 was the last Molsheim production car, and around 710 examples with a variety of bodies — the attractive 57SC Atlantic being the most bizarre — were built before the firm was effectively finished. The straight-eight twin-cam 3.3-litre engine produced 175bhp at 5500rpm, but 200bhp was available from the supercharged 57C version. Depending on the state of tune, between 100 and 120mph was easily attainable. Although not in the Royale's Grand Routier class, the T57 was a Grand Tourer in the best pre-war tradition. Hydraulic brakes and telescopic shock absorbers went some way to bringing the cars up to date in 1938, but there was never any mistaking the Bug parentage. Sophistication and colour in an age of intellectual agonising with interesting results.

Bugatti Type 55 1932-1935

The Daytona Ferrari of the 1930s, the T55 was based on the T54 and fitted with the T51's twin-cam 2.3-litre engine developing 135bhp. In standard form, 112mph was attainable, and up to 120mph in stripped racing guise. Just 38 T55s were made; most were roadsters, but there were a handful of drophead and fixed-head coupés. In two-tone yellow and black these cars are simply stunning — yet another example of Bugatti's artistic and didactic genius. Again, prices reflect desirability.

Cadillac V16 1930-1937

America's finest p v t and one that survived the Wall Street crash thanks to sheer quality and stunning magnificence. The iron 7413cc V16 power unit produced 165bhp at 3400rpm and was capable of propelling this heavyweight to around 90mph in virtual silence. Torque is 'elephantine', fuel consumption simply wicked, but the prestige Cadillac gained from this model prompted luxury car manufacturers in America, Britain and Europe to tread a hasty V12 route. The outbreak of war in 1939, however, signalled the end of the battle between the multi-cylinder monsters.



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Chenard-Walcker 3-litre 1922-1927

Placed first and second in the first Le Mans 24-Hour race in 1923, these powerful French machines were quite advanced in that the 2978cc engines had a single overhead camshaft and dry-sump lubrication. With around 90bhp these cars were fast, but with front-wheel brakes only stopping was always a fairly interesting exercise: the Le Mans win was presumably the result of their inability to slow down for the corners. Not a marque that turns up at auction every day.

Chitty-Bang-Bang 1921-1924

The brainchild of Count Zborowski, the three Chitties conjured up the eccentric and marvellous excesses of a unique age that will never return, and feature here solely for that reason. The first was built using a modified 75HP Mercedes chassis and 23-litre Maybach engine developing 305bhp; the second car used a 19-litre Benz aero engine developing 230bhp; and Chitty III, which was built in 1922, used a Mercedes 28/95 chassis and a 15-litre Mercedes engine. The original car was the fastest and most successful, winning several races at Brooklands, but nearly killed the Count on the banking after a front tyre exploded. Zborowski died at Monza in 1924 driving a Mercedes, but his Chitties (only Chitty II survives) are the stuff of legend, the spirit of which has been rekindled in recent times by the likes of Peter Morley and Roger Collings with similarly marvellous aero-engined 'bombers'.

Citroen Traction Avant 1934-1955

Unitary construction and front-wheel drive were innovative characteristics of Citroen's 11CV and 15CV models that set trends in mass production for the years to come. Both four- and six-cylinder engines were available in attractive, 'low-line' bodies, including a drophead version (only built in the '30s), an example of which has been raced in VSCC circles in recent times. These cars can still be seen in daily use in both Britain and Continental Europe, and always add a touch of style to the carparks at classic meetings. Almost a People's car, and one which is respected and loved by all today. Cheap to run and a lot of fun.

Clyno 10.8HP 192two-1929

Although now largely forgotten Clyno was, up until the mid-1920s, Britain's third largest motor manufacturer, but struggled throughout to compete on price with main rivals Austin and Morris. The 10.8hp model had a Coventry-Climax in-line four producing 20bhp — plain bearings replaced the original rollers in 1926. Built in Wolverhampton to exceptional standards, these rugged cars are now relatively rare, but retain an enthusiastic following among those who understand them.

Cord 810, 812 1935-1937

Another strange but attractive creation from America, boasting unitary construction and a Lycoming 4.7-litre power unit driving through the front wheels. Primarily designed to keep the Aurburn-Duesenberg-Cord business on an even keel, the model got off to a shaky start. The later 812 was available in supercharged 195bhp form, but fewer than 2400 of both types sold by the time production ceased in 1937. The Cord was an advanced design featuring retractable headlamps, but one which had a propensity for eating front tyres when driven hard — no surprises there. Memorable, classic and slightly on the sensible side of totally outrageous.

Crossley 19.6HP 1923-1926

A marque favoured by the Prince of Wales, the side-valve four-cylinder 3.7-litre 19.6HP version with open tourer bodywork was, as one leading journal of the day pointed out: "One of the best cars ever produced in England". Capable of 75mph, there was a modern detachable cylinder head, but four-wheel brakes didn't arrive until 1924.

Crossley Sports two-litre 1929-1931

A handsome craft-built sports car with Crossley's two-litre straight-six OHV engine with twin carbs and 77mph top speed. A thoroughbred in the best British sporting tradition, and available with two- and four-seater bodies, but often overlooked in the Bentley-obsessed classic car world.

Delage D8 1930-1935

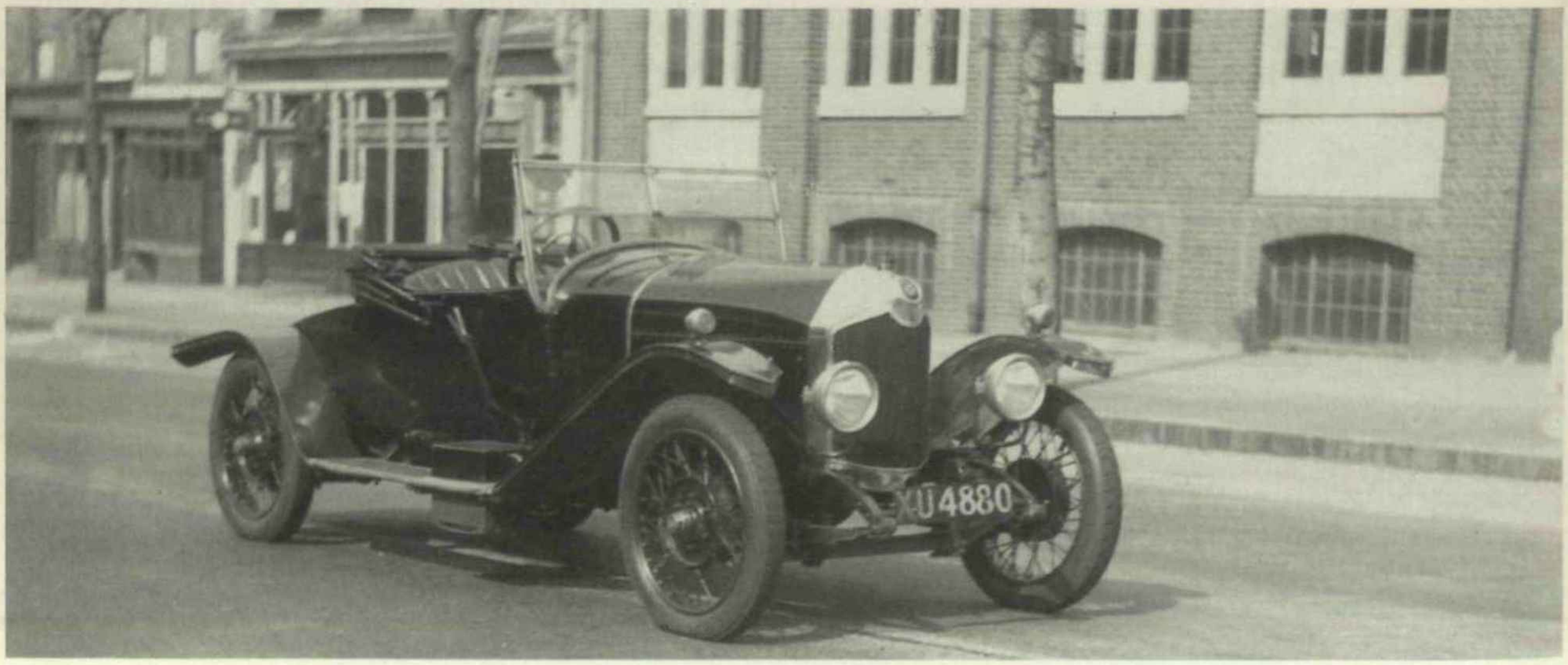
Before Delage was taken over by Delahaye, the D8 was without doubt among the world's finest and most desirable driving machines. A conventional chassis was powered by a four-litre straight-eight engine developing 120bhp at 4000rpm, and there was a variety of voluptuous body styles. The Grand Sport version was capable of nearly 100mph, and with the introduction of the S and SS models power was raised to 145bhp. One car averaged almost 110mph for 24 hours at Montlhéry. Exclusive, grand, expensive and collectable.

Delahaye 135 1935-1950

Take your pick, the chassis was common to all the elegant and fast road and sports cars, an example of which won the 1939 Brooklands 'Fastest Road Car' competition driven by Arthur Dobson. Early road cars used a straight-six 3.2-litre engine developing 130bhp at 3850rpm, whereas the sports model had the 3.5-litre 160bhp unit. Competition success included second, third, fourth and fifth places in the 1936 French GP, victory in the 1937 Monte Carlo Rally, and victory at Le Mans in 1938. The road cars were every bit as exciting, but are comparatively rare today, especially here.

Duesenberg J/SJ 1928-1938

A no-expense-spared phenomenon, the J and SJ were the ultimate motoring expressions of luxury and power in vintage America. The 6.8-litre straight-eight engine boasted four valves per cylinder, twin overhead camshafts and produced 265bhp at 4250rpm, which was good enough for 110mph. In 1932 the SJ was introduced, with a supercharger which pushed power output up to 320bhp. One car was timed at 152mph in 1935. Luxurious and handsome, not to mention thirsty, these models still rank among the world's most breathtaking cars.



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Excelsior Adex 1920-1929

In terms of engineering integrity and luxury motoring, Belgian's Excelsior was the equal of its contemporaries. The 5.3-litre straight-six had an overhead camshaft, and the chassis was fitted with an anti-roll bar and an ingenious axle-location mechanism. The Albert Premier model, named after the King of Belgium who owned one of these fine vehicles, got more power in 1926, but after being bought out by Imperia in 1928 the company 'fizzled' out before the end of the '20s. A Belgian 30/98 Vauxhall, and just as practical in everyday use.

Fiat 508 Balilla 1932-1937

From economic necessity the Balilla was a small lightweight car with a choice of tourer, sports or coupé bodies and a simple 995cc four-cylinder engine, developing around 35bhp in 508S overhead valve guise. Many were successful in a variety of competitions; the famous sporting two-seater bodies with the attractive dorsal tail fins were mostly built in Britain. Practical, charming and economical to run, these little cars were never especially fast, but were on a par with similar designs from MG.

Ford Model T 1908-1927

The first mass-produced Ford and, until the VW Beetle came along, the best selling car ever, with 15,007,033 units in 19 years. Mechanically the Model T was virtually unchanged throughout, the 2.9-litre four-cylinder three-bearing engine churning out a feeble but reliable 20bhp. There were a number of bodies, but mostly open tourers. Like the Beetle, it became a victim of its own success, and when demand suddenly tailed off towards the end of its production life, Ford was caught with its corporate trousers down. Historically significant, cheap to buy and spares are available.

Ford V8 1932-1941

Maligned, except by those who owned these value-for-money post-vintage non-thoroughbreds. Transverse leaf springs front and rear were crude, but the 3622cc 90-degree V8 side-valve engine had lusty torque and produced around 65bhp at 3400rpm. A reliable slogger, one of these old buses won the 1936 Monte Carlo Rally. A car that brought Ford almost into the modern age, and one well worth considering for its all-round competence. Brakes aren't up to much, though.

Frazer Nash 'Chain Gang' 1924-1939

A super-crude, super-effective supercar, which continues to endear itself to everyone in vintage circles and beyond. Simple chain drive, lightweight, performance aplenty and excellent handling and traction, but minimal weather protaction all added up to one mean sportscar. Several engines were used, including Plus Power, Anzani, Meadows and Blakburne. Some cars named after circuits where they competed, such as 'Boulogne', 'Shelsley' and TT Replicas, the latter of which was the most popular. A fair number survive today, their tail-wagging antics continuing to bring applause in the grandstands at Silverstone.

GN 1911-1925

Powered by an air-cooled 1086cc JAP V-twin engine, the GN was one of the most effective cyclecars. Cheap to buy and run, it was basic, simple and easy to maintain. In its original form, there was just 12bhp at 2400rpm — nothing to get excited about, but adequate if you're not in a rush. Few cars were made before the Great War, but some 50 units a week were being built in the 1920s. However, it was the Austin Seven that eventually killed it off. Still a number in use in VSCC events providing a touch of colour, but little in the way of adrenalin.

HE 11.9HP 1919-1931

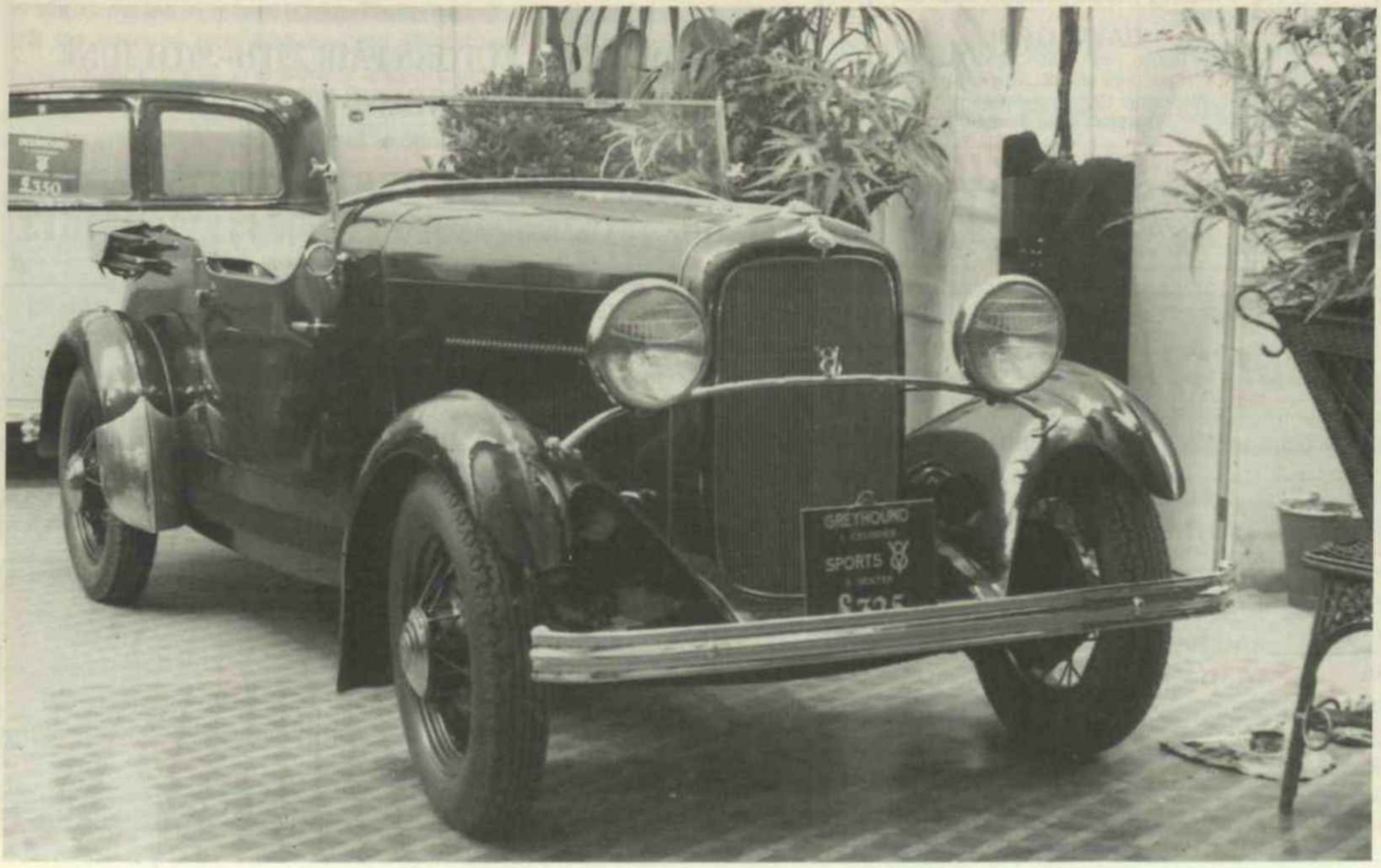
Produced by Herbert Engineering in Reading, the 1795cc four-cylinder HE was a typical vintage sporting car — simple in construction, light, strong and with good performance and handling. The brake drums had separate sets of linings for the foot and hand brakes. The gear change was on the right-hand side and there was a choice of open two-seater or saloon bodies. Bugatti-like radiator shell endeared it to many sporting motorists, but at £700 this was an expensive machine and production came to an end in 1931.

Hillman 10HP Super Sports 1920-1922

The car in which Raymond Mays started his racing career, produced by Hillman after an article appeared in The Autocar requesting a sporting car in every class above £200. Its 1496cc four-cylinder sidevalve engine produced 28bhp and had lightweight pistons and conrods, and larger valves than the standard 18bhp model. The open two-seater body was attractive and typical of the 1920s.

Hispano-Suiza H6B 1919-1938

Yet another work of engineering genius from Marc Birkigt's fertile brain, the H6B was among the world's most technically advanced cars, boasting mechanically servo-assisted brakes among its many attributes. The alloy 6597cc in-line six gave 135bhp at 3000rpm; from 1924, eight-litre H6C pushed the car's top speed close to 120mph. Every component was 'over-engineered' and the build quality quite beyond the comprehension of normal engineers. But Marc Birkigt was no ordinary designer. Competition success included victories in the *Coupe Boillot* at Boulogne in 1921, 1922 and 1923. Coveted as much now as ever.



Hispano Suiza V12 1931-1938

Arguably the best Hispano, built regardless of cost despite the depression. Based on Birkigt's wartime aero engines, the 9.4-litre V12 produced either 190bhp or 220bhp according to customer specification. The later 11.3-litre unit produced an even more impressive 250bhp, and despite the weight of the chassis and heavy bodies these cars could reach well above 100mph with ease. Significantly, most lightweight sportscars at this time were running out of breath at 80mph. We wonder what a modern Hispano would be like — an interesting thought.

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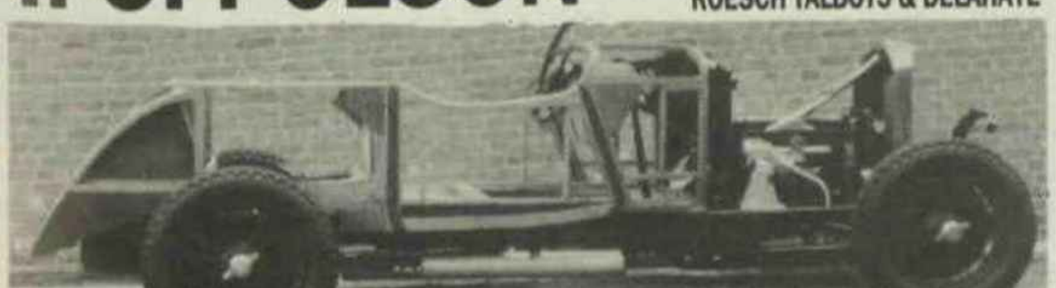
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Hotchkiss six-cylinder 1929-1954

Handsome French glamour car, the original AM80 had a three-litre engine, but the wonderful 3½-litre 125bhp unit announced in 1933 was capable of propelling these luxury carriages beyond the 'ton'. The short-wheelbase Grand Sport could do 110mph. Success in competition included four Monte Carlo Rally victories before the war and one in 1950, an impressive record for so large a vehicle. Hotchkiss failed to keep up with modern design trends after the war, and by 1954 it was all over.

HRG 1936-1956

One of the lowest volume sports cars ever made — less than 250 in 20 years — the HRG was handbuilt, light, durable and fast. There were 1100cc and 1500cc engines, the latter producing a healthy 61bhp at 4800rpm. A number were successful in rallying, and one example with an extended tail body section scored a class win at Le Mans in 1937. A good 1930's sports car, which was hopelessly outdated by the time production ceased in the mid-1950s, but a worthy two-seater that was easy to drive. Can still be enjoyed in modern traffic if needs must.

Invicta 1925-1933

Noel Macklin's products were fitted with 2½-, 3-, and 4½-litre engines and, like all beautifully made cars of the period, Invictas were expensive. There were just 77 examples of the ever-popular 4½-litre, one of which was driven to victory on the Monte Carlo Rally by none other than Donald Healey. With 115bhp from the Meadows straight-six, 100mph was possible, hence the car was known as the '100MPH' Invicta. With their low-slung chassis, these cars always looked exciting whether on the move or standing still, and can still be seen competing in VSCC events.

Isotta-Fraschini Tipo 8 1919-1935

One of Italy's grander attempts to compete with Rolls-Royce and Hispano-Suiza. Open tourer bodies are the most desirable — handsome lines and exquisitely well made. The first cars had 5.9-litre eight-cylinder engines, enlarged after 1924 to 7.4 litres in the Tipo 8A model. Production ceased in 1935 as the Tipo 8 was a typically vintage car and the competition had moved on considerably.

Itala 61 1924-1931

An interesting vintage machine from Italy with an alloy straight-six two-litre engine and four-wheel brakes, by no means common during this period. And by 1926 there was a mechanically driven brake servo — advanced stuff! And better still, a twin-cam power unit before the firm's demise in 1931.

Jaguar SS100 1935-1939

Originally fitted with the 2663cc six-cylinder engine, the SS100 was the styling sensation of the 1930s — the first of Bill Lyons' masterly creations. When the 3½-litre engine arrived in 1937, every 'petrolhead' wanted one. Capable of 100mph, its modest price tag of £450 set the scene for the Jaguar years ahead. Rust has taken its toll of these beautiful two-seaters, but lengthy restorations are always possible with sufficient dosh. Still desirable but, alas, not the cheap Jag it once was.

Lagonda 4½-litre 1933-1939

Lagonda's finest sports machine; its 4453cc Meadows six propelled the car to over 90mph but with the M45 Rapide of 1934 came higher gearing and a more powerful engine, sufficient for a genuine 100mph. The superb M45R version won Le Mans in 1935. After considerable development, there were synchromesh gearboxes and independent front torsion bar suspension. Fast, well built and safe, these Lags embrace the true spirit of British sports cars during the post-vintage era. Still impressive today too.

Lagonda V12 1937-1939

Arguably W O Bentley's finest engine design, the 4½-litre 180bhp V12 with a single overhead camshaft per bank was placed in the LG6 chassis, with independent front suspension and the usual variety of body options. The road cars were luxurious, advanced and deceptively fast. Two special-bodied cars finished third and fourth at Le Mans in 1939. Production of the last truly great Lagondas ended in 1939; the machine tools necessary for production were broken up. A great pity.

Lancia Lambda 1923-1931

Something of a trend-setter, the 2.1-litre, narrow-angle V4 was made of alloy, and the interesting chassis was basically of unitary construction; independent front suspension by coil springs completed the advanced part of the specification. With just 50bhp Lambdas weren't especially fast, but had superb roadholding, which made up for what was lost on the straights. Sports, tourer and saloon bodies were available, the four-seater tourer being an especially attractive option.



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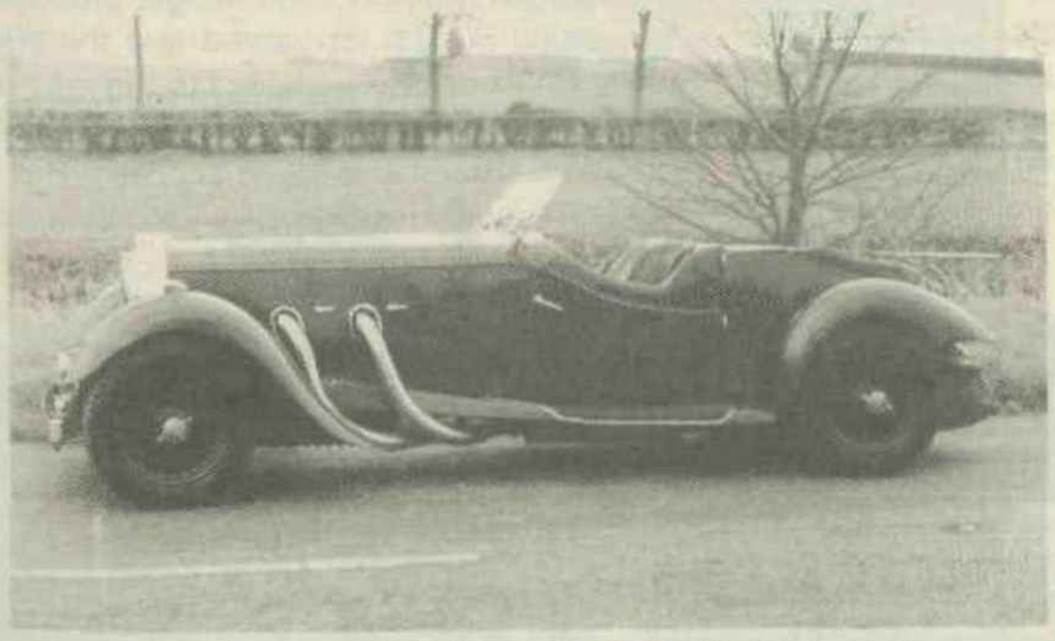
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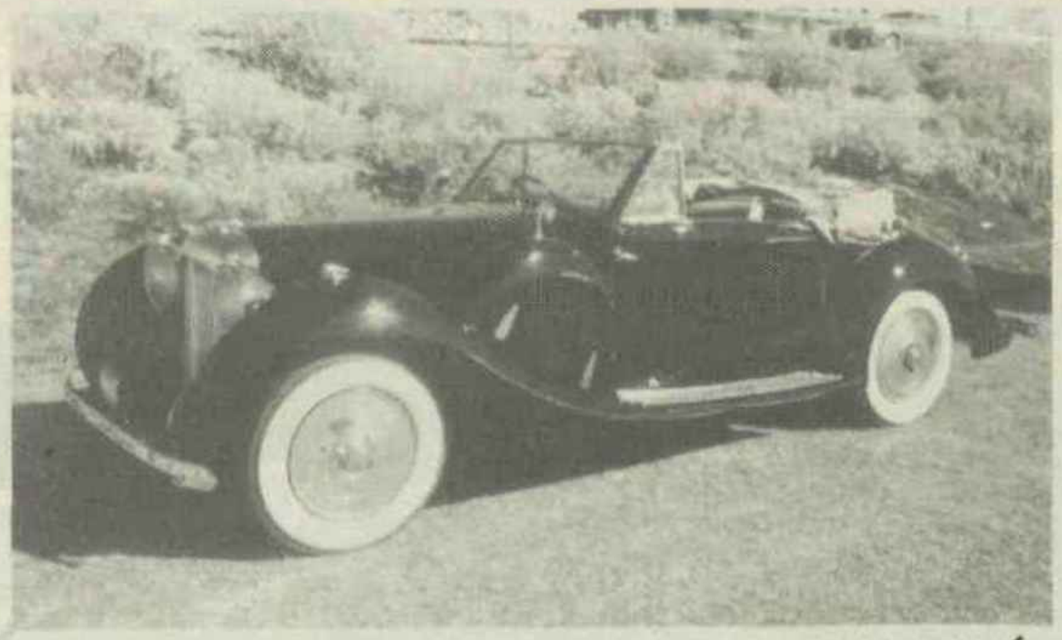
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Lancia Aprilia 1936-1949

A magical little car and one of the most advanced of the 1930s. The diminutive 1352cc V4 produced just 47bhp at 4000rpm, but the aerodynamically sound body not only allowed a top speed in excess of 80mph (from 1.3 litres!), but fuel consumption at 32mpg was outstanding. All-round independent suspension gave excellent road manners and handling was almost in a class of its own. Good examples of this pre-war design are still about and market values are most reasonable, especially considering that this four-seater saloon is capable of running rings around the majority of its peers. They don't rust especially badly either.

Lea-Francis Hyper 1928-1932

Purposeful with a distinctive sloping radiator shell, the Hypers sported Meadows 1.5-litre four-cylinder engines developing 61bhp, or 79bhp in competition guise. Cozette supercharger fitted to the S Type Hyper made for one very exciting car, and Kaye Don proved the model's worth by winning the 1928 TT in one. They also proved competitive at Le Mans, but, as with so many other manufacturers, the worldwide depression put the company on a downward slope; by 1932 it had stopped its racing activities altogether, starting up again with a new breed of cars in 1938. An archetypal vintage car.

Lorraine-Dietrich Silent Six 1919-1932

France's answer to the Bentley, the 3½-litre Silent Six was one of the finest vintage touring cars, with exceptional roadholding and performance. Although never intended for competition, these cars were so well made that there were second and third places at Le Mans in 1924 and outright victories at The Sarthe in both 1925 and 1926. The overall specification was entirely conventional, and there was a choice of two- or four-seater sports, tourer or saloon bodies. Lorraine stopped building cars in 1934 in favour of commercials and aero engines.

Marendaz Special 1926-1936

A Bentley look-alike created by Captain Marendaz with Anzani side-valve engines in the beginning, progressing to a 1869cc straight-six by 1931. However, in 1935 the 15/90 model was launched with a two-litre Coventry-Climax engine and performed well despite the typically heavy chassis. Beautifully proportioned, these cars were fitted with sports bodywork, but a number also had enclosed coupé bodies. A rare beast today and easily mistaken for a three-litre Bentley at a distance.

Maybach Zeppelin V12 1930-1934

Any car weighing 3½ tons has just got to be something special. The V12 6.9-litre engine developed around 150bhp and the complex six-speed gearbox was a unique affair with three overdrive ratios operated by a lever on the steering wheel. Maybach's answer to the biggest and best from Daimler-Benz, the Zeppelin V12 was expensive and built only for the super-rich. Of historical significance and technically interesting, but not to be taken seriously as much more than a museum piece today. Unless you fancy trying to stop all that weight in today's traffic with drum brakes.

Mercedes-Benz 38/250 1927-1933

Fabled monsters from Stuttgart, the 38/250 was developed from the 36/220S and, with its seven-litre straight-six pushing out as much as 200bhp with the supercharger engaged or 140bhp without the blower in operation, it was a force to be reckoned with. Beyond this there was the SSKL with 300bhp and a formidable top speed of close to 150mph. Some consider the 38/250 to be the ultimate vintage sports car — the McLaren F1 of its day — but it wasn't as successful as W O's Bentleys in international competition. Expensive, fast, complex and beautiful with an awe-inspiring presence, it's difficult to comprehend all that the big Mercs represent.

Mercedes-Benz 540K 1936-1939

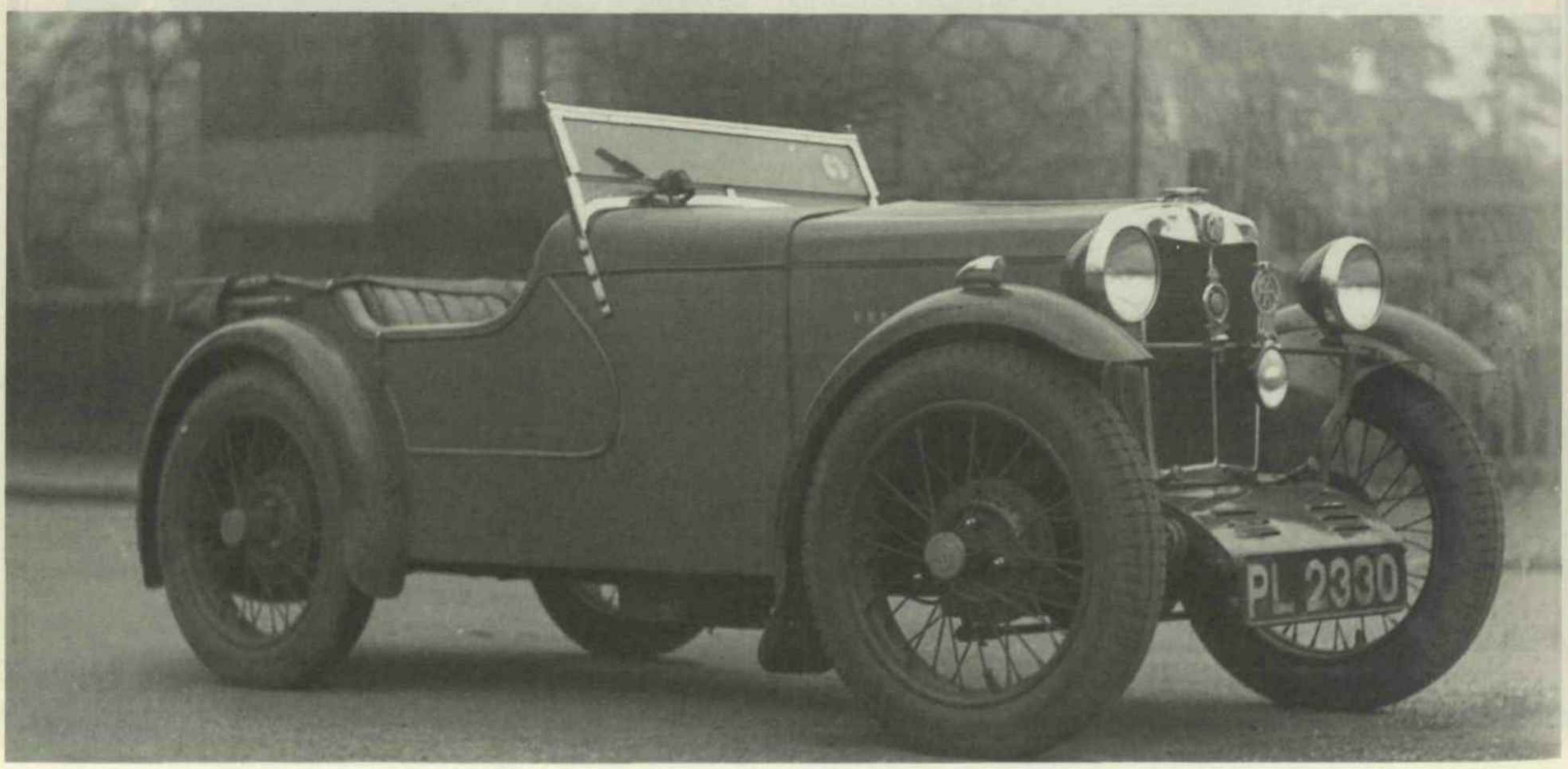
Attractive bodywork, especially the cabriolet, with distinctive chromium-plated side exhaust and all the other usual Mercedes hallmarks — massive radiator shell, huge headlamps, big everything else and unrivalled engineering quality. The 5.4-litre engine developed 115bhp, or 180bhp supercharged, and instilled drivers with a sense of purpose beyond 100mph. A very different machine from contemporary Rolls-Royces and Bentleys. Values are generally stratospheric, but in one way there's as much fun to be had in an Austin Seven for a fraction of the cost.

MG 18/80 1928/1933

Cecil Kimber's 'break-away' MG had an all-new chassis with 2½-litre 60bhp straight-six, but utilised several Morris components, not that the new car was any the worse for this. Saloon, sports and tourer bodies were built by Carbodies of Coventry. Top speed was close to 80mph and there were several modifications before being replaced by other models. Good, steady vintage motoring with a badge that would eventually inspire thousands of sports car enthusiasts the world over.

MG M-Type Midget 1929-1932

Gorgeous little cars inspired by the Morris Minor. Diminutive 847cc OHC engine developed a maximum 27bhp at 4500rpm with a single SU. For £175 the Midget produced a screaming 60mph top speed and the opportunity for everyday middle-class folk to have serious fun at Brooklands, where competition prepared cars also enjoyed success. Has any car achieved so much or given so much pleasure with such a tiny engine?



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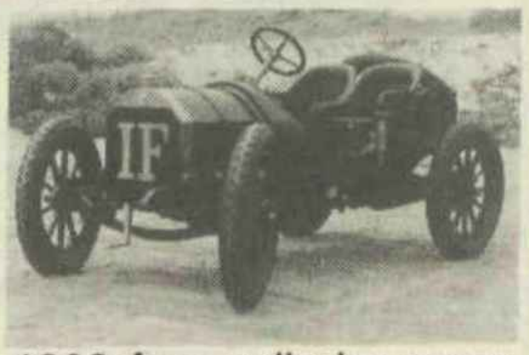
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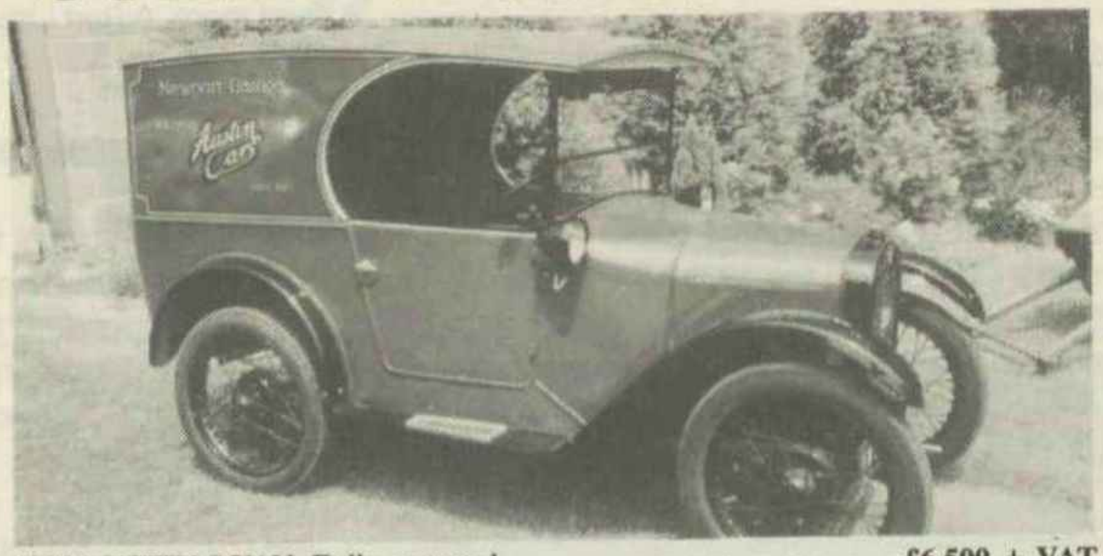
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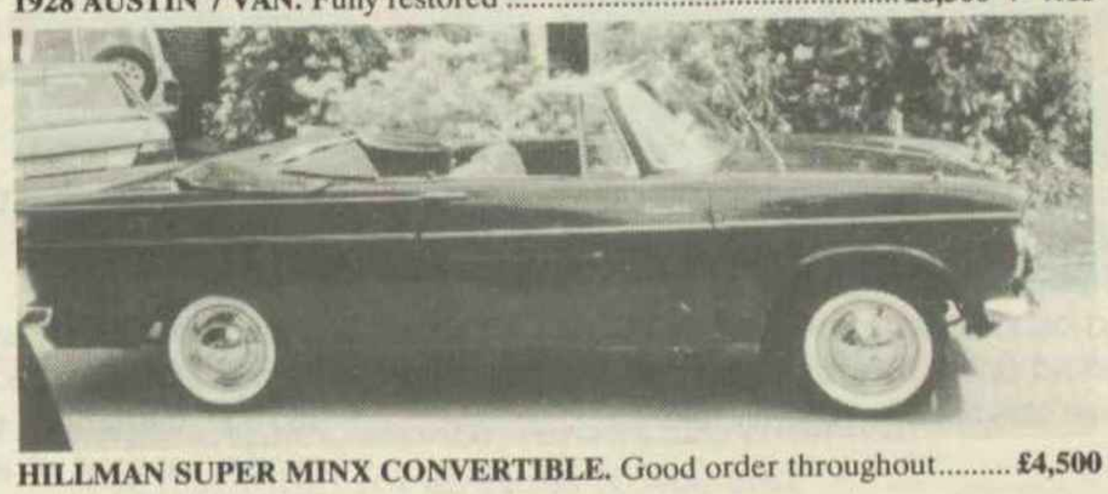
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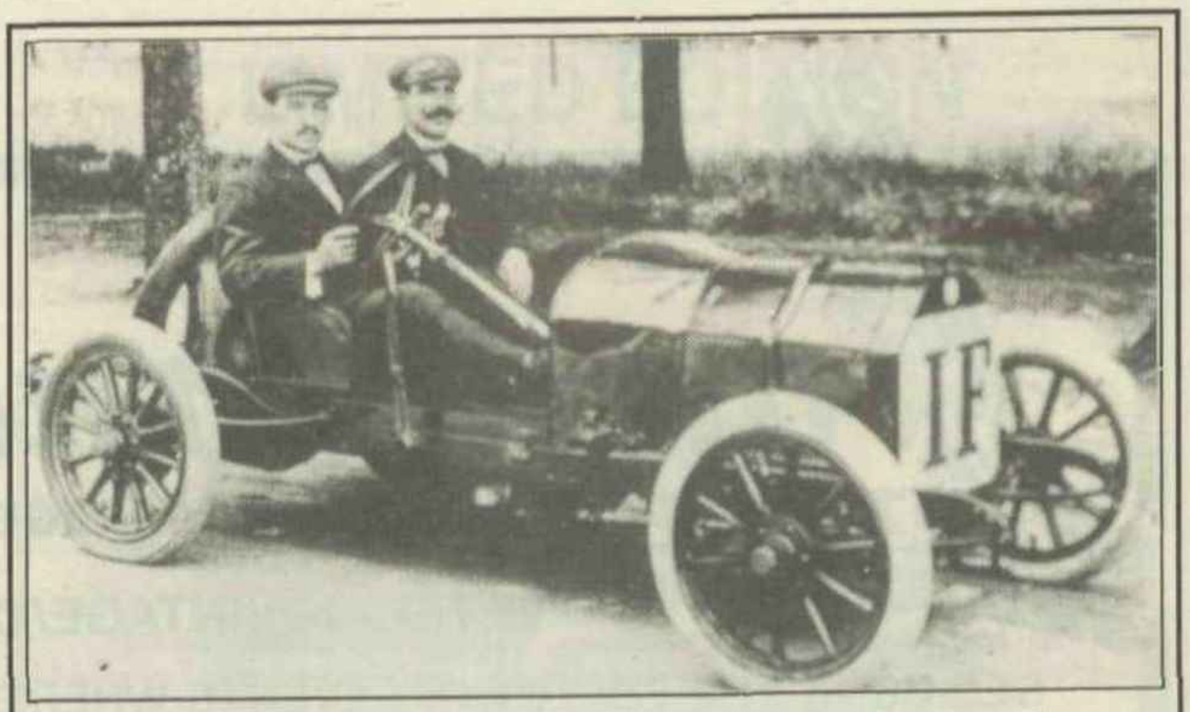
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MG Magnette 1931-1935

More magic from MG but, with the Wolseley 1087cc six-cylinder engine and the usual range of body styles. K3 version is arguably the most desirable because of competition history. Among many successes was Count Lurani and George Eyston's class win in the 1933 Mille Miglia. Up to 120bhp was available courtesy of supercharging, but beyond excellent performance, the two-seater were among the best looking cars of their generation. Aesthetically stunning from every angle.

Minerva AL 1929-1937

Big bold Belgian with silky-smooth 6.6-litre straight-eight Knight sleeve-valve engine. Heavy luxury cars, and beautifully made for beautiful people but, like so many expensive touring machines, Minerva's AL was built at a time when potential customers had lost the fortune it cost to run such cars. Minerva packed up in 1938 with the inevitable result that these cars are now relatively rare.

Morgan Three-wheeler 1919-1930

One of the few three-wheelers to be taken seriously by sporting drivers. A variety of two- and four-seater bodies and air-cooled and water-cooled V-twin engines. Overhead valves were first seen in 1923 and were standardised in 1925. The 1927 Aero version could easily reach 80mph and the 1929 Super Sports was even faster. A cheap lightweight, these cars gave the impecunious the same kind of performance as a three-litre Bentley and more. A Red Label with attitude.

Morgan 4/4 1936-1939

The first four-wheeler appeared in 1936. A number of engines were used before the war including Ford's side-valve, 1100cc Coventry-Climax and 1267cc Standard Ten engines converted to overhead valve. The famous sliding pillar suspension featured, of course, as it had on the earliest three-wheelers; body styling set the scene for the next 60 years and beyond — with luck. More famous Malvern product than Elgar and, some say, better to listen to. Keep building 'em, lads.

Morris Cowley and Oxford (Bullnose) 1913-1926

Not a sports car by any standard, but worthy of a place in our gallery because the 'Bullnose' provided 150,000 customers in Britain with inexpensive, reliable transport at a time when everyday folks made do with a bicycle. The two basic models were the 13.9hp Oxford and 11.9hp Cowley, both sharing the same chassis; neither had front brakes until close to the end of production. Still cheap and cheerful, but not as useable as a Seven.

OM six-cylinder 1925-1930

Before Officine Meccaniche turned to commercial vehicles in 1930, this Italian company made some of the world's most successful sporting cars. The two-litre side-valve engine was easily tuneable and the bodies exceptionally good-looking. Competition distinction included high placings at Le Mans, victories at Tripoli and San Sebastian and, best of all, the first three placings in the first ever Mille Miglia in 1927. Enough said.

Peugeot Quadrillette 1921-1924

Charming French 'oddball' cyclecar with two seats in tandem and an economical 668cc four-cylinder two-bearing engine, later enlarged to 719cc and 950cc. Cheap to buy and run, this little car sold well, an admirable successor to the Bugatti-designed Bebé model. Quite rightly respected in France but rare outside the 'Motherland'.



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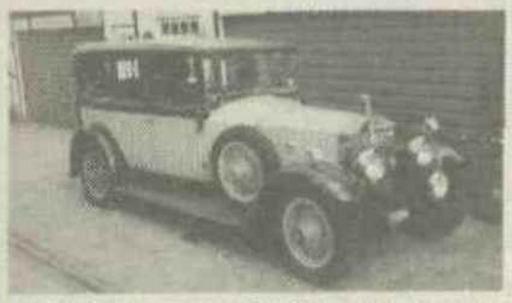
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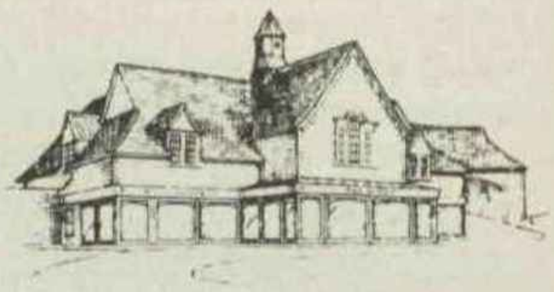
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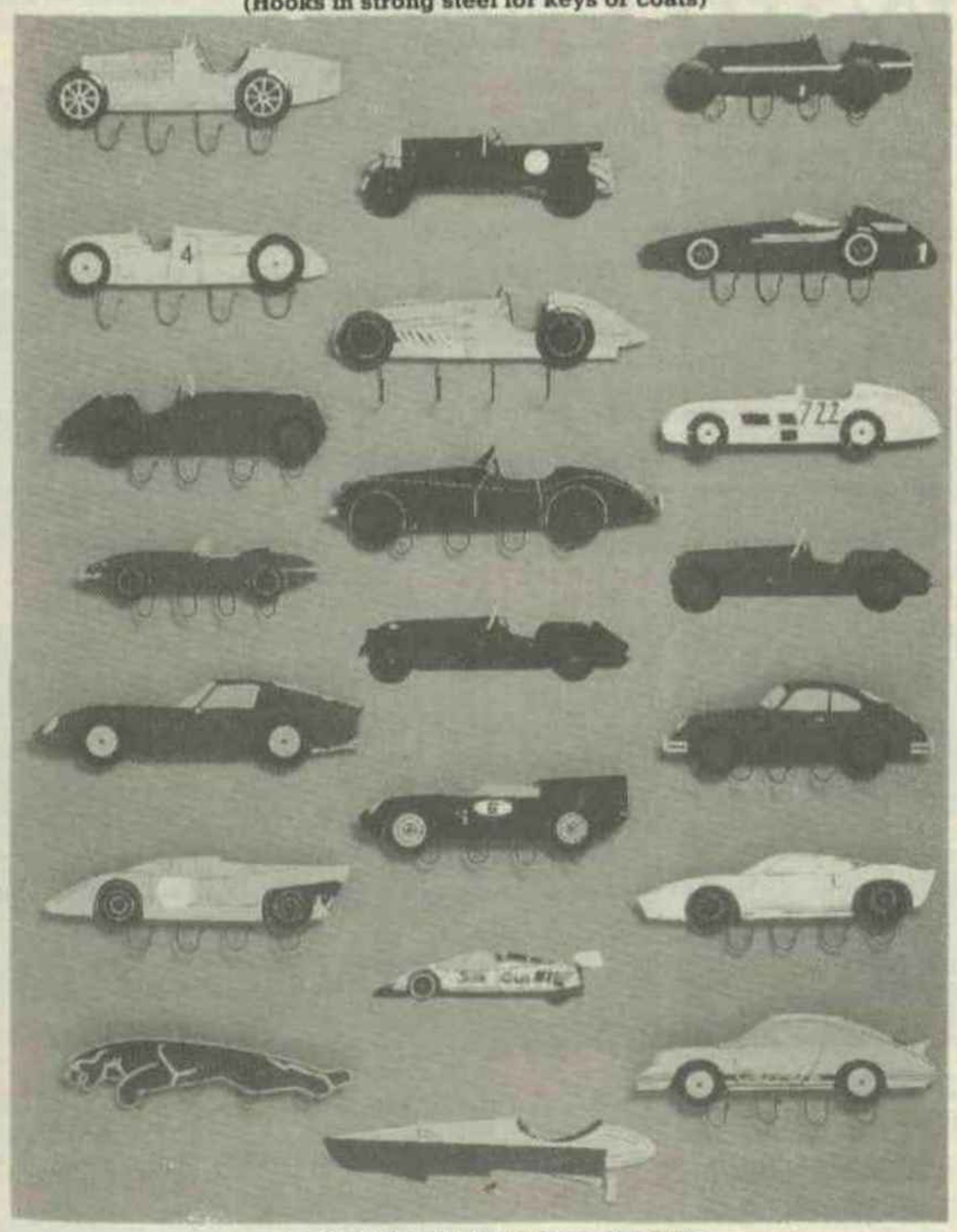
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Riley Sports 1927-1938

The 1927 1087cc 'Nine', 1932 1458cc six-cylinder and 1934 1496cc four-cylinder were all great engines, the 'six' forming the basis of the ERA power unit. Models include the Nine, Lynx, Imp, MPH and Sprite — and all very pretty and pretty quick. Forever associated with Freddie Dixon and his 'souped up' Brooklands cars, Rileys were impish, cheeky, glorious little things with wonderful pre-selector gearboxes, simple chassis and a 'fun factor' that is rarely found elsewhere. Lots of specials and variants — all fascinating.

Rolls-Royce Silver Ghost 1906-1925

The car that founded 'The Best Car in the World' reputation, the Silver Ghost (or 40/50) was conventional in every way, but build quality, craftsmanship and attention to detail was without compromise. Extensively modified over the years, some 8,000 were built before being replaced. Built in an age as far removed from the 1990s as possible, Silver Ghost are still highly regarded and this is reflected in consistently high market values.

Rolls-Royce Phantom III 1935-1939

An all-new design with independent front suspension and a fabulous light-alloy 7338cc V12 engine with hydraulic tappets. A large range of coachbuilt bodies, a hefty price tag (up to £3000), and 710 owners all told, who rarely experienced the delights of these magnificent machines from behind the wheel, as the majority were chauffeur-driven. A top speed of 95mph, but 12mpg is the price to pay for such sybaritic elegance and power.

Salmson 1923-1930

There were Grand Sports, GSCs and GP cars, all with the beautiful twin-cam engines (the first production 'twink'), that made for excellent touring, sports, or racing machines in 1100cc voiturette classes. Best result was second and third at Le Mans in 1927 against formidable opposition. Although by no means common, several examples still exist, and usually manage to draw a small crowd of knowledgeable motoring folk in the paddock.

Singer Nine 1932-1937

A great MG alternative, the sohc 972cc Singer Nine was a superb little car that went as well as it looked. Without the charisma of the Octagon badge, Singer didn't enjoy the same sales success as MG, but Nines were worthy contenders in a variety of sporting events. The Le Mans and Le Mans Speed Special models were good for 70mph-plus, and still make for splendid fine-weather tourers. Everyone seems to have had a Singer Nine: "Paid ten bob for mine in 1952, mate". Yeah, yeah, yeah. . .

Squire 1934-1936

One of the automotive tragedies of all time, Adrian Squire's dream of building an exclusive, high-powered, beautiful sports car — accomplished to the tune of just seven examples — fizzled out after just two years. The long, flowing lines of the body were voluptuous, the supercharged twin-cam 110bhp Anzani engine a real goer, but a price tag of more than £1200 put this lovely two-seater out of serious contention. There was a single-seater racer which competed at Brooklands and, after the demise of the company, two further sports cars were built from spare parts. A quality car in every respect.

Sunbeam Super Sport 1925-1930

Sunbeam were doing great things with the Tiger and Tigress racing cars in the 1920s, but their lesser models can also be considered great. Based on the 1923 GP car which won the French and Spanish GPs, the dohc 2916cc straight-six Super Sport was capable of close on 100mph — Segrave drove one to second place at Le Mans in 1925 — but the chassis was prone to flexing and these cars did not enjoy the same success as rivals like Bentley. A plethora of different models — and expensive ones at that — proved the prophets of doom correct in their predictions by 1935.

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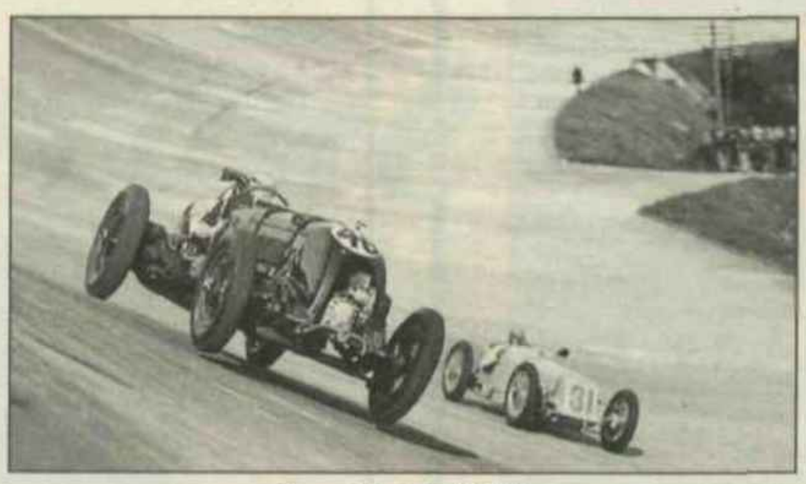
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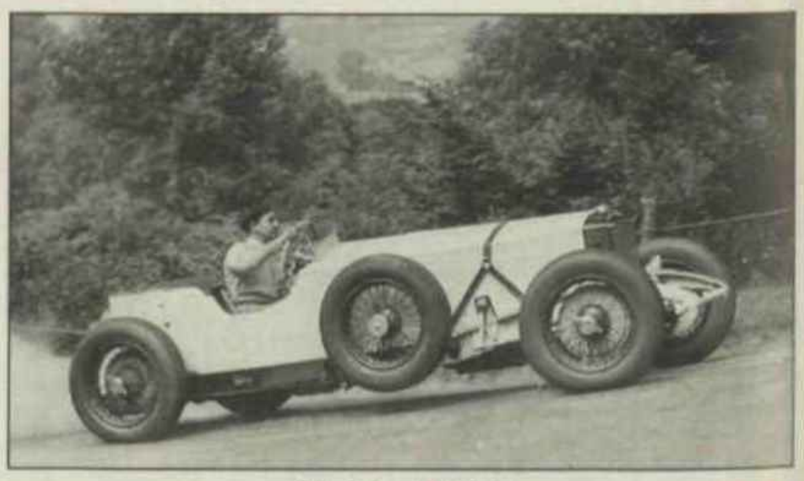
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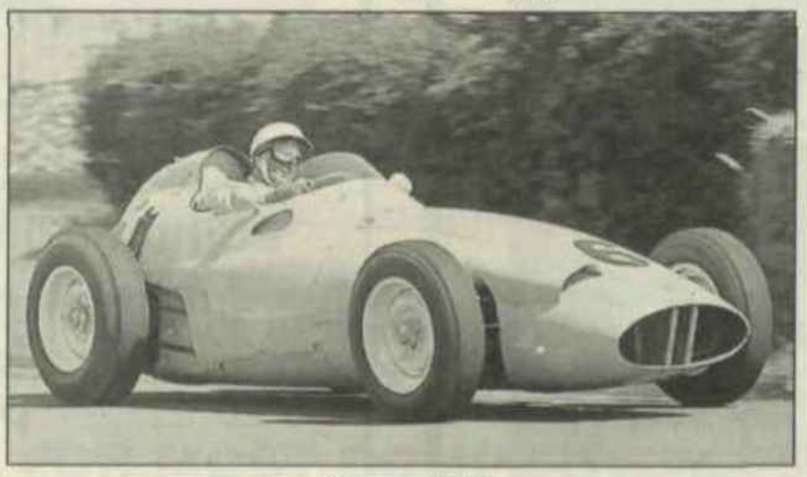
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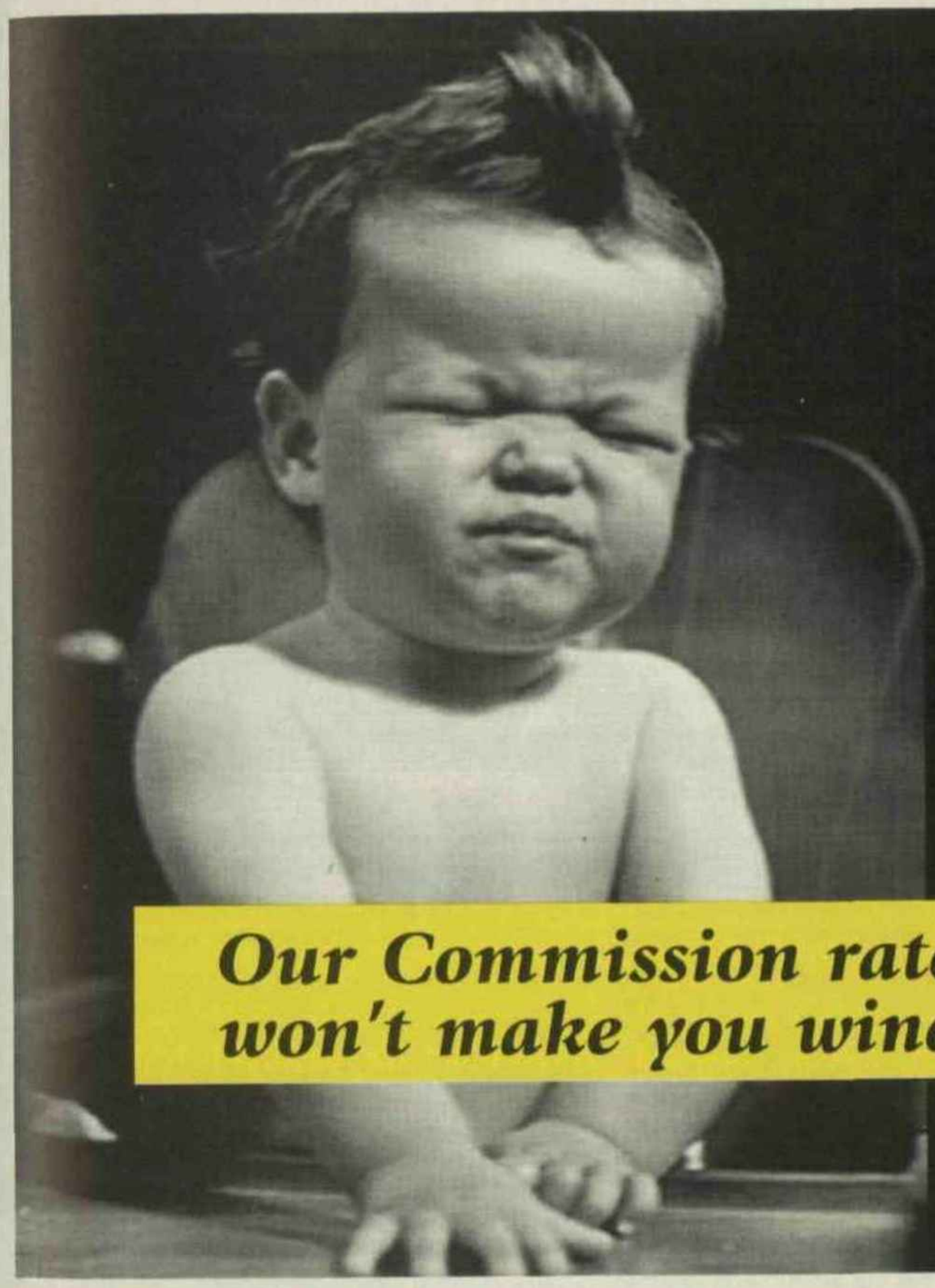


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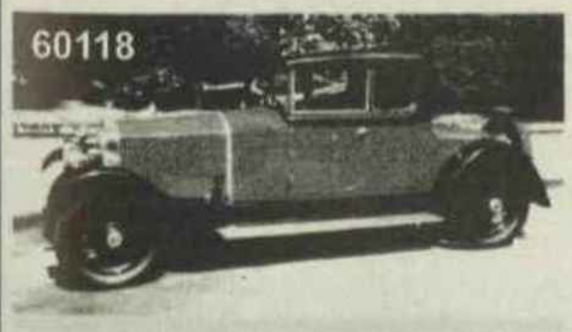
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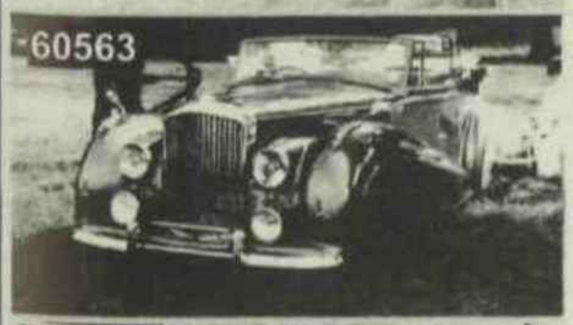
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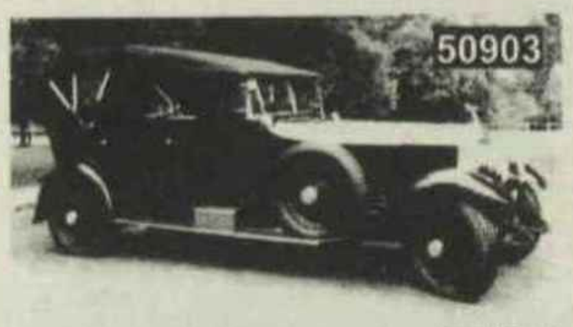

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60515	1928	R-R 40/50HP PHANTOM1	LHD Newmarket by Brewster	Superb. F.O.B. Detroit	£50, 000
60553	1929	R-R 40/50HP PHANTOM1	Open tourer, Barker style	Of sporting appearance	£39, 950
60517	1929	R-R 20HP TO RESTORE	Fixed Head Coupe A.Mulliner	43,000 miles 2 owners	£8, 750
50504	1927	R-R 20HP SUPERB	Cabriolet Saloon / division	Quite unique	£50, 000
51218	1926	R-R 20HP O/HAULED ENG	Complete chassis+V5 reg.doc	New tyres,plans & parts+	£8, 000
60118	1928	R-R 20HP	Doctor's Coupe by Barker	Orig DHC,would reconvert	£27, 500
60145	1929	R-R 20/25HP OWNERDRIVE	Sports Saloon by Barker	Good overall condition	£18, 000
60144	1933	R-R 20/25HP OWNED 10YRS	4lightTouringLimo by Barker	Only in 3rd ownership	£25, 000
60325	1931	R-R 20/25HP LIMOUSINE	6 Light Limo by Rippon Bros	8000ml since restoration	£26, 500
51127	1986	B TURBO R ABS EFI	4 door Sports Saloon	P & A Wood service hist.	£21, 950
60307	1987	B TURBO R L.H.D.	4 door Sports Saloon	F.S.H. 85,000 kilometers	£35, 000
60126	1968	B T1 THREE SPEEDER	4 door Sports Saloon	£5,500 spent last 3years	£8, 500
60222	1964	B S3	4 door Sports Saloon	Overhaul works completed	£17, 500
50624	1960	B S2 TWO FAMILY CAR	4dr Sports Sal.V Good value	Well restored bodywork	£9, 750
50409	1956	B S1 THREE OWNERS	4 door Sports Saloon	Always well maintained.	£11, 750
30811	1959	B S1 SUPERB FSH PAS	4 door Sports Saloon	In outstanding order	£17, 000
60237	1957	B S1 PAS	4 door Sports Saloon	£8000 eng.job, to run in	£14, 000
60554	1957	B S1 CONTINENTAL PAS	2 door F.H.C. by Park Ward	Immediately usable, good	£29, 950
30310	1957	B S1 CONTINENTAL PAS	4 dr Flying Spur HJMulliner	R-R promotional car	
40940	1958	B S1 CONTINENTAL PAS	4 dr Flying Spur HJMulliner	Engine rebuild P&A Wood	£37, 500
60552	1981	B MULSANNE	4 door Sports Saloon	Cherished number, alloys	£13, 750
51109	1949	B MK6MALLALIEU OXFORD	2 door Sports Special	A very pretty example	£22, 000
60563	1951	B MK6 DROP HEAD COUPE	2 door D.H.C. by Park Ward	Complete engine overhaul	£37, 500
50618	1938	B 4.25 LITRE (DERBY)	MRoverdrive Spts Sal. by PW	Good driving motor car.	£20, 750
60331	1933	B 3.5 LITRE (DERBY)	2dr4seat tourer VDP replica	Very pretty VPD replica	£35, 000


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Talbot Roesch 1926-1937

After new designs by Swiss-born George Roesch, Talbot's flagging fortunes were revived. The first car, the 14/45, was typical of the period except that the 1665cc six-cylinder engine was a real gem. Several models followed and the engine grew in the 110 model to 3370cc. 105 and 110 models made for the basis of good competition cars — both for rallying and racing — but when Rootes took over the company in 1935, the wonderful Roesch era came to an end.

Tatra Type 77 1934-1937

The unconventional product of one of this century's true engineering geniuses, Hans Ledwinka, the Tatra 77 had an air-cooled V8 engine, all-round independent suspension and a full-width body on a backbone platform chassis. Styling was streamlined and as advanced as the cabin was spacious and the handling dubious. Not really seen in the West until recent times, but interest in these fabulous cars is growing. Not everyone's cup of tea but just so different from everything else. There really is nothing quite like it.

Tracta 1926-1934

An early French attempt at front-wheel drive by J A Gregoire, which strongly influenced Citroen's decision to adopt *traction avant*. Independent front suspension by coil springs and vertical pillars was novel. The original engine was just 1100cc (with the option of a supercharger), later enlarged to 1500cc and then 1600cc. Towards the end of production, Hotchkiss and Continental six-cylinder engines made an appearance, but Tracta disappeared from the market place in 1934.



Vauxhall 30/98 1919-1927

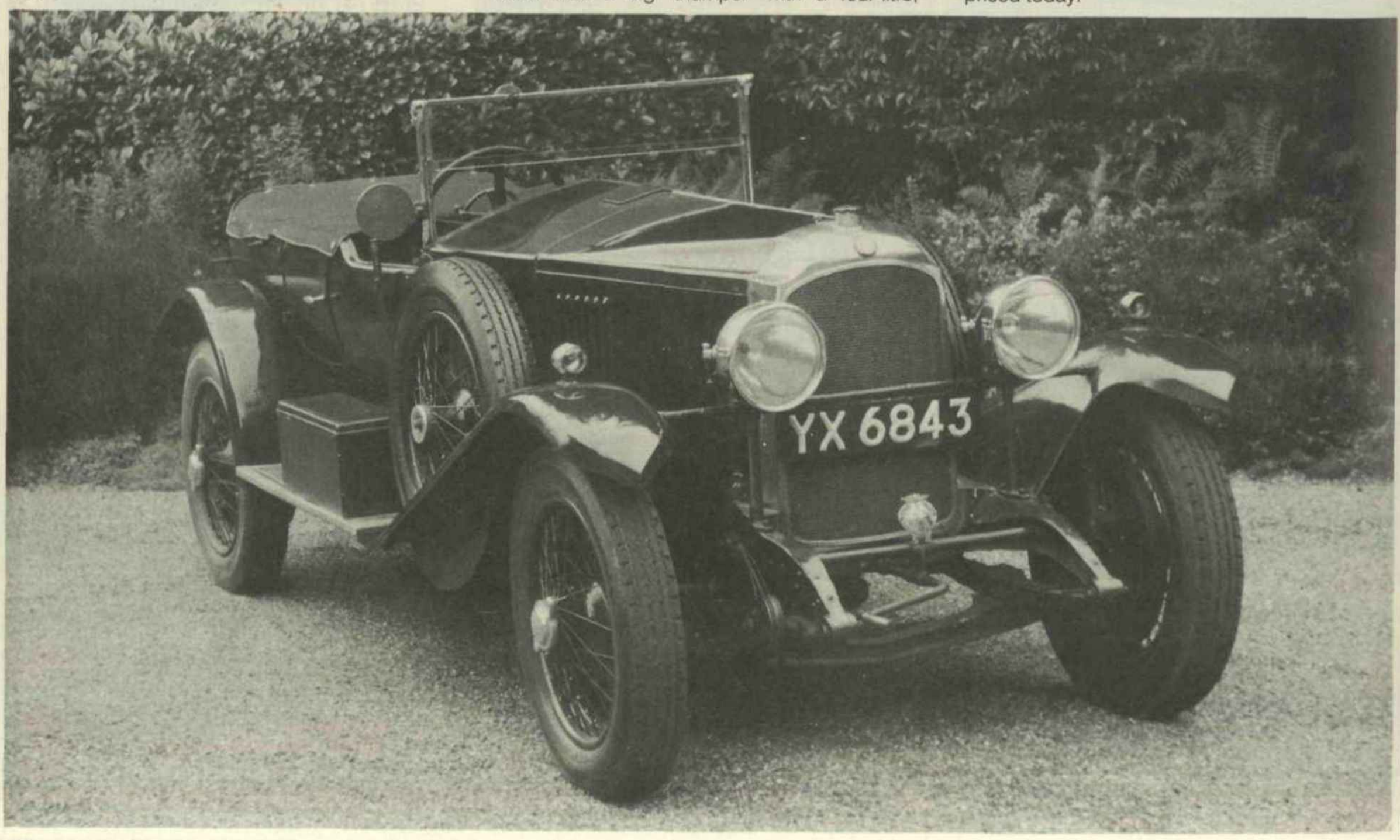
The side-valve E and overhead-valve OE types were arguably the best all-round vintage sports tourers. Heavy, reliable, amazingly strong, stylish and fast, the 30/98 was Vauxhall's answer to the Bentley and, in many respects, there was little to choose between the two. Vauxhalls were expensive too, although the price came down substantially in 1921. In their final form, these fine cars developed 120bhp, but the design was long in the tooth by the time the last car was built in 1927. Exceptionally good looking and powerful, several 30/98s can still be seen in VSCC events today, their booming exhausts resounding splendidly around the hills of Pilleth on the 'Welsh'.

Voisin 18CV 1919-1926

In the same mould as Vauxhalls and Bentleys, the Voisin was a big 'thumper' with a four-litre, four-cylinder Knight sleeve-valve engine. Two-wheel brakes quickly gave way to all-round stopping power and, in this form Voisins placed first, second and third in the 1922 French Grand Prix for Touring cars. Don't see them too often these days.

Wolseley Hornet Special 1932-1934

Not generally regarded as one of the great classic designs, but drive one and you'll be hooked. Supplied only as a rolling chassis, some bodies were pretty horrible, but there were some good looking ones too in both two- and four-seater guises. The 1271cc engine was a smooth but underpowered six-cylinder, later enlarged to 1.6 litres, enough for an honest 50bhp. Thanks to the flexible chassis the roadholding was a little 'iffy', but nothing especially out of the ordinary. As much fun as an MG but much more sensibly priced today.



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A-Z of CLASSIC

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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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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 every*one'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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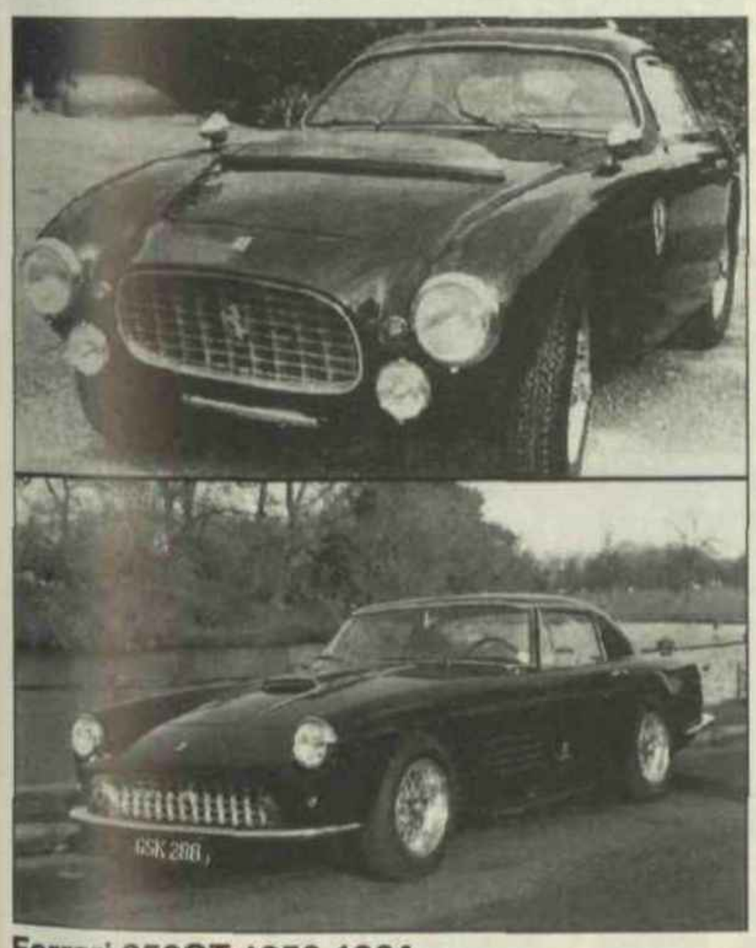
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Facel Vega — Facel II 1962-1964
The pick of several models made between 1954 and 1964. The preferred transport of the rich and famous — Ringo had one — there's refreshingly unusual styling, a powerful V8 6.3-litre Yankee stock-block ready to 'grunt' 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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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

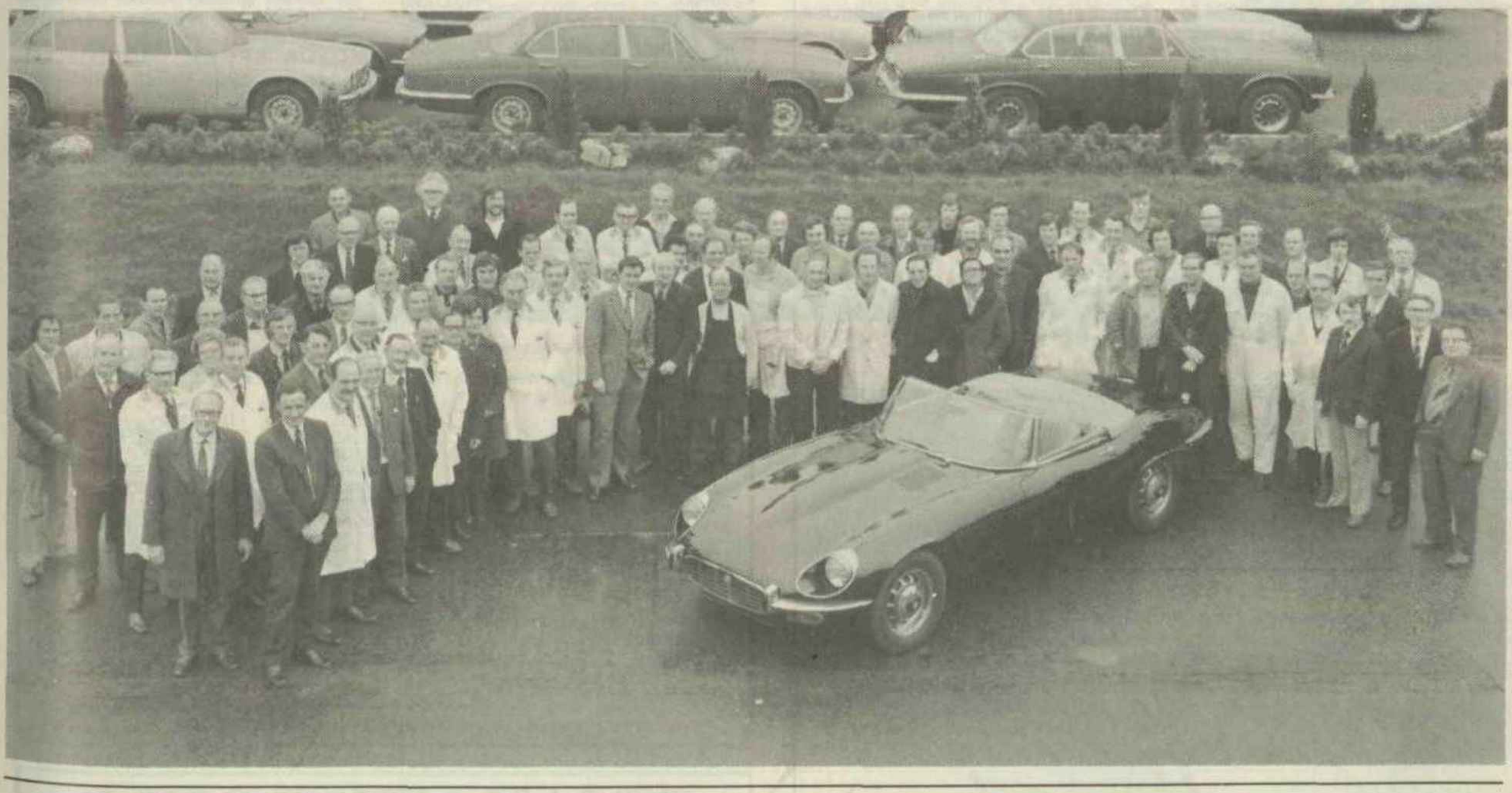
The classic Jaguar saloon with a choice of 2.4-, 3.4- or 3.8-litre twin-cam sixes. Something of a '60s 'cult' car — the choice of bank managers and bank robbers alike — the desirable one is the 3.8 manual overdrive, but the 2.4 is just as rewarding if you're not in a hurry. Good anchor power from disc 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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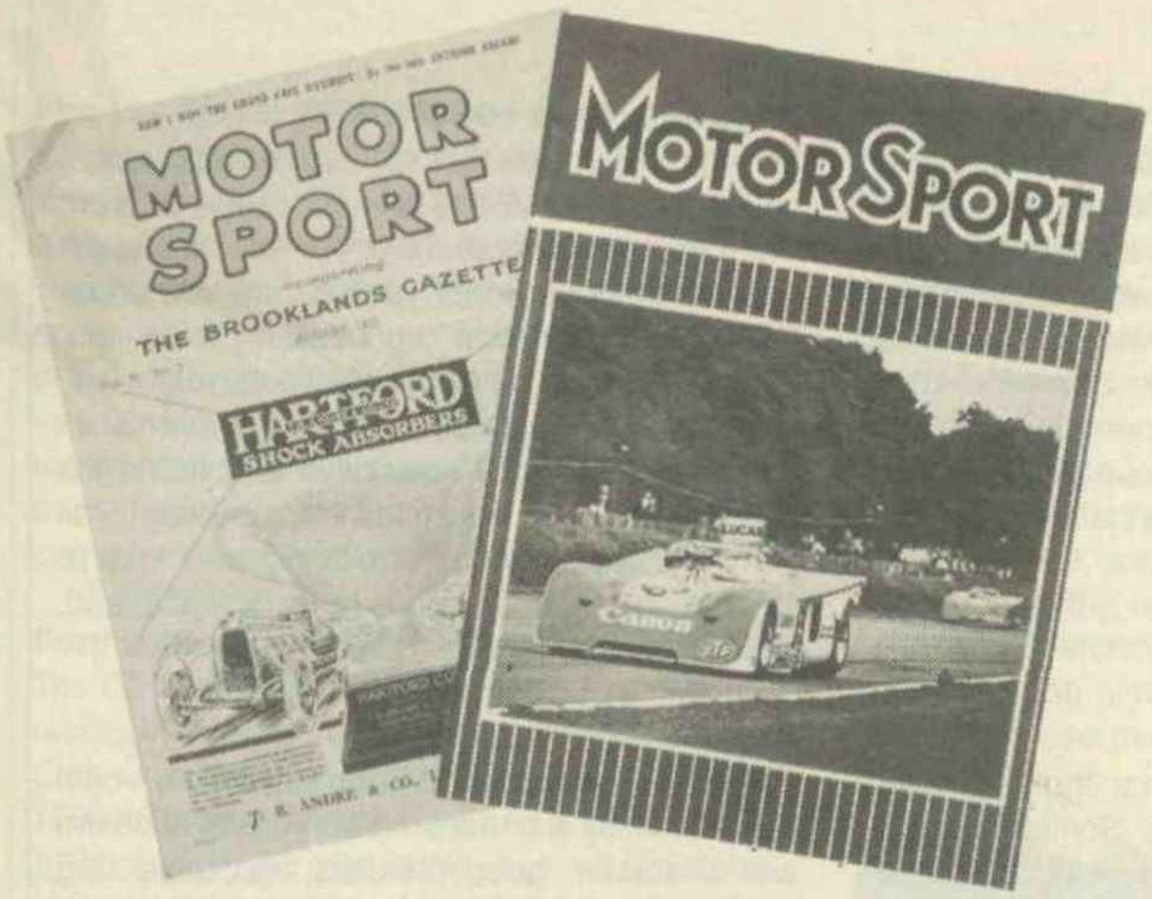
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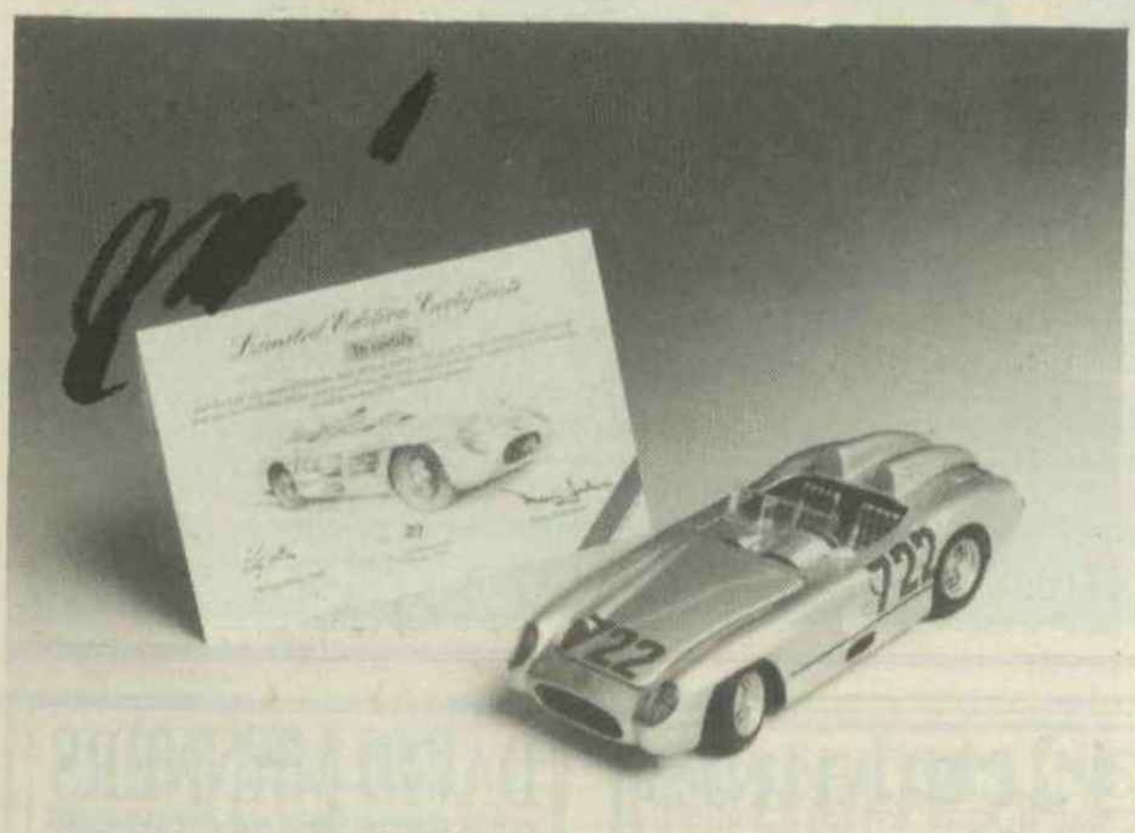
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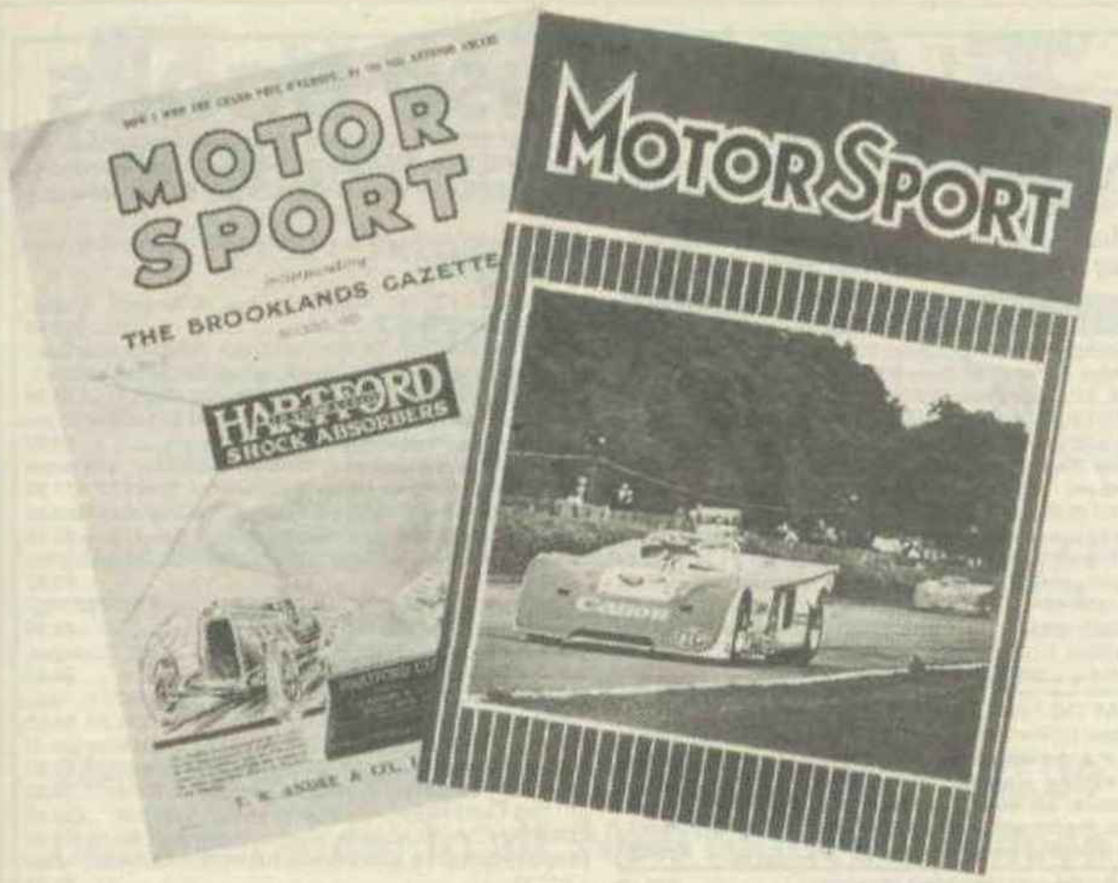
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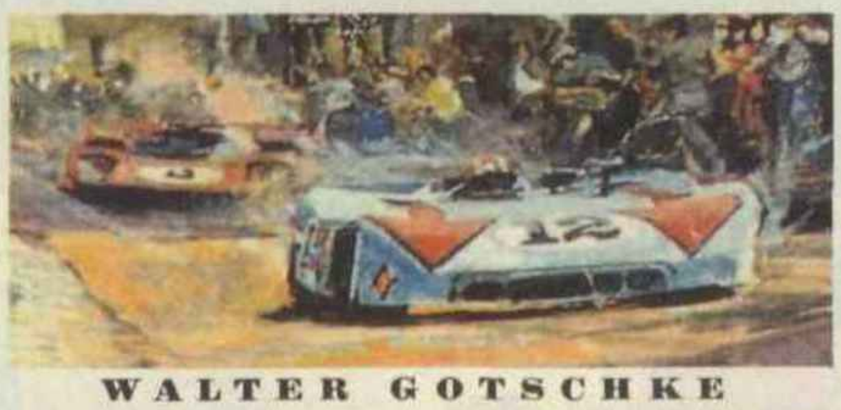
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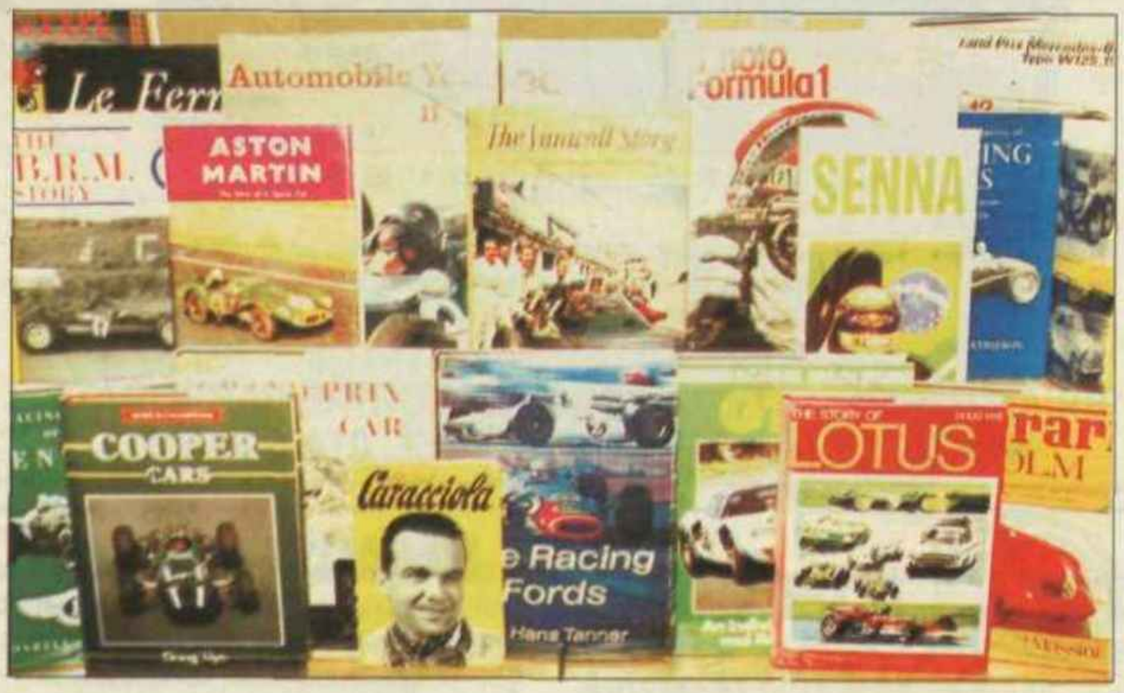


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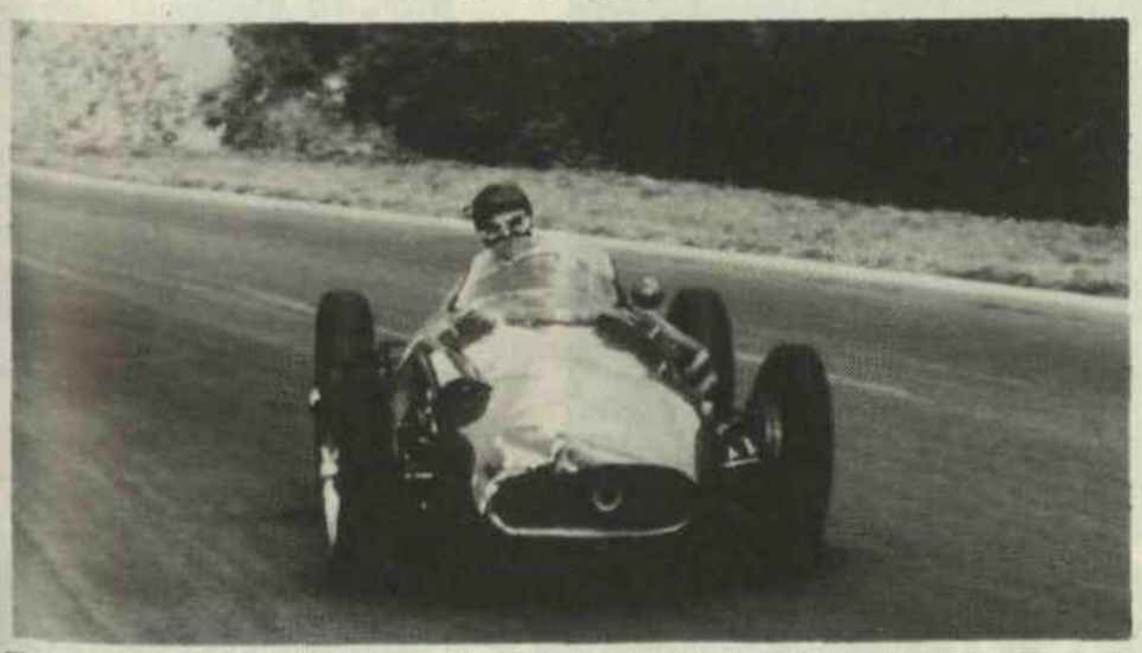


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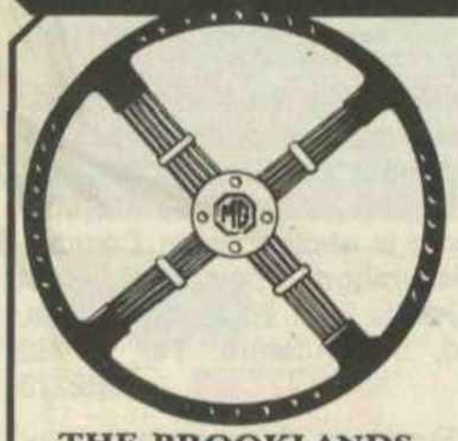
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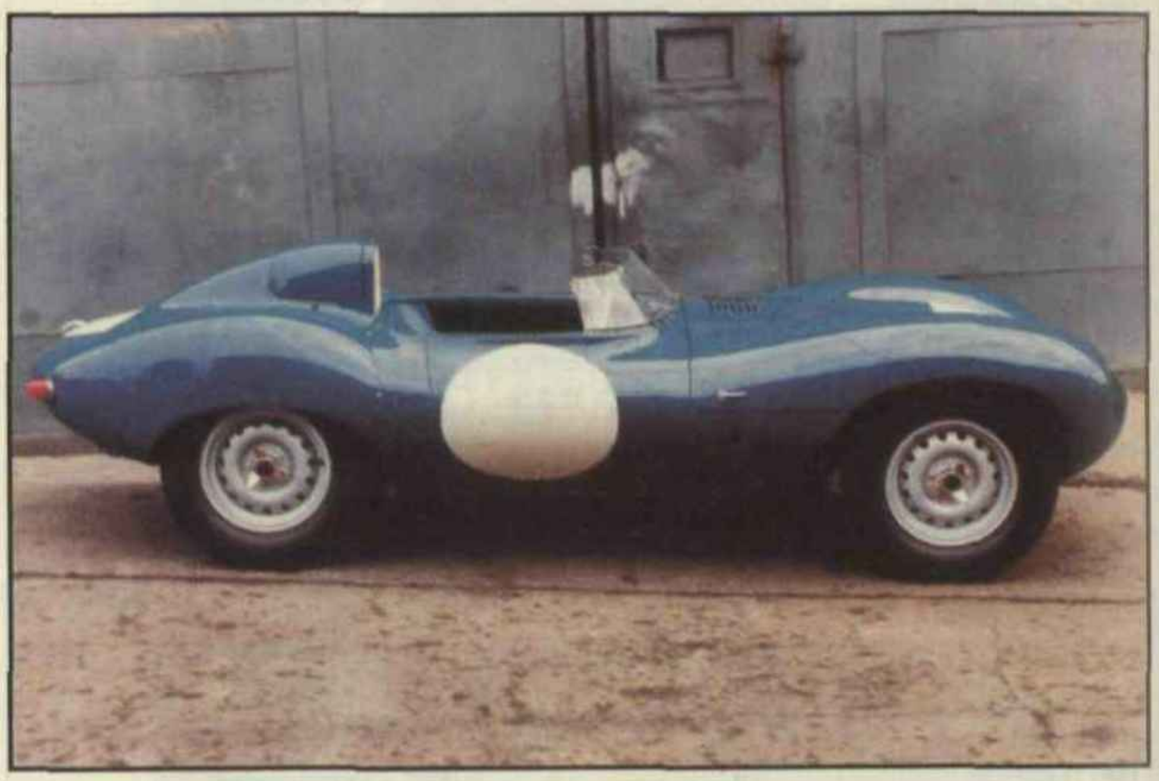
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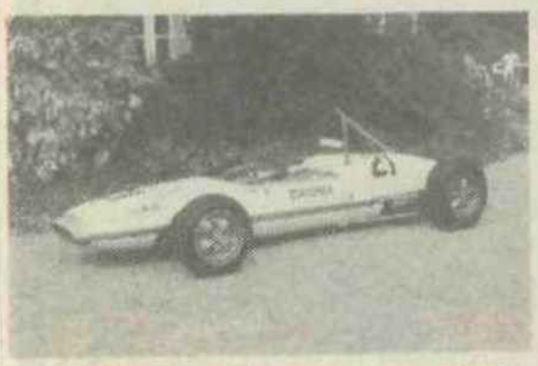
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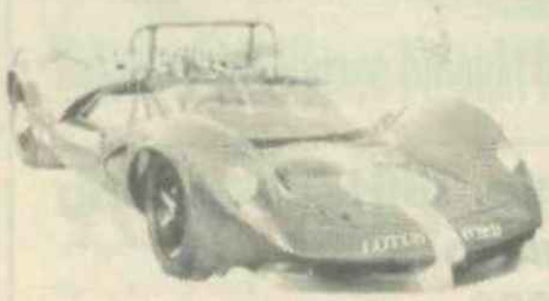
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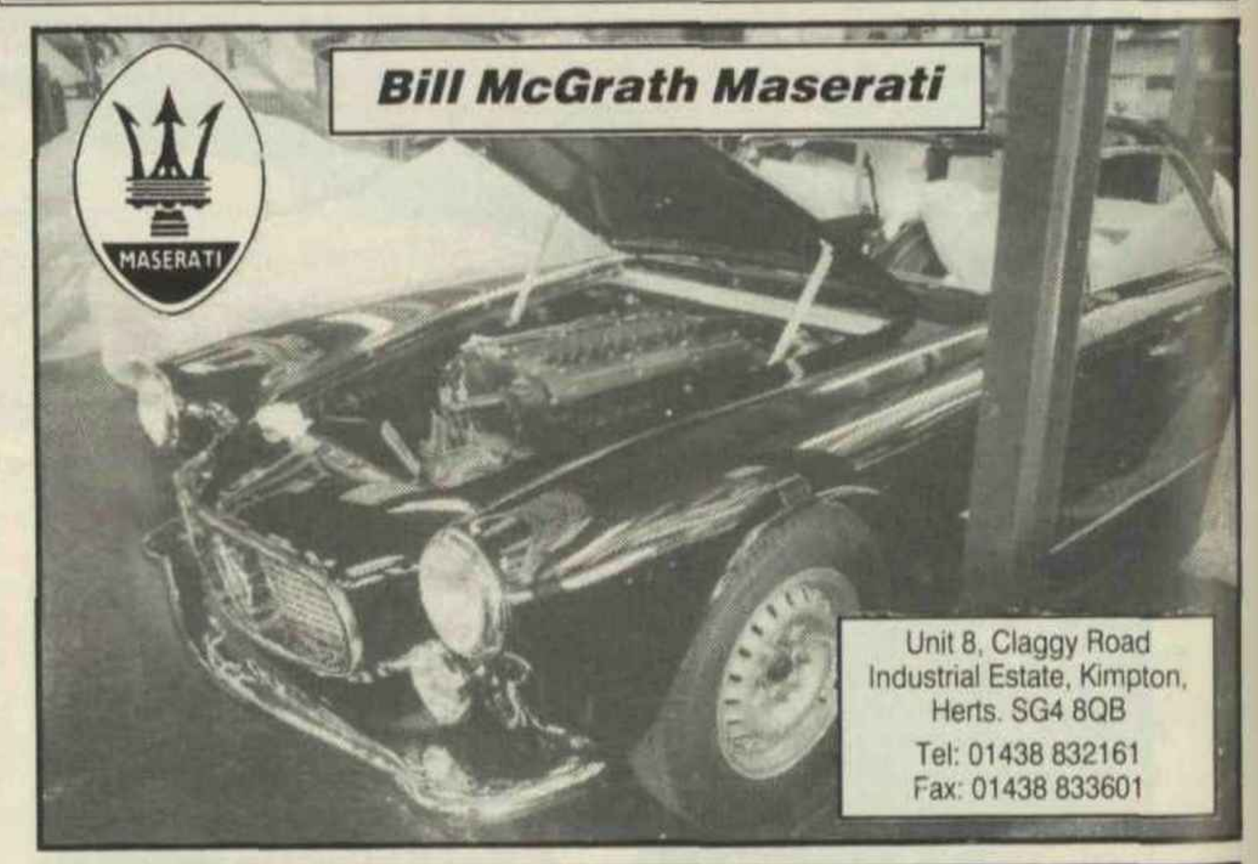
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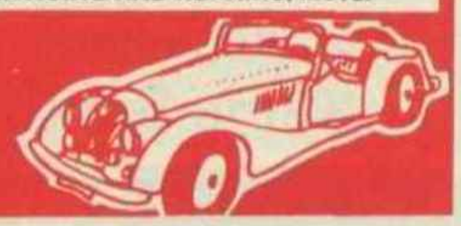
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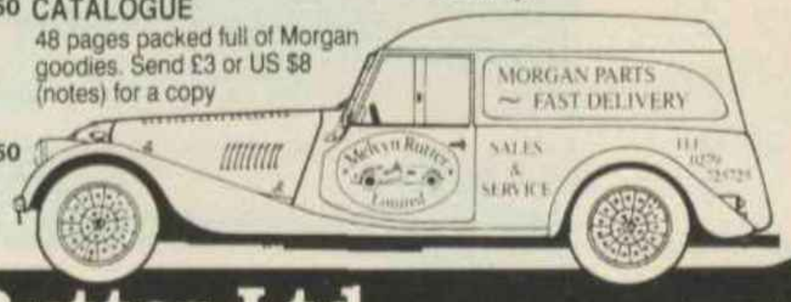
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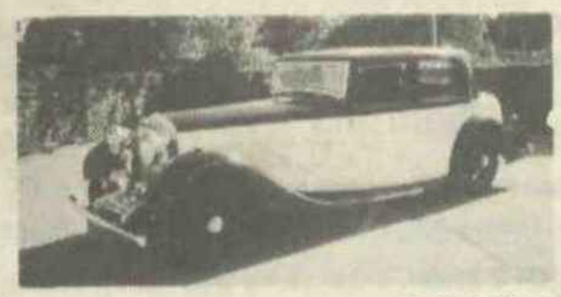


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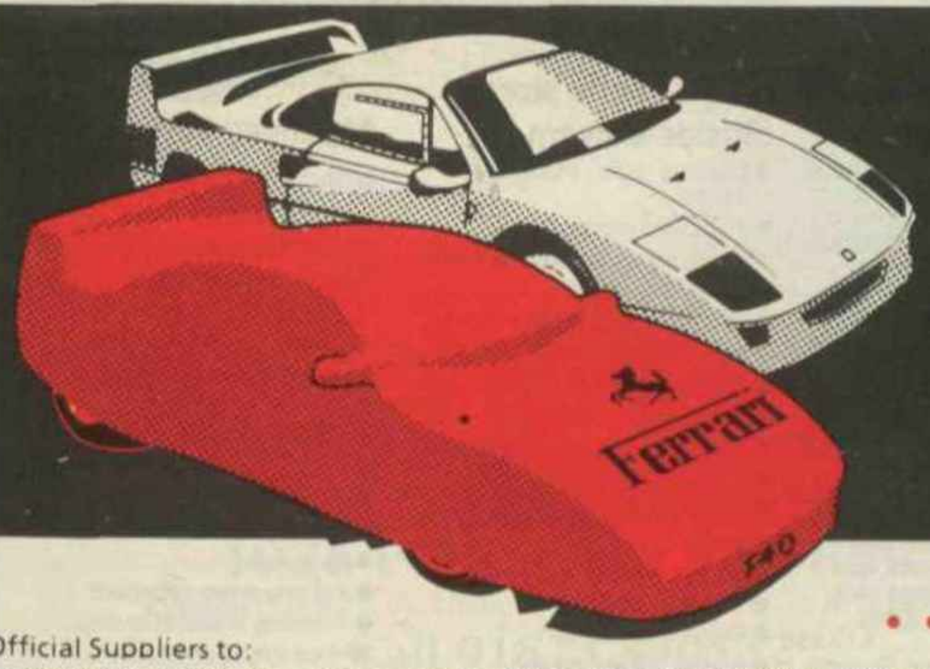
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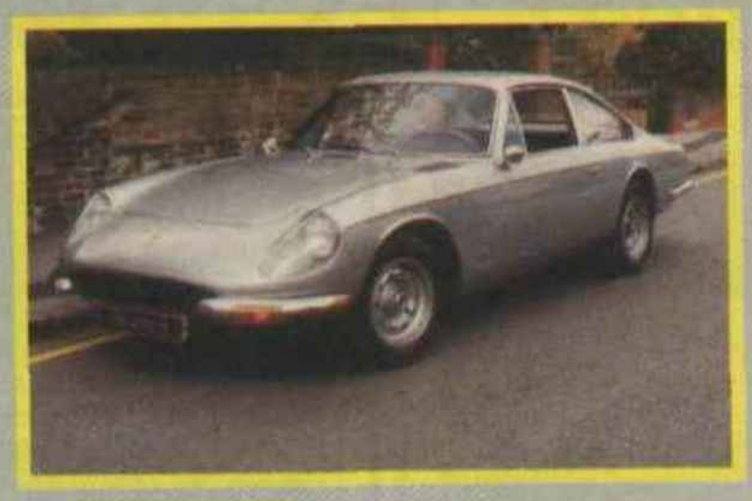
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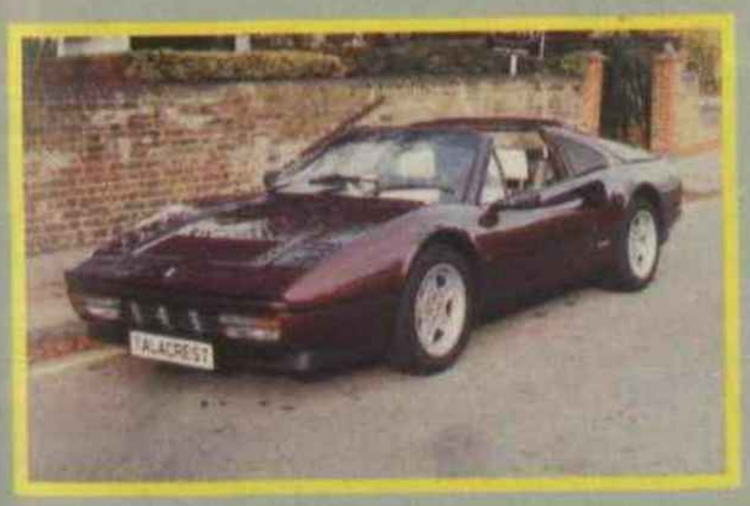
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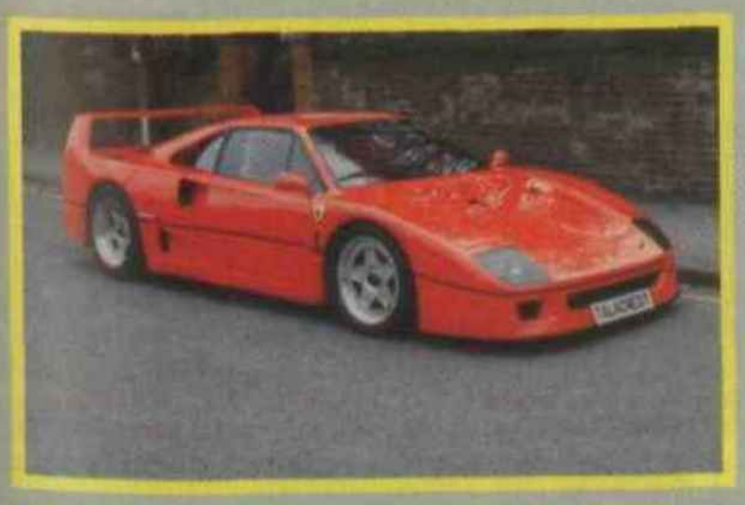
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Aston Martin Virage Auto. 1990. 15,000 miles.
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Bentley S2 Continental 2-door coupé. LHD. 1960.
Bentley 'T' Series. 1967 LHD Caribbean/Silver, mint.
Bentley Mulsanne EFi 1987. 60,000 mls. Alloys, s/seats.
Bentley S2 Mulliner 2-Dr. 1961. Rolls Royce Conversion.
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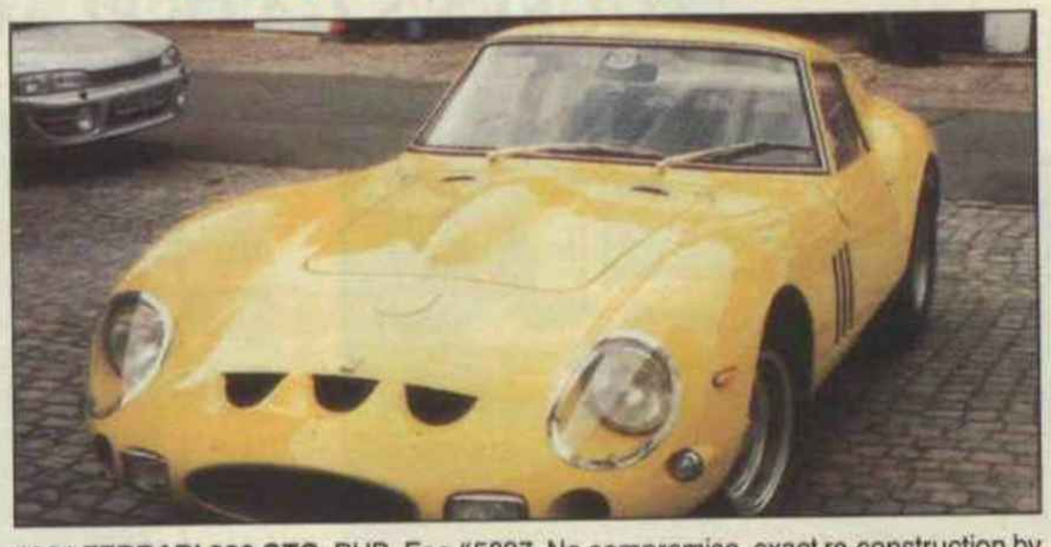


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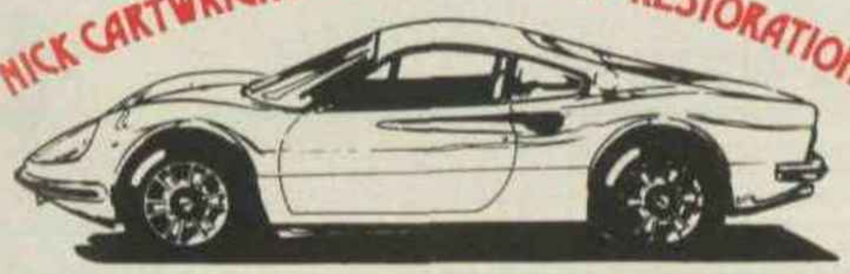
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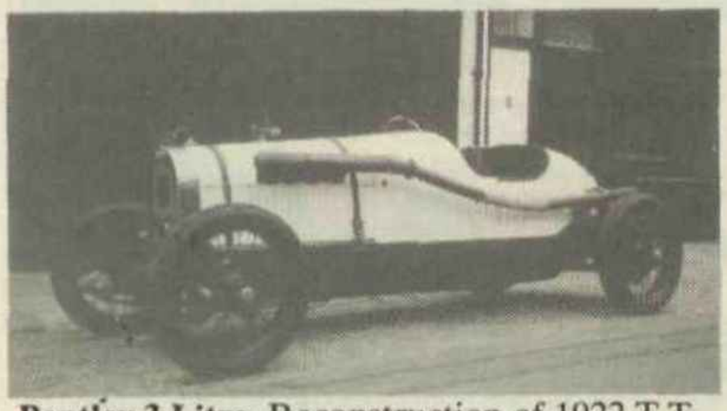
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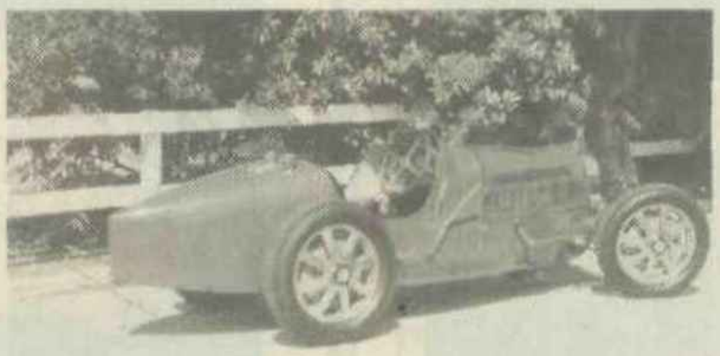
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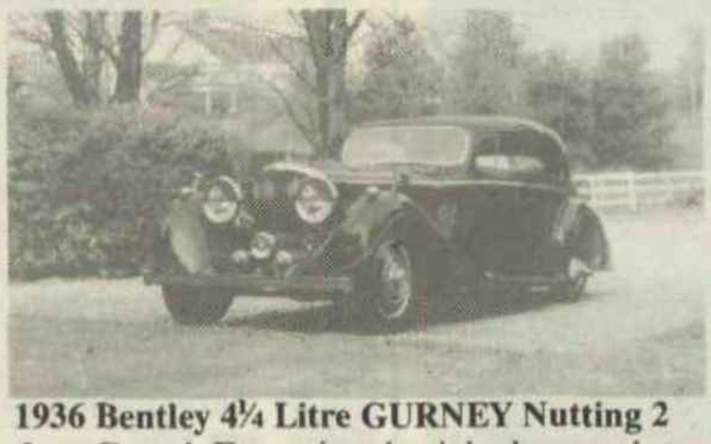
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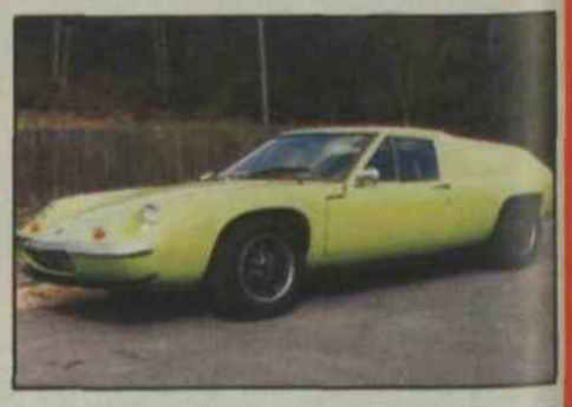
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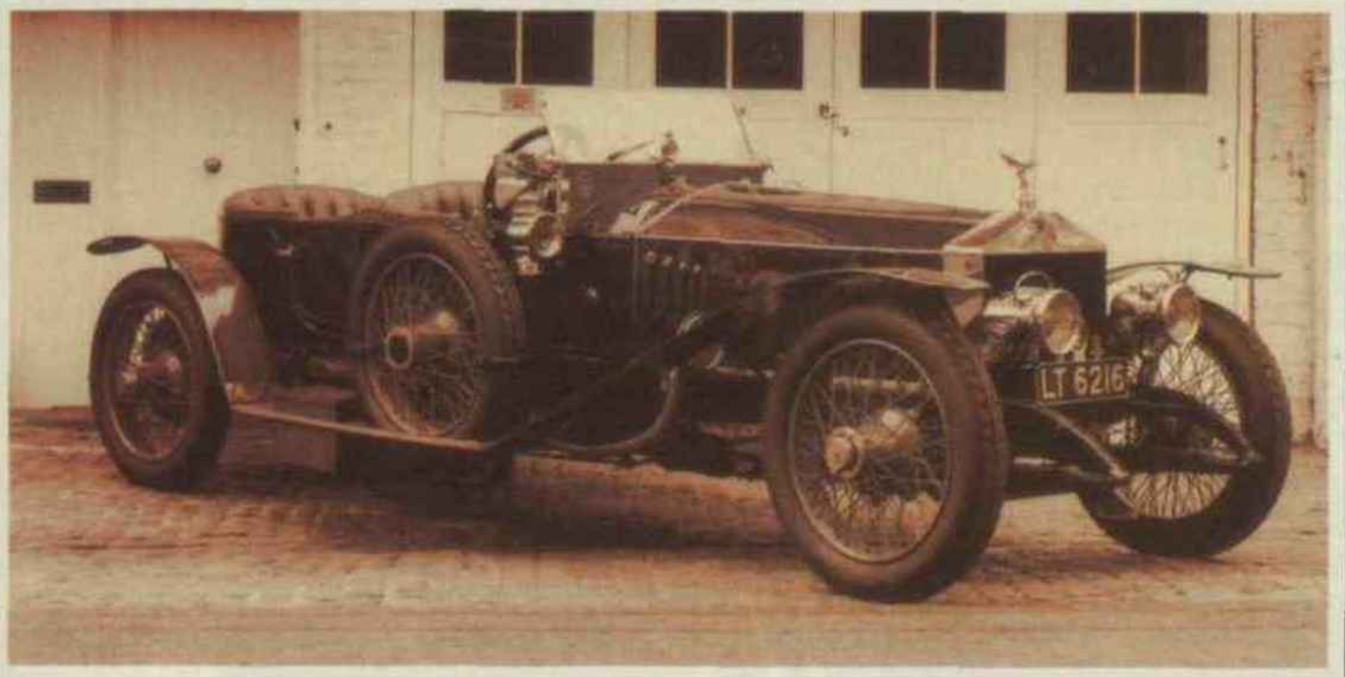
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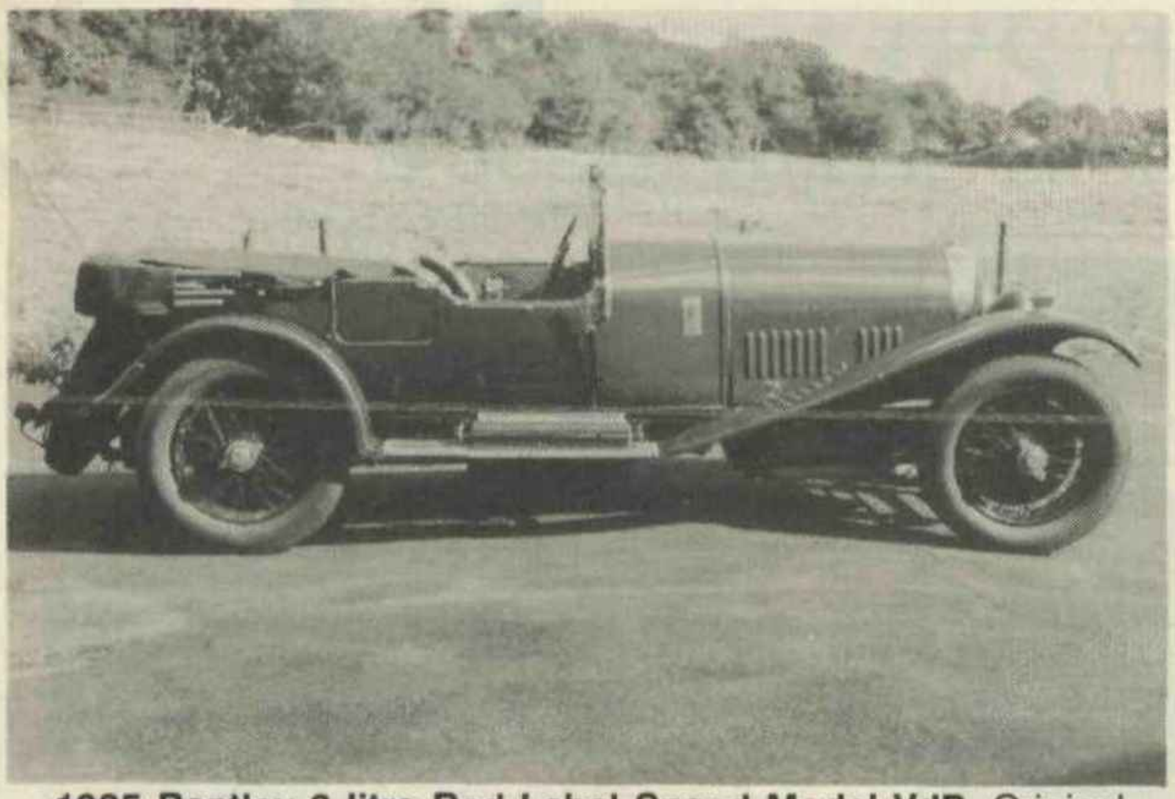
1931 Rolls-Royce Phantom II Sedanca de Ville by Thrupp & Maberly

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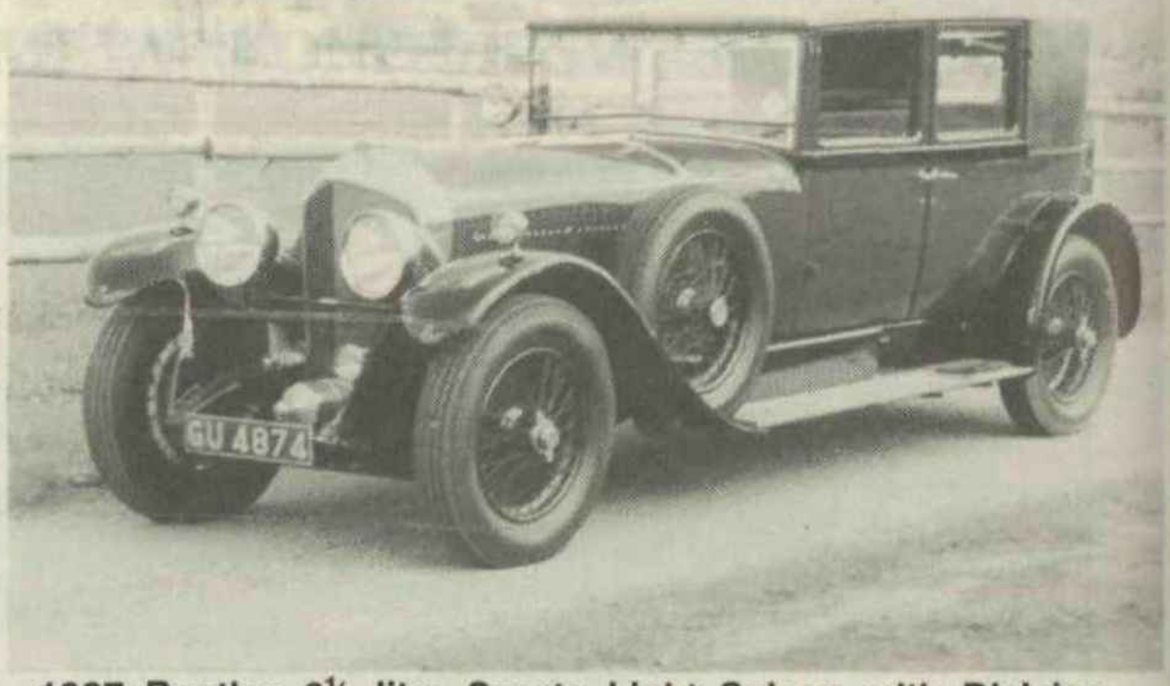
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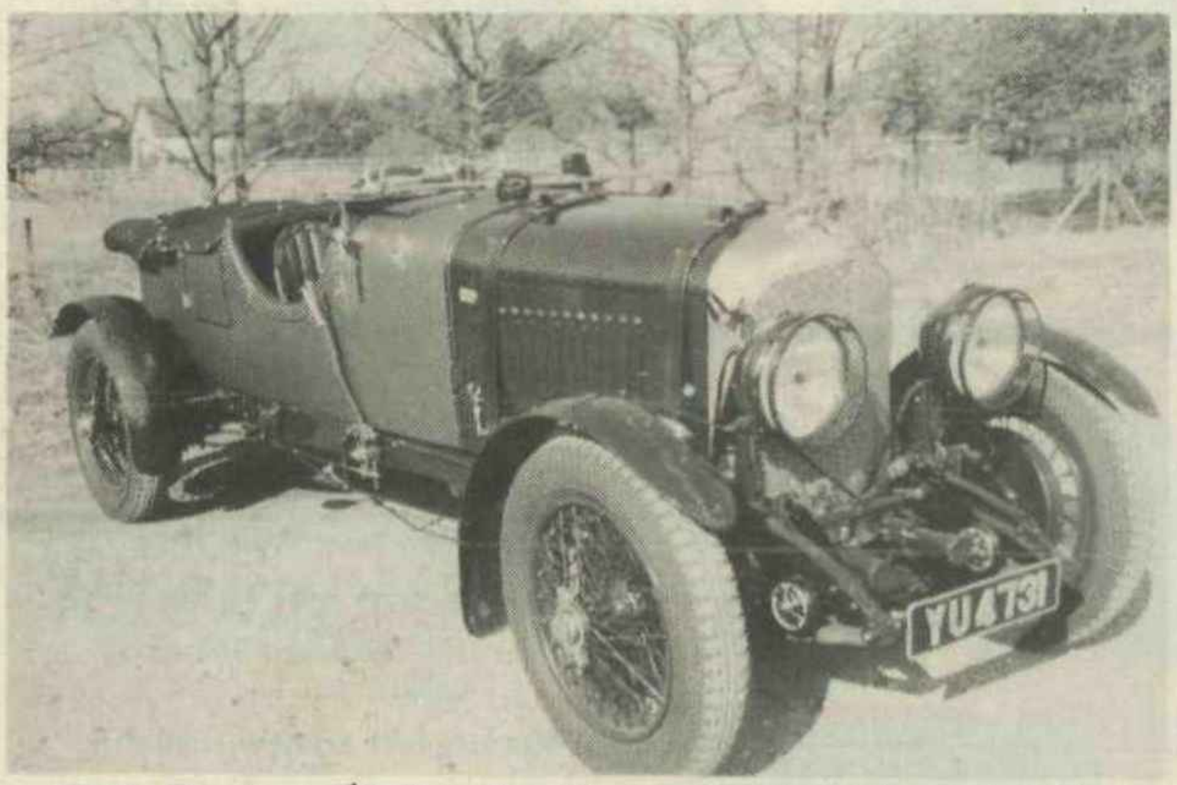
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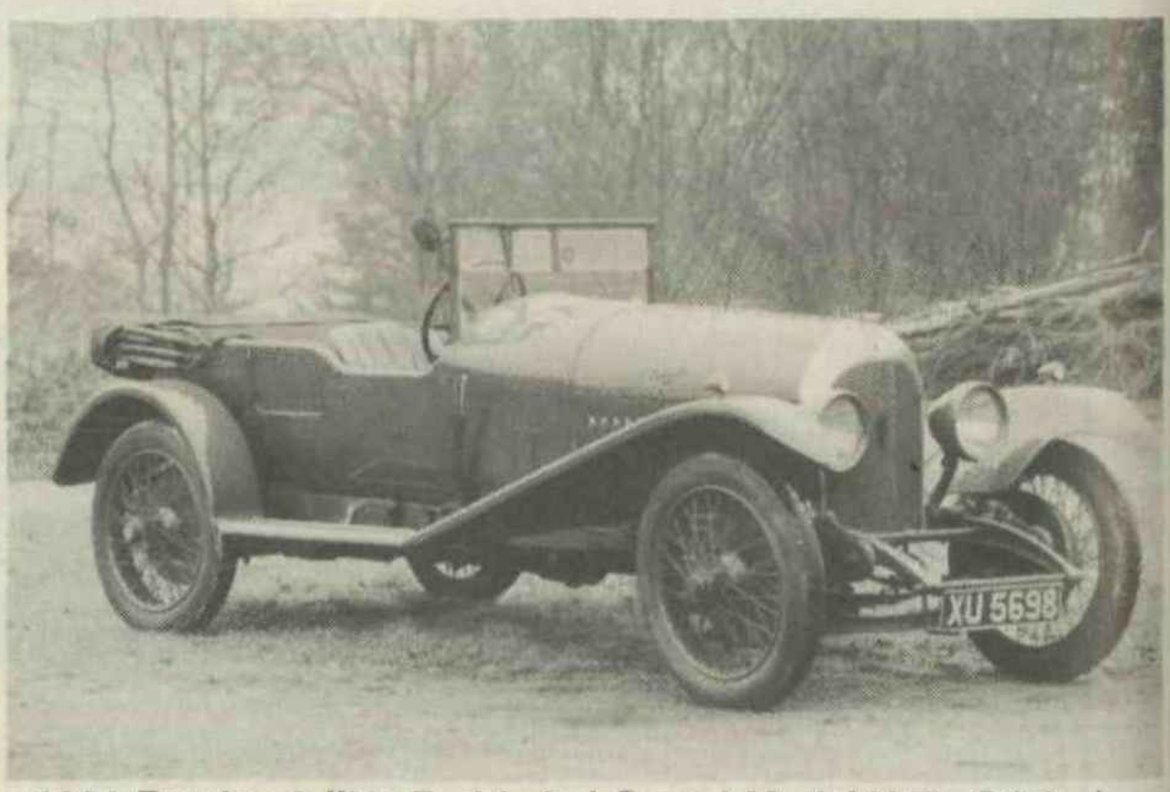
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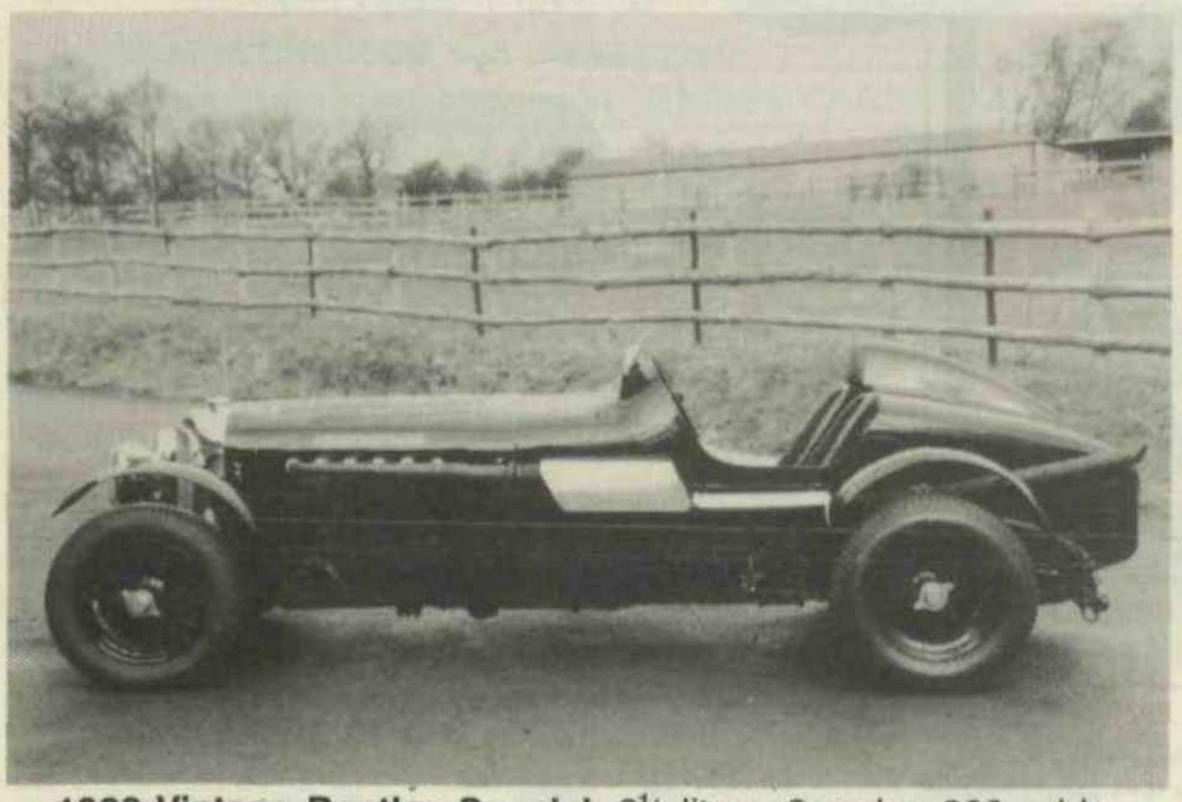
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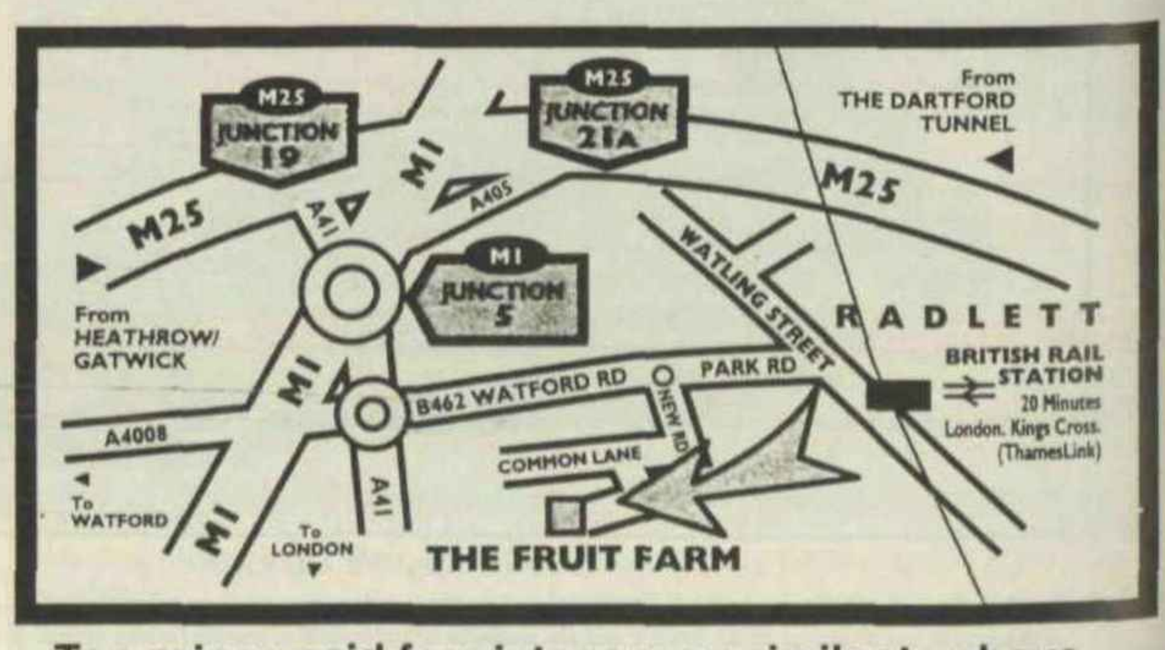
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1934 Bentley 3½ Litre DHC by Park Ward
1935 Bentley 3½ Litre Tourer by Vanden Plas
1935 Bentley 3½ Litre Sedanca Coupé by Freestone & Webb
1937 Bentley 4¼ Litre by J Gurney Nutting
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1956 Bentley S1 Continental Fastback by HJ Mulliner
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