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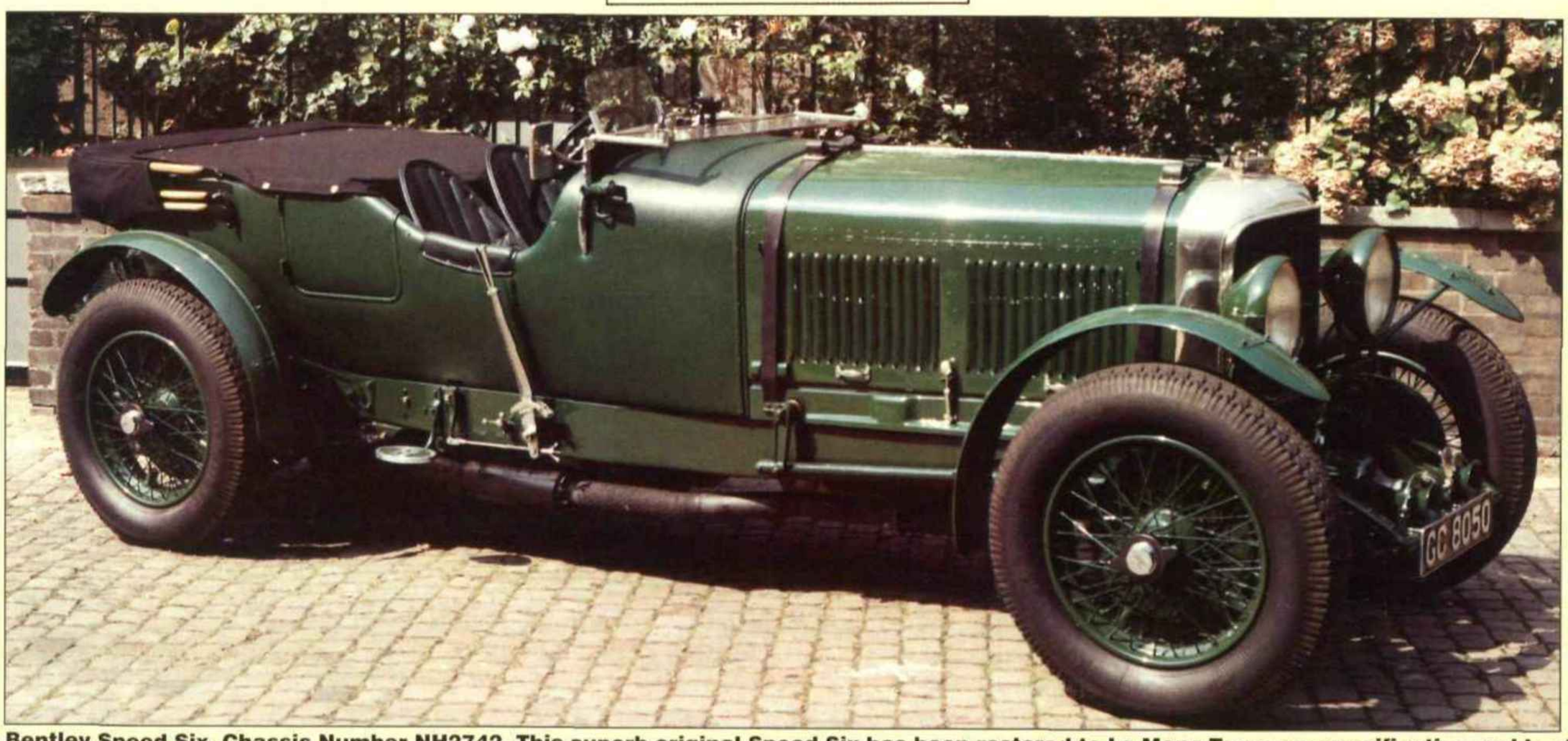
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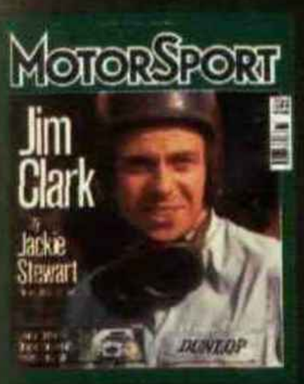
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COVER: JIM CLARK
TURN TO PAGE 30 TO FIND WHY JACKIE STEWART THOUGHT HE WAS QUICKEST OF ALL HE RACED

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EDITORIAL DEPARTMENT
Phone 0181 943 5722 Fax 0181 943 5619
ADVERTISING DEPARTMENT
Phone 0181 943 5674 Fax 0181 943 5619
60 Waldegrave Road, Teddington, Middlesex TW11 8LG, England

DESIGN DIRECTOR Paul Harpin
PUBLISHING DIRECTOR Jeremy Vaughan
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Simon Daukes

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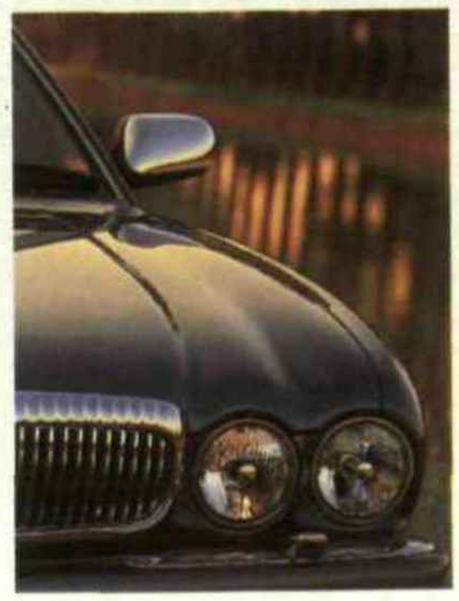
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Piper stars at Oldtimer Festival

NIGHT RACING CAME TO THE AvD Oldtimer Grand Prix at the Nürburgring for the first time last month, with the 66-year old David Piper cleaning up the feature 500km Historic Marathon, anchoring David Pennell's Jaguar D-type team to an emotional success in the annual showpiece for sports and GT cars of the 1950s and '60s.

Although a renowned Ferrari man, 'Pipes' goes way back with Jaguars too. "I was reserve for Maurice Charles's D-type at Le Mans in '56, but he crashed on the second lap so I didn't race," said Piper, overjoyed after virtually the entire pit lane had rushed to congratulate him and co-drivers Richard Attwood and Gary Pearson.

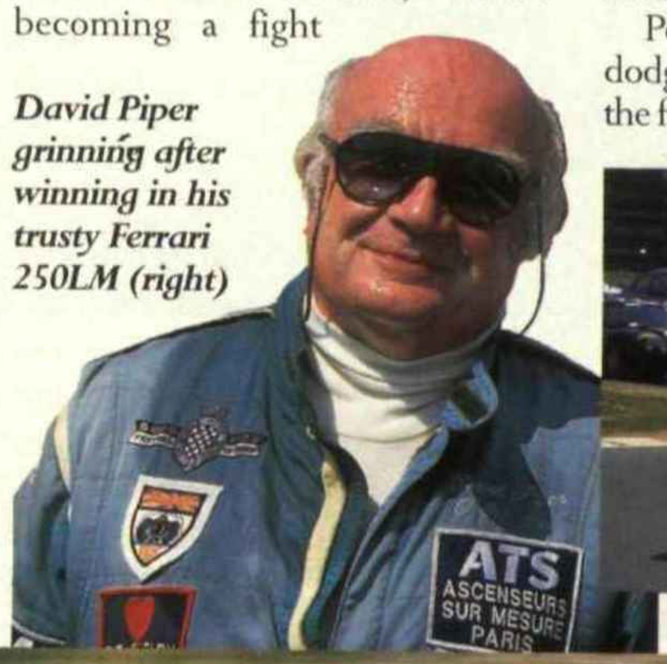
More than 40 cars howled away in brilliant sunshine at the start, led by the Maserati Tipo 61s of Mark Hales and John Nielsen. The rorty D and a sinister black Chevrolet Corvette growled round amid more 'Masers,' while Burkhard von Schenk's pristine Porsche 906 the caught the eye in an evocative field.

As darkness fell, little by little, Liz (wife of David) Piper's illuminated pit-board came into its own, the race becoming a fight between the surviving Birdcage Maserati and the D which, while less agile, sounded as if it would go on for-ever. Thomas Bscher maintained Nielsen's early lead and handed the car back, but the Dane was beached by a broken hub when victory looked a formality.

Pearson clawed back the deficit, dodged the stragglers and rattled off the final 20 minutes to take the flag at 10pm. "The biggest problem was the gravel all over the first corner and the chicane," he said. "It was like driving into a snowstorm when people went off, and it was difficult to pick it up in the headlights."

John Beasley, Sid Hoole and Stuart Graham finished second in Beasley's Cooper Monaco,ahead of Wulf Goetze and Wolfgang Kirsten in their Lotus Elan. The Porsche 906 ran fifth before gearbox problems hit, and there were super drives and fine tales to tell throughout the field, none more bizarre than that of the Andrew and James Schryver-crewed Lotus XI which won its class with the de Dion axle lashed in with Willans trailer straps!

Piper's superb weekend was improved further when



David Piper grinning after winning in his trusty Ferrari 250LM (right)



Race photography by Andy Christodolo, portrait by Marcus Pye

Gary Pearson diving the Lister Jaguar up the inside of Dudley Mason-Styrron's Maserati 300S

Lola, March, McLaren and Shadow chase BRM for CanAm honours. March claimed the day

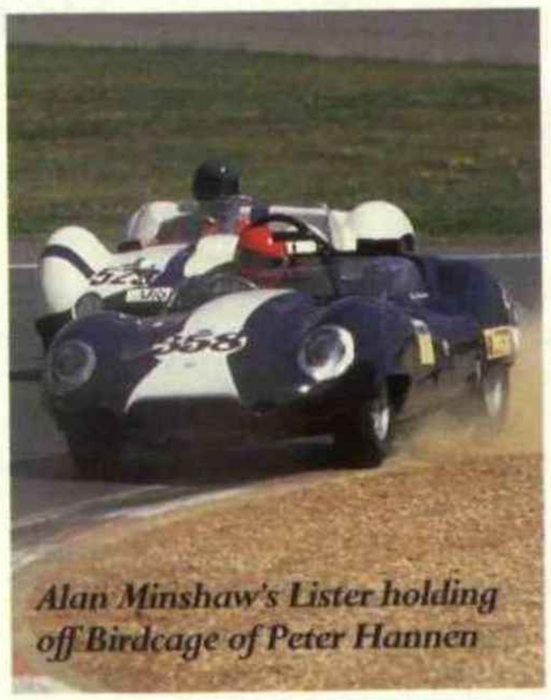
he won Sunday's GT race, bounding his faithful Ferrari 250LM over the kerbs at the final chicane as he picked off various Marcos, TVRs and Elans. "That was hot work," chuckled the old stager as he alighted in parc ferme, poured a bottle of water over his head and reached for his trademark pipe.

Pearson switched to a Lister-Jaguar for the 1950s Sportscar events, but had a carburettor float puncture while in the lead on Saturday and was pipped by Richard Austin's superb Lotus 19. Christian Glasel was a surprise victor in the Historic Grand Prix Cars with his Maserati 250F, when Burkhard von Schenk's broke, while Nick Mason was a winner in his Bugatti T35 and daughter Chloe had tremendous fun dicing with Chris Chilcott's Frazer Nash in her Aston Martin.

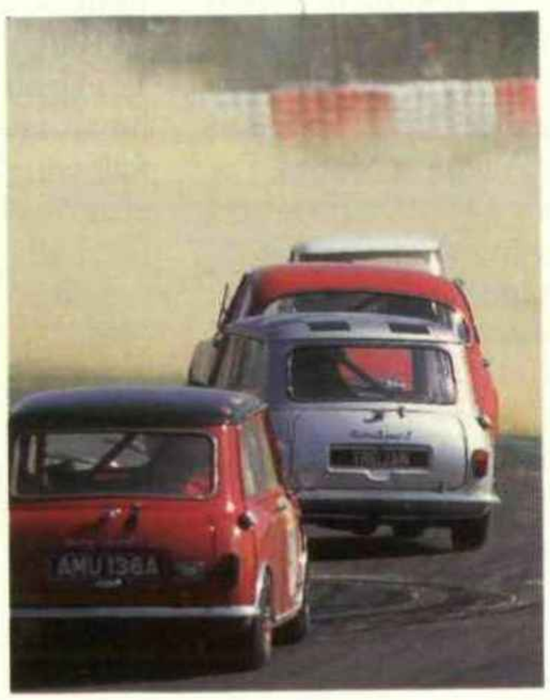
Martin Stretton led the first lap of the FIA Cup Thoroughbred Grand Prix Car race in the ex-Stewart Tyrrell 005 but Bob Berridge powered past in his later RAM but Martin hounded him all the way, his commitment and control awesome. Mike Whatley's Ensign N175 looked the contender it was in Chris Amon's hands when new and came home in third place.

The best 1600cc F2 field of the season came out twice, but a woefully inattentive backmarker cost Bob Juggins any chance of victory in the first race. Fredy Kumschick powered his Lotus 69 past as the Lola T240 driver was baulked, only to spin and hand victory to Rob Hall. Juggins made amends the following day.

The beautifully-presented BRM P154 Can-Am car of German Jost Kalisch was top dog in the first leg of the International Supersport Cup leg, pursued by American Craig Bennett (Lola T222), Chris Chiles's March 717 and Peter Hoffmann's pink McLaren M8F. When Chiles spun, Hoffman moved up and won on aggregate when the BRM broke a driveshaft on the second day. Chiles won Sunday's race from Richard Eyre's M8F.



Alan Minshaw's Lister holding off Birdcage of Peter Hannen





Nineteen Minis (left) were entered by seven different countries for a single race. Six Alfa Romeo 8Cs took part in the pre-1940 sportscar race (above) with five Bugattis also entering the fray

Kent Abrahamsson blasted his Chevron B16 away from the Lola T70 hordes on the Saturday, but Jonathan Baker ate his advantage and attempted to pass for several laps. When Baker overcooked it into the first corner Kent was home and dry.

The FIA Touring Car rounds both featured prolonged tussles, but the driving in the large-capacity race left much to be desired. Having been attacked early on by an Alfa Romeo, Swede Bengt Winqvist's Ford Falcon rumbled on to win after a scrap with Helge Snabb, but many cars came back with extensive body damage.

When Baron Donhoff instigated the Oldtimer GP in 1973, he probably had little idea it would grow into one of the greatest Historic events. More atmospheric than Coys (Eifel Mountains vs glorified airfield equals no contest) albeit with a fiddlier and less suitable track, the German classic is still a huge draw. Indeed, in the eyes of many, the 'night race' has given it a unique edge. David Piper might well agree. **MP**



obituary

Luigi Villoresi 1909-1997

FORMER MASERATI AND FERRARI GRAND PRIX STAR Luigi Villoresi died on August 24, aged 88. Born in Milan of a wealthy family, he took up racing in 1931 together with his elder brother Emilio. Although showing much promise by the late 1930s, he was one of the generation of drivers - like Lang, Sommer and Farina – whose best years were denied them by the war, in which he was captured and imprisoned. Nonetheless, he was pre-eminent in the immediate post-war years before a younger generation, that of Fangio, Ascari and Gonzalez, emerged. Indeed, he adopted Ascari as his protégé.

By the time Villoresi had made a reputation in lesser status events in Italy – his first result of note was third place in the 1935 *Coppa Ciano* race in a modified Fiat – Grand Prix racing was being dominated by Auto Union and Mercedes teams. Consequently, non-German newcomers had precious few chances of graduating to the top through competitive drives. Drivers like Villoresi and his brother Emilio (known as 'Gigi' and 'Mimi' respectively) thus had to establish themselves in 1.5-litre voiturette racing, in which Maserati and Alfa Romeo were placing ever-more emphasis.

Villoresi the younger was picked up by the Maserati equipe, his brother by the rival Alfa squad (then being run by Enzo Ferrari's team). Gigi's first big victory came in the 1937 Masaryk race at Brno in a Maserati 6CM. At the following year's *Coppa Ciano*, Maserati entered him in a lightened 6CM in an effort to fend off the expected challenge of the new Alfetta 158 which was making its debut, with Mimi one of its drivers. Like a fairy tale, the race developed into a battle between the brothers, with Gigi leading initially but under increasing pressure. The Maserati broke under the strain and Emilio thus gave the Alfetta an historic debut victory.

But their happy times together as racing rivals was tragically brief. In September 1939 Enzo Ferrari had Emilio test a modified Alfetta at Monza. For reasons unknown, he crashed at high speed and was killed. It was the beginning of a sour relationship between Gigi and Ferrari.

Nonetheless it was to Villoresi that Ferrari turned in 1949 when he needed an established ace to drive his first eponymous Grand Prix car. Despite the uneasy relationship, Villoresi was the obvious choice. First, he was one of the most successful drivers of 1947-'48 (winning the Italian championship both years and the first post-war British Grand Prix at Silverstone in 1948). Second, he was Maserati's top driver and therefore knew the workings of the car perceived to be the new Ferrari's toughest opponent. And third, he had taken the immensely promising Alberto Ascari under his wing and Ferrari reasoned, correctly, that if he were to hire Villoresi, Ascari would probably follow.

The two stayed at Ferrari from 1949 to 1953, bringing Ascari and the Prancing Horse two successive world titles. Villoresi, by this time, was cast in the role of a steady number two, while away from Grands Prix he won the 1951 Mille Miglia.

When Ascari was lured away from Ferrari in 1954 by the new Lancia team, Villoresi went with him, staying until it pulled out of GP racing following Ascari's death at Monza. This came as a crushing blow to Villoresi. He participated half-heartedly in a Maserati before retiring in 1957.

In later years he was a familiar figure at historic events, particularly the Mille Miglia. But poor business decisions meant that until quite recently he lived in near-poverty. When this was discovered a fund was set up with the help of Ferrari, Michael Schumacher and several prominent Grand Prix personalities which paid for his final years in a comfortable retirement hospice near Maranello. Maybe the debt he felt owed by Ferrari the man was finally paid for by the company that bore his name.

Jolley's Phoenix Park and ride

FOLLOWING THE SUCCESS OF LAST YEAR'S front-engined Grand Prix car races in Dublin's Phoenix Park, the action moved forward an era last month, when Historic Grand Prix Car Association members delighted 100,000 spectators at the annual Rothmans Road Races festival with committed performances in rear-engined cars of the 1950s and 1960s.

Rod Jolley was in superb form, winning on both days with his 1959 Cooper T51, Jack Brabham's first 2 ½-litre machine, but he was made to work very hard on the Sunday by Alan Baillie and Fred Boothby in ex-Rodney Bloor and Jochen Rindt Brabham BT14 and BT16 chassis.

Once Steve Foster's BT21 was sidelined with a broken gearbox, Jolley powered through, hounded by the slipstreaming twin-cam cars. Baillie outbraked Jolley to sniff the lead, but Climax grunt told on the tree-lined Oldtown Course.

The Irish Motor Racing Club and Leinster MC's event also embraced the final round of the Historic Sports Car Club's RJB Mining Sportscar Championship, won by ex-Grand Prix driver Mike Wilds with his customary display in Richard Budge's Chevron B31/36, which pulled 147mph on the longest straight.

The title, however, was decided in favour of David Hudson whose speed and consistency in his Sturgess (originally a Formula 100 car, but now powered by a 1600cc Ford pushrod engine) allowed him to out-point Mike Campbell-Cole, who returned to the sport after a 25-year lay-off to race Ian Barrowman's 2-litre Martin-BDG BM8.

Accidents marred practice for both events. Veterans David Beckett and Barrie Gillies wrecked the Nerus Silhouette and the ex-David Prophet Brabham BT6 respectively, fortunately without serious injury. Beckett, the 1961 East African Safari Rally winner, was already famous in Ireland for a fiery incident which cost him victory on the Dunboyne street circuit in a Lister-Jaguar 30 years ago.



Jeff Bloxham

Rod Jolley smokes the tyres of his ex-Brabham Cooper T51 off the line



Champion Hudson leads ArkSprite



Wilds pulled 147mph in Chevron!

BRIAN LISTER HELPS BRING ENB LE MANS 'KNOBBLY' BACK TO BRITAIN

The Equipe National Belge Lister-Jaguar which was raced at Le Mans in 1958 by Freddy Rouselle and Claude Dubois has returned to Britain after long periods in France and Switzerland, with the considerable help of its constructor Brian Lister.

Chassis BHL 105 was campaigned in ENB's yellow colours until 1959, when it was crashed in the Helsinki Grand Prix. It was returned to the Lister factory, wound down since the death of Archie Scott-Brown, but repaired elsewhere.

Scottish hillclimber Ray Fielding acquired the car, before selling it to Ken Wilson, who campaigned it for several seasons – including at the Brighton Speed Trials in 1964 – and ran it on the road with the registration 948 NNY.

Maurice Parker, Godfrey Cory-Wright and Anthony Crossingham owned it before John Harper sold it to fellow racers Philippe and Jean-Francois Renault. It went to Switzerland in 1986.

This Lister retains its original 'Knobbly' body, its more pronounced curves in contrast with many which have been repanelled. "It is a car of great historical significance, and I'm so pleased it has returned to these shores," said Lister. Now under preparation at Lynx Motors for its new owner, it is to be campaigned in selected events next season.



Equipe National Belge's Le Mans Lister-Jaguar 'Knobbly' at Lynx for restoration

miscellany

Tony Brooks, who won the 1957 Belgian Grand Prix (run for sports cars) with Aston Martin, is returning to Spa-Francorchamps on October 10-12 to impart his knowledge and memories of the circuit to clients of TRACKtours, a new company providing 'motor racing history in a tour.' Details from 01525 840330.

* * * *

Baron Donhoff, the driving force behind the AvD Oldtimer Grand Prix at the Nürburgring, was presented with a magnificent silver model of his vintage Alfa Romeo, created by celebrated craftsman Theo Fennell, by fellow Historic racers on the occasion of the 25th annual event last month.

* * * *

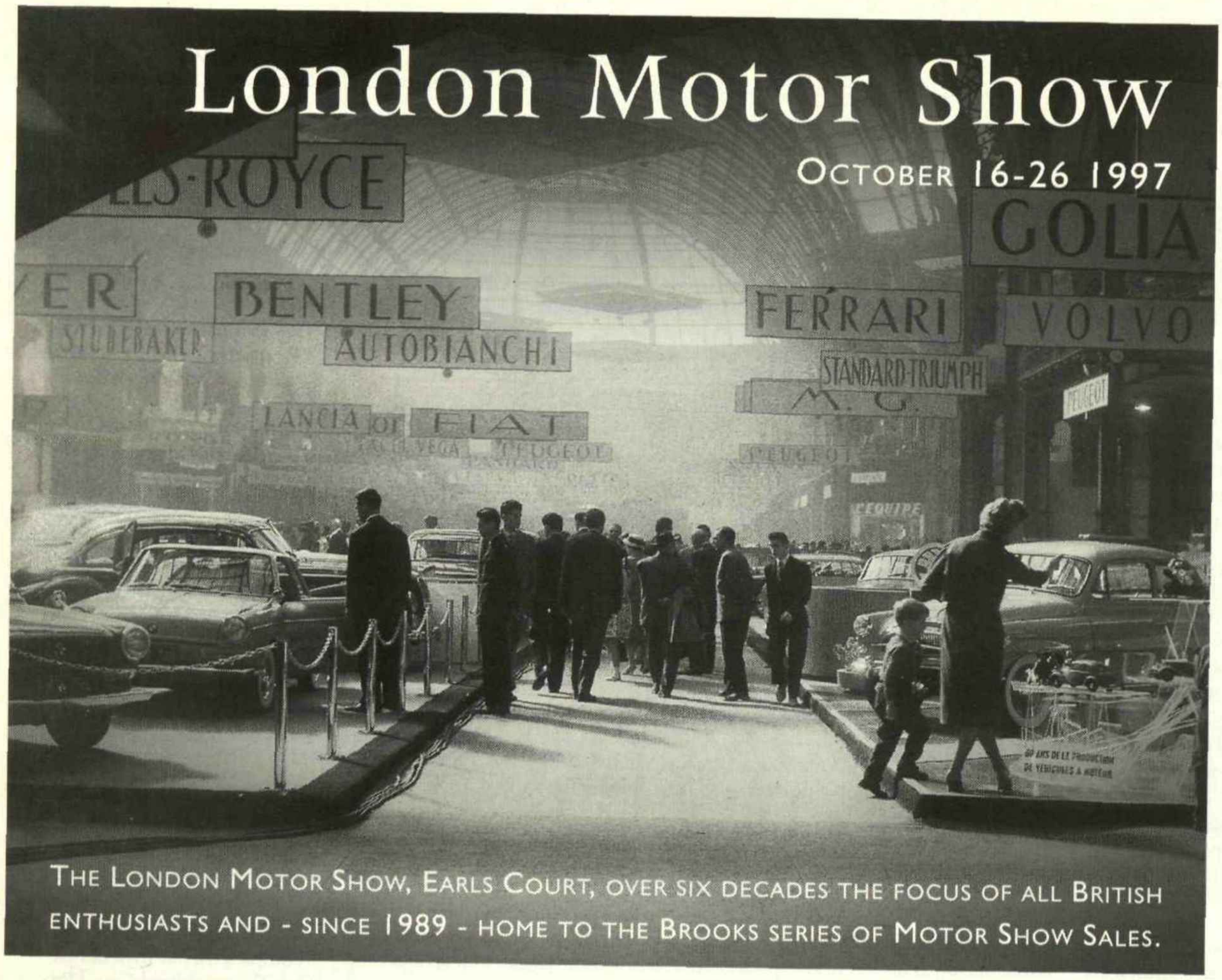
RAM driver Bob Berridge completed a hat-trick of FIA Cup Thoroughbred Grand Prix Car wins at the Nürburgring Oldtimer Grand Prix meeting, but was expected to drive an ex-Keke Rosberg Williams FW08B at Brno last weekend.

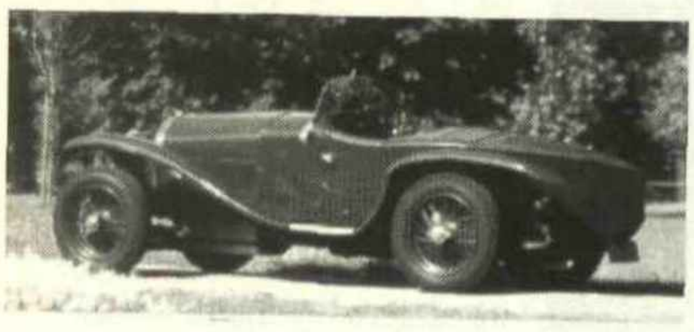
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The sole-surviving ex-works Jaguar MkII racer is being restored for owner Jonathan Suckling to compete in FIA Historic Touring Car events in 1998. Registered 1628 VC, the factory development machine won European Championship rounds at the Nürburgring, Zolder and Zandvoort, and will return in original specification, equipped with D-type camshafts and 6½in wire wheels.

* * * *

The 1957 Formula 2 Cooper-Climax which the late George Wicken raced in period has been acquired in the USA (in kit form) by fellow Kentishman David Brown, who is restoring the car and plans to campaign it in Historic events next season.





1926 3-Litre Bentley 100MPH Model Boat-Tail Sports Two-Seater, chassis no. NR516. Acquired by Louis Holland in 1979, this ultra rare 100MPH Supersports model has stunning coachwork by Surbiton Coachworks on the short 9' 0" wheelbase. It is in most original condition, and represents quite possibly the most desirable 3-litre built. This exceptional motor car will be offered for sale on 21 October and may be viewed at Brooks by appointment, please contact James Knight.

Entries are now invited for this years' Brooks Motor Show Sales.

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Olympia, September 25

Over 40 vehicles will be offered and will include an immaculate Meadows-engined 1933 Frazer-Nash TT Replica, 1973 Porsche RS 2.7 Lightweight Coupe, 1937 AC 16/70 Four-Seater Sports Tourer, 1933 Siddeley Special Cabriolet and a 1954 Bristol 404 Coupe. Catalogues are now available. Price £15 post paid UK.

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Kalisch back at the wheel of Peterson's '77 Tyrrell P34 at the Nürburgring

Six-wheel Tyrrell back after 20 years

TWENTY YEARS AFTER IT LAST RACED in Grands Prix, a six-wheeled Tyrrell has returned to the track at the Nürburgring with German ace Jost Kalisch at the wheel, following its complete restoration by Adams-McCall Engineering in Britain.

Despite the expertise of Kerry Adams's team, problems assembling the complex double front suspension and steering geometries were only overcome with great input from Derek Gardner, the car's designer.

The advantages of the concept – four small front wheels offering an increased contact patch area and a reduction in drag – were apparent when Scheckter and Depailler finished first and second in the 1976 Swedish Grand Prix, its fourth race

Five more second places carried the drivers to third and fourth places in the championship, but the 1977 car, while it picked up points with Depailler and Peterson up, was never a challenger for outright victory.

Development of the unique front tyres had fallen behind that of the standard rears, to the detriment of chassis balance. Making the small tyres again was huge problem, for the moulds were destroyed long ago. New patterns were created and cross-plies made by a concern in India!

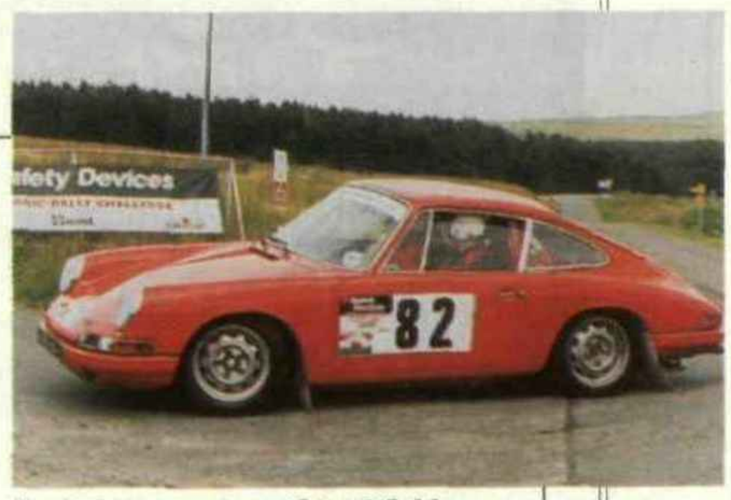
Gardner, who designed Stewart's Championship-winning Tyrrells of 1971 and 1973, left the team in 1977, but remains convinced that the six-wheel Tyrrell would have worked on radial tyres.

RAC INTERNATIONAL HISTORIC RALLY

The RAC International Historic Rally, which runs within the first two days of Great Britain's round of the World Rally Championship for modern rally cars on November 22/23, offers over 60 miles of Special Stages and an 18-mile Pursuit Sprint in an extremely challenging 459-mile route based around Cirencester in the Cotswolds.

Cars built between January 1, 1919, and December 31, 1965, are eligible to compete in the FIA European Historic Rally Championship round while a category for vehicles manufactured from 1966 until 1971 will have a separate classification

Entries are will remain open until October 14; full details from Alison Woolley at the Historic Rally Car Register on 01452 790648.



Early 911s are class of RAC field

editorial



Andrew Frankel
EDITOR

YOU MAY HAVE TROUBLE BELIEVING THIS. I DID. Some – I'll use the word 'people' instead of the rather more accurate but less publishable alternative – have broken into Jenks' home and stolen, among others, the frame of a 1938 Norton ES2 motorcycle, its 500cc engine, and a rare Austrian Steib sidecar. The horror is that the crime seems to have been committed neither by juveniles nor opportunists. To get to these rarities, the thieves walked past a sizeable amount of junk and took only those things of value. And, as Doug Nye points out to me, unless you know specifically to the contrary, the frame of a pre-war Norton ES2 looks pretty much like any one of the many other bits of metal that would have been lying around. These people knew what they were looking for.

You can, perhaps, imagine how upset this has made Jenks' friends, and particularly so the old soldiers from his motor-cycling days. Right now they are less interested in revenge than return. I understand they are of the view that if what has been taken is returned immediately and unharmed, then they would be prepared to leave the matter there. So, please, if you know anything at all about this, find space in your heart to help. Jenks, as you will know, was not a man of many possessions and these few artefacts amount to a sizeable proportion of what remained of his legacy. To those who stole them, they will, perhaps, have some value; to the friends he left behind, they are priceless. If you're in any kind of position to help you can call me, here, or Odiham Police Station on 01256 405270.

* * * *

YOU WILL DOUBTLESS BE SADDENED BY THE STORY OF STUART LEWIS-EVANS which starts on page 48. I may be wrong but it seems to me that we lost a disproportionate amount of British talent in the tragic decade that bridged the 1950s and '60s. You should, also, be enthralled as its author is Robert Edwards, author of '*Archie and the Listers*' whose latest book, '*Managing a Legend*' proved fine company during a week's break snatched between issues. In its essence, it is the story of Ken Gregory, his relationship with Stirling Moss and the rise and fall of the British Racing Partnership. While the subject matter twangs less readily on the heart-strings than *Archie*, the tale is both worth telling and predictably well told.

* * * *

THE DEBATE ABOUT WHO IS THE GREATEST RACER OF ALL IS, FOR ONCE, taking a interesting turn. The reason is Michael Schumacher, who, says Eddie Jordan among others, is the greatest of all time. Full-stop.

What fascinates me about Schumacher is not his ability in the car, but his even more outstanding talent outside it. He won two races this year, in Monaco and Spa, before even doing up his belts.

It is, of course, impossible to guess how a Moss would manage a car where aerodynamic grip meant a corner's duration had a greater influence on its competitiveness than its angle, just as you cannot say how Schumacher would fare in a car which, if its tail wasn't out of line in 130mph curves, was off the pace. I'm not convinced Herr Schumacher is the greatest, but suggest he is the most complete racer who has lived and you'll find no argument from me.

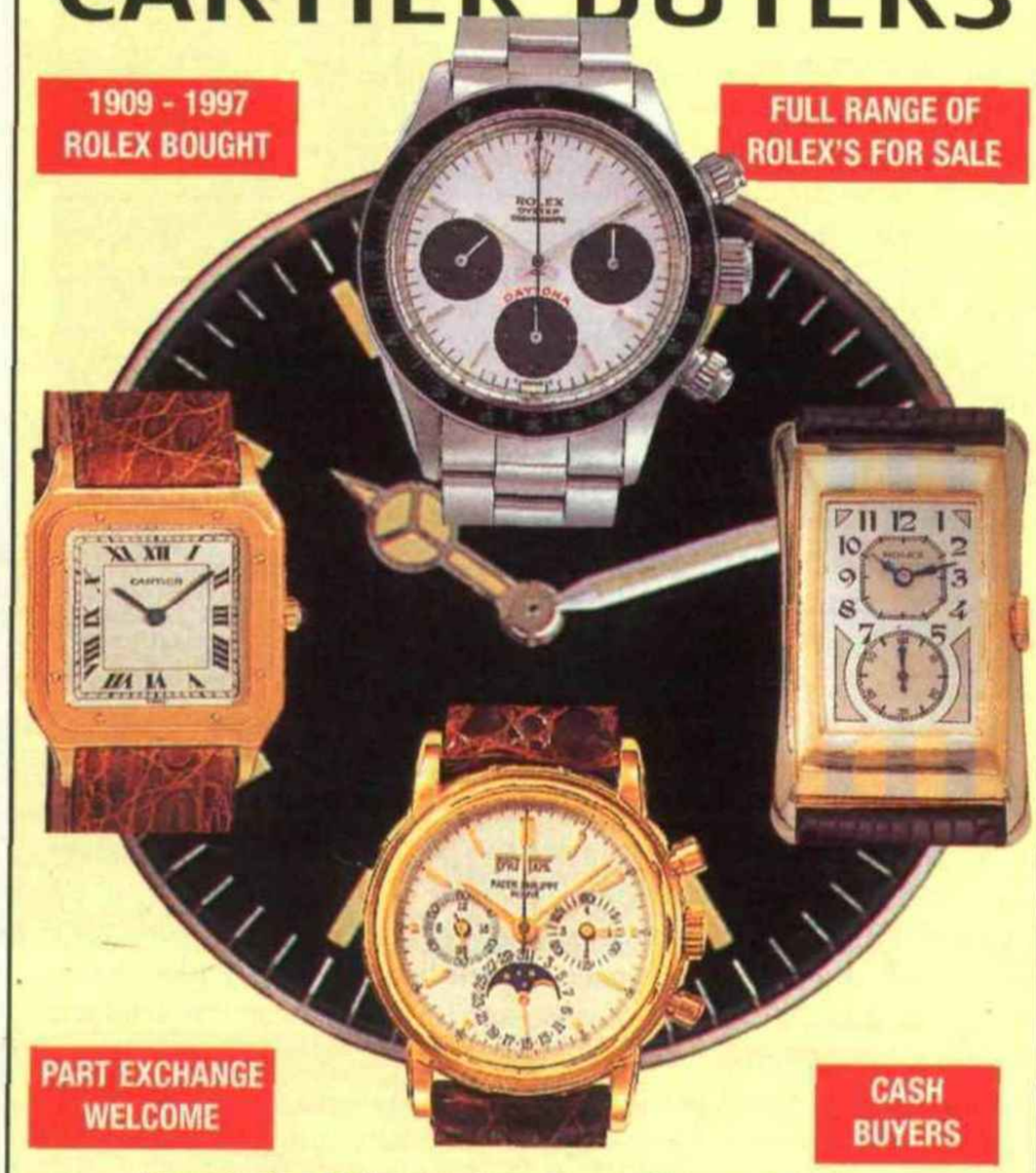
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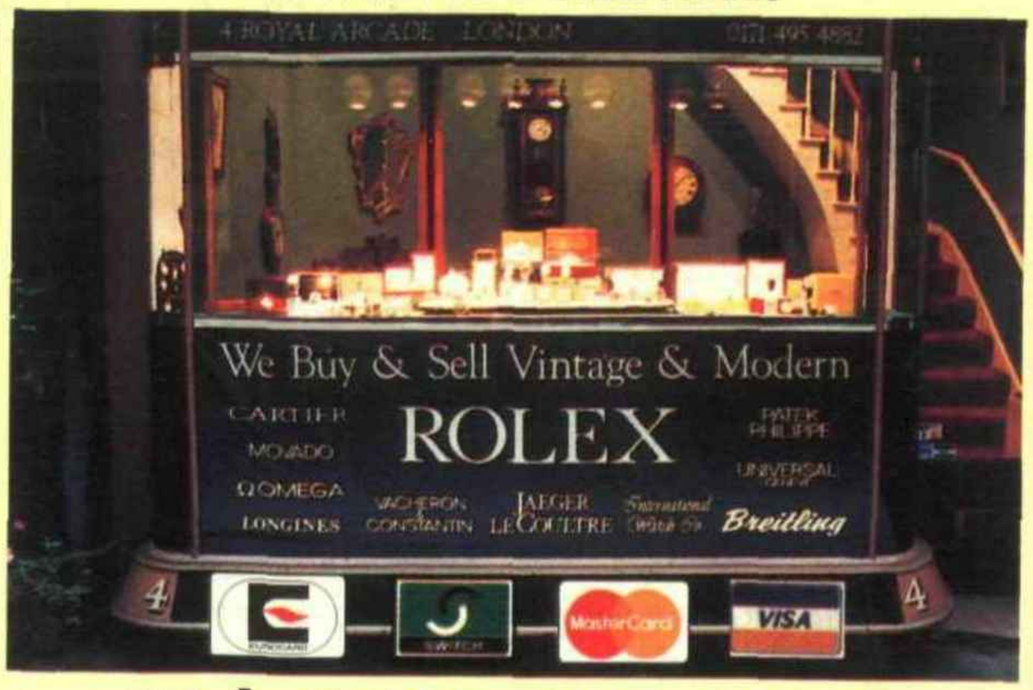
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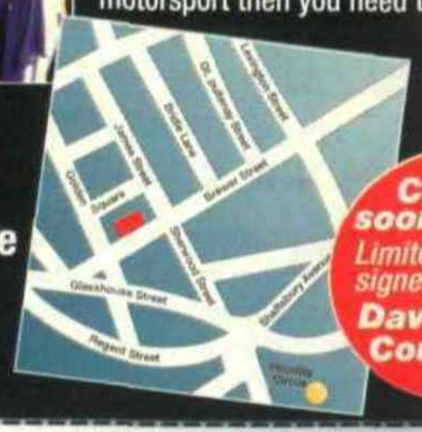
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events of note

SEPTEMBER

18-21 ISLE OF MAN (GB)
The Manx Classic boasts good old-fashioned sprints and hillclimbs on closed public roads, and finishes with a race meeting on Jurby Airfield. And the floodlit Douglas evening sprint is back this season.
☎ 01624 670150

19-21 ROAD ATLANTA (USA)
Atlanta Historic Races showcases 2-litre sportscars, Porsche 356s and a Jaguar Reunion on one of the finest drivers's circuits on the American continent.
☎ (00 1) 813 931 5642; Fax (00 1) 813 935 9564

20/21 DOUNE (GB)
Final round of the Guyson RAC British Hillclimb Championship. See 600bhp Formula 1 V8-engined cars top 100mph on Carse Hill, king of Britain's courses, near Stirling in Scotland. Visit the Motor Museum too!
☎ 01786 841203

27/28 LOTON PARK (GB)
VSCC Hillclimb closes another super season on the scenic course near Alberbury, Shropshire. Fearless vintage arms and elbows motoring guaranteed.
☎ 01635 44411

OCTOBER

3-5 DAYTONA (USA)
Brumos Daytona Continental Races features the giants of the 1965-1974 World Championships of Makes, plus Can-Am, IMSA and Europe's International Supersports Cup, on the classic 24 Hours course.
☎ 00 1 813 931 5642. Fax: 00 1 813 935 9564

5 BROOKLANDS (GB)
The Broooklands Society and the VSCC celebrate the life of Dudley Gahagan, who died earlier this year, at the annual Sprint.
☎ 01252 816813

5 SNETTERTON (GB)
Historic Sports Car Club meeting features Sportscar enduro, plus Classic Sportscars, Historic and 1970s Road Sports, Historic Formula Ford, F3 and Classic Racing Cars. Great racing, good end-of-season fun.
☎ 01327 858400

12 HETHEL (GB)
The first Sprint to be held on the Lotus test track near Wymondham, Norfolk, is bound to attract a fine marque entry with the Lotus Drivers Club in charge.
Tel: 01386 792727

18 SILVERSTONE (GB)
The classic Eight Clubs Race Meeting, first run in 1950. Rare opportunity to air cars not often seen, or let mechanics or sponsors drive for a change. Super atmosphere, light-hearted competition, free admission.
☎ 01327 857271

18/19 BRANDS HATCH (GB)
Memories of British Grands Prix and Races of Champions will be evoked as the final round of the FIA Cup for Thoroughbred Grand Prix Cars runs within the Formula Ford World Finals spectacular. Not to be missed!
☎ 01474 872331.

Daytona to host Historics

ARGUABLY THE GREATEST YEARS OF SPORTSCAR racing will be celebrated at Daytona Motor Speedway, USA, on October 2-5, when the Florida complex hosts its first 'vintage' event, the Brumos Continental Historic Races, on the fabled part-banked 3.65-mile course.

No fewer than four Porsche 917s and three Ferrari 312 prototypes are entered for the FIA World Championship of Makes 1965-'74 feature, of which Daytona was an integral part in the period. They will square up to the Alfa Romeos, Ford GT40s and Lola T70s which contested the big sportscar titles in both Europe and America.

A field of 40 Group C and IMSA GTP cars has been assembled from the 1983-1991 era, and this will include many veterans of the circuit's own 24 Hour classic, including 20 Porsche 962s. Many of these will also take part in one of the popular Rolex Endurance events.

Races for 'Thundersports' (Can-Am and GT cars) and for 2-litre Group 6 chassis will span the intervening period. A strong European contingent from the International Supersports Cup is going, including Chris Chiles with his crowd-pleasing March 717.



Back on the banking: historic sportscars return to Daytona

Supersports double thrills Zandvoort crowds

CAN-AM FEVER GRIPPED 71,000 spectators at Zandvoort on August 2/3, as Germany's Jost Kalisch bagged an International Supersports Cup double at the Marlboro Masters Formula 3 event in his mighty BRM P154.

Chris Chiles was second on aggregate in his psychedelic March 717, although he was beaten into third place in the deciding leg by Richard Eyre (McLaren M8F). American visitors Bud, Craig and Kirt Bennett had a troubled weekend on their Dutch debut, but were back on song for the Nürburgring the following weekend.

Paul Ingram (Chevron B19) took 2-litre honours after a first-day tussle with Ian Barrowman's Toj-BMW, although local veteran Jan van Straaten had a maiden win with his beautiful long-tailed Lola T292 when Barrowman retired on the Sunday.



Andy Christodolo



Forty years after Stirling Moss drove MG EX181 at 245.64mph to establish a new Land Speed Record for sub-1500cc cars, MG has returned to the Bonneville Salt Flats venue with a streamlined and highly tuned version of its MGF roadster. Driven by Terry Kilbourne, a Land-Rover engineer in California, it clocked 217mph during the famed Bonneville speed weekend. Powered by a turbo version of Rover's 1.4-litre, K-series motor, it gives 329bhp. The team plans to beat Stirling's speed next year.

James Mann



Monterey historic sportscar fields recalled Fifties road-races, with Elvas and Morgans against brutish Corvettes

Laguna Seca historic races honour Carroll Shelby

EVERYWHERE YOU LOOKED THERE WAS another Ford GT or Cobra or Shelby Mustang. It was the Shelby Tribute weekend at the Monterey Historics at Laguna Seca, and 'Ol Shel' was there, along with Roy Salvadori and their 1959 Le Mans-winning DBR1 Aston Martin, for the highlight of the vintage race season. Aston team-mates Stirling Moss and Paul Frère were also on hand.

Racing began on Saturday with the oldest machinery, David McCarthy winning in a very fast Type 35B Bugatti, with Jan Voboril second in the 1924 Barber Warnock Ford Model T Special. Race 2 was a runaway for Mark Gillies' ERA, before the heavy metal started with group 3, which Phil Hill won with a Ferrari 375 MM.

The cars in the GT350 Shelby Mustang race may have looked alike, but sound gave away those that had been breathed on. The cars were fast and the racing was hard – Stirling Moss was black-flagged for driving too aggressively. In a race won by Ken Epsman, followed by Jack Schroll and Tom Georgalos, the lead see-sawed between the front-runners four times.

Six Cobras topped the next race, Phil Gallant leading home the 1965 Daytona of Rob Walton, which bested the 1964 driven by Tom Benjamin. Famed tuner Vic Edelbrock finished ninth in his Z06 Stingray.

After Dan Baker's Lotus 27 dominated the Formula Junior event, the brave boys came out for the last race, including 3-litre Formula One cars. Mark Mountanos led the first three laps in his '76 March, followed by Rudy Junco's '81 Williams.

Sunday started with a grid right out of a Fifties West Coast road race, including an Arnolt Bristol, Siatas and Crosleys. Robert Baker's Porsche 550 dominated the 22.3-mile race, with Don Martine (MG TD Spl) second.

Race 2 included everything from a Lotus Elite, to Corvettes and Sunbeam Tigers. Not surprisingly, the Alfas, Healeys and Elvas were overshadowed by the Corvettes of top finishers Ron Cressey – who led from flag to flag – and Noel Park, with Tom Sakai's Tiger in third.

The serious small-bore sports racers were out in earnest for Sunday's third race. Former Porsche endurance racer Bob Akin held the lead for all ten laps in his Cooper Monaco,



All-Cobra race was hard fought





Same shape, but noise denoted the 'hot' ones in Mustang race, left. Bruce McCaw's outrageous 375MM Ferrari, above, scored in race and concours



Phil Gallant v Rob Walton duel was highlight

followed by Don Orosco in a Lotus 15 and Herb Wetanson in a Lola MkI. Lotus 11s were heavily represented, with one of the rare Dolphin Americas failing to start.

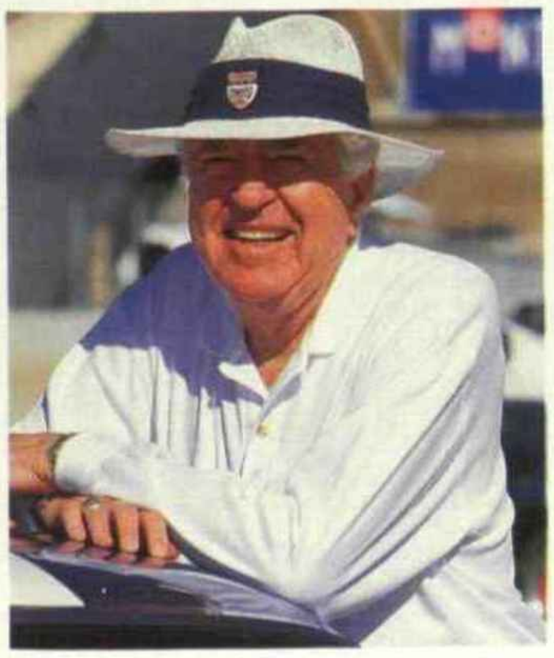
Sentimentalists must have been pleased by the results of the group 4 race, which Peter Hardman won with the Le Mans winning Aston Martin DBR1. Rob Walton was second in a Maserati T-61, followed by the Lister-Corvette of John Harden. With a '59 Testa Rossa in fourth and a Chaparral I in fifth, there was plenty of variety.

Finally there was a lead change on the track for the Sixties sports racers which ran in group 5. Tom Byrnes took the lead on the first lap in his Brabham BT-8, with the original leader, Barry Brown, retiring his King Cobra. Joe Hish took second in his LaBoa, with Joel Matta in third – the first of many Lotus 23Bs. Sixth went to a Merlyn Mk6A, with a pack of Elvas in mid-field.

Serious cars did some serious racing in the sixth Sunday race, which Brian Redman won in a Ford GT-40, beating Mark Leonard's similar car after a handful of lead changes. Ford GTs also finished third and fourth (Tom Armstrong and David Cohen). A pair of Porsche 906s, a bunch of 427 Cobras, Ford Mk IVs, an Alfa T33/2 and a few Lolas pounded the ground in a serious display of horsepower.

The real Trans Am was back in the group 7 race. As if in a flashback, Parnelli Jones' Boss 302 Mustang took – and held – the lead on lap four. Tony Drissi finished second in a '67 Camaro, ahead of David Leslie in another Boss 302, and former Can Am and Trans Am legend George Follmer followed in fourth. Boss Mustangs and Camaros were the dominant entrants, although a couple of Javelins, a Cougar and Barracuda and a lone Porsche 911 contested the ten-lapper to end the day.

Laguna Seca is a glorious track, with multiple elevation changes, sweeping and tight turns, as well as straight stretches long enough for the big cars to really stretch their legs. As wonderful as it is to see legendary drivers and cars back in action, some of the best sights and sounds are in the paddock, where you can really see the machinery, be it lined up under canopies in front of a well-equipped semi trailer, or in the blazing sun in front of a one or two-man equipe. And, although the odd Cobra or Ford GT is sometimes seen in European vintage events, seeing so many being used hard is just another one of the glories of the Monterey Historic Races.



Carroll Shelby honoured by tribute



Wonderful Gangloff-bodied Bugatti 57S was a top concours contender

POLISH AND POLITICS ON THE PENINSULA

THE PEBBLE BEACH CONCOURS D'ELEGANCE IS a beauty contest which has been running for an incredible 47 years. The most glamorous cars, shiniest restorations and wealthiest entrants dominate the greens behind the Lodge at Pebble Beach.

For 1997, there were a couple of surprises: classes for historic Hot Rods (won by Bruce Meyer's Doane Spencer '32 Ford roadster) and for Microcars (Tim Goodrich's 1962 Messershmitt KR-200). Although the microcars were received with glee by many, they did attract some controversy and probably won't be a regular feature. Conversely, the rods were welcomed by most contestants and spectators and stand a good chance of having a permanent class.



Micros brought charm – and disputes

The biggest prize of all, though, the Best of Show trophy, went to a traditional type of Pebble Beach car – William Connor's 1937 Talbot-Lago T150C Figoni et Falaschi coupé. As usual, gorgeous Ferraris, Duesenbergs and other big classics gleamed for the crowds. Unusually, steamers were everywhere, as they were the featured pre-war cars. A crowd favourite was Tim Moore's 1884 de Dion steamer, which won its class, as well as the *Automobile Quarterly* Historian's award. The post-war featured marque was Aston Martin, and fabulous array included all three project cars, a DBR1, DB3S, DB2 prototype, DB4GT Zagato and Robert Leyba's class-winning DB4GT. The prototype Atom saloon was also present, shipped over from England for the occasion.

After almost 50 years, Pebble Beach hasn't lost its shine for spectators – who gladly cough up the hefty $50 ticket price – or for contestants from all over the world who flock to the Monterey Peninsula by the hundreds. Just as there will always be an England, it seems that there will always be Pebble Beach.

Jonathon A Stein



Stanley exhales over Pebble lawns; steamers were this year's featured pre-war cars



Hot-Rods were an unusual class, but they have been around for 50 years...

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JOHNNY SERVOZ-GAVIN RATHER SHOOK everyone at Monaco in 1968. Subbing for an injured Jackie Stewart, he qualified Ken Tyrrell's Matra second, behind Graham Hill's Lotus. An archetypal '60s figure, Servoz-Gavin is a forgotten man now, but that weekend he was the talk of the paddock.

In the race he took an immediate lead, but clobbered the guardrail at the chicane and soon the damaged Matra was out. A year earlier, though, the consequences of his mistake would have been very different. When Lorenzo Bandini ran wide in the 1967 race, straw bales, not guardrail, awaited him. "Nothing," Bandini's team mate Chris Amon said, "got a car upside down quicker than straw bales."

After skimming the top of them, Bandini's Ferrari struck one of the marine bollards on the harbour front, and somersaulted back onto the track. In the impact a fuel pipe had been severed, and at once the Ferrari was engulfed in fire.

They didn't stop races in those days, for any reason, and the six surviving cars continued to circulate. "At first I thought two cars were involved," Amon said, "because some straw bales were also burning. I realised it was Lorenzo, because I could see a gold wheel. I knew he and Denny Hulme had been in front of me, and I wondered if they'd crashed. The pit signals disappeared for a few laps, and then I saw I was second, behind Denny. Then I got a puncture from the debris, and came in for a long stop – the mechanics were in a trance, of course.

"The thing was, I'd been past the fire several times, and it never occurred to me that Lorenzo could still be in it. There didn't seem to be much activity around there, so I assumed he'd got out all right. It wasn't until after the race I realised he hadn't...

A week later, in *The Observer*, Tony Brooks wrote a piece entitled, 'The Cruel Death of Lorenzo Bandini.' It had been that, and more. "Fire," Brooks said, "is the consuming dread of the racing driver. To crash, to be killed outright, is one thing; to be burned to the point of death is the supreme horror."

A supreme horror, too, was that his rescue had been so lamentably handled. The situation confronting the marshals – a car upside down, on fire, the driver trapped beneath – was admittedly nightmarish, but had they been properly equipped, there might have been some chance of saving Bandini's life, at the very least of sparing him agony. The late Giancarlo Baghetti, spectating at the chicane, once told me he was haunted by memories of that day. "Unless there was a car coming by," he said, "all you could hear was Lorenzo screaming."



Bandini's Ferrari lay second in the fateful 1967 Monaco race before crashing

The marshals had only ropes with which to try to right the upturned car. Worse, none had any fireproof clothing, and such extinguishers as they had on the spot were old and useless. Nearly five minutes went by before they managed to turn the car over, and remove Bandini from the cockpit. As they carried him away, a TV helicopter hovered low over the scene, its rotor blades fanning the fire into life again. Unprotected, the marshals ran clear, dropping Bandini as they did so.

'As a driver, I've always thought Lorenzo was on the point of greatness'

Still the race went on, despite the fact that the accident had occurred near the end, on the 82nd of 100 laps. There was thus no means of getting an ambulance to the area, and eventually the mortally injured Bandini was taken across the harbour on a launch, thence by ambulance to the Princess Grace Clinic.

It was exactly the procedure followed, a year earlier, in the making of the movie *Grand Prix*, when 'Scott Stoddard' crashed at the chicane. Bandini, ironically, had been among the drivers involved in the filming of the scene.

Although somehow alive on arrival at the hospital, he was clearly not going to survive, with third-degree burns over 70% of his body, as well as serious internal injuries. "Without the other injuries, maybe there was a chance he would have made it," Amon murmured, "but... it was probably better that he didn't."

The two friends had been due to fly to Indianapolis the following morning, for both were contracted to drive in the 500. Amon stayed in the Principality an extra day, then left on the Tuesday. The following morning he turned up for his first test at the Speedway, and was there told that Bandini had died.

"It wasn't unexpected, but still it shook me. I went out, and was running quite quickly when a rear upright broke. The car went into this terrifying spin for 300 yards or so, and finally hit the wall. It went on a long time, and everything was flashing through my mind at that point. I always hated Indianapolis after that."

It was Amon's first season with Ferrari, and he had been wary of Bandini at first, suspecting that this proud Italian, team leader at last after years as number two to John Surtees, might resent another foreign driver. "In fact," said Chris, "he was utterly charming, one of the nicest people I've ever met. And as a driver, I've always thought he was on the point of greatness."

Bandini, handsome and charismatic, was not from a monied background. His father had been a mechanic, and Lorenzo followed the same trade, working in Milan for a garage owner who encouraged his

ambitions to race, and occasionally lent him cars. By 1959 he was into Formula Junior, and two years later began his Formula One career with a Scuderia Centro-Sud Cooper-Maserati.

In 1962 came the offer from Ferrari, however, and it was with Enzo's cars that Bandini became synonymous. He won the Austrian GP in 1964, and many sportscar races, including Le Mans and the Targa Florio. At Monaco he was second to Hill in 1965, to Stewart the following year. By 1967 everything seemed in place. At 30, he was Ferrari number one. Partnering Amon in the 330P4, he won both the Daytona 24 Hours and the Monza 1000 Kms, and in the latest V12 F1 car finished a close second to Dan Gurney in the Race of Champions at Brands Hatch. His wife Margherita, the daughter of his former mentor, awaited the birth of their first child.

So Bandini came to Monte Carlo, his favourite race, and one he felt this year was his. After qualifying second to Jack Brabham, he led the race initially, then followed Brabham's team mate Hulme, whom he was trying to catch when the accident came.

In those days the chicane was fast, a left-right flick taken at more than 100mph, and Bandini clipped it, which nudged the Ferrari out towards the straw bales. Amon believes he was exhausted. "It was hard work, that car round there, and the race was much longer then. I was more tired than I've ever been at the end of a race. Lorenzo was very fit, but I was probably stronger, and he'd been going quicker than I had, so he'd taken more out of himself. And it wasn't a big mistake he made – he was a few inches out…

"I'm not a great one for believing in premonitions," Chris said, "but the Wednesday before the race made me wonder. We went off for lunch in the mountains, Lorenzo and I, and on the drive back he seemed very reflective, very aware of the simple things in life – you know, flowers, the fact that it was spring, and so on.

"On the way down, he saw an old man fishing by the side of the road, and he stopped, just to watch him quietly for a while. It's difficult to convey what I'm trying to get across, but it was almost as if he was savouring life, as if he knew something was going to happen. I'll never forget that day."

Throughout the sport there was a feeling of revulsion at what had befallen Bandini, amplified further when his shocked wife was admitted to hospital, too late to save her child.

The morning after the race Bandini's fellow drivers had a long meeting with the organisers, making several demands, one of which was that guardrail should replace straw bales at the exit of the chicane. A year on it was duly in place for Servoz-Gavin to hit, and this time there was no accident – indeed the Frenchman was able to continue briefly in the lead. Among those spectating was Chris Amon. Ferrari, not surprisingly, had declined to send any cars. ■



Handsome and 'utterly charming', Bandini had been the faithful number two to Surtees at Ferrari, but seemed to graduate to being team leader with ease

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HRH Prince Michael of Kent KCVO

STALWART OF THE CLASSIC CAR SCENE, THE PRINCE EXPLAINS THAT HIS ENDURING LOVE FOR THE SPORT IS IN HIS GENES

IT IS PERHAPS NO SURPRISE THAT PRINCE Michael's entry for September's RAC Centenary Rally was a Bentley, and the fact that he has chosen a pre-war car speaks volumes for his motoring preferences. The tall figure of the Prince with his distinctive beard is a frequent sight at automotive events, but though once a keen Jaguar E-type owner, he accepts that times have changed. "I no longer see the point of having a fast car . Long gone are the days when you could give it its head, but you can get at least as much fun out of driving a vintage car," he says. "It doesn't have to be very fast, but the joy you get out of mastering the thing is just as much as driving a modern car fast. So my own interest now has come back to the older cars – I find they are more fun."



Prince Michael in bullish mood during 1992 1000-mile Class B record run

A regular competitor in rallies, Prince Michael's enthusiasm goes back to his childhood. "I used to sit on people's laps and steer various cars up and down the drive; I think the motoring gene was well established even then. The first thing I actually drove was a jeep in Jersey, aged seven, changing gear and everything myself. From then on I tried to purloin the cars of anyone who came to the house to motor up and down the drive."

Things were rather more relaxed then. "I used to drive merrily on the road before I had a licence – but that was a long time ago and there was no traffic around."

It is 27 years since His Highness entered his first rally, the 1970 World Cup London-Mexico event, in an Austin Maxi. It was, he says today, "rather an odd way of cutting one's teeth", but it has led on to a varied competition career. "I've done the RAC rally a few times, as well as several local ones. But by far the most exciting thing I've ever done in a motorcar is the Mille Miglia. I've done it half-a-dozen times now, in a DB2 Aston, then a C-type Jaguar, then in both of the DBR2s, a pre-war Lagonda, and a vintage Bentley. It's heady stuff: I have actually seen an old man standing at the side of the road as we drove past with tears rolling down his cheeks. You don't see that very often."

"The most exciting thing I've ever done in a car is the Mille Miglia. I've done it half a dozen times now"

Probably his best-known exploit is the Class B 1000-mile record run with Stanley Mann, Vaughan Davis and Phil Greenwood in the famed Bentley 'Mother Gun' in 1992, for which he was one of the driving team. "The record had stood since 1924, so it wasn't hard to break. But the lovely thing was to do it in a pre-war car rather than a modern one."

The run took place at Milbrook, on the steep walls of the speed bowl. How did he find driving on the banking? "The Millbrook bowl is completely featureless, but the wind has the unnerving effect of trying to push you up to the top of the banking. If you felt a bit dozy going round and round, that soon woke you up. Our average speed was 105mph or so, but on a separate occasion I did a 120mph lap. It's all very well in a modern car, but when you look down and see all the various bits holding the wheels on, you try not to think about it too much."

All of his events have been rallies of one sort or another; what about the circuits? "I never was tempted to race. I always found that driving on a road you know exactly where you are, whereas if you are on a racetrack there's absolutely no indication of what's coming up. I must have a very bad memory, because I can go round a race-track for half-a-dozen laps and still not have the foggiest idea whether it's a left or a right-hander next."

Despite this, the Prince has had the pinnacle of driving experiences, at the wheel of a Formula One car – Nigel Mansell's Lotus in 1982. "Nigel took me out in a road-going Lotus and showed me the lines, and as a result I could make some sense of it. It was very forgiving - I managed to have a lot of fun even at about three-tenths of what the proper people drive at."

As a spectator, too, the Prince has many fond memories, especially of Goodwood. "I went to the Tourist Trophy from a young age. I loved going to Goodwood in those days; the atmosphere was always wonderful, especially the drinks party for the drivers in the house the night before."

As well as being Honorary President of the RAC Motorsports Council and Patron of Brooklands Museum Trust, Prince Michael is closely involved with the Federation of British Historic Vehicle Clubs and its defence of the right to use old cars. "We have put a very robust position forward, and bought a lot of time for ourselves." He is also President of the exclusive Benjafield's Racing Club.

Yet the Prince's enthusiasm for the old-car hobby does not blind him to the penalties of the car age, particularly safety. He has instigated a safety award scheme, backed by British industry, to raise driving standards. "Our committee awards prizes to anyone, from schools upwards, who demonstrates clever thinking on safety, and the number of prizes goes up every year". He does admit to a personal dislike of traffic-calming schemes, but takes the pragmatic view: "Anything that can be done to reduce accidents is worth it."

The car he is using on the RAC event will suit the North of England moorland route perfectly. "It's an 8-litre engine in a 4-litre chassis, and it's very potent. I drove it the other day to the Grand Prix, just as a spectator, and it has terrific performance; it makes the right noises and it looks the part." In contrast, next month he will again join the slowest event on the calendar, the London-Brighton Run, perhaps in the RAC's Mors. But being well-used to old cars, his enthusiasm remains tempered by realism. "When it's wet, your car breaks down – it's one of the rules." **GC**

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LETTERS FROM READERS

Write to... MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, England

FLYING ARROWS

SIR,

In your article on the World's Greatest Racing Car, you show Caracciola's Mercedes at the *Donington GP in 1937 leaping Melbourne Rise.* I was there – at that spot!

In my many years since 1933 when Donington opened (I was 13) I have followed car and motorcycle racing. No one has ever been able to explain to me (an engineer) why, at Melbourne Rise, the front engined Mercedes leapt with the front wheels off the ground and the rear engined Auto Unions leapt with their rear wheels off the track. Odd, isn't it?

I have had MOTOR SPORT since I was a boy and congratulate you on its continued excellence. Like William Boddy I have seen a lot. The Formula One drivers now are a spoilt, over-paid lot. Gone are the days when one would see them take part in saloon car racing on the same day. Moss, Clark, Salvadori, Fairman et al – the Greats !

It took Tom Wheatcroft to resurrect the Donington track, and I cannot understand why he has not been honoured.

I AM, YOURS, ETC

MR G H H BRYAN, TAMWORTH, STAFFS

* * * *

MODEL BEHAVIOUR

SIR,

I make miniature historic racers for a hobby. Shortly before he died, I wrote to DSJ to ask his permission to measure up the Duesenberg, which I knew he owned, at the Brooklands Museum. I thought he'd write a 'yes' or 'no'. In fact he 'phoned me shortly after.

I found myself speaking to a man I'd admired for 40 years. He was obviously deeply ill but he went into all sorts of rare detail about the car, including the fact that it still stood on 1939 rubber. Not only that, he then wrote me a letter with lovely illustrations of various points such as the angle that George Duller kept the rear-view mirror as against the angle that Whitney Straight raced with.

He took trouble for a complete stranger, unasked, and at a bad time in his life. I'll never get over it.

I AM, YOURS, ETC

PETER POSNER, TODMORDEN, LANCASHIRE

* * * *

TIMING IS ALL

SIR,

I would concur with Shaun Campbell (*Going Downhill Fast*, August) that the singular talent possessed by Jim Clark was not sheer speed, but his ability to put in startlingly fast laps at the right time.

Of his outright speed there can of course be no doubt (eg Monza 1967), but time and again he gained both real and psychological advantage over his rivals by careful timing. You would see him go out in the last seconds of practice and drive in that outstandingly smooth manner (like Fangio, Stewart and Fittipaldi he always looked smoothest and slowest when going quickest) to set a pole time just as the flag fell. This must have left the others demoralised.

Having gained the upper hand in this way he would then time after time be able to put in some blindingly fast early lap times, opening up a gap which would stay fairly constant for the remainder of the race. I believe that his rivals must often have thought that he was simply uncatchable.

I do not know whether Clark and/or Colin Chapman deliberately set out this strategy, or whether it just happened. Whichever, I am sure that this uncanny knack of Clark's was a major factor in many of his outstanding victories.

I AM, YOURS, ETC

W J TORRANCE, CHEADLE, GREATER MANCHESTER

* * * *

ROLL UP, ROLL UP

SIR,

I cannot resist writing to you about the truly magnificent new museum to the memory of Parry Thomas, right next to those famous sands where he lost his life at more than 170mph in 'Babs'.

For those who have not yet visited the Pendine museum and stood next to 'Babs', I commend it to you; it is the most enormous thrill and joy for anyone who loves speed. Be careful though; I understand 'Babs' is at Pendine for only two months each year, although the museum itself and all the contents are both permanent and beautiful.



Peter Posner's Duesenberg model, detailed with generous help from DSJ

I AM, YOURS, ETC

ANDREW WILKINS, SOLIHULL, WEST MIDLANDS

* * * *

BETTING 'RING

SIR,

I was much amused to read in *Legends* last month about Neubauer's bet with Rosemeyer at the Nürburgring. This reminds me of a similar occasion at the 'Ring in 1969 when Vic Elford was driving a McLaren for me in the German Grand Prix. Paddy McNally had a fabulous Omega stopwatch – one of those big ones with lots of hands in a red case. I wanted this, and Paddy said it was mine if we could do a sub-7 min lap.

I had a word with Vic who proceeded to do a 6.57, which placed us fourth on the grid, and we won the watch which I have to this day. History does not relate what I should have to give Paddy if we had failed!

The 'Ring in those days was very dangerous and sadly Vic crashed when avoiding parts of Andretti's four-wheel-drive Lotus, ending up in hospital.

I AM, YOURS, ETC

COLIN CRABBE, STAMFORD, LINCOLNSHIRE

* * * *

LONG OVERDUE

SIR,

Once again Coy's was an overwhelming experience, but this year for me it was the year for the Talbots.

As an ex-owner of one of the 1932 Alpine team cars I have been disappointed that Talbots have never been as competitive in historic race meetings as their illustrious past deserves. Now Messrs Schumacher, Burnett and Bradfield have revived the marque and shown what the cars can do.

Great driving and road-holding on Saturday's streaming wet track was supplemented by a clear-cut winning performance in dry conditions on Sunday. This suggests power output that would have brought a happy smile to the face of Georges Roesch had he been able to see it.

I AM, YOURS, ETC

DON NICHOLAS, RUGBY, WARWICKSHIRE

(On p42 we test one of these cars and outline its magnificent competition record. **GC***)*

* * * *

NO COMPROMISES

SIR,

Regarding some readers' concerns about MOTOR SPORT not covering modern racing, I feel I must present the other side of the coin.

There are already many publications which extensively cover contemporary motor racing. MOTOR SPORT is now fulfilling a need for the 'Classic' or 'Historic' perspective. Personally I am extremely happy that at long last there is a high quality, extremely well presented and authoritative publication, which shares my enthusiasm and passion for the 'Good Old Days'...

Graham Gauld's short-lived *Historic Racing* magazine was right on the button. Thank goodness that MOTOR SPORT have been able to pick up the ball and run with it!

Please do not compromise and attempt to be 'all things to all people'. For those who thirst for details of current events, may I suggest the recognised 'bible' of racing weeklies, namely *Motoring News*. That way the best of both worlds will be present in your motor racing library. What more could one ask for?

I AM, YOURS, ETC

ROY W ADKINS, KENMARE, SOUTH AFRICA

LETTERS FROM READERS

The Editor reserves the right to edit all letters

ASK THE MAN WHO DRIVES ONE

SIR,

I've cracked. I have finally had enough of journalists rubbishing the Lotus Elan I am at a loss to understand what it is you want from a road-going sports car. If it is the knowledge that you were "damn lucky to get through that wet roundabout because the boot tried to overtake the engine on that bend, you want something different from me and all the other Elan owners I know.

I have owned six Lotuses in the past seventeen years and the one that's given the most enjoyment by far is my 1990 Elan SE. Travelling at speed on the wonderful French A and B roads in company with TVRs, Porsches, and Ferraris on the way to Le Mans, I cannot imagine they were having any more fun that I was.

As for your comments on not being able to steer the Elan on the throttle on or near the limit, I'm sure that few owners of latest generation Espirits get near the limits of that car's grip. To go through a corner in an Elan, faster than in anything else you've ever driven, then faster still and yet maybe still faster – that's exciting. To do the same in an oversteering, 'delicately handling' sports car sounds more like heart-breaking.

Perry McCarthy said after driving my car round Donington Park, "This handles better than those bloody Ferraris!"

Leave off it – it's brilliant – ask an owner!

I AM, YOURS, ETC

RICHARD A CLIFTON, WAKEFIELD, W YORKS

* * * *

ROEBUCK'S A LEGEND

SIR,

Mr Nigel Roebuck is complete God. Long may he entertain us with his true 'works of art'.

I AM, YOURS, ETC

NICK KEYNES, CHESHAM, BUCKS

* * * *

TURNING THE TABLES

SIR,

I've just thoroughly enjoyed your story of the 1907 Peking to Paris raid.

You will be interested to learn that the book that you mentioned at the end of your article is available in German (ISBN 3-7688-0965-X).

Its title, *Das Verrückteste Autorennen der Welt*, roughly translates to 'The maddest auto race of the World' and this German version of the book contains 51 photos and two maps.

Normally it is the other way around: all the relevant motoring and especially racing literature is published in English (or American), and we on the Continent are used to reading the important things in English, so it is with a bit of malicious pleasure that this title is, at the moment, only available in German.

I AM, YOURS, ETC

MICHAEL CATSCH, MUNICH, GERMANY

RECORD STRAIGHT

SIR,

In 1933 I visited Brooklands and saw Whitney Straight in action on The Mountain setting a new lap record. To a boy of 13 this was pure magic and I fell hopelessly in love with this beautiful car. Now, 64 years after, it has appeared again, at Goodwood and Coys, where the owner, Dean Butler, kindly suggested that I should sit in the car for a photograph, which I now enclose. My point, however, is that this very historic car – holder of the Mountain lap record and that of Mont Ventoux (and didn't it also win at Albi in 1934?) – has barely been mentioned in any of the motoring magazines and no photos of it have appeared. I do feel you should put this right.

I heartily congratulate you on the new MOTOR SPORT which also became one of my loves in 1933. I am unable to see why people grumble that you do not cover modern racing – you clearly cannot do everything. More power to you!



Terence Brettell and Maserati reunited

I AM, YOURS, ETC

T V BRETTELL, EGHAM, SURREY

* * * *

DSJ GOES DUTCH

SIR,

Maybe the picture of DSJ on a cycle was in Zandvoort (look at the registration of the BMW). I have a photo of him at Zandvoort in 1975 holding his cycle whilst talking with Max Moseley. Another pointer to Zandvoort is the check tabards worn by the two people standing next to the van – aren't they Dutch marshals' jackets of the era?

I was at Zandvoort as crew for the Motor Race Rescue Unit. It was very civilised for us – packed lunch and soft drinks provided each day, and when I had the temerity to ask where I would be able to obtain practice times, we were put on the distribution list. Would this have happened at Silverstone or Brands Hatch?

I AM, YOURS, ETC

PETER WELLS, GODALMING, SURREY

* * * *

THE VOICE OF YOUTH

SIR,

Thank you, and all your associates, for saving MOTOR SPORT. I'm a relatively new reader (December 1963) but have supplemented my extreme youth by purchasing earlier copies. You are now trying to do what Count Orsi did – to enhance an established success. So far, damned good!

I AM, YOURS, ETC

PAUL SHUBSACHS, WITHINGTON, MANCHESTER

* * * *

LOOKING BACKWARDS

SIR,

I have been subscribing without a break, to MOTOR SPORT for 23 years for its unrivalled quality in reporting all forms of the sport, especially Formula One. In the last few issues, the content of modern motorsport has been reduced dramatically, to the point where it is now virtually nil.

I would be interested to know how the magazine intends to attract new subscribers, and by this, I mean young people, to a magazine that deals almost exclusively with events and cars from before they were born. It is a well-known fact, that if a business stands still or relies on the past it will eventually die.

I have now cancelled my subscription in favour of a magazine that deals with the present, future, and past, rather than solely the past.

Finally, may I thank you for almost 23 years enjoyable reading and pleasure.

I AM, YOURS, ETC

GARY DUNN, NORTHWICK, CHESHIRE

* * * *

A BETTER ERA?

SIR,

I should like to offer my congratulations on your excellent recent articles on Ronnie Peterson and Gunnar Nilsson, as well as those on Hesketh and Beatrice. I had the privilege of meeting Messrs Peterson and Nilsson during my years as a pit marshal at Silverstone in the Seventies. Reading your article brought back memories of a better era in Formula One. May I hope that there will be more of the same again in future; a number of similar pieces would make an excellent book.

I thoroughly approve of your publication in its new form – long may it continue, although I have noticed that all your correspondence is from men. Perhaps some things never change in motorsport.

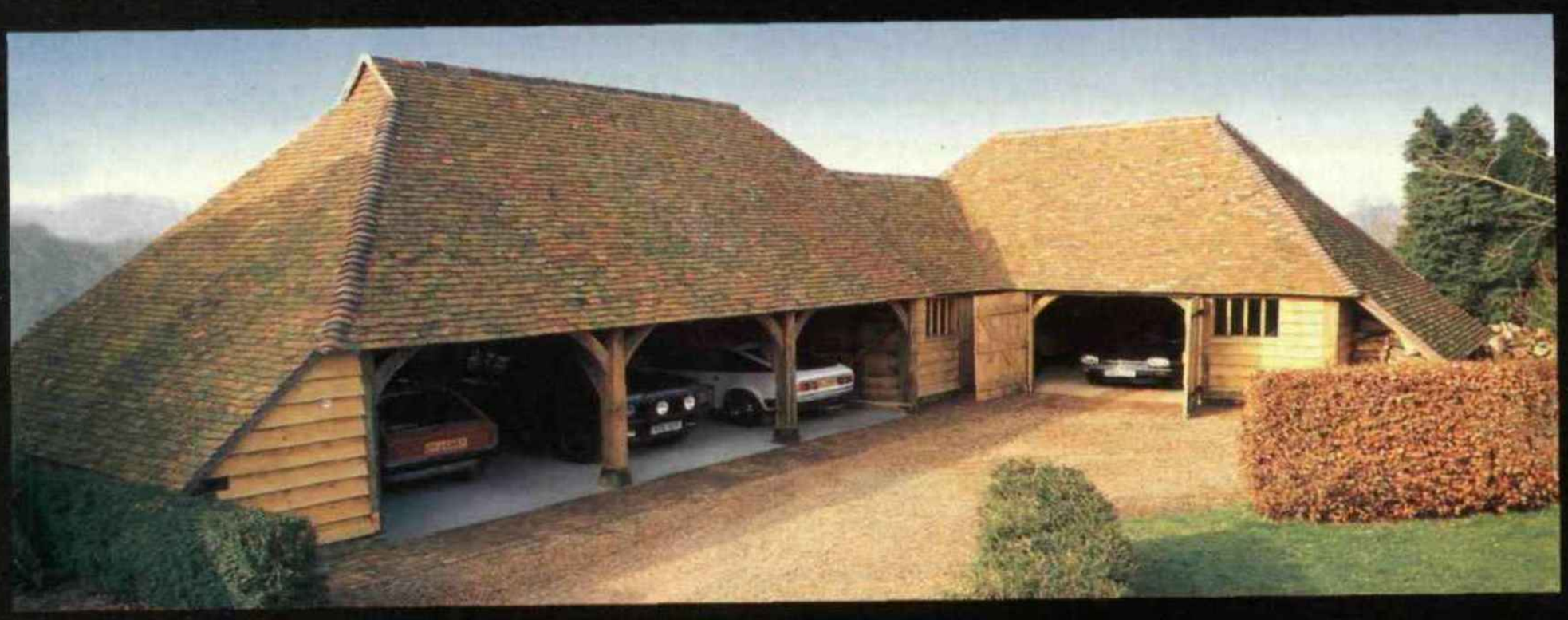
I AM, YOURS, ETC

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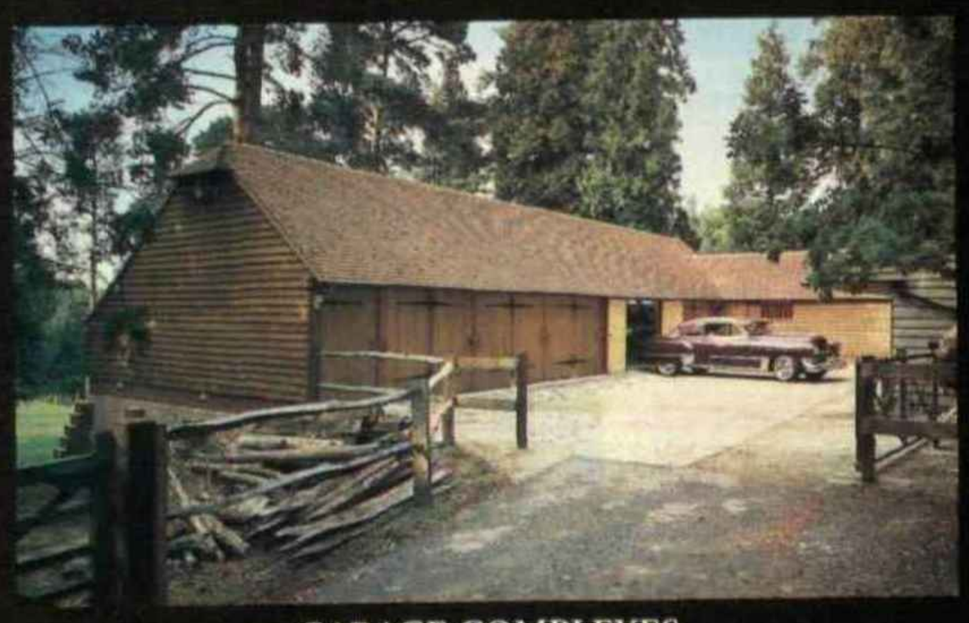
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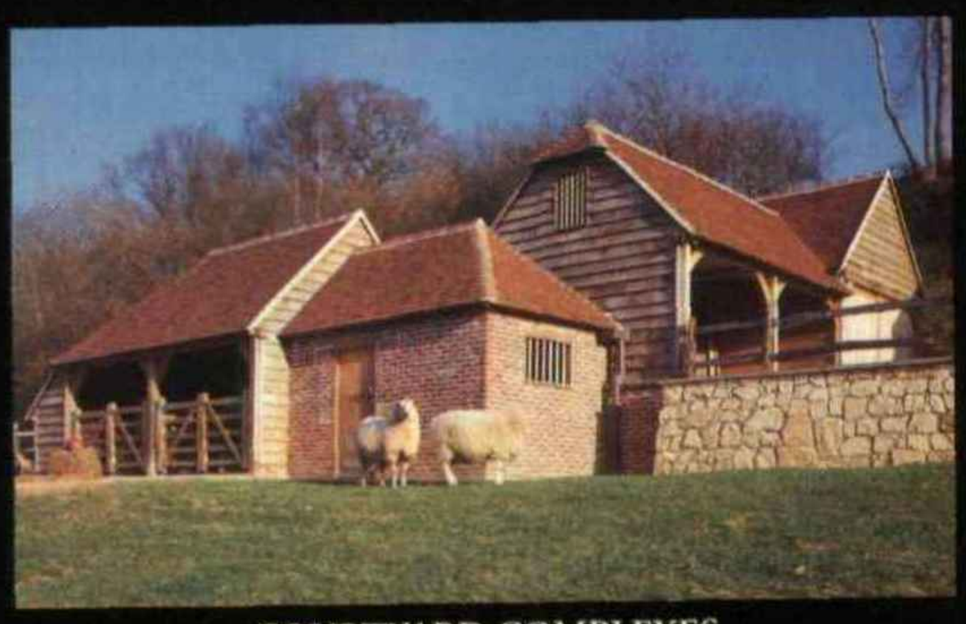
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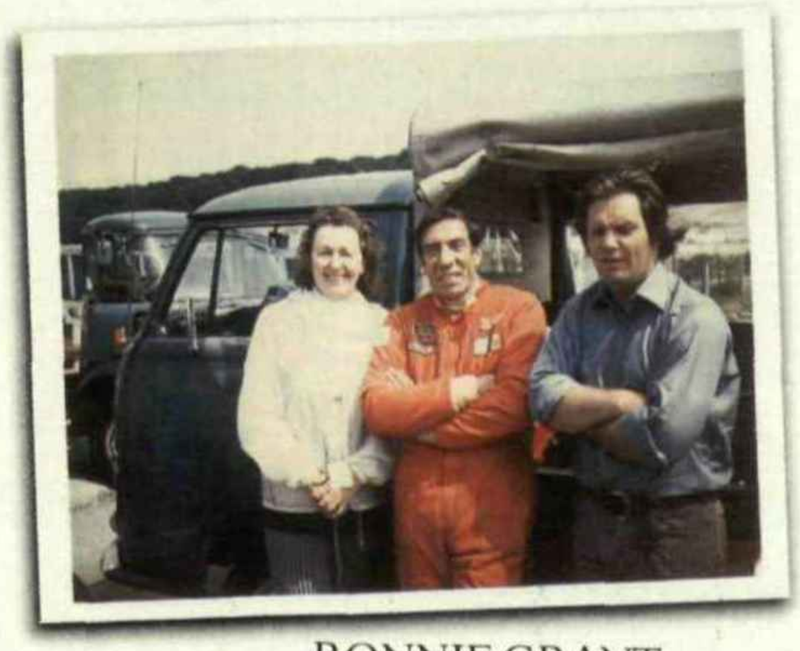
MOTOR SPORT

ON SALE SEPTEMBER 19

NEXT MONTH



Ford's saloon car racers: Cortina takes on Mondeo



RONNIE GRANT
The taxi driver (centre) who drove a car designed by Patrick Head (right) and John Barnard (his auntie, left)



COOPER
Britain's most versatile competition car constructor comes under the spotlight as we test one of its finest



LANCE MACKLIN
Chris Nixon reports on the man and why he never bothered to make the most of his extraordinary talent

Plus: Carrera PanAmericana: the greatest road race of all; Co-drivers...what makes them do it?

All contents are subject to change

Vol XXXVI No 3 March 1960

FOREIGN CARS IN THE U.S.A.

Although the American motor industry obviously hopes her 'compact' automobiles will stem sales of imported cars, the makers of the foreign invaders intend to put up a fight, judging by the advertising we studied in a current issue of a specialised American sports paper. Full page insertions had been taken by, or on behalf of, Lancia, Citroën, Sunbeam, Alfa-Romeo, Austin Healey, Triumph and Porsche, while Peugeot and Fiat both had double-page spreads, D.K.W. the inside back cover, M.G. the inside front cover and Jaguar an extremely effective colour advertisement on the back cover proclaiming the advent of the 3.8-litre 'sports sedan'. The sole American maker to fight back was Studebaker, to publicise the Lark.

Scanning these advertisements reminds one that the type of approach required in wooing American customers differs from that which is effective here. Thus the M.G. layout refers to "high spirited new horses champin' at the bit, rugged new disc brakes to keep 'em in hand" in pushing the M.G.1600. Here's how others seek to attract the dollars:-

Lancia: "...born of a half-century of restless probing, of successive triumphs. It is shaped to dimensions of thinking far beyond the rigid reduplication of second-hand ideas, or stamp-press concepts. It is machined to win the admiration of engineers – and motorists – the world over. Its standard is excellence. Its view point is the future. Its name is LANCIA."

Citroën: "The weightlessness of the sky, the restfulness of a tranquil sea, a feeling of floating along on a cushion of clouds... this is the Citroën ride."

Peugeot: "Some people say 'Peugeot' like this : 'Pooj-Oh.' Others avoid the question and just say '403'. Use whichever you like when you visit your Peugeot dealer. *(After all, one English agent is apparently inclined to say "Peugot"? - Ed.)* While there you may also wish to drive the Peugeot Station Wagon - America's largest imported station wagon."

Sunbeam: "Out of famous European rallies roars a great new car that makes all other sports cars seem ten years old!!!! – the new Sunbeam Alpine."

Fiat: "Over sixty years ago, the Fiat heritage was born. Since that time, a long line of fine automobiles has added lustre and distinction to the Fiat name."

Alfa-Romeo: "Now added to the distinguished Alfa-Romeo family is the exciting and beautiful new 2-litre roadster styled by Carrozzeria Touring. You will be amazed at the lightning acceleration and silent power of this new great Alfa-Romeo model. See and drive it to confirm that 'Italians Build Such Exciting Cars'."

Austin Healey: "Odds-on Favourite. The sky's clear, the air's like wine. You're ready for fun, and ready to go. And so is this spirited performer. The Austin Healey '3000' is the fabulous successor to the famous Austin Healey 100-Six which has dominated competition in its class... Take this beauty out on the road, and you're really living. For as low as $3,051 (two or four-seater)."

Triumph: "The living is easy in a Triumph TR3 Grand Touring Model (witness this lucky Las Vegas driver) *(Who seems to have left his hard-top in a very dubious place, from which the London police would surely have soon removed it! - Ed)*... Everything about the Triumph TR3 Grand Touring Model is 'grand' but the price... The soft life begins at your Triumph dealer."

Porsche: "A host of engineering advancements - distinctive styling refinements - and a timeless heritage... that is the new 1960 Porsche."

D.K.W.: "Designed to make 'impossible' driving possible! Pulls you over mud, sand, ice or snow. (And does it on three cylinders and seven basic moving engine parts)... Do you know what D.K.W. means? It means *Das Kleine Wunder* and it's famous throughout Europe."

Jaguar: "Open it up! The growl of a new Jaguar is heard in the land. The 3.8 Sports Sedan is here. With classic surety the 3.8 incorporates the exhilaration of a race-bred sports car within the modern dimensions of a distinguished five-passenger sedan."

What's yours?





Period adverts for MG – Even Safer! Even Faster! – and DKW – Das Kleine Wunder

THE COMPACTS ARE COMING

A compact is no longer merely the thing which your girl friend uses to make herself smell nice. In America it is also a motor car. There was a race for compacts at Sebring last autumn but the first and more serious contest for them was a six-hour race held earlier, at the Continental Divide Raceway. The field was limited to 20 strictly-stock compacts and foreign economy saloons. Rambler refused officially to run because a top limit of 3,500 cc kept out their V3 and no Chrysler Valiants appeared because they had only a single car to field, although this had made the Ford Falcon and Chevrolet Corvair entrants think hard on practice times.

Corvairs were driven by well-known Porsche and Ferrari drivers. After an hour the order was Rambler, Falcon, Corvair, Corvair, Falcon, Volvo, Corvair, Falcon (in trouble), VW - the respective engine sizes should be borne in mind. The Corvairs then required tyres. A Riley shed a wheel - tell that to Les Leston! After two hours it was Rambler, Falcon, Falcon, VW, Corvair, Corvair. A Renault Dauphine had overturned at a 90deg. corner, upholding its reputation for unsafe road-holding. A Falcon experienced gearshift trouble.

After three hours two Falcons led, because of a leisurely Rambler pit-stop, with the VW fourth, Volvo fifth, a Corvair sixth.

At four hours the Rambler had resumed its lead, with a 59m.p.h. lap. In the end the Rambler won, averaging 55.5m.p.h. for just over 333 miles, never having had its bonnet opened. The Volkswagen was second, 50 yards ahead of a Ford Falcon, another Falcon having gone sick.

The Chevrolet Corvairs were hampered by the need for frequent tyre changes, which their manager W Martinez attributed to a combination of suspension characteristics and the tyres they used, of which apparently the Goodrich covers far outlasted the U.S. rubber tyres.

This had the humorous repercussion that in order that this excuse should not detract from the victory of Ford Falcon over Chevrolet Corvair, Falcon manager Pauline claimed that his Fords were consuming as much rubber as the rear-engined Chevrolets. He certainly used a remarkable variety of covers - Firestone, Goodyear, Goodrich, Continental - but it said his claim to have beaten Chevrolet purely on performance is not borne out by the official schedule of the cars' respective pit-stops; and it seems that both makes were equally matched through the corners.

An American contemporary's summing up of this droll situation was "If Ford wants to advertise that a Falcon can chew up as much rubber as a Corvair any day, we doubt very much that Chevrolet's Ed. Cole will argue the point." And we like this paper's comment that if the Chrysler Valiant enters a future race it might prove to be as hot as its Press releases!

In this opening clash between the compacts the Rambler had it all – speed, reliability and low tyre wear.

COYS OF KENSINGTON

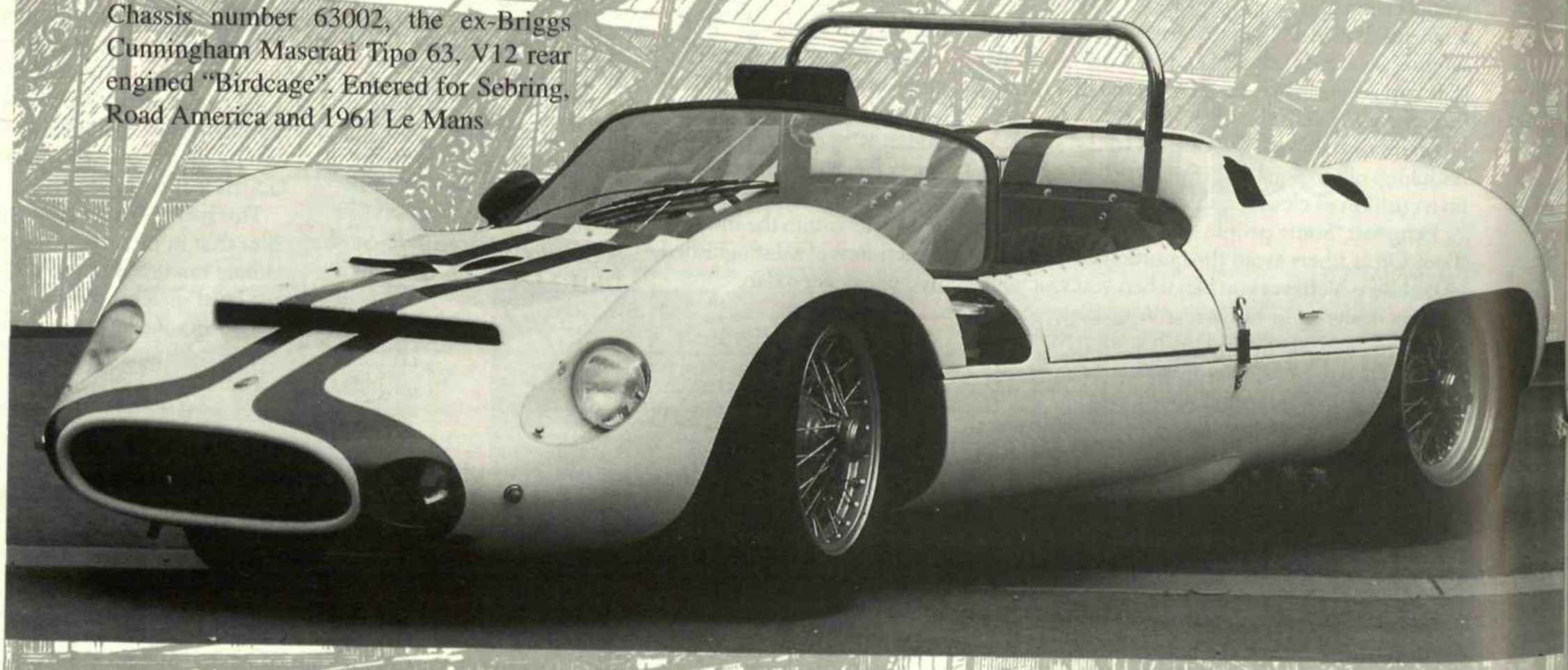
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TRUE GREATS

An Important Auction of British and Continental Touring Cars

20th November 1997

The Business Design Centre,
Islington, London N1



Chassis number 63002, the ex-Briggs Cunningham Maserati Tipo 63, V12 rear engined "Birdcage". Entered for Sebring, Road America and 1961 Le Mans

Entries are now invited for this important sale.
Please contact COYS' Auction Department

1899 saw Britain's very first motor car show held in the magnificent surroundings of the then Royal Agricultural Halls. Now fully restored to its Victorian splendour and renamed The Business Design Centre, it will be, once more, host to a motor car exhibition: COYS' *'TRUE GREATS'* auction.



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Already entered for this important sale are the ex-Briggs Cunningham, Sebring, Road America and Le Mans Maserati Tipo 63 V12 "Birdcage", and a 1929 Alfa Romeo 6C 1500 and AC Ace Bristol, both owned by the same family since new. Also, the entire collection of Mr William Symons including a one-off special bodied Lagonda M45 Tourer, a rare Riley March Special, an Alvis Speed 25 Charlesworth Tourer and a vast collection of pre-war Alvis and Lagonda spares accumulated over a forty year period. This entire collection is to be sold WITHOUT RESERVE.

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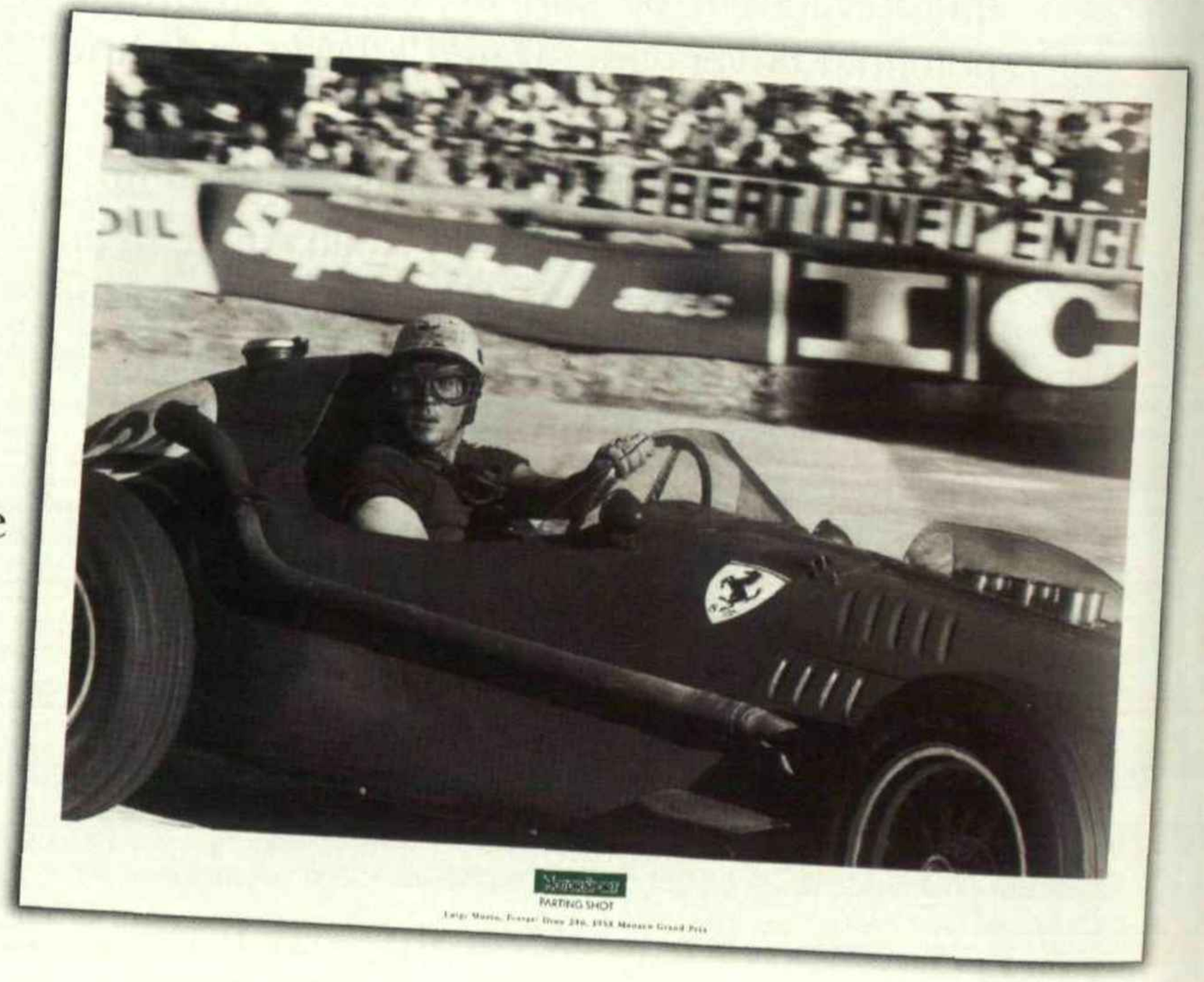
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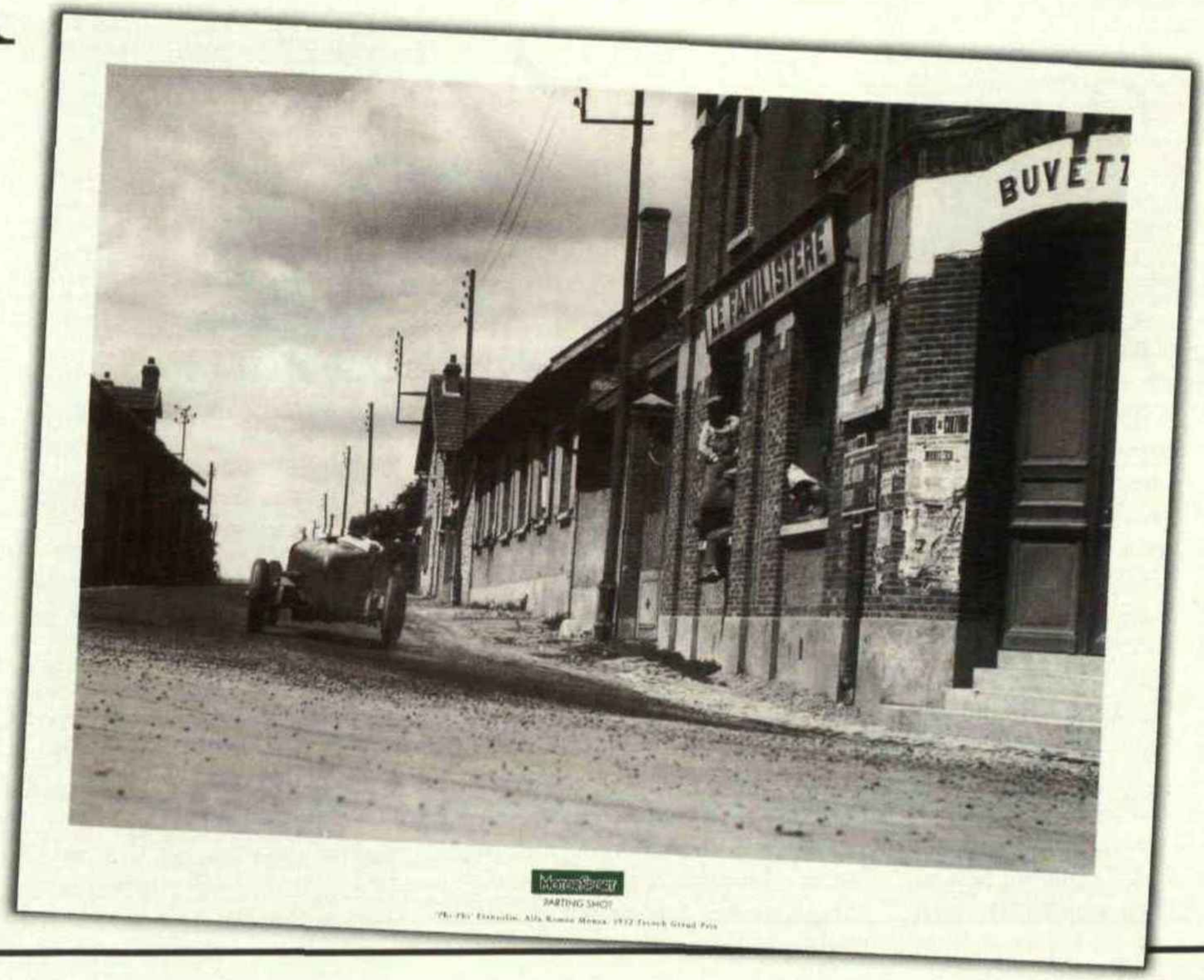
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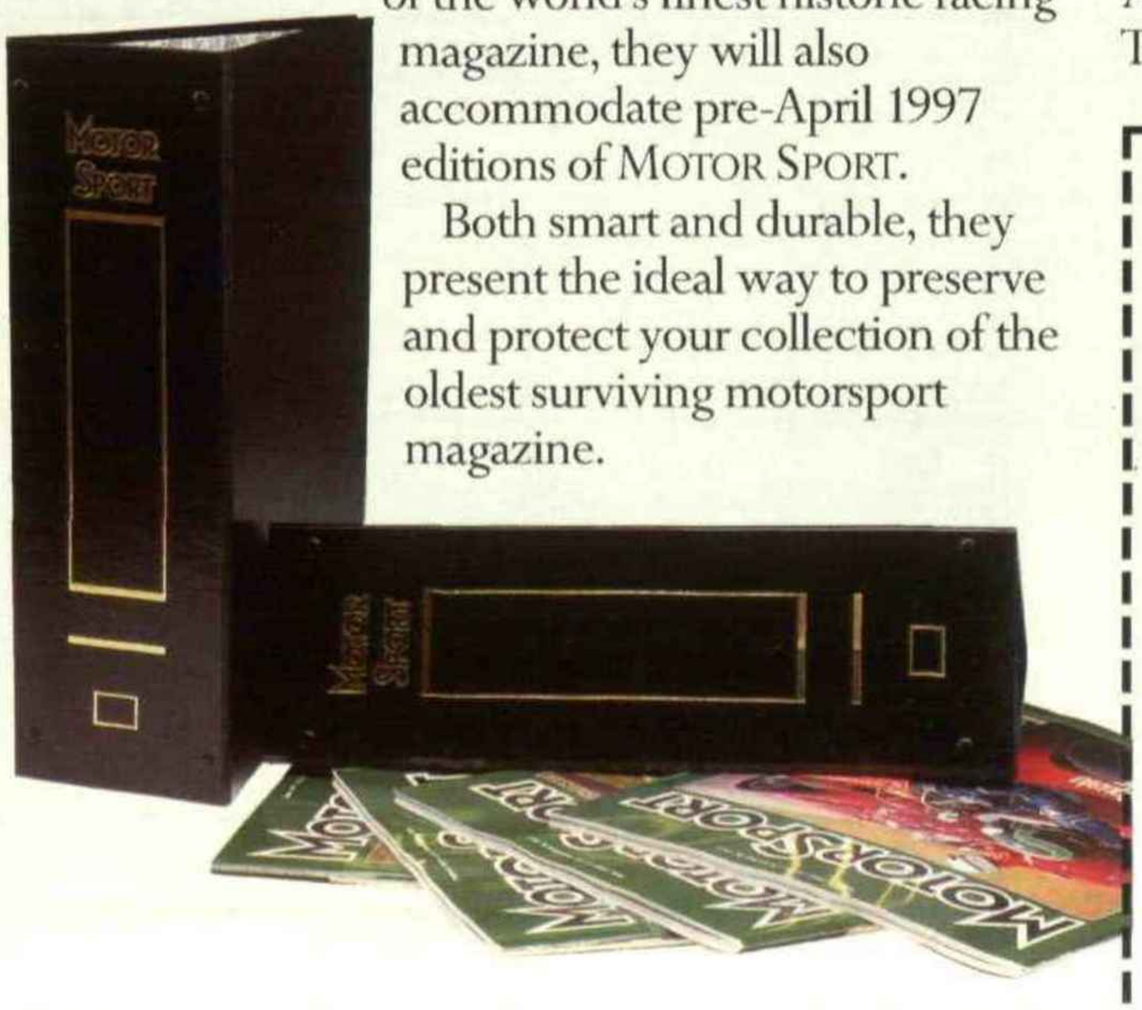
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Jimmy

BY JACKIE STEWART

I FIRST MET HIM WHEN HE STOPPED AT my father's garage. I was about 19. He was driving a TR2 or 3 – I can't remember which – but he was on his way back from the Rest-and-be-Thankful hillclimb. He was dressed the same way as he was when he was going racing, which was usually a pair of flannels with a round-neck sweater, and a collar and tie. We lived in a bungalow, which was connected to the garage. When I saw him through the window, I ran over to the garage. I read all the comics, the motoring magazines, and obviously everybody was talking about him at that time. I was a fan, because I could see he was doing something important. The next time we met was at Charterhall in about 1960-1, when I was driving the Marcos. He either drove a DBR1 or did a demonstration or something, while I was at the beginning of my little world!

From there our relationship developed rather mildly, as he was a much bigger entity. Later on I got to know him a lot better through Graham Gauld (*Clark's friend and biographer - ed*). I went down with Graham to Edington Mains, to see him and later to stay with him, for example when we went to the Borders Motor Racing Club dinner/dance in Berwick-upon-Tweed . People like Trevor Taylor or Paddy Hopkirk would be there.

One night I recounted to him how I'd missed my braking point at Snetterton, but had managed not to crash. In those days you went into the Bombhole from a lefthander, under the bridge into a righthander. I think I was in something like a Cooper-Monaco: In those days we all drove two or three cars a day in different classes, and I just got it wrong. I remember going rushing in only to find myself out on the marbles. Somehow I teetered round.

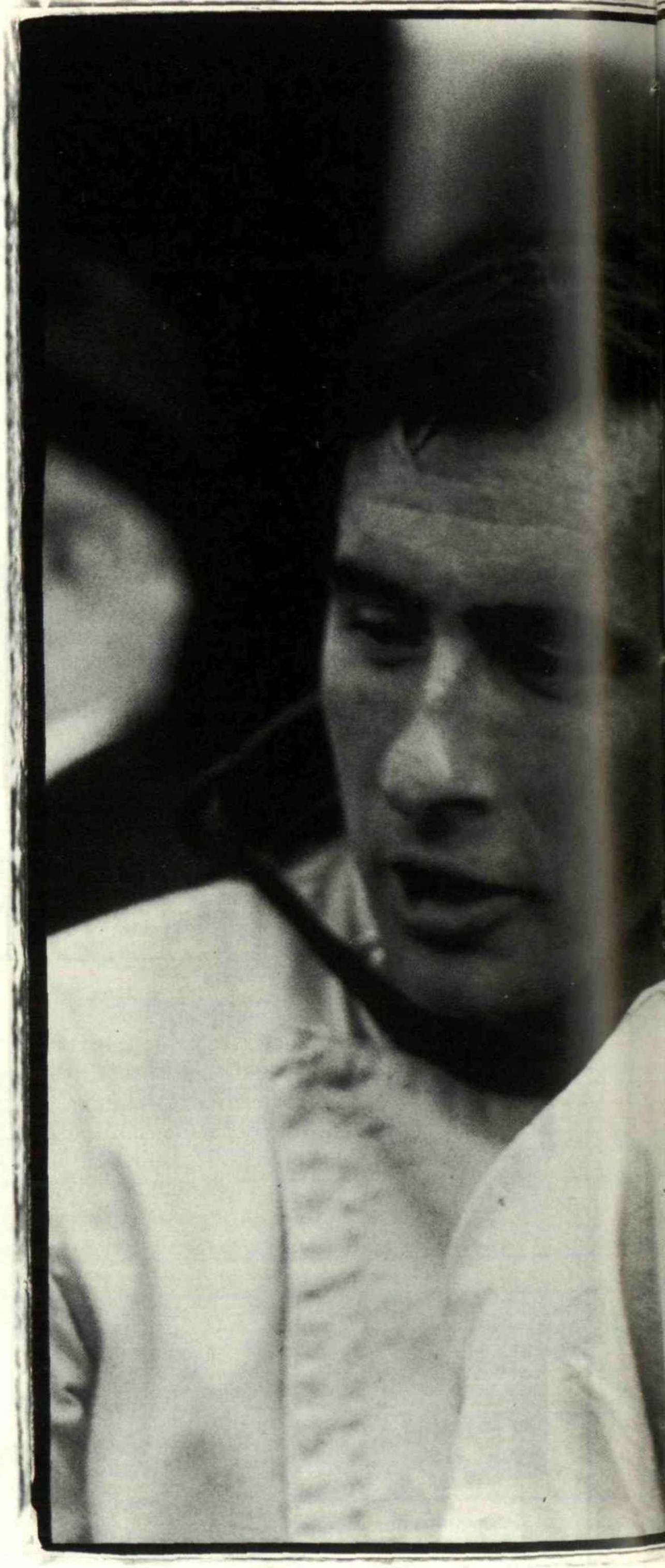
Jim made a fairly pointed statement, "Well you couldn't have been going fast enough, because if you were on the limit you'd never have made it." That, maybe, was true, but not necessarily. But he was fairly black and white about it...

At that time I didn't want to drive single-seaters. My ideal was to drive for somebody like John Coombs, where you'd drive a 3.8-litre Jaguar, or a GTO Ferrari, or lightweight E-type or something like that. That's where I thought my future lay, because I saw myself working in the garage. I never saw myself getting a professional ride.

When Ken Tyrrell asked me to drive in Formula Three in 1964, I asked Jimmy about it. Jimmy was very clear that if I was going to get into motor racing at all, I had to go to single-seaters, and if I was going that way, then Ken was the best man to go with. Jimmy had driven in Formula Junior against people like John Surtees and Henry Taylor, who were driving for Ken.

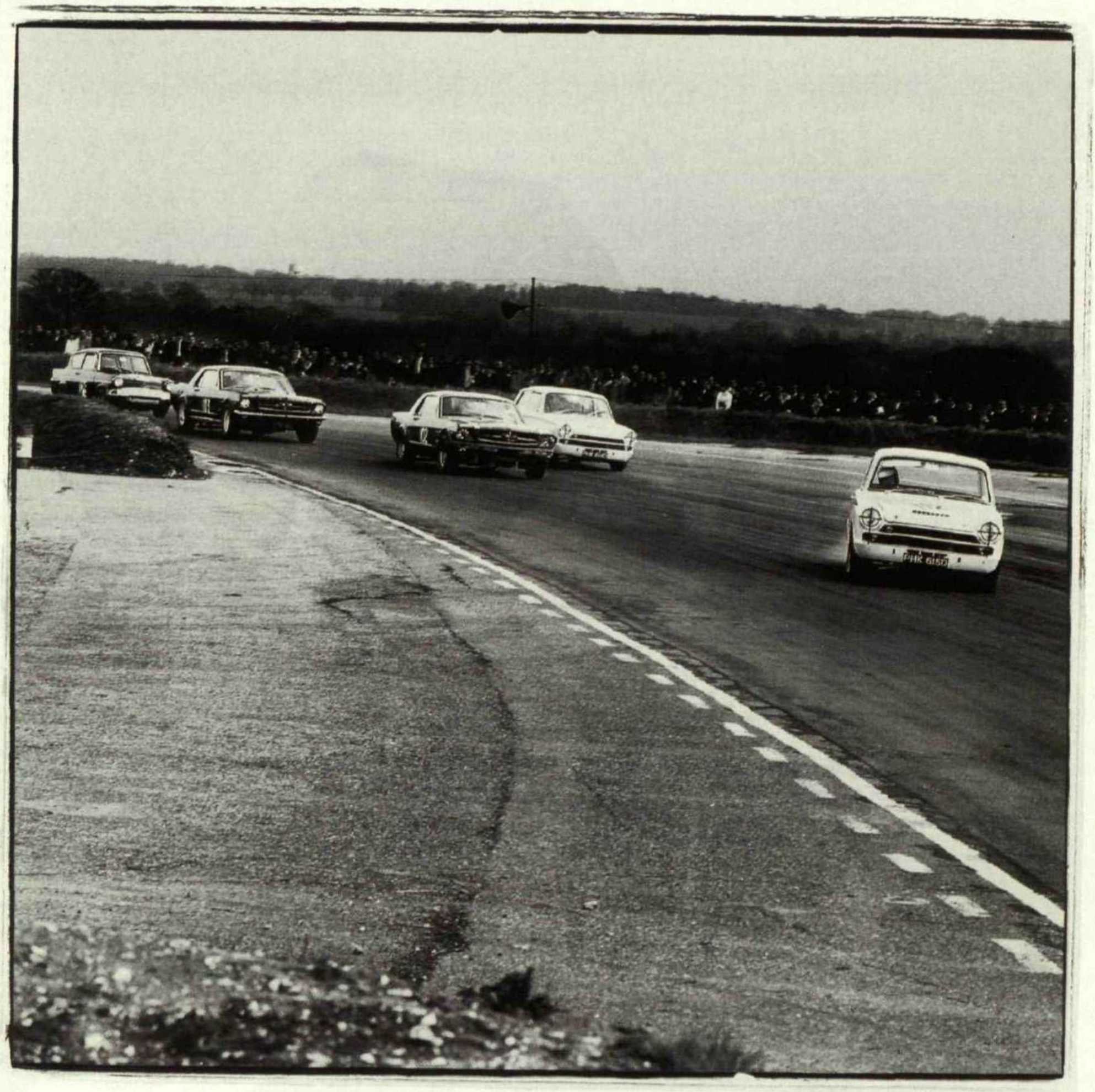
That year I was driving at the Daily Express Trophy at Silverstone in a Chequered Flag Lotus Elan, and he was driving an Ian Walker Elan. I didn't know Silverstone at all, how quick you went at Stowe for example. In those days braking distances were quite important, because brakes were nothing like they are today. And I was driving an F3 car on the same day, and maybe a saloon car too. I asked Jimmy, "What's your braking distance in the Elan going in there?" And he just wouldn't tell me. It was in a dismissive way, like "Aye, I don't know..."

I thought, "Hello, if he doesn't want to tell me, then we must be kind of on the pace!" ➳



The new boy and the old master at Clermont-Ferrand for the '65 French GP. Jimmy won, Jackie came second


ESSO
DUNL



If further proof were needed that Jimmy was different... Clark showing the others around Snetterton during the Archie Scott Brown Memorial Trophy

At that time we were starting to share an apartment in London with John Whitmore, in Balfour Place – we called it the Scottish Embassy. It was only a two-bedroom apartment, but John also had his country house, and we'd always stay there when we were racing at Brands Hatch.

We started to spend a lot of time together, because of the apartment in London. I got on very well with Jim, but he was always a very private man. Very shy, very frugal – almost reclusive – though introverted is probably the best word. He was very confident of his own talent, but he totally lacked confidence as an individual. He was always uptight, never totally relaxed. He could be really quite tense.

We'd never cook, so we'd always be going out for dinner, or going to the movies together. But he could be impossible. For him, the grass was always greener on the other side of the fence. It was, "...why don't we go and try this one?" Nothing was a case of yes or no. It was always a question of having to try the other. We'd leave it so late that there was never a movie that we got into. It was ridiculous.

Later, of course, there was the famous railway incident, which I've recounted ever since. It was in Florida, when we were to drive at Sebring. He was driving, and we got to a single-track railway crossing, and stopped.

WHAT MIGHT HAVE BEEN...

Jim would have won the championship in 1968, and could have won in '69 too as the Lotus 49 was fantastic. He would have been a serious player for several years, but he might have left Lotus. I think he was getting to a point where he was thinking seriously about making a move. I don't know why, but I know he was getting itchy feet.

I don't know how long he would have gone on, but he would have got into bigger money, and the whole thing would have evolved. But nobody's king forever. I think he would have wanted to retire at the top, and settled down. Maybe that would have been his reason for stopping.

I think he would have stayed tied to Scotland, but I don't think he would have only been farmer Jim, with his wee farm in Duns. He would have expanded and done other things. I don't know what but he was already a sophisticated man beyond racing. He liked herding and going to sheep fairs, but he would have gone beyond that. But I didn't see him as a team owner. He would have had to trust people, and others would have been using his money. That wasn't Jimmy...





Drivers meet for a pre-race briefing at Monza '62. Less easily recognised front row face is Tony Maggs while Innes draws on the obligatory fag

Florida is flat as a pancake, and you could see five miles in either direction. I was wondering what's going on? There was not a thing in sight, and he said, "What do you think?" For me, that epitomised Jimmy's lack of decision making, his needing somebody else to help him make a decision.

In 1964 I tested a Lotus F1 car, at the British GP meeting at Brands Hatch. It was at the end of practice; Colin Chapman went to the officials and said "I'd like this guy to do a few laps." The gearbox was the reverse way round, quite complicated.

Later that year I had offers from Lotus and BRM for 1965. I might have gone to Lotus, because of Jim. He thought it would be nice for us. I looked very carefully, and decided that every single driver who'd driven with Jim Clark and Team Lotus had never developed to be anywhere else, like Trevor Taylor and Peter Arundell. And Innes hadn't done very well out of it either. I thought there was one man in Colin's eyes, and that was Jim.

His relationship with Colin was the best there's been in F1. I think Ken and I had a good relationship, but those are the only two examples that I can think of that were extraordinary. Until close to the end I think Jimmy had total belief in Colin, and total trust. Colin drove everything through with high confidence, and with ease.

At BRM I thought I could learn more from Graham Hill than I could from Jim, and I thought I'd get more testing with BRM than Lotus, which proved to be the case. And Colin was very difficult to deal with. He offered me a paltry amount of money, then doubled it, doubled it again and, finally, doubled it again. By then it was more than BRM was offering, but I thought I wouldn't be able to sleep if I had to look over my shoulder every day. Why didn't he just give me a decent offer to start with?

At the end of '64 Jim was injured, throwing snowballs at the Cortina introduction! Colin called me up and asked me to drive an F1 car and a Lotus Cortina at the Rand GP in South Africa in December. I had already agreed to drive for BRM in '65, so I was under contact. He asked me whether, if they would agree that I could do it, I would? He 'phoned up Tony Rudd who said it would be OK, because he thought it would give me experience. So I agreed, and went down there with Mike Spence.

It was a brand new Lotus 25, never been raced. It was a lovely car. The big hassle in the saloons was Basil van Rooyen. The thing was that the local hero was going to nail me - but his big disappointment was that he wasn't going to get a chance to nail Jim Clark. This guy nobody had heard of was ➤



The greatest driver/constructor team of all at Monza, '62 during the third of the nine consecutive seasons Clark would spend racing for Chapman

coming instead. I put the car on pole for the F1 race, and then a driveshaft broke. I still have it in my office. The race was in two parts, I had to start at the back of the grid for the second part, and I won it. Graham won overall.

Jimmy and I were first and second three times in 1965, at Spa, Clermont-Ferrand, and Zandvoort. He, at that time, was head and shoulders above everybody else. And we were driving in F2 as well, so were were going to places like Karlskoga in Sweden, Enna, Rouen, Pau and Albi. So we spent a lot of time together. Then when we went to the Tasman championship, we spent two months together – we always stayed in the same hotels, and either shared a suite or had adjoining rooms.

The night before the New Zealand GP we were staying in a hotel in Auckland. Shell, who I was racing with at BRM, wanted a photograph of me with the trophy. They wanted to take it the night before the race – with a laurel wreath around my neck, in my racing overalls! They said I had to do it because they were planning full-page advertising in the next day's papers. I said, "I can't do that – Jim Clark's next door and he's racing too".

They said, "Well, we'll just close the door," and I said, "If we close the door, Jimmy's going to think I'm up to something. The best thing is to wait until he gets in the shower, and as soon as he does, you can come in, I'll put the top of my overalls on, with the helmet, the wreath and the trophy."

We waited until the shower went on, and sure enough, bingo, we got the picture. Just as we finished he came through with a towel wrapped round him, and there's me standing there with the bloody trophy for the GP the next day. Somewhere I've still got this great picture of him with his arm round me. It's the best picture of Jimmy and I together.

At Indianapolis in '66, again we had two rooms with connecting doors. We went out a lot, and they called us Batman and Robin. People mixed us up, although more often I was called Jim than him be called Jackie.

He adapted to the American scene pretty well. As time went on, he was getting much better at it, he was much more open, more liberated. He'd become very sophisticated while living as a tax exile in Paris, not only through Jabby Crombac, but a very good friend called Michel Fanquel. They were quite naughty together. Paris opened Jimmy out.

Before a race he used to go and eat with Geoff Murdoch in the Esso motorhome, which in those day was a very flashy thing. He'd always sit down and have a steak and chips, and maybe a fried egg. I had gone to the

Blast off at the Goodwood Tourist Trophy, 1964. Clark's Lotus 30 leaves the line with Bruce McLaren and Graham Hill's Ferrari. Clark retired, Hill won

CLARK THE SUPERSTAR

He became a tax exile as he couldn't afford to stay in Scotland. Mr Wilson charged 93% for the privilege. But I think he could have earned more. Keep in mind he was very well off to start with; the Clarks had good farming land and Jimmy had more money than most would realise. He just wasn't as hungry as some. He trusted Colin implicitly.

Towards the end, I was making more than him. Colin was saying, 'I want you to do this, and I'll give you this to do it.' If that amount was £10,000 and I was earning £20,000, it was wrong. He was shy to ask, and private about his own situation. Later, Jochen and I would say, 'What are you getting? I'm being paid this.' We thought we shouldn't drive for the same team, because we could up the ante...



He loved flying, but it could be chaotic. I remember we flew from Melbourne to Hobart and if you missed Tasmania there was nothing until the South Pole! Graham had one plane, I was with Jimmy in another. We'd agreed with Graham to stay in visual contact, in case we got lost. We didn't know how to use the radio properly, never mind the compass. Every cloud was a drama. We asked for clearance to land and the air traffic controller got so frustrated he finally asked if we could read a compass, and did we have one on board...

trouble of finding out what you should eat before a race so that your performance would be improved, but the biggest risk is if you have an accident. With a full stomach it's much more difficult for a doctor if he has to use an anaesthetic or perform an operation. That never entered Jimmy's mind – it wasn't an issue. He felt the food gave him strength.

When we left a race in those days, we were always in a big rush. What he hated most was if anybody ever heard us talking about the escape. He thought that was terrible. I'd ask about how we were going to get out of here, and he said don't let anybody hear us – they might think we don't care!

Jimmy was definitely in the Grand Prix Drivers Association at that time, and he would always give it his support. He never thought it was a bad idea, and was always positive. But Jimmy was never one for driving something like that. I don't remember him being a Jo Bonnier or even a Graham, but he was definitely behind getting things done. However, I think his awareness of the danger was one of the reasons he never married. I think he did think it could happen to him. He was a kind of a fatalistic person in that respect. He was very conscious of it.

He had a lot of girlfriends, and I think every single one of them ➳

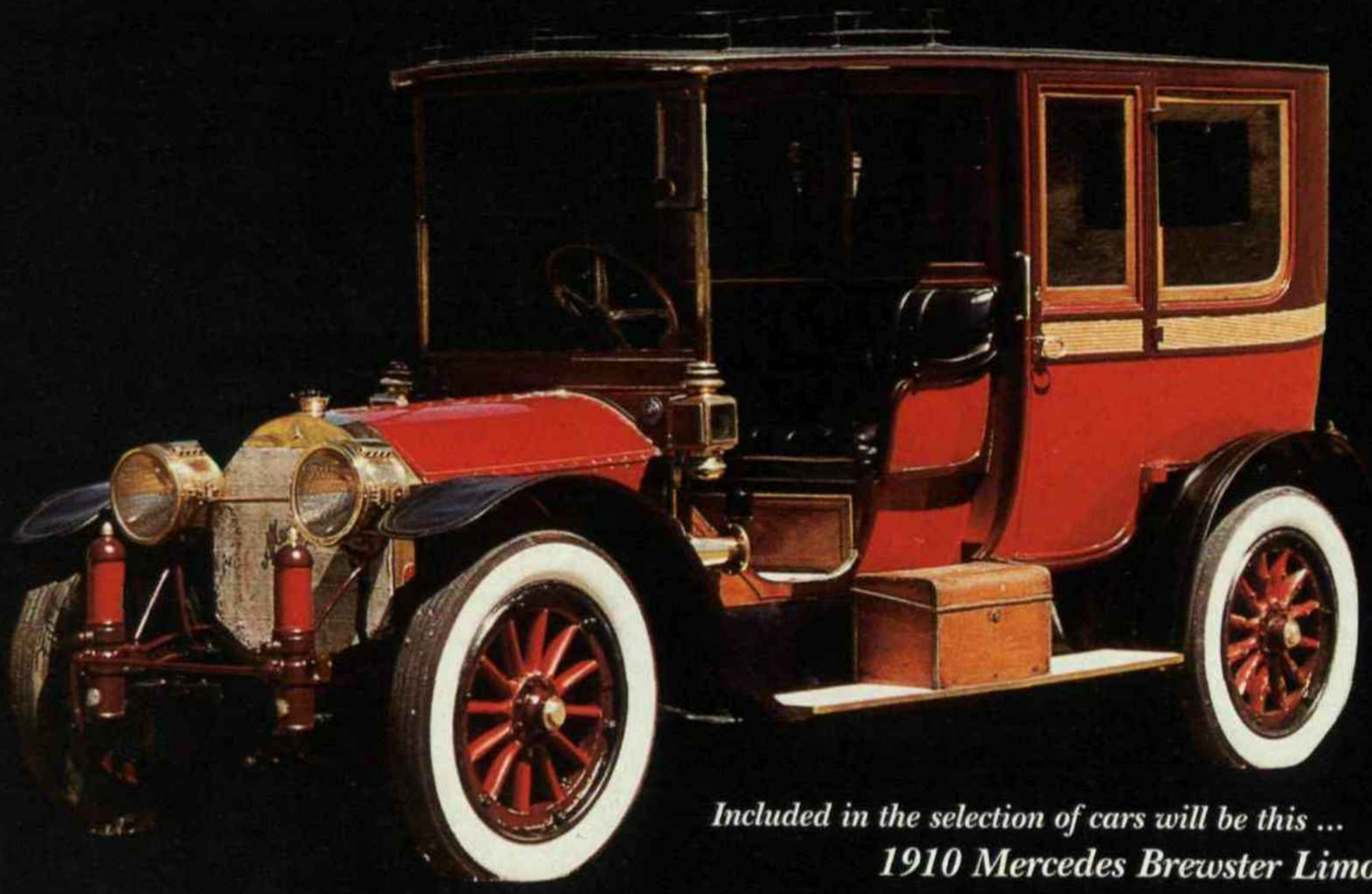
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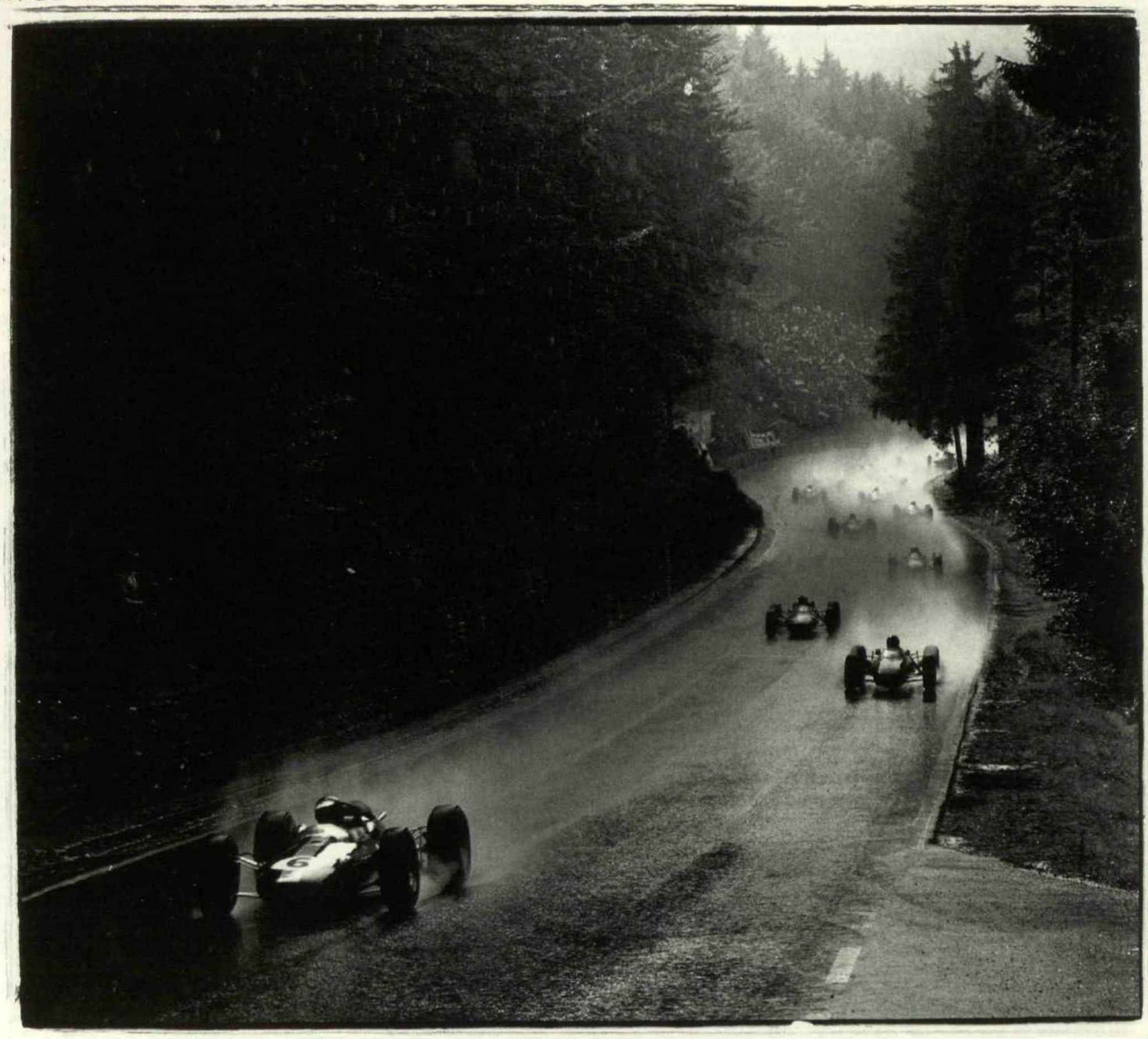
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Grim action from the non-championship race at Solitude in 1964. In such conditions, Clark knew no peer and humbled the opposition into defeat

thought they were the only one. That was simply not true. He was very charming, and he really went out of his way to look after a girl. I think they each thought they were the only one. Sally Stokes was the long-term one, but there were lots of others who were quite serious, that Sally might not have known about either. I think Sally pushed him very hard to get married, but it was always "I won't get married as a racing driver."

I wasn't doing all the F2 races, so I didn't go to Hockenheim in '68. That weekend I was in Jarama doing a safety inspection. I was out on the track, and somebody drove round and said "Jim Clark's had a big accident." In those days we were so used to very big accidents, but the one thing you asked somebody was, "Yes but is he alright?," meaning "It's not life threatening is it?" They said, "I don't know, but we know it's serious." Perhaps they didn't want to tell me, although I don't know whether they even knew.

I continued my inspection and then went back by road to Madrid, and stopped on the way to make a telephone call to Helen. I think it was at that time I found out that he had died. I'm not sure if I'd been told by then that there was a rumour, but I said "Have you heard?," and she said "Yes, it seems that Jimmy's died."

We were moving to Switzerland at that time, but she was still in Scotland. I flew from Madrid up to Geneva, and John Whitmore and I had dinner on the roof of the Intercontinental Hotel. I wanted to go back to Scotland for the funeral, which was difficult because I'd just gone non-resident. We had to get permission from the Prime Minister, and the only condition was that I came in and spoke to nobody about any business. I went by private plane, and then down to Duns. Dan Gurney was there, Graham was there. We went back to the house, and that was it. Then it was straight back the same day to Geneva.

I didn't know Hockenheim, I'd never been there. All I knew was that it was a long right-hand bend and he'd gone off into the trees. Nobody could understand why he'd gone off the road. There was talk of mechanical failure, or that a tyre had gone down, or that somebody had crossed the road. Most of it was speculation.

Jimmy's was the first of four deaths on almost the same day every month. We had gone through quite a long period of none of us actually getting the chop. If somebody did, it wasn't a leading driver. Later, I saw an awful lot of it, more probably than anybody else. Of course, you're horrified. First you see the destruction it causes to everybody else, like the family. It's ➳



Painting: Alfredo de la Maria

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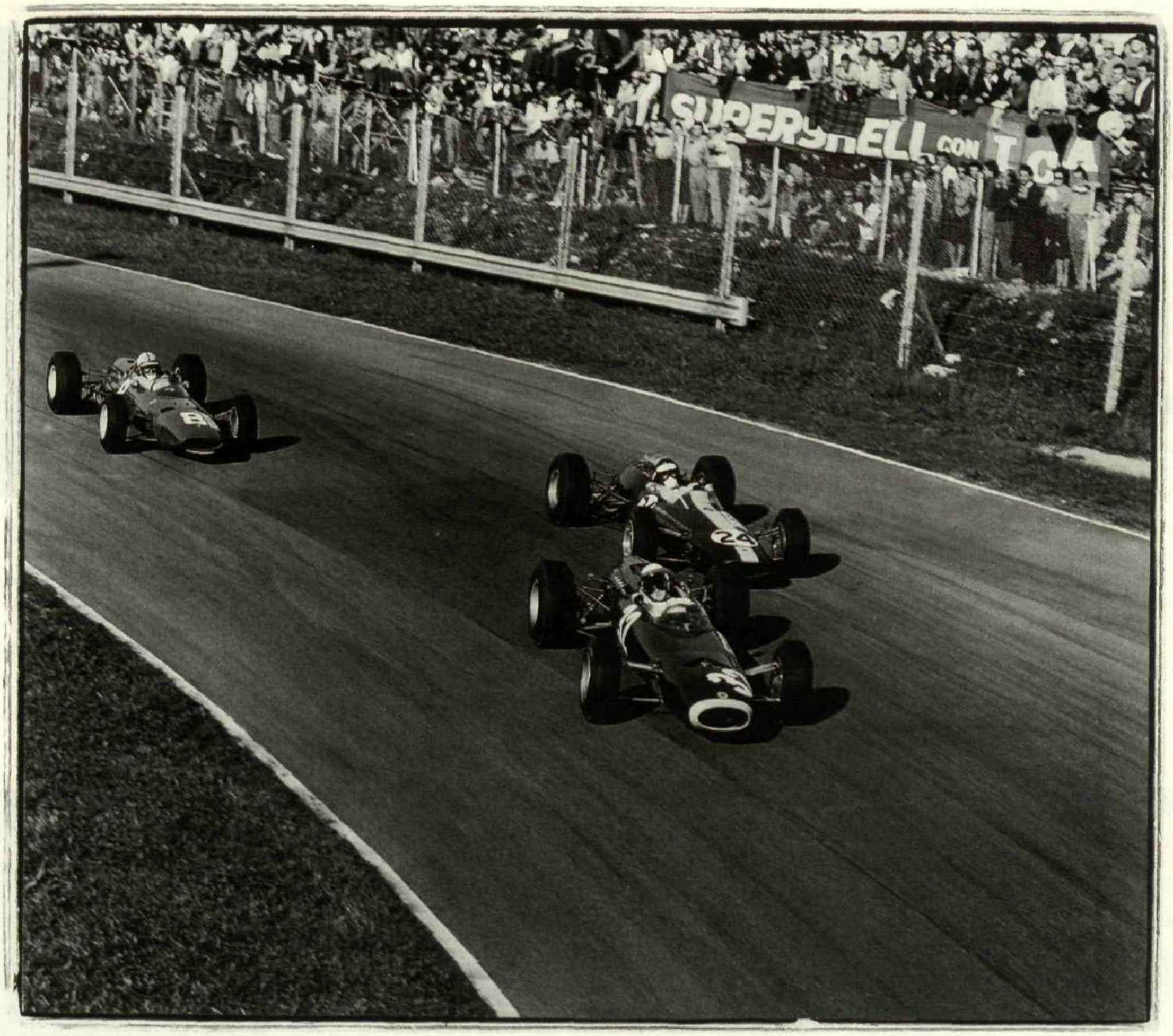
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Jackie leads Jimmy and Surtees at Monza '65 en route to his first GP win. Clark led but retired with fuel pump failure. Stewart beat Hill by just 3sec

never a good situation.

To be perfectly honest, I don't think it affected me on the track, other than that you suddenly realise you're doing something pretty silly, and there, sitting next to you, are your own wife and children. I think racing drivers are escapists. They're not really responsible people in many respects. They can say they're serious family men, but then they get back into their racing cars, and, in a large percentage of cases, behave like hooligans.

Motor racing is incredible in that respect. When you go back out in the race car you are so totally consumed, the lights go out. You bring your visor down, and it's rose-coloured glasses for whatever time you're out there. But it doesn't stop you from realising what it's done to others. None of us was worried about ourselves, but it was what it would do to other people. Jimmy really started that, because he was the first big name.

He was the best racing driver I ever raced against, and I think one of the best drivers in the world. It's impossible to say the best ever. Was he better than Fangio? You can only be the best of your time. Jim Clark was, without question, the best of his time.

Keep in mind, though, that Colin was producing a car which was unquestionably the best. Jimmy drove better than anybody else, but he also had the very best car out there. I was able to compare the Lotus with the BRM; the BRM felt as if it was two inches above the ground on grip, while the Lotus was six inches underneath the ground. And it had enormous traction. But Jimmy did drive it very well.

People thought that he didn't operate well under pressure. They blamed his accident at Brands Hatch *(at the 1965 Race of Champions - ed)* on him not being used to being pressured that hard. He'd made a mistake under pressure. I don't follow that. Sure, it didn't happen too often, and maybe he didn't have a lot of experience under those circumstances – because he'd always be clean away.

I don't think he was very good technically, but he knew how to explain what he wanted. His talent was smoothness. He could drive so delicately, he could drive in a very unhurried fashion. It was an elegant, subtle way of driving. He just knew how to get the best out of a car. He could do that in a Lotus F1 car, but he could also do it in a Cortina, and he could do it in an IndyCar. Those skills come along every now and again. I certainly didn't have it when he was there, and it only came to me at a higher level after Jim had gone. Only then did I understand what he had.

Jackie Stewart was talking to Adam Cooper M

Your greatest racing cars



Auto Unions just pipped the pre-war Mercedes

GREATEST PRE-WAR RACING CAR
Readers agreed with the jury, putting the Mercedes W125 on their pedestal - but not alone. Its contemporary, the C-type V16 Auto Union, scored equal votes, renewing their period rivalry. Including the D-type puts Auto Union well clear of the Stuttgart marque, as the 3-litre W154 unexpectedly polled no votes.
Surprise choice: *1912 Peugeot L76.*

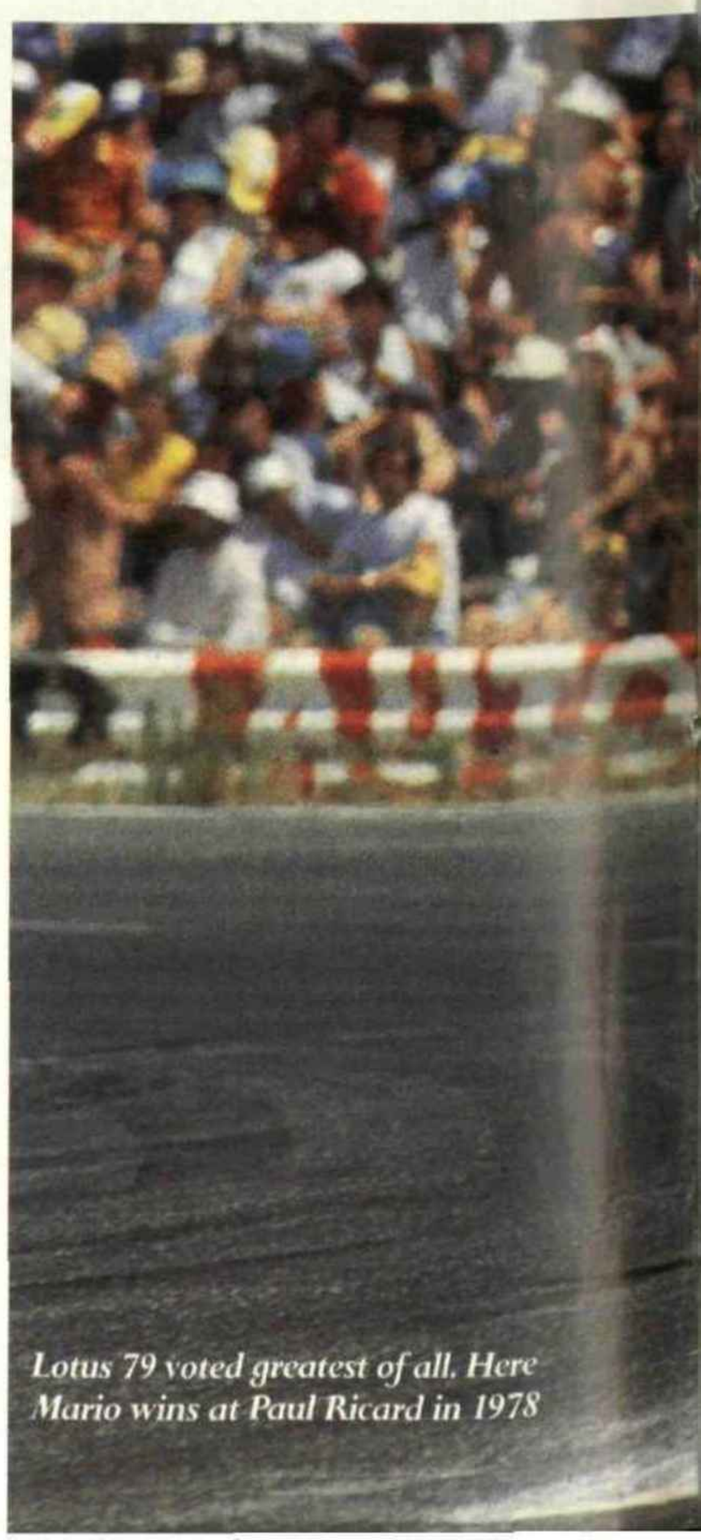
Last month we asked famous names in motor racing to name their greatest racing car of all. We also asked the people who make motor racing what it is – you, the public, and your replies have been pouring in since. If the decision went by country, Italy would have walked it. But Alfa Romeo and Maserati, Lancia and Ferrari have provided so many great racing cars that they split the vote. The surprise is that our readers demoted the Porsche 917 to being the *second*-greatest racing car ever. In its place you voted a Grand Prix car, the Lotus 79, a car both beautiful and successful. Sandwiching the Porsche, another Lotus, the classic 49, then a phalanx of Mercedes and a slew of Ferraris.

The bottle of Scotch goes to Peter Hobson, who summed up the passion by citing as his greatest car the Ferrari 330P4: "If you had been standing next to me on the Mulsanne straight in June 1967 you wouldn't need to ask."

WHAT THE EXPERTS SAID

GREATEST PRE-WAR RACING CAR
Mercedes W125
GREATEST RALLY CAR Mini Cooper
GREATEST FORMULA ONE CAR
Maserati 250F
GREATEST SPORTS-RACER
Porsche 917
GREATEST OVERALL Porsche 917

GREATEST OVERALL
Nail-biting moments as early leader Porsche 917 was slowly challenged - but finally Chapman's Lotus 79 toppled it. "Elegant and revolutionary," said Simon Scott of Northants, adding "the perfect vehicle for both Mario and Ronnie to show off their skills". And another Lotus, the 25, ended on par with the 917.
Surprise choice: *Voisin Laboratoire*



Lotus 79 voted greatest of all. Here Mario wins at Paul Ricard in 1978

MEMORABLE QUOTES

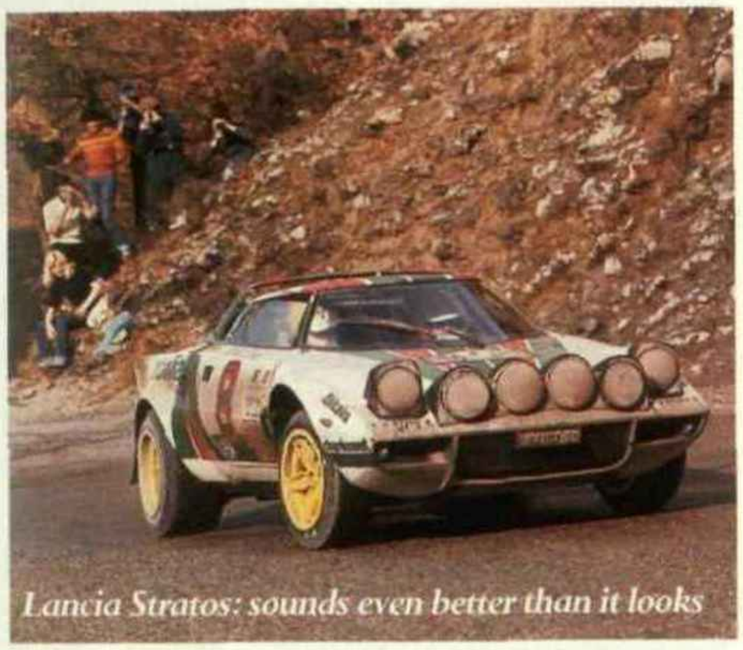
GREATEST RACING CAR: Mercedes W165: - Drawing-board to winners' circle in six months, 1-2 finish, and built by one of the greatest engineers of all time, Rudi Uhlenhaut.
– *Mark Waller, Hartlepool*

GREATEST PRE-WAR, RALLY AND SPORTSCAR: Talbot 105 – No other production model could compete at Brooklands, Le Mans, Phoenix Park, Ulster TT, Mille Miglia, Alpine Rally - and it was the same car! – *Oliver Wilson, Essex.*

GREATEST RACING CAR: Lister-Jaguar, because of seeing Archie Scott Brown driving it. – *N D Reynolds, Suffolk*

GREATEST RACING CAR: BRM V16. Never having raced one I can only judge by sight and sound. What a sight. What a sound.
– *N D Reynolds, Suffolk*

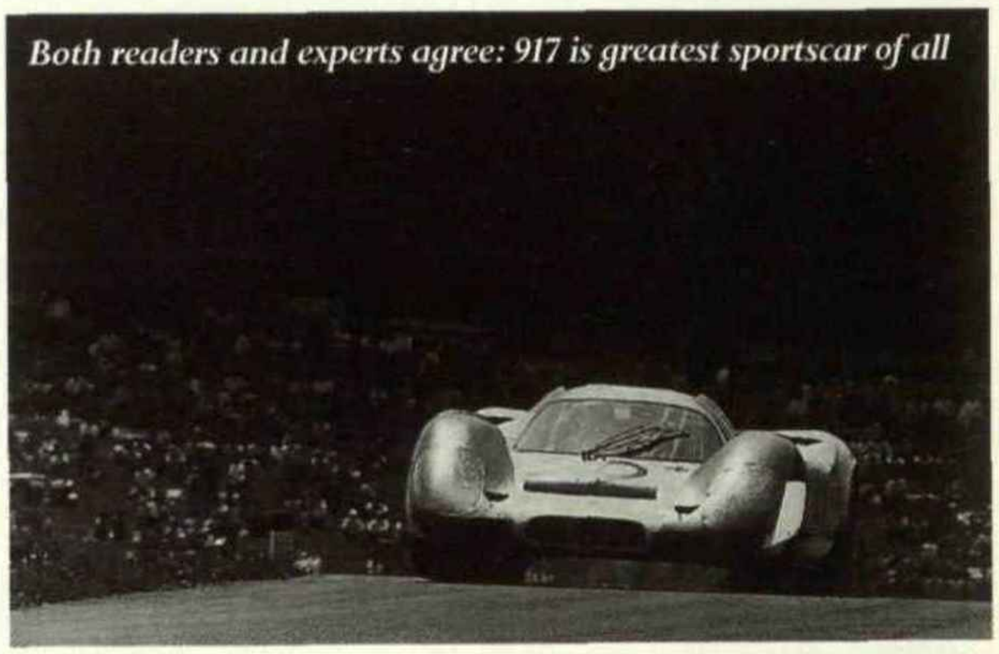
...the only *real* cars – those that go out on real roads – raced at Le Mans, or the Targa, or Nürburgring, or Francorchamps– *Hubert Fabri, Brussels*



Lancia Stratos: sounds even better than it looks

GREATEST RALLYCAR

The Mini of course scored highly, but was pipped by Lancia's glorious Stratos, perhaps reflecting the importance many readers clearly place on sheer sound. Not far behind came the Audi Quattro, while Escorts trailed, even behind the Healeys. Surprise choice: *Mike Couper's 4¼ Bentley.*



Both readers and experts agree: 917 is greatest sportscar of all

GREATEST SPORTS-RACER

Complete agreement here: the heroic flat-12 Porsche 917 polled three times the votes of its nearest rival, Jaguar's D-type. Ferrari fans spread themselves over GTO, P3/4, and 512M models, while the fiercest minority support was for Jim Hall's innovative Chaparral 2F. Surprise choice: *Talbot 105 - but see page 42 of this issue*



Maserati 250F cleaned up the votes yet again

GREATEST FORMULA ONE CAR

Once more readers echoed the professionals, putting the 250F first, but if it were only the badge which counted, Maserati would have been swamped by Lotus, with Ferrari third. The most recent choice was McLaren's MP4/4. Surprise choice: *Lotus 88*



GREEN GODDESS

ONE OF THE STARS OF THIS SUMMER'S COYS HISTORIC FESTIVAL, THE TALBOT 105 IS ONE OF BRITAIN'S MOST UNDERRATED SPORTSCARS. MATTHEW FRANEY SAMPLES A LITTLE BIT OF HISTORY IN THIS REMARKABLE CAR



WM 'Mike' Couper gets BGH 23 airborne on the Brooklands Outer Circuit



With its 3.3-litre straight six and 150bhp, the Talbot is good for nearly 100mph on the straight and four-wheel drifts in the corners

ONE WET AUGUST AFTERNOON IN 1934, THREE apple-green sportscars cruised into Munich, their mud-spattered occupants smiling broadly as they pulled into the city's impressive stadium. There, with the red and black swastikas of the Third Reich swaying in the wind and hundreds of Hitler's followers and troops cheering them in, the three cars came to a halt, their exhausted passengers savouring the knowledge that they would go no further that day.

Behind them lay 1970 miles of one of the toughest motoring challenges imaginable, the Alpine Trial: a six-day charge through half a dozen European nations, across two of the harshest passes ever constructed, with not a single alteration made to the cars before or during the event. Their success was a faultless motoring achievement in the face of genuine adversity. The equipment behind that success was the Roesch Talbot 105, arguably one of the most remarkable vehicles to leave a British manufacturer in a century of car production.

The 105 was seemingly invincible, capable of not just withstanding the harsh demands of a non-stop European rally, or the huge stresses of speed runs around the banks of Brooklands, but simply shrugging them off. Consider this: In 1932, a team of 105s had already conquered the Continent, bringing the coveted Coupe des Alpes back to Britain without so much of a change of spark plug. The 3.0-litre Talbots had shown a remarkable aptitude for the tough conditions meted out by the trial but when three cars were sent back two years later to try and repeat the feat, the odds were stacked against



'Throughout its history, the car had been an impressive advert for its maker'

them enjoying the same measure of success. But repeat that success they did and then, as if the trial was just a warm-up, one of the 1934 Alpine winners, BGH 23, uprated to 3.3 litres, went on to become a legend well within its own lifetime with some extraordinary feats at Brooklands in 1937-38.

The brainchild of designer Georges Roesch, the 105 ironically enjoyed its greatest successes at a time when the Talbot name was inexorably being swallowed by the Rootes Group's expanding Humber and Hillman marques. The requirements of the Rootes bean-counters and Roesch's own agenda were not compatible and, despite the many achievements of the 105 throughout the 1930s and its obvious qualities as a road car, the Talbot and then its engineer were slowly edged towards the sidelines.

But throughout this period Roesch, determined to prove the 105's mettle, and driver WM 'Mike' Couper made Brooklands their second home as they shuttled between Surrey and the car's showroom to break record after record, rounding out the 105's career in 1938 with the fastest ever lap of the Outer Circuit by a four-seater car at 129.7mph.

With BGH 23 very much a demonstrator for potential customers, Roesch and Couper could use it on the condition that it was returned as taken and, in its racing guise, was still showing the capabilities of a standard Talbot chassis. As a result, its road specification was what it took to the track, where Couper and his mechanics would simply unbolt the lights and mudguards and head out and compete. Tongue in cheek, its driver would often make the journey from London in bowler hat and suit, throw his attire into the back and rush onto the circuit at great speed.

The 105's great strength lay not in its radical design, for Roesch eschewed the trend to ever sleeker cars, his only concession to aerodynamics a series of slightly revised fairings and a raked front cowling late in its competition career. The Talbot's secret lay in its almost bomb-proof six-cylinder engine.

While any major tweaks to the big block were impossible within the restrictions laid upon the designer, Roesch still managed to tune and improve output as Couper went quicker and quicker. A new stronger, lighter crankshaft adapted from an eight-cylinder Sunbeam engine was fitted to BGH 23 and running on alcohol it revved effortlessly to 6000rpm, producing well in excess of 150bhp. From that ➤

Two days after leaving London (below right), the Talbots take the start in Nice. From the left: The Wisdoms, Hugh Eaton and BB Higgins, Mike Couper and George Day

HOW TO COPE WITH ALPINE TRIALS AND TRIBULATIONS

The success of the Talbot 105s on the 1934 Alpine Trial was recorded for posterity by driver Tommy Wisdom, who while sharing BGH 21 (sister car to '23'), with his wife Elsie, wrote a dramatic account of the trans-European crusade for *The Autocar*.

The whole event very nearly got off to a bad start, when, on their way to the start in Nice, the trio decided to recce the Col du Galibier – the first climb the competitors would encounter. Atop the 6,000 foot mountain, the drivers reflected on the ease with which the Talbots made the ascent, but were then caught in a violent storm as they drove back down. Landslides closed many roads, bridges collapsed and the Wisdoms – unable to turn the car around – were forced to retreat the way they had came, reversing for half-an-hour along a pass and across a ledge.

The Trial itself consisted of six days travel from Nice to Munich via Switzerland, Italy, Yugoslavia and Austria. Time controls each day ensured that cars didn't overdo it and close scrutiny meant that any changed part would be noted and marks deducted. Every car started with 3,000... not so many finished with the same tally.

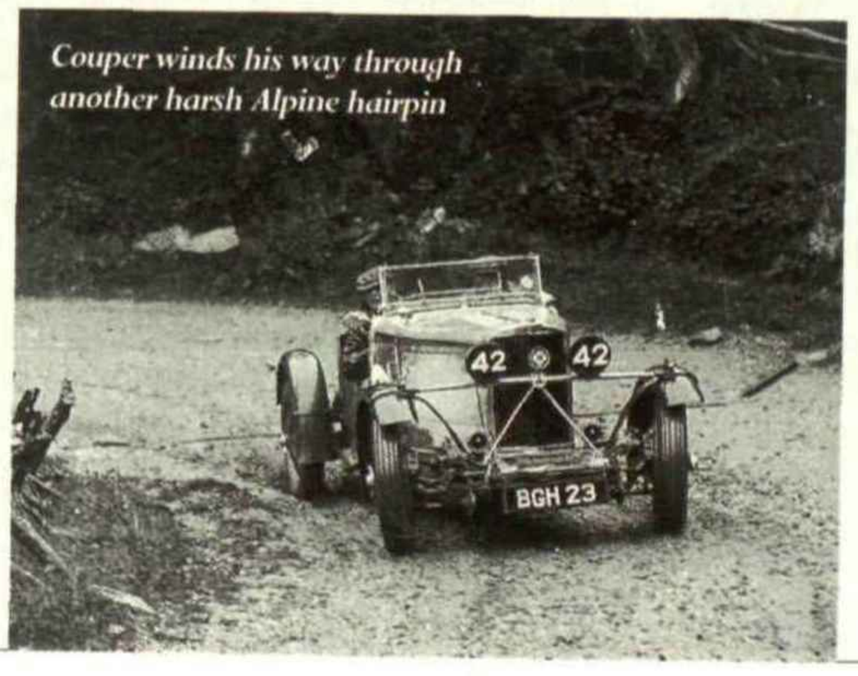
By the end of day one, four cars were out and many had dropped scores, but the Talbots sailed serenely on, until, on day two, Wisdom's car began to lose water. Unable to rectify it without penalty, they topped it up and soldiered on, crossing into St Moritz via the Splugen Pass. BGH 21, however, began to get hotter still, and by the fourth day 'a little quiet unorthodox 'tuning' saw a hammer bash shut the overflow pipe. Problem solved.

The final two days saw the 105s flying towards Venice via the Stelvio Pass, Italy's fascist troops lining the roads and Mrs Wisdom being cheered on as flowers were thrown towards the speeding Talbots. One young schoolboy took things a bit far, throwing his posy with ceramic pot still attached! "Mike Couper spent the rest of the trial extracting pieces of earthenware from his ear," recalled Wisdom.

From Venice the trial took them north to Zagreb and into Germany where a mad dash saw them scrape home after a perfect drive over 1970 miles of the toughest terrain in Europe. It had been quite a week...



At the foot of the Galibier, unaware of the approaching storm



Couper winds his way through another harsh Alpine hairpin



BGH 23 RACE HISTORY

1934 Alpine Cup team prize winner

Brooklands results

1934

MCC Scratch & Handicap	...	1st
MCC One Hour	... ...	1st
BARC Kingston Handicap	...	1st

1935

MCC Scratch	... ...	1st
MCC Handicap	... ...	2nd
MCC One Hour	... ...	1st

1936

BARC Easter Handicap	... ...	1st
JCC High Speed Trial	... ...	FTD

1937

BARC Long Handicaps	... ...	2nd
BARC Gold Star H'cap	... ...	2nd
BARC October Short H'cap	...	2nd

1938

BARC Locke King H'cap	...	3rd
BARC August Long H'cap	...	1st
Dunlop Jubilee Cup	... ...	1st
Dunlop Jubilee Long H'cap	...	2nd

Fastest lap 129.7mph

moment on it was just a matter of increasing the compression ratio and ekeing out that extra few percent. Soon 120mph flying laps were achieved with relative ease, a figure only achieved at that point by two other types of four-seater tourers: a supercharged 4½-litre Bentley and Birkin's blown 2.3-litre Alfa. Even more remarkable was the fact that both the Bentley and Alfa were heavily evolved racers. Underneath the Talbot lay framework identical to that of a London ambulance...

Sixty years on BGH 23 remains in remarkable condition, rescued from the scrap-heap in the 1960s and restored to its full Brooklands condition by the late Talbot fanatic Anthony Blight. Its apple-green shade – Britain's racing colours for the purpose of competition but also the hue of Mrs Roesch's favourite dress! – remains to this day, and underneath its tall bonnet the block is as potent as ever.

Viewed from the front, the Talbot still looks surprisingly narrow. Its height perhaps fools the eye slightly for it doesn't feel that way from the driver's seat – the four-seater layout offering generous room to its occupants, and the huge steering wheel with its four-speed gearbox pre-selector lever not impinging on room or comfort in any way. In fact the Talbot is remarkably advanced in ergonomic terms, its seats providing considerable support and the large Jaeger dials – a speedometer up to 160mph and a rev counter that redlines at 5000 – ideally placed for instant information gathering.

The roomy footwell houses widely-spaced pedals, with the clutch for the 'self-changing' gearbox offering no resistance whatsoever – a disconcerting feeling for the uninitiated. Scattered across the dash, an oil pressure gauge, temperature dials, magneto switch and starter button are all the driver needs to get things going, a short push all it takes to get the Talbot turning over comfortably.



Big dials show the way, just press button to go



Wheel and pre-selector lever don't impede driver

The first thing that strikes you as the 3.3 bursts into life is not the noise, but lack of it. When the upright green tourer flashed around Brooklands in its heyday, people marvelled at the way it made its silent progress. Sixty years on at Silverstone's South Circuit, as BGH 23 was being prepared for its run in the Coys Historic Festival, nothing has changed. As you slide the pre-selector down to first, dip then lift the clutch to engage gear, and head out onto the track, the wind buffeting your helmet is more pervasive than the tones from beneath the bonnet.

But sound and speed have no correlation in this instance, for the Talbot makes forceful progress through Silverstone's Becketts Complex, gathering speed without complaint, even mid-corner. In fact the acceleration, while not shattering – 150bhp and well over a tonne of car remember – is enough to ensure that you keep one eye firmly on the rev counter. The Talbot will happily pull to its redline, but this is not the day to stretch it to its maximum, and 4500rpm arrives quicker than you first expect.

Changing up is simply a case of a quick dip of the clutch, the gearbox instantly selecting the ratio indicated by the lever. The change is smooth and quick, another delightful indication of the technological strengths of this car. Once into the pre-selected gear, all you need to do is choose the one you want next and wait for that time to arrive. ➤➤

Rescued from the wrecker's yard in the '60s, BGH 23 was restored to its Brooklands specification by Talbot historian Anthony Blight



Classic Hyperbole...



FERRARI IN CAMERA

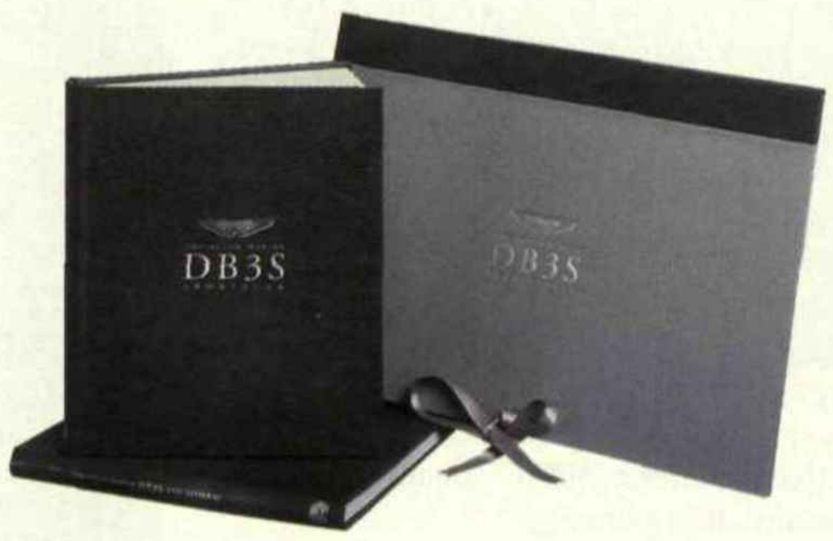
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BGH 23 may be over 60 years old, but it handles like a car two decades younger

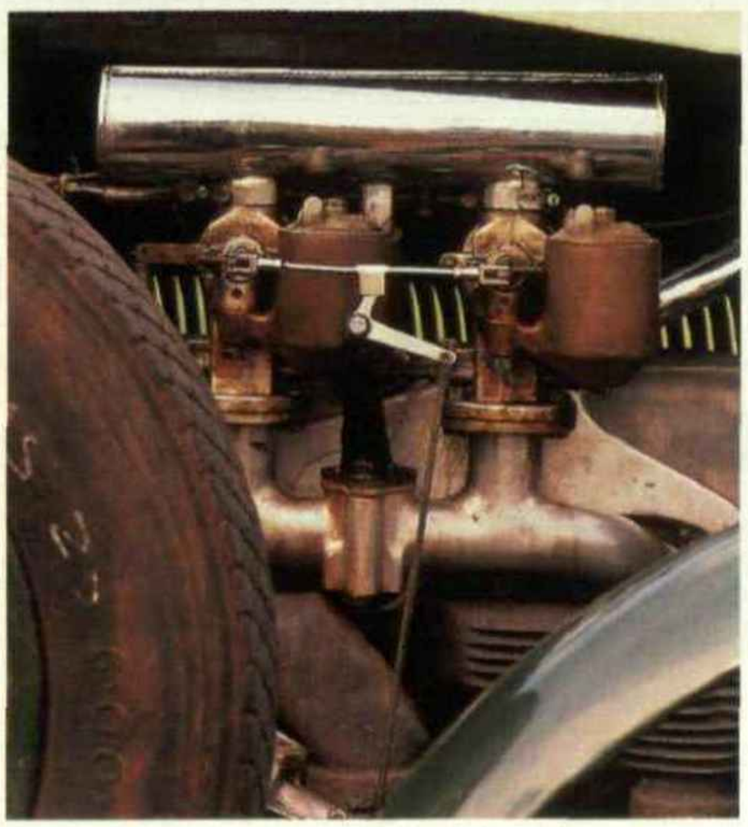
This is a day of surprises, for all around the fast, flowing circuit the Talbot demonstrates its potential in nearly every area. Through the left-right-left flicks that lead you out onto the Hangar Straight the car's poise and attitude remain very nearly perfect. The worm and nut steering remains tight with reassuring levels of feedback, and the loose take-up that you might expect to find in a car nearly 70 years old is simply non-existent, the large wheel turning easily as the Talbot leads you into the corner.

Allied to this is handling that would grace a car 20 years younger. Sitting bolt upright so many feet above the ground, any roll within the chassis of the 105 is bound to be amplified by the height of the driver's position. But the transition between turn-in and the mid-point of every corner is superb, the Talbot leaning far less than you might expect and all four wheels breaking traction without fuss and with plenty of warning. This car can really be driven hard, in fact asks to be. Mike Couper lapped Brooklands at speeds in excess of 130mph, the Talbot well clear of the ground at times. Here, on the perfect surface at Silverstone, it is well within its element.

Leaf springs at all corners with lever-arm hydraulic shock absorbers do an admirable job of keeping a good, firm contact between the asphalt and the 18x6.0in tyres, while the grip levels themselves are quite high for a car of this era. When the 105 does finally start to slide, a quick flick of opposite lock sets up a tremendous drift that can be held without much effort or fuss, a real illustration of just how forgiving it is. In the 1934 Alpine Trial, Talbot driver Tommy Wisdom relates how the trio of cars were thrown around with almost complete abandon, sliding within feet of rock faces and cliff edges. Here, on the wide, safe expanses of the race track, you can see exactly just why they felt able to do it.



Beautifully sculpted tail houses car's calling card



Twin SU carbs replaced single Zenith post-war

The speedometer indicates around 90mph at the end of the main straight – its bluff nose, fairings and lighting system creating considerable drag – when a firm press on the brake pedal reveals perhaps the one slight flaw that the Talbot possesses. The large drum brakes seem to snatch on and then, as we haven't had time to properly adjust them, pull hard to the left, forcing quick corrections to ensure the 105 keeps on its true course. A chance to dial in the brakes would probably have improved things by a fair margin, for Talbot brakes were very much the equal of its contemporaries.

At the end of 1938, Couper retired from racing and, unable to leave BGH 23 behind, purchased it from Talbot. Throughout its history, the car had been an impressive advert for its maker and a visible illustration of the durability and performance that Georges Roesch managed to harness in one formidable piece of engineering. In its last season, the year that it rounded Brooklands at nearly 130mph, the 105 suffered not one mechanical failure. Yet despite this, Rootes failed to recognise the remarkable achievement of Roesch and his car. In September 1939, he resigned from the company leaving the Talbot 105 as his masterpiece. It is a genuine classic.

Our sincere thanks to Mrs Mary Blight and Stephen Curtis for the loan of BGH 23, Silverstone Circuits Ltd (01327 857271) for the use of the track and the organisers of the Coys Festival for helping to make this feature possible. M

THE ROAD TO MOROCCO

HE WAS VANWALL'S NUMBER THREE TO MOSS AND BROOKS, BUT AS ROBERT EDWARDS RELATES, STUART LEWIS-EVANS COULD CHALLENGE EITHER MAN

IT WAS A SUBDUED AND DEPRESSING FLIGHT BACK from Casablanca in the BEA Viscount. The Grand Prix from which it was returning, the decider of the season, had delivered two long-awaited firsts to British motor racing; those of the first British world drivers' champion, and the inaugural Formula One constructors' championship. The recipients of both honours, Mike Hawthorn and Tony Vandervell, were among the gloomy passengers.

Both men were lowered by the circumstances of their victories. Hawthorn was still mourning the passing of his friend and Ferrari team-mate Peter Collins less than two months before, and had already, even before he became champion, decided to retire.

Guy Anthony 'Tony' Vandervell, who had chartered this aeroplane, was also aghast at the price of his success; the reason lay quietly on a stretcher, occupying a space created by removing several seats in the rear of the cabin, swathed in bandages and dressings, sipping tea and conversing as best he could with the other passengers. It was October 20, 1958, and the tea-drinker was Stuart Lewis-Evans. His eventual destination was to be The Royal Victoria Hospital, East Grinstead, to the skilled care of Sir Archibald McIndoe, the pioneer burns consultant. His brave demeanour belied his grave condition; he was dying.



Stuart Lewis-Evans: frail, but "brave as a lion"

Lewis-Evans, born on April 20, 1930, hailed originally from Luton, but the family settled in Bexley, Kent, shortly afterwards; his father becoming a local worthy and motor trader. 'Pop' Lewis-Evans was a useful driver rather than a great one and introduced his son to the sport relatively early, so that when the 500 movement, later to become Formula Three, accelerated briskly after the war, Stuart was one of the first in line for one of Charles Cooper's new machines. He was very good too, and the father-son duo started to make an impact in 1952, when Stuart, driving a Cooper T18, won his first 500cc event at Chimay in Belgium. It became clear that the son was perhaps rather more skilled than the father at an early stage and 'Pop' decided to start growing old gracefully.

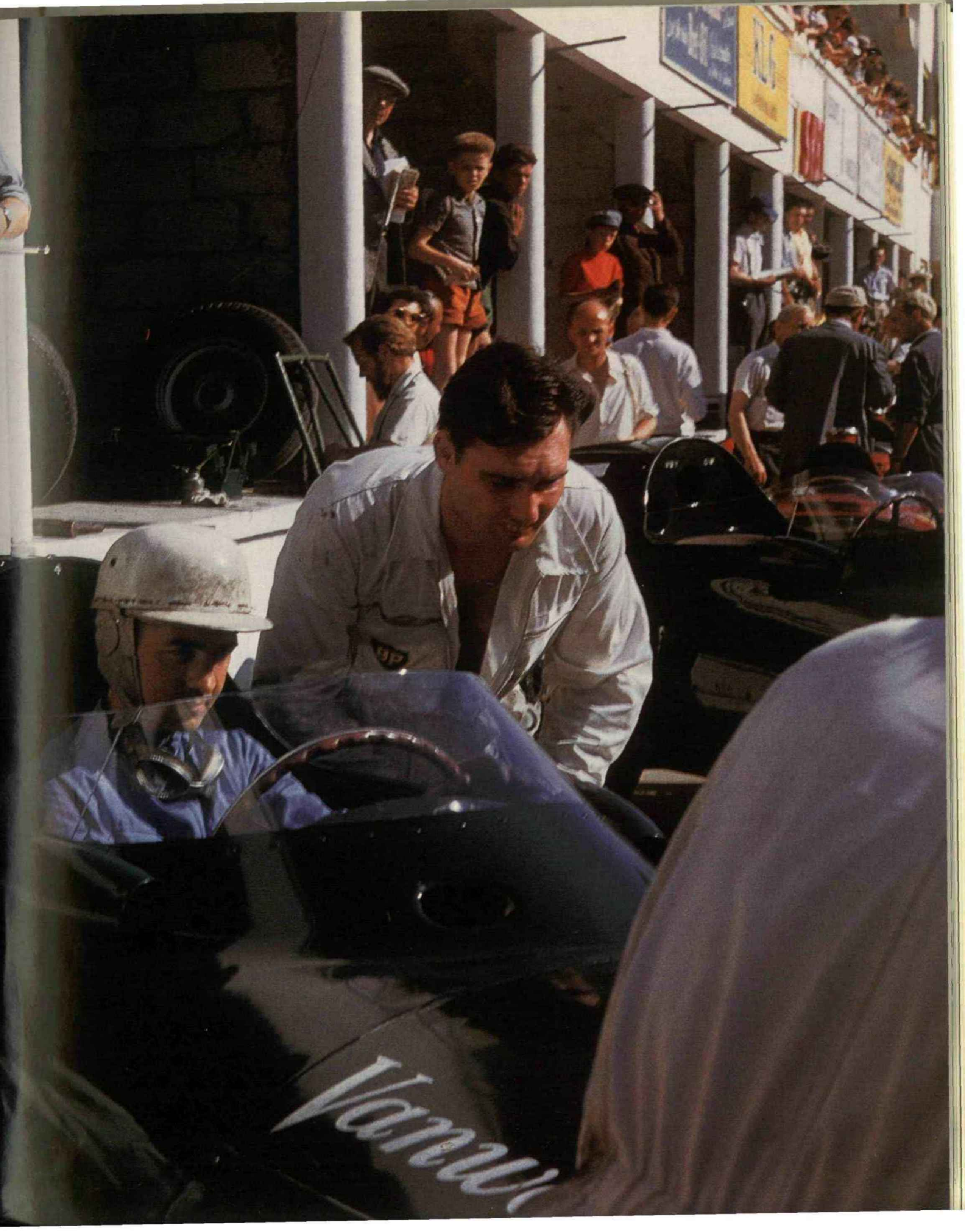
But Stuart had been a very sickly child. He suffered in infancy and childhood from spondylitis, a painful and debilitating inflammation of the spinal joints. As a result, Stuart was confined to a wheelchair for long periods at a time vital for his growth. Large doses of antibiotics fixed the spinal inflammation, but also had the effect of undermining his constitution; he suffered, as a result, from severe duodenal ulcers all his adult life. All in all, stamina was to be a huge problem for him. He was frail.

In the 500 movement, which mutated through the Half-Litre club into the British Racing and Sports Car Club, he became great friends with Ken Gregory, who was at that time Stirling Moss's manager and an officer of the club, as well as being a driver, and a good one. The pair, sharing a borrowed works 1100cc Cooper-JAP, took turns to smash the outright hill-climb record at Great Auclum in Hertfordshire in 1953. It was the start of a relationship which, professionally, would allow Lewis-Evans to accomplish much. Along with Don Parker, Stirling Moss and Peter Collins, he rapidly became one of the elite of Formula Three.

Due to the secondary role which British cars were playing in the big league, Lewis-Evans' ➳



Settling in... With the collapse of Connaught, Tony Vandervell signs Lewis-Evans for the rest of 1957, starting with Rouen



career was relatively slow, except in these lesser formulae. In this he had much in common with Moss and Collins. Mike Hawthorn eschewed the little 500cc cars, leaping into a Cooper-Bristol to carve his way forward. It was clear to most observers that the pool of British talent, developed and honed by both the 500 movement and sportscar racing, was rapidly outstripping the ability of British manufacturers to provide it with decent single-seater rides.

There were some noble efforts; HWM, Connaught, BRM and Cooper were the most obvious, but it was not until Tony Vandervell, with the help of Colin Chapman, Frank Costin and a large chunk of the British motor industry, finally produced the goods in 1956 that a serious world-class Formula One product saw the light of day. Ironically, the first two drivers signed up by Vanwall were not British at all, but a Frenchman, Maurice Trintignant, and an American, Harry Schell. Tony Vandervell may have been as nationalistic as the next man, but experience was what he sought.

Lewis-Evans, though, was cutting his teeth in Formula One via a different route. The 'B' series Connaught cars were produced at vast cost, perhaps £10,000 each, and built to standards which still raise eyebrows today; as a result they were in financial crisis. They had hired the services of a string of drivers as a slightly piecemeal works team, and Lewis-Evans was one of them in the latter stages, partnering Ivor Bueb for the 1957 season. He had had his first drive for Connaught at Brands Hatch on October 14, 1956, where he came a close second to a tigering Archie Scott Brown, defending his own place on the team. In holding off Lewis-Evans, Scott Brown broke the outright lap record...

The 1957 Monaco Grand Prix was Lewis-Evans' first proper Grand Prix, and, ironically, Connaught's last as a works entry. He did well, coming fourth on his championship debut, after qualifying 13th on the grid. The brutal economics of Formula One were to drive Connaught to liquidation by the summer, when an enterprising motorcycle dealer and former 500 racer, Bernie Ecclestone, bought a selection of cars, spares and tools at the resultant auction. He campaigned the cars in non-championship Formula One events before selling them.

Vandervell and David Yorke, the Vanwall team manager, were impressed by the Monaco effort and hired Lewis-Evans for the remainder of the 1957 season. Out of five Championship Grands Prix, he retired with mechanical problems in three, and came seventh in one, the British GP at Aintree, and fifth in the other, at Pescara in August. He shone at Monza, though, qualifying on pole position ahead of Fangio and Brooks, and led the race briefly before retiring with a swollen header tank which jammed the steering. Disappointing, but the season had ended on a high note; he had also made his debut for Aston Martin, driving a DBR1 sportscar. There was little doubt that he would be retained next year by Vanwall, and his old friend Ken Gregory completed the 1958 calendar by offering him the 'number one' slot in his new Formula Two venture, the British Racing Partnership, in conjunction with Stirling Moss's father Alfred. So for 1958 Stuart had both Formula One and Formula Two drives, as well as a competitive world championship sportscar mount. He was becoming very busy indeed.

He had spent a large part of January touring New Zealand with Roy Salvadori, racing Ecclestone's Connaughts. They were technically for sale and Lewis-Evans tried hard to effect a deal; sadly the best offer he could come up with was an exchange for a stamp collection; whether he thought it a good idea or not we cannot know, but Ecclestone certainly didn't. Back they came to England...

The Vanwall line-up for 1958 was very strong and consisted of Moss, Brooks and Lewis-Evans. British hopes of success in a British car were, it seemed, justified. The last development of the Vanwall marque was exquisitely and robustly built and painstakingly streamlined by Frank Costin, without the use of a wind tunnel, but by pure mathematics. It looked a little odd, having the Costin trademark vast ground clearance, and was also eerily quiet for a racing car, but no-one was in any doubt that this, at last, was the holy grail for which British makers had been searching. Even the Italians acknowledged that this was no *garagista* special; it was properly built and Vandervell Products were responsible for almost everything of importance on the car, aside from the Bosch fuel injection and ZF differential. It was a proper piece of kit, and was fully expected to blow the Ferraris into the weeds.

1958 was to be a tragic season lightened by some significant achievements. Stirling Moss produced his ground-breaking effort in Argentina which secured the first Grand Prix win for the little Rob Walker Cooper T43 Climax, the beginning of the end for the powerful front-engined cars of the kind which Maserati, Ferrari, BRM and of course Vanwall had been building. Maurice Trintignant, himself an ex-Vanwall veteran, hammered the point home at Monaco in May when he won again for Walker 21 seconds ahead of Luigi Musso in a Ferrari.

Lewis-Evans retired from that race with bent steering; Moss's engine failed, as did Brooks'. Worse news was that the brave and popular Archie Scott Brown had crashed his Lister-Jaguar at Spa on the day of the Monaco race; he was to die of his burns the next day. Lewis-Evans had, like many others, a vast respect for the cruelly handicapped Scott Brown, who had preceded him at Connaught; he appreciated more than most, through his own childhood illnesses, what Archie had actually been through.

The Dutch Grand Prix at Zandvoort was much more promising. Lewis-Evans qualified on pole position which, given his 'number three' status in the team, was remarkable; in the race, however, the engine let go a valve on lap 46 and he retired.

In Formula Two, however, his progress was smoother; in Stuart's hands the BRP Cooper, fitted with a Pye radio receiver (courtesy of Ken Gregory's brother John), came fourth in the Lavant Cup at Goodwood on Easter Monday. Unfortunately, the new car was comprehensively thumped later in the meeting in the Glover Trophy with Tom Bridger at the wheel. It was rebuilt in time for the Aintree 200-miler, in which Lewis-Evans came second to his Vanwall team mate Brooks in the Formula Two class.

He finished a fine third at Spa in June, (the first Grand Prix to be both entered and completed by a lady driver, Maria Theresa de Filippis) but another engine problem put him out of the French Grand



Tony Vandervell reviews press opinion of his new, almost all-British, team

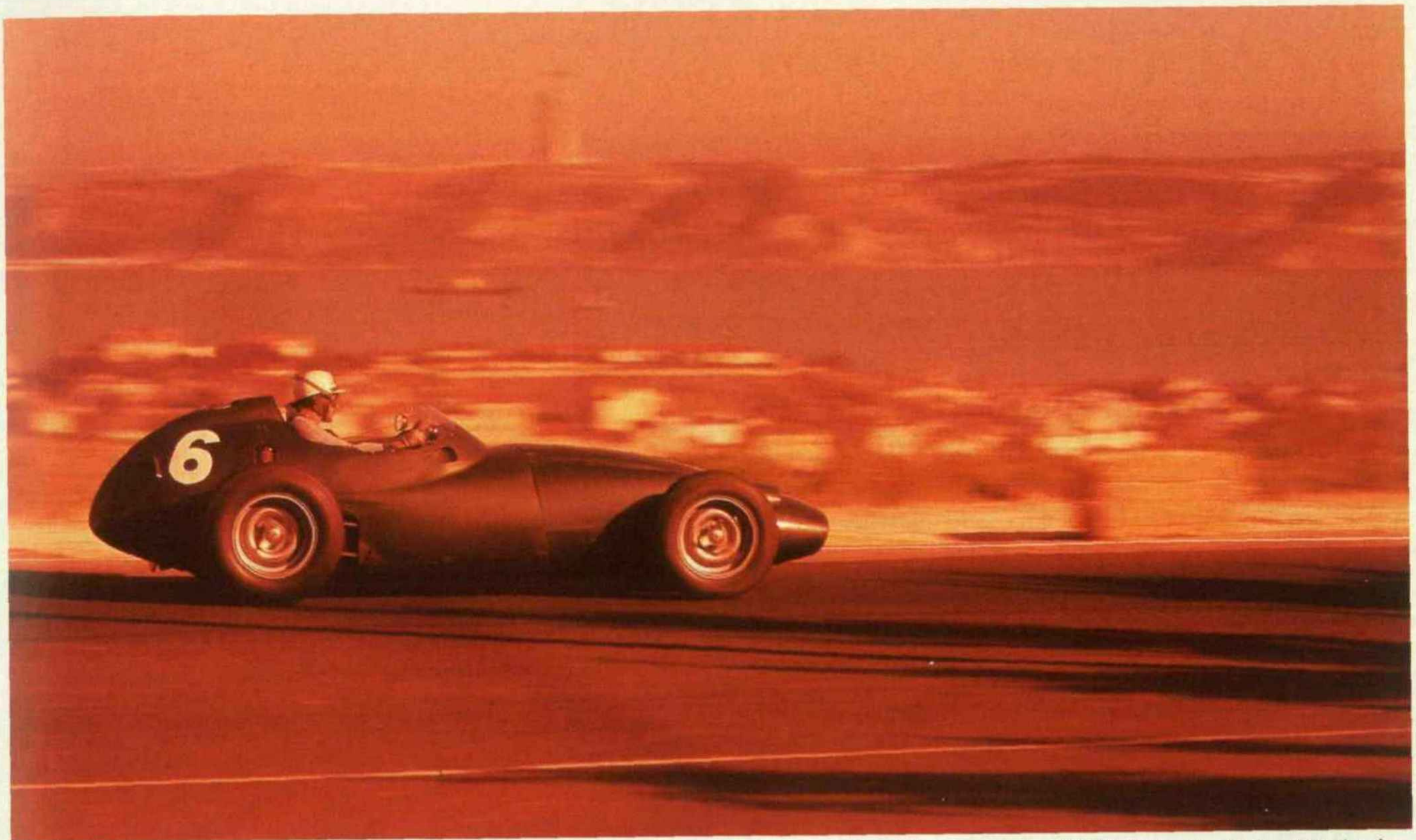


Moss and Evans – top team-mates



Zandvoort, on pole, ahead of Moss

'The marshals, inexperienced and appalled at this horrendous situation, dithered'



On his day, Lewis-Evans could match Vanwall team-mates Moss and Brooks; in Portugal, after a front-row start, his third place backed up Moss's win



Monaco 1957: Lewis-Evans makes his debut mark in Connaught's last GP



Monza, the 1957 finale; Lewis-Evans (20) took pole and led for four laps

Prix at Reims in July. This was the occasion of the second top-line fatality of the season, when Luigi Musso had his accident. Later in the same month, he outpaced Tony Brooks to come fourth in the British Grand Prix at Silverstone.

As the 1958 season unfolded, several things about Stuart Lewis-Evans were becoming clear; in the BRP Cooper he was competitive enough to frighten the works Cooper effort, spearheaded by Brabham; in Formula One, mechanical difficulties aside, he was up there with Moss and Brooks; but, more importantly, both his lack of stamina and his severe ulcers were bothering him. He finally resolved, with some reluctance, to undergo surgery to heal them after the end of the season, after Casablanca. His condition also meant that diet was a constant problem, and thus he lacked energy. He consumed milk by the bucketful.

He was, in Ken Gregory's words, as brave as a lion, though, perhaps wisely, he never let his discomfort show. Despite his evident skills, someone had to be 'number three' in the Vanwall team and this was pointed out at the German Grand Prix in August when he was unable to enter due to a shortage of engines; Vanwall fielded only two cars for that race, which saw the sad demise of Peter Collins, the third fatality of the year.

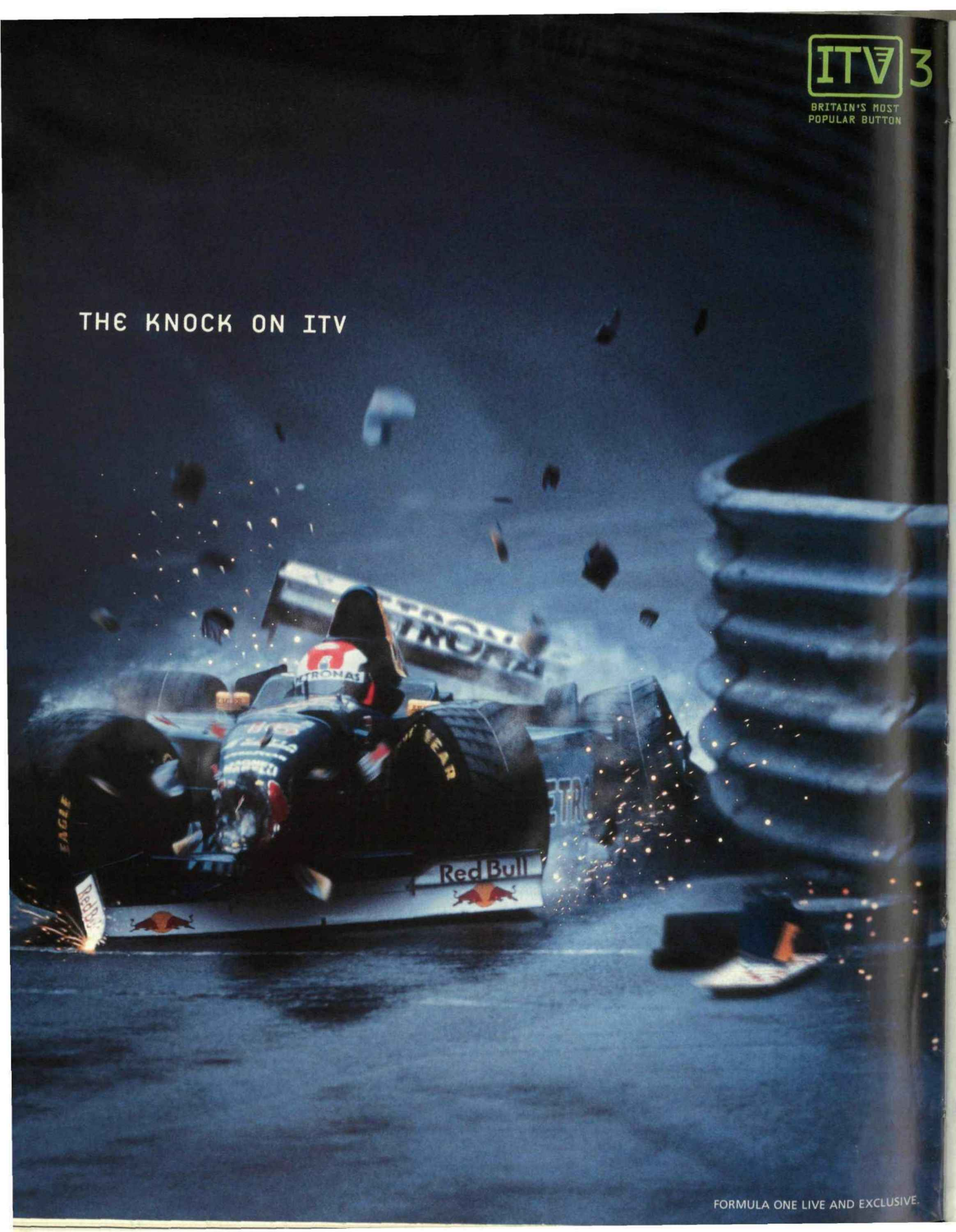
Another fine third at the Portuguese Grand Prix and another mechanical problem at Monza brought the 1958 season to its finale at Casablanca; Lewis-Evans lay ninth on points in the world championship after his first full season and had therefore no particular axe to grind, but Stirling Moss did. If Moss won the race, drove the fastest lap and Mike Hawthorn came no better than second, the world title would be his. Not much to ask, really. Famously, it was not to be. Lewis-Evans had every reason to be content, though as he had done an excellent job; every time he had finished a Grand Prix in 1958, for example, he had finished in the points, which is no mean achievement. He looked forward with rather more trepidation to his forthcoming ulcer surgery than to the last race of the Formula One season.

There had been a non-championship GP at Casablanca the previous season, when Lewis-Evans came in second. He therefore knew the Ain-Diab circuit as well as anyone. It was both fast and ill- ➤

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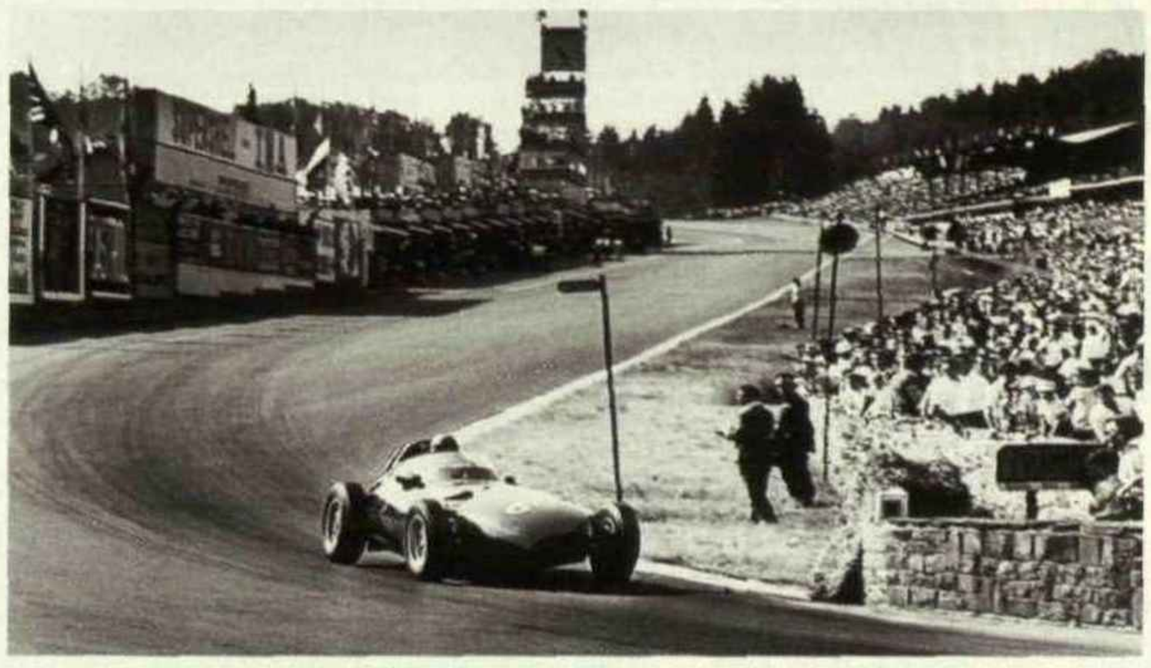
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Morocco's Ain-Diab track was sandy, fast and ill-prepared, but in the end it was a tired engine which precipitated the tragic final act in the Vanwall tale

prepared, using mainly public roads. Sand, dust and sea mist defined it. It would not be used again.

Lewis-Evans qualified in third place, on the front row, alongside Moss and Hawthorn. He made a slowish start, hampered by a very rough engine which was definitely tired by now. It was on lap 41 that tragedy struck. Lewis-Evans' engine gave out at high speed. The transmission locked and spun the car off the circuit. The fuel tank burst and the poor driver was doused in blazing fuel. A human torch, he staggered out of the car and ran, blinded by the flames. The marshals, inexperienced and appalled at this horrendous situation, dithered. A macabre chase ensued and Lewis-Evans was caught and the flames put out. He was helicoptered into Casablanca, where the hospital staff took one look at him and realised that there was very little they could do to help. Fireproof clothing was still a thing of the future, and the damage wrought by the flames which he had inhaled had been massive.



After two retirements in 1958, Lewis-Evans' fine third at Spa boded well

Vandervell was horrified. He resolved to fly his driver straight back to England, to the burns unit at East Grinstead in Sussex which had, thanks to the wartime efforts of Sir Archibald McIndoe, reached the highest standards in Europe, if not the world.

McIndoe was waiting for the party when they arrived. There was in fact very little he could do. Lewis-Evans had received vast third-degree burns which were simply too serious to treat. Skin grafts were out of the question. He resolved to make his patient as comfortable as possible and await the inevitable outcome. On October 25, 1958 Stuart Lewis-Evans, brave, uncomplaining and optimistic to the last, died.

For Vandervell, this was a personal crisis; he had, in the space of a few short years, taken British motor racing to the very top; Moss had come within one point of being the first British world champion in a British car, a car which had won more races than Hawthorn's Ferrari. Courtesy of Moss, Brooks and Lewis-Evans, a green car (from a team of only three, while the 'bloody red cars' usually fielded four) had won the inaugural constructor's championship, and the Cooper effort, philosophically entirely different from his own, was coming up fast in the constructors' rankings. After the disappointments and difficulties of the BRM venture, which Vandervell had himself famously abandoned to its fate, and the financial crisis which had carried off Connaught, the British effort was, at last, clearly in safe hands.

Tony Vandervell was 58 years old; he had a big industrial enterprise to run and he was not particularly well, either. The pressure upon him had been enormous, and the Vanwall had been a proud, though costly effort. Both champion constructor and champion driver had much time to ponder this and other matters during the six-hour flight back to England.

In many ways a hard, driven and uncompromising man, 'difficult' in Stirling Moss's words, Vandervell was also, like many patriots, sensitive and emotional. As he left the Royal Victoria Hospital, East Grinstead, he decided firmly on the course of action which he had considered on the aeroplane; that the price exacted by the effort was no longer worth it. Scott Brown, Collins, Musso and now Lewis-Evans had all gone. It was too much. Younger, fitter and less distracted men than he could take over now. He would not formally announce the retirement of the Vanwall team until January 1959, which coincided, tragically, with the death of Mike Hawthorn in a road accident. The official reason given was ill-health. ■

Daimler Super V8 shares Jag XJR's blown 370bhp motor, making them the most powerful ever built at Browns Lane

COVENTRY CLIMAX

A SUPERCHARGED V8 MOTOR MAKES JAGUAR'S NEW XJR THE QUICKEST SALOON CAR IN PRODUCTION BUT, AS ANDREW FRANKEL DISCOVERS, IT IS MERELY THE CROWNING GLORY OF A RADICALLY IMPROVED RANGE

photography by Stan Papior

I HAVE LONG BELIEVED THAT THE PERCEPTION OF A car's performance is more important than the reality; indeed one of the reasons you and I like older cars is that they tend to feel faster than they actually are. If you can create the illusion of speed without having to charge about the place at anti-social speeds, so much the better.

The delight of this rule is not that it can be applied across the board but, conversely, that every so often, a true exception will emerge. Jaguar's new XJR is one such car. It is truly and astonishingly quick, faster than any road-going Jaguar in history if you except the extremely limited and rare XJR-15 and XJ220 but, once aboard, this seems scarcely the point. What is rather more impressive is that it gathers speed with so little drama that the most noticeable aspect of its acceleration is the rate at which the speedometer needle will sweep round to 155mph before its majestic and hitherto unassailable progress is abruptly halted by electronic intervention.

Spend much time in the car and those first vague feelings of disappointment from being robbed of the more traditional sensations of acceleration are replaced by deep-seated admiration. This is not a car which needs bluff and bluster to establish its credentials; it has a 4-litre, eight-cylinder, supercharged engine to do its talking and that, it would seem, is all that's needed.

It seems strange that now all Jaguars are powered by V8 engines when the sixes and the twelves have given so nobly to the Coventry cause. Until now Jaguar had never designed an eight-cylinder engine. Even so, this is Jaguar's engine from its cam-covers to its crankcase, signed off before Ford marched in, and shares but one component with other Ford products; and as one sump plug is much the same as another, I think we can forgive that. It comes in three forms, the mighty 370bhp supercharged unit, a still punchy normally aspirated version with variable inlet valve timing and 290bhp and an introductory 3.2-litre engine with conventional valve timing and a still meaningful 240bhp. All are now available in Jaguar's 10-year-old saloon.

You'll not lament the sixes they replace for long. My judgement is that even the new bent 3.2 is more than a performance match for the old straight 4.0-litre, and, with the added benefit of much smoother delivery and the responses of a brilliantly slick five-speed ZF automatic gearbox, the power-train has recovered all the ground lost to the German opposition in the last few years.

Nor do the changes stop when the bonnet shuts. Though it looks almost indistinguishable from its predecessor from the outside (see if you can spot the new 'jewel' headlamps or the recently divided chrome strip atop the rear bumper), Jaguar ➳

says that 30 per cent of the car's structure is either new or modified out of all recognition.

Many of these changes, it should be said, were needed to accomodate a V8 in place of a straight six. Even so, Jaguar had squeezed in its 6-litre V12 in the past so that problem should not have proved too arduous. Of rather greater importance is the introduction of the XK8 coupé's front suspension, brakes and engine mounts. If you thought Jaguar saloons set high standards of ride and handling in the past, the XJ8 will make you realise how much further the talents of Jaguar's chassis engineers can push back the boundaries.

The cabin has been further cleaned up too. The nasty ledge of switches in front of the facia have given way to conventional column stalks which operate in the same way as, though with rather more class than, those from any large Ford saloon. There's an analogue clock marking one more step in the welcome retreat from the hideously electronic instruments this car featured at its 1987 launch, more front legroom achieved simply by extra seat travel with correspondingly less rear leg room and even a substantially larger glove box.

What is most remarkable about these changes is that they amount to a greater number of modifications than that the car received in 1994 when XJ40 was replaced by X300 and was heralded then as an almost entirely new car. Now X300 has been replaced by X308 to see Jaguar's mainstay into the next century and beyond.

It is a shame that none of these cars, even the supercharged XJR, can be specified with manual transmission. Many of the project engineers wanted to specify a six-speeder but it was ruled out, firstly because research suggested sales would be negligible, secondly because the resale value of any cars so equipped would have been appalling and, finally, because even the old five-speed Getrag box used until now cost Jaguar more than the automatic even though the customer was asked to pay less.

Climbing aboard the supercharged XJR, several things become immediately apparent even before you move off. The extra legroom, for instance, while quoted at just under an inch, is critical, making the saloon, for the first time in its history, comfortable for those considerably more than 6ft tall. The cleaner dashboard is welcome too even if the new, XK8-derived dials are not: they're too faintly calibrated and deeply recessed into the dash.

The engine idles evenly but with that curious whine of mechanical forced induction. Tug the gear-lever back into Drive, ease off the brake and the XJR oozes forward as you gently apply the accelerator. You notice the sublime slickness of each gearchange and regret Jaguar had to ask Mercedes to provide it, the usual and excellent ZF 'box lacking the strength to cope with 387lb ft of torque at 3600rpm.

Ah yes, the torque. If bald figures fail to put the output into perspective allow me to dress them up a little. Ferrari's F355 produces just 268lb ft of torque, way up at 6000rpm. You'll need to point the XJR at a short straight if you need further explanation. It's best not to kick the throttle to the floor as this makes the 'box jump down a couple of gears and the effect is lost. Leave the gearbox calibration in its economy setting, squeeze hard on the throttle and watch as speed is simply acquired. The prow doesn't reach for the sky, nor does its bottom sit down, so controlled is its suspension by mechanical linkage and electronic damping. You don't even feel a thud in the back: the superlatively stuffed Lear seats just seem to hold you a little closer.

There is a noise, and an interesting one too. There's not much of the traditional 90deg V8 soundtrack left but its replacement, a whirring hum at low revs which develops into a curiously attractive off-beat roar as maximum power is produced, still provides pleasing company. Compared to the XJR it replaces, which used the old AJ16 straight six, it is a far more sophisticated, not to mention more powerful, unit.

Though Jaguar is putting more power through this chassis than its original creators ever envisaged, it copes with ease, flowing through the corners with a composure that belies its considerable 1775kg weight. New Servotronic steering reduces helm efforts to limousine levels but does little to help feel through the corners. Like every other Servotronic system I've encountered, the sensation of being electronically distanced from what's going on under the front tyres remains. Even so, the chassis has such natural balance and mighty grip from the 255/40 ZR 18 Pirelli P-Zero tyres, the steering is never likely to put you off hard motoring. Turn the superb traction control off and probe the limits of adhesion a little harder and you'll find nothing more than safe, friendly slides.

The Daimler variant of the XJR, called the Super V8 is funnier still, if only because, with its long wheelbase, chromed exterior brightwork and ➤



Supercharged 4.0-litre unit thumps out 387lb of torque at an easy 3600rpm



Split chrome trim on rear bumper one of few clues to the new XJ's potential



Unblown V8 comes in 290bhp 4.0-litre and 'entry-level' 240bhp 3.2 form



Even XJR is subtle but big wheels and blacked out grille give the game away

On the road, Jaguar's new saloons are improved in every area with more power and better ride and handling across the board. Sales start on September 26

JAGUAR'S OTHER 400BHP ROAD CAR...

Looking for a Jaguar, sir? Does the new supercharged V8 not sound quite powerful enough for your tastes? Well, I have just the car for you. The boys from Coventry may be proud of their new supercharged V8 XJR, and rightly so, but 370bhp sounds a mite on the conservative sound and you, sir, I can tell, want a car that packs a *real* punch.

Take your time and have a leisurely look around this little beauty. Yes, she's had previous owners, but what classic car hasn't?. She's also got 485bhp, a big V12, a full service history, and been in the winner's circle for four rounds of the 1983 European Touring Car Championship at



Big 5.3-litre V12 packs a bigger 485bhp

the hands of some racey sounding chaps going by the names of Tom Walkinshaw, Martin Brundle and Chuck Nicholson.

Interested? Thought you might be. Well step inside and let's take her for a spin. No, she's fully road-legal now, sir. Proper Yokohama treaded tyres and even some reversing lights on the back. Anyway, fire her up, let's head out into the country.

Yes, it is a bit loud, I know, but snuggle down into those big Recaro seats, fasten those four-point belts, snick first gear and don't spare the horses. Try not to scare them either. There's a fearsome amount of torque under your right foot, and by the time you take second gear we are going to be breaking the speed limit. Yes sir, it does go like hell.

It handles rather well too, doesn't it? Remarkable steering for something with all that weight out in the front of the nose, I thought. Understeer? Not a trace of it, but I don't recommend that you lift off the throttle in a great hurry or we are going to be heading into that field over there.

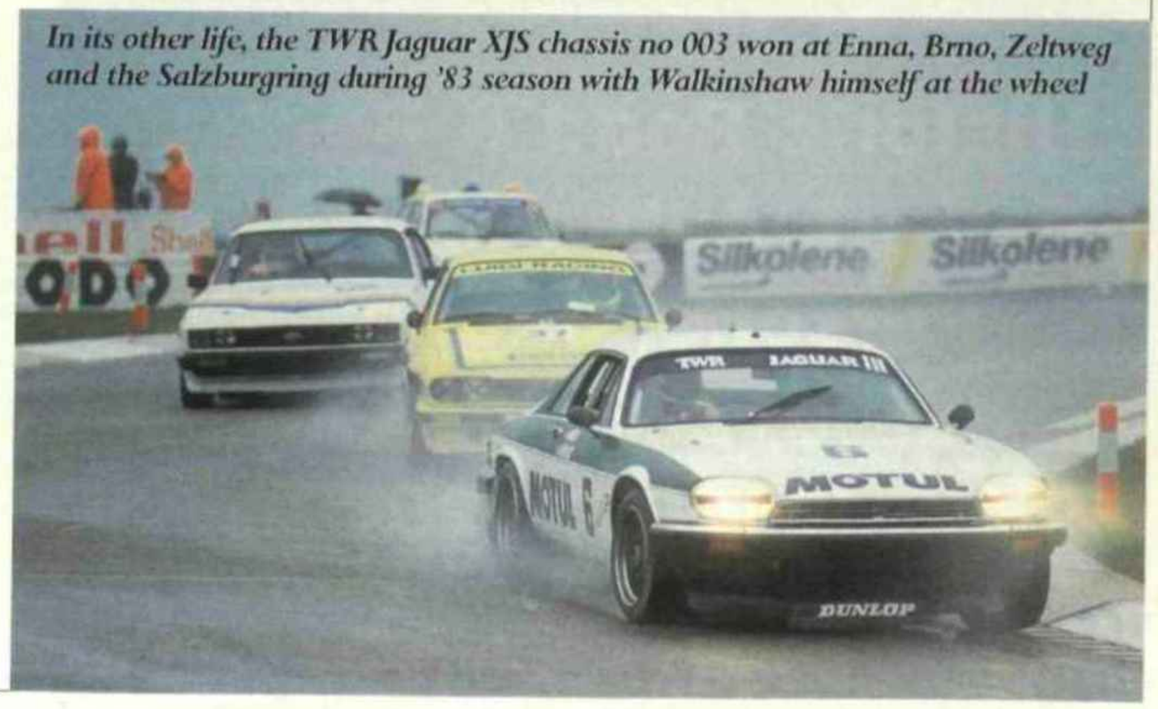
Ah, that's better, It's just that I'm not a brilliant passenger. I'm sure you understand. Brakes? Not great to be honest with all that power pushing you on, I know, but if we stick some better pads in we'll be right as rain I'm sure.

Refinement? Please sir, we don't like to talk of such things. Take a look at that beautiful Jaguar livery. Boot space? Just look at that gorgeous V12 block under the bonnet. Fuel economy? I think perhaps sir would be better suited to an XJR after all...

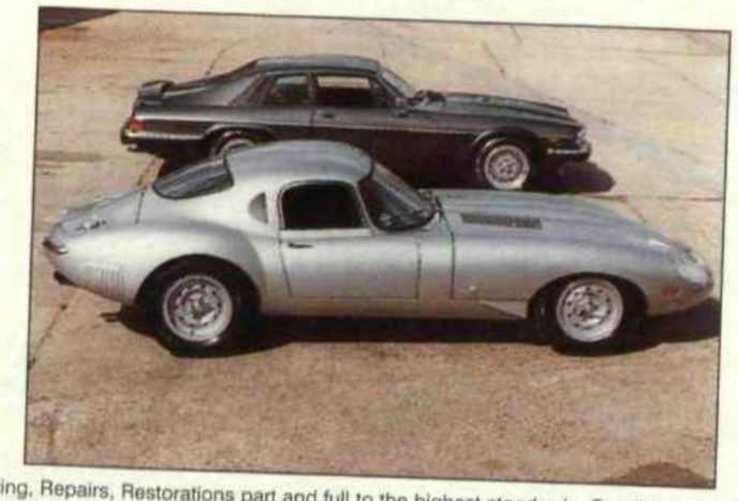
Many thanks to Duncan Hamilton Ltd where the ex-TWR Jaguar XJ-S Gp A Touring Car is, as we closed, on sale for £75,000. All enquiries to 01256 765000.



In its other life, the TWR Jaguar XJS chassis no 003 won at Enna, Brno, Zeltweg and the Salzburgring during '83 season with Walkinshaw himself at the wheel



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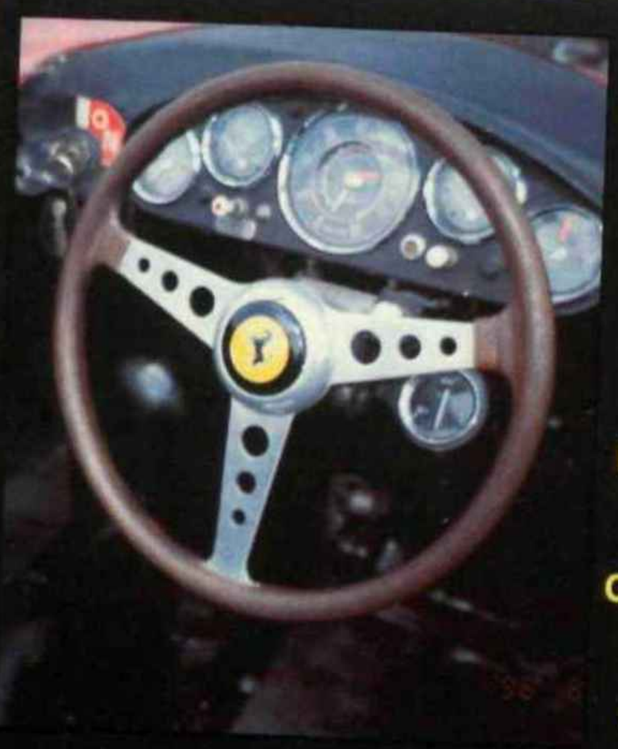
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KEEPING THE LEGEND ALIVE



Driving position improved but remains marginal for the very tall. New dash is a huge improvement

sumptuous interior, it looks more dignified carriage than car capable of hitting 60mph from rest in 5.3 seconds, less time than a Ferrari 456GTA. It wallows a little more, feels a shade more ungainly than the Jaguar but still covers the ground at an unlikely speed while cruising the motorways with not far short of Mercedes levels of refinement.

These strengths are not confined to the flagships either. The normally aspirated Jaguars and Daimlers have enjoyed full advantage of the updates too. Even so, comparing standard XJ8s with both 3.2 and 4.0-litre engines proved that the optimum variant lay somewhere between the two. In favour of the car with the larger engine is not so much its extra power but its torque: 290lb ft at 4250rpm compared to 233lb ft at 4320rpm. The principal difference is that the 4.0-litre has to spend much less time looking around for the gears with which to deliver its performance than the short-stroke 3.2. Its progress is notably more effortless.

But it is neither as comfortable nor is its engine as smooth. The smaller powerplant revs more freely, and the chassis is equipped with softer suspension and 225/60 ZR 16 tyres; the 4.0-litre comes with sports suspension and much stiffer 235/50 ZR 17 Pirellis. The result is a car with a ride no smoother than that of the titan XJR, with only a small improvement in poise and grip. The best blend in theory would be a 4.0-litre with standard suspension but such a creature only exists in expensive and long-wheelbase-only Sovereign form.

UK sales start on September 26, the car having been launched officially at the Frankfurt Motor Show on September 9 and, in keeping with Jaguar tradition, the most fearsome weapon it has in the struggle against the Germans is its price. The cheapest variant is the XJ8 3.2 Sport, costing £34,475 which compares well to the £43,705 which BMW asks for the slower, less powerful but rather more roomy 728i, while at the other end of the scale a £62,775 Daimler Super V8 looks cheap against £73,455 that BMW asks for its range-topping 750iL.

This new range of Jaguars still falls far short of perfection. The basic problems inherent within its design, particularly the limited interior space and poor packaging, would not go away with a million more tweaks. Nor can you escape the fact that, these days, there are BMWs, Audis, Mercedes and Toyotas which are quieter at speed. None, however, rides better than a 3.2-litre XJ8, nor will they eat a wide road with the same alacrity as an XJR. What's more, the new eight-cylinder engine is a triumph by anyone's standards while quality, that subject which preys most on the minds of the men of Coventry, has moved once more in the right direction.

What Jaguar has provided with these saloons is, while not the finest range of four-door cars in the world, then at least real and serious competition to the established German hierarchy. And in the XJR in particular, it has something truly special. It will be challenged severely, no doubt, by next year's BMW M5 and Audi S8, but until we can report on that contest, the finest sports saloon on sale in the UK comes not from Munich or Stuttgart, but, for the first time in a generation, from Coventry. M



Daimler is, as ever, never knowingly overstated

SPECIFICATIONS

Jaguar XJR

ENGINE

Type	90deg V8 dohc, 4 valves per cylinder
Capacity	3996cc
Bore/stroke ...	86 x 86mm
Compression ratio	9.0:1
Induction	Single Eaton M112 supercharger driven at twice crankshaft speed
Max power ...	370bhp at 6150 rpm
Max torque ...	387lb ft at 3600rpm
Specific output	93bhp/litre
Power to weight	211bhp/tonne
Transmission ...	Mercedes W5A580 5-speed automatic

CHASSIS

Steering	Servotronic rack and pinion
Brakes	Ventilated discs all round
Front Suspension	Unequal length wishbones, coils anti-roll bar
Rear suspension	Lower wishbones, driveshafts acting as upper links, coils, anti-roll bar
Wheels	Cast alloy, 8x18in
Tyres	255/40 ZR 18, Pirelli P-Zero

DIMENSIONS

Length	198.7in
Width	70.8in
Height	51.7in
Wheelbase ...	113.0in
Track (f/r) ...	59.1in/59.0in
Kerb weight ...	3910lb

CLAIMED PERFORMANCE

0-60mph	5.3sec
Top speed... ...	155mph

KEY ENGINEERING POINTS

New Eaton supercharger has a 24 per cent greater capacity than that fitted to out-going straight-six engine and, with twin intercoolers, develops more torque at 1600rpm than normally aspirated motor does at its peak. It has a bypass which recirculates pressurised air under part throttle to improve fuel economy. Mercedes-Benz gearbox from the S600 limo handles mammoth torque.

IN ONE SENTENCE

The finest Jaguar saloon of all and the quickest road saloon in production



The slingshot... By braking into the corners, Jones would rocket his Watson roadster down the track

NOT IN MY

WHEN COLIN CHAPMAN TOOK HIS LITTLE LOTUS 29s TO INDIANAPOLIS IN 1963, THE GOOD OL' BOYS TOOK EXCEPTION – ESPECIALLY ONE PARNELLI JONES. SHAUN CAMPBELL LOOKS BACK AT HIS ASTONISHING POLE LAP

* * * *

THE FIRST DAY OF QUALIFYING AT Indianapolis is always a huge occasion, but there was an extra frisson of anticipation running through Gasoline Alley in May 1963. The spectators – and there were 220,000 of them for the first day's runs – were aware of it, too. Something out of the ordinary was about to happen.

As far as the American Indycar regulars were concerned, though, it already had. Just the appearance in the pitlane of a car with a Ford engine in the rear, rather than an Offy in the front, was surprising enough. It wasn't the first time a mid-engined car had tried to mix it up with the front-engined roadsters at Indianapolis, but it was the first time that the attempt had to be taken seriously. For this car was built by Lotus, rapidly emerging as the dominant force in European motorsport, and it would be driven by two of the finest road racers in the world, Jim Clark and Dan Gurney.

There was nothing gracious, or indeed particularly sportsmanlike, about the way the Indycar establishment reacted to the 'funny cars' as they called the new wave of British challengers. When Jack Brabham brought a Cooper-Climax to the Brickyard in 1961, AJ Foyt, who won the 500 for the first time that year, said it looked like "a bunch of pipes lashed up with chicken wire," adding, "I wouldn't drive one of them no matter what." Brabham's Cooper, giving away 1.5 litres capacity and more than 100bhp to the USAC roadsters, wasn't a huge threat, but the potential of the mid-engine layout was revealed in the little car's cornering speeds.

The arrival of the Lotus-Ford 29 two years later was the cue for more outspoken criticism, which ranged from its use of petrol rather than methanol to the green paintwork of Clark's car. Green was considered an unlucky colour at Indianapolis, but when an American official told Lotus boss Colin Chapman: "Our drivers don't feel good passing a green car," the only reply he got was a blithe: "I'm hoping they won't get the chance."

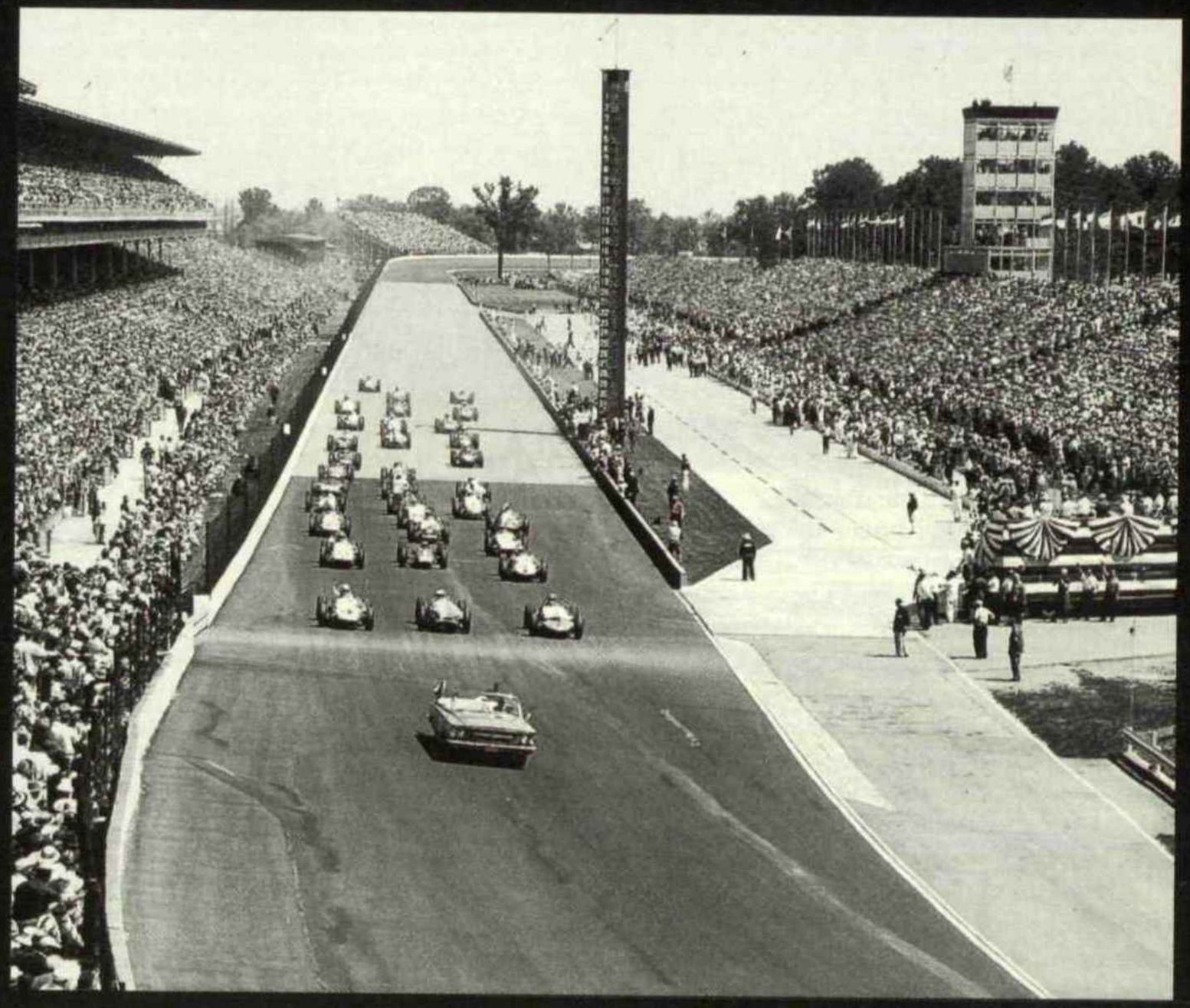
Pre-qualifying practice had suggested that Chapman had plenty of justification for his confidence. His cars had been lapping the 2.4-mile oval in 59 seconds, averaging around 153mph. A similar performance when the time came for the grid to be decided could well result in the funny cars dominating the front row.

Nobody was more determined to prevent the European dog from cocking its leg in Gasoline Alley than Parnelli Jones. He was 29 years of age then, a tough individual born into a poor Arkansas family that had drifted west to California during the dark days of the Depression. This would be only his third start in the Indy 500, but already he had made his mark on the Speedway. In 1961, his rookie year, he had started from the second row of the grid and led for 75 miles despite the handicap of blood filling the left eyepiece of his goggles after a piece of flying metal cut his forehead. It wasn't until the Offy engine of his Watson-built roadster went off song that Jones conceded the lead, although he battled all the way to the end to finish 12th. In 1962 he qualified on pole, with the first 150mph-plus run for the flying four laps, and led the race until brake problems intervened.

Jones' car in 1963 was the same Watson-Offy roadster he'd raced



A tough individual, Jones punched the driver who dared question the legality of his Indy 500 victory



Strong winds saw Jim Clark qualify fifth in the little Lotus. Dan Gurney crashed and started 13th

BRICKYARD

in 1961 and 1962. Known as 'Ol' Calhoun', it was sponsored and entered by J C Agajanian, a pig farmer and garbage collector who had been running cars at the Speedway since 1948 but was still looking for his first win. 'Ol' Calhoun' was a state of the art USAC roadster, which still meant that it weighed in at 1500lbs against the Lotus's 1150lbs and looked as big as a bus by comparison.

High winds were gusting over the track when qualifying started and speeds were down; few cars were managing more than 150mph. Windspeeds of above 35mph were being recorded when Jones fired up 'Ol' Calhoun' and set off. The target to beat was 150.188mph, set by veteran Don Branson, also driving a Watson-Offy. Clark and Gurney had yet to run.

Jones had developed a special technique for qualifying at the Speedway, a style that he kept to himself and never used when somebody was running close enough to see what he was up to. Coming into a corner, he tapped the brakes and threw the car into a slide. It was done at high enough speed to force the outer edge of the outside rear tyres to tuck under. The moment the car stopped sliding, the tyre popped back up, fully erect, slingshotting 'Ol' Colhoun' down the straight. Jones reckoned it gave him another two or three miles per hour. But if it was fast, it was also risky. If the front wheels weren't pointed straight down the road when he floored the throttle, the popped-up tyre would catapult the car into a slide in the opposite direction and straight into the wall at 140mph. It had happened to other drivers, who had inadvertently created the same effect.

Right from the beginning of that run it was clear that Jones was right on the ragged edge, the high winds snatching at the front end of the car. Not once did he let up, though and the crowds in the grandstand responded to what they could see was a huge effort of guts and will. His fastest lap was 151.847mph, his four-lap average was 151.153mph. Veteran trackside commentator Tom Carnegie yelled into his microphone: "A new track record", and Jones, the adrenalin subsiding, cruised slowly into the pits.

'The last thing in the world I was going to see was one of those goddam funny cars take the pole'

Neither Clark nor Gurney could do anything about it. Gurney badly damaged one chassis trying and dropped to 13th on the grid. Clark averaged 149.750mph to take fifth spot. Asked for his reaction afterwards, Jones said: "The last thing in the world I was going to see happen was one of them goddam funny cars take the pole." He had been as good his word.

Jones won the race – somewhat controversially because 'Ol' Calhoun' had been leaking oil in the closing stages, normally an instant case for a black flag. Clark was second, a victim of some sharp practice by the USAC establishment. But when American driver Eddie Sachs, who had crashed out on the spilt oil, raised the issue with Jones, the only reply he got was a punch in the face.

It wasn't gracious, it wasn't very sportsmanlike. But the way Jones drove that car, especially in qualifying, had earned him the right. M



The man who would be Kling...

...OR CARACCIOLA OR LANG OR SEAMAN... AS GOOD A DRIVER AS THE MEN HE BUILT CARS FOR, MERCEDES ENGINEER RUDI UHLENHAUT WAS THE UNSUNG HERO OF THE SILVER ARROWS. CHRIS NIXON LOOKS BACK

DURING TESTING AT BARCELONA LAST week, Patrick Head did 27 laps in the Williams Renault FW19, returning a best time of 1m19.15s, just 0.78 secs outside Jacques Villeneuve's fastest lap.

It never happened, of course, and it never will, because Patrick Head's remarkable range of skills does not include those of a Grand Prix driver. However, go back 60 years and change the names to the Nürburgring, Rudolf Uhlenhaut, Mercedes-Benz W125 and Rudolf Caracciola and we have a very different story, for Uhlenhaut was unique in motor racing history – a technical director who was able to drive his cars almost as quickly as the men who raced them.

The combination of his driving skills and technical expertise played a huge part in the success of Daimler-Benz in the 1930s and '50s and it's probably fair to state that he never really received the credit that was due to him. He was not bothered by this, being remarkably ego-free and prepared to let the drivers and Alfred Neubauer – their extrovert team manager – bask in the limelight. But it is undeniable that without Uhlenhaut, the Silver Arrows of Mercedes-Benz would not have enjoyed the tremendous success they did in those decades either side of World War II.

He was born on July 15, 1906, in England, where his father was in charge of the London branch of the Deutsche Bank and had married an English girl, Hilda Brice. The family moved to Germany in 1914, by which time Rudi was bi-lingual and imbued with what was to be a lifelong affinity with the country of his birth.

In 1931 he graduated from university with a Diploma in Engineering and got a job with Mercedes in Stuttgart. He joined the Experimental Department, working on the development of the little Type 170 four-door saloon under Fritz Nallinger.



Mercedes-Benz photo

director. I knew Alfred Neubauer, of course, but I had had no dealings with him up to that point. He organised the team and I handled the technical side - he didn't mess with me and I didn't mess with him, so we got along well.

"My immediate boss was Fritz Nallinger. Max Sailer remained as nominal head of the department, but he had been responsible for the 1936 season, so he didn't dare challenge me! I was responsible for building, developing and running the cars.

"The problem in 1936 (and before, for that matter) was that Mercedes-Benz had nobody in the racing department who could drive the cars, they had to rely on what the racing drivers said and they had no technical knowledge. So, the entire department was reorganised and I was put in charge. I was just 30, which was very young for such a job and I was very surprised to get it."

Within days of his appointment Uhlenhaut found himself at the Nürburgring with Rudolf Caracciola, Manfred von Brauchitsch and three Grand Prix cars, a 1935 model and two 1936 machines. After two days of testing the drivers departed for the Swiss GP at Bern, having made numerous suggestions regarding the cars' springing.

Left to his own devices "with just a handful of mechanics and no Neubauer", Rudi decided to see how the racers handled for himself, so he set off round the 'Ring in the 1935 car, with its swing rear axle, and then a 1936 car, which had a de Dion rear.

"During the four or five years I'd been working on passenger cars we often drove them on the Nürburgring and we always drove them as fast as we could. I found out that driving a racing car was not much different from a passenger car at high speed."

He makes it all sound so easy, but at this point we should bear in mind that we are talking about the old Nürburgring here – 17.6 miles (both the Nord and Sudschliefe were then in use) of the most demanding circuit ever built; and that the passenger cars he mentions were the 170 (1.7-litre) saloons. The 1936 GP Mercedes W25 had a 4.7-litre supercharged engine delivering 450 bhp, which was a tad more than that of the 170. Clearly, Uhlenhaut was a driver of exceptional skill with an analytical mind to match.

"My first impressions were of quite simple faults that any engineer could have found. First of all, the frame on both cars was much too weak – it bent and vibrated on rough roads. Also, at that time our design department had the idea that the damping of the axle had to be very stiff, so they incorporated both hydraulic and friction dampers. This meant that there was very little movement of the axle against the frame; much of the springing was done in the frame itself. That was completely wrong and the car jumped all over the place because the wheels couldn't follow the road surface. On one occasion I lost a rear wheel at top speed on the straight. The chassis was so stiff that nothing happened – it was just like driving a motorcycle with a sidecar!"

Having discovered at first hand what was wrong with the cars, over the winter Uhlenhaut developed the fabulous W125. Now regarded as one of the all-time great Grand Prix machines, this retained the W25's straight-eight, supercharged engine, but the capacity was increased to 5.7 litres, which produced a remarkable 580 bhp as a rule and well over 600 when necessary. A new, longer chassis made of oval tubes was suspended on wishbone and coil springs at the front and a de Dion system at the rear.

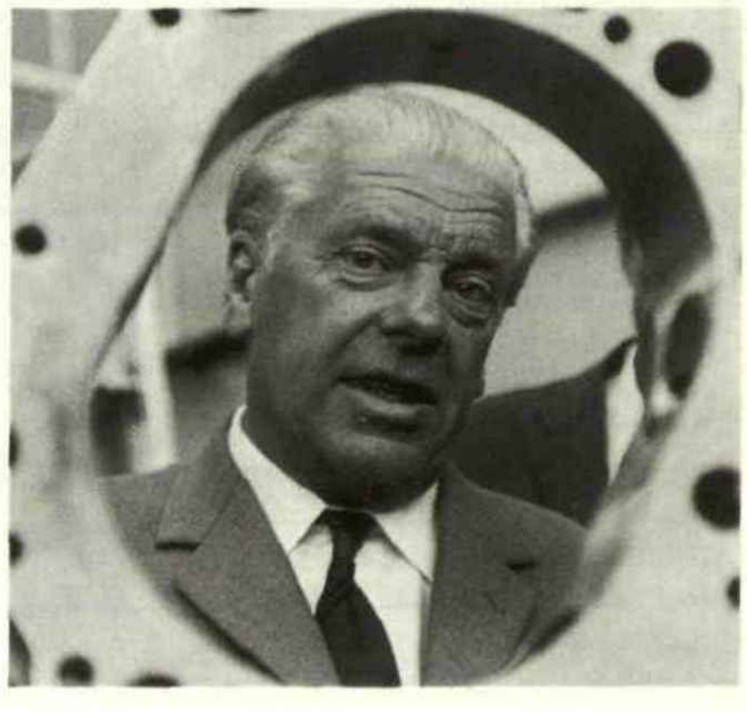
In March 1937, Mercedes took ➤

Despite Mercedes' return to Grand Prix racing in 1934, Rudi had no real interest in the sport at that time, so it came as a great surprise when, in August, 1936, he was made technical manager of the Rennabteilung, a new department placed between Alfred Neubauer's racing department and Max Sailer's design department.

The reason for this was to be found in the company's dire results that year. Following their success in 1934 (four wins from eight races) and 1935 (nine wins from 11) their W25 GP car was refined even further for 1936, but proved to be no match for its rival, the latest Auto Union. Designed by Professor Ferdinand Porsche, this mid-engined V16 racer was now powered by a 6-litre engine. Driven by the mercurial Bernd Rosemeyer, it proceeded to beat the Mercedes almost everywhere and the Stuttgart concern could only win two races from eight starts.

Humiliated, Mercedes withdrew from racing before the season was over and began making plans for 1937, plans which were to be brought to fruition by Rudolf Uhlenhaut.

In 1984 he told me, "When I joined the racing team I was made technical manager at first and later, technical



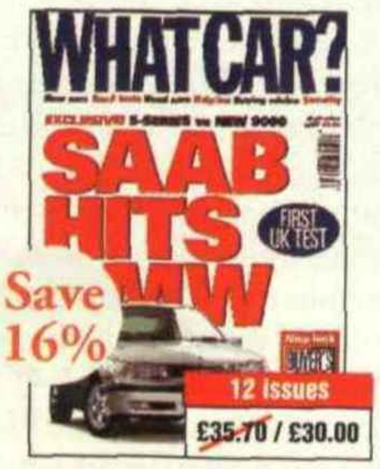
Mercedes' technical director Rudi Uhlenhaut (right) was so quick in the Grand Prix cars he designed that he would often jump in and test them as expertly as the marque's own racing drivers. He can be seen above hustling the 3-litre W154 around Monza in pre-season testing in March, 1938.

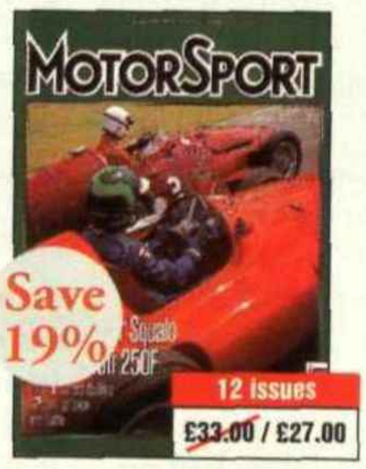
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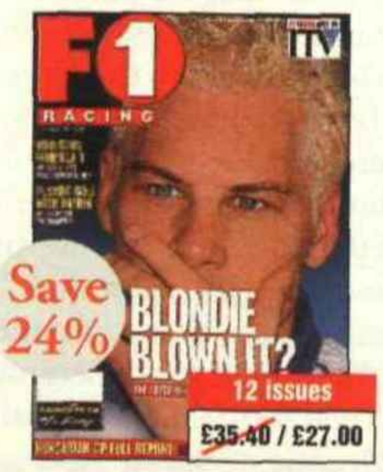
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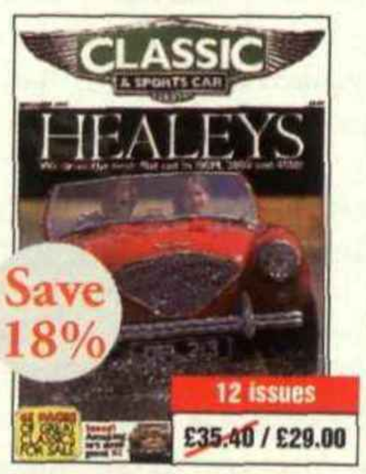
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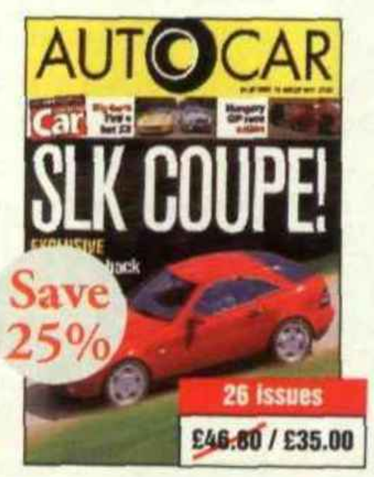
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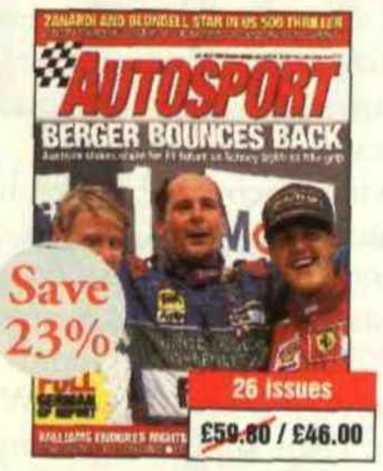




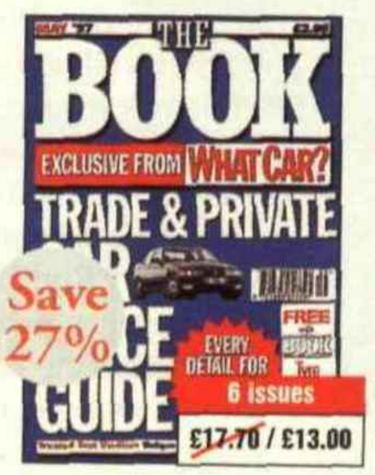












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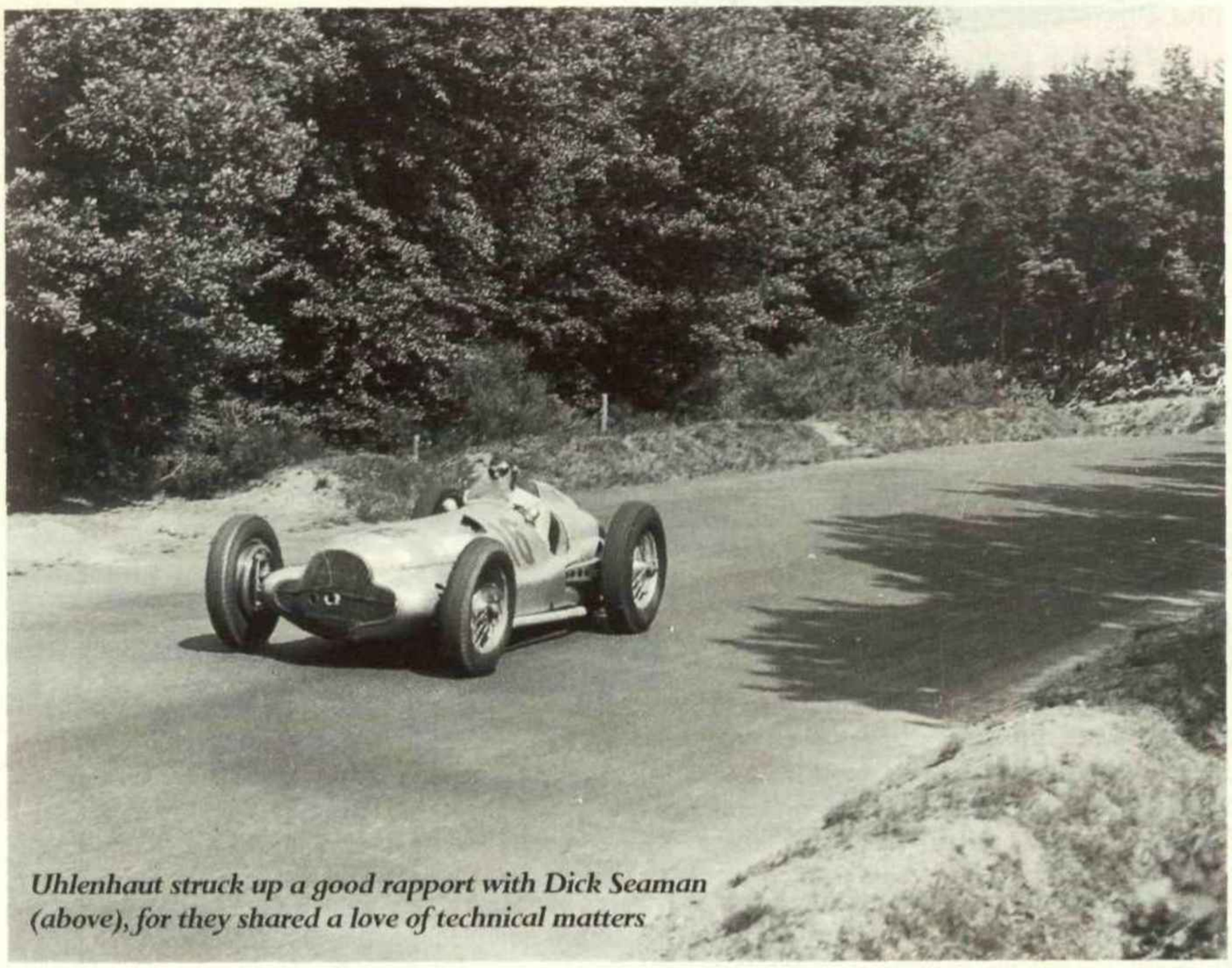
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Uhlenhaut struck up a good rapport with Dick Seaman (above), for they shared a love of technical matters

Mercedes' technical wizard gives the Duke of Edinburgh a guided tour of the 300SL sportscar



'If you complained that a car was **no good**, he could show you that it was **perfectly** alright!'

a W125 to Monza for testing, along with a 1936 car and Uhlenhaut made a point of driving both, largely because Caracciola, von Brauchitsch and Lang had little that was constructive to say about them. Mercedes also took along their new recruit, Dick Seaman, who had established himself as the very best English driver after a sensational 1936 season in his 10-year-old Delage. Dick got off to a bad start by crashing the W25 heavily and Uhlenhaut had his first taste of the Englishman's honesty.

"He said that the crash was entirely his fault and that was quite remarkable – he would always tell you exactly what happened and blame himself if necessary. Other drivers had a tendency to blame the car, but he was very honest in this way."

As Seaman spoke no German at this stage, he and Uhlenhaut quickly established a fine rapport in English and as the season progressed Rudi was astonished to find that Dick had a real grasp of the technical side. "In those days the drivers knew very little, but he was very knowledgeable. I developed a good understanding with him and we used to talk a lot about technical details. I listened to his ideas and they were often quite useful."

The W125 proved to be a winner first time out, at Tripoli, where Hermann Lang scored the first of a hat-trick of wins. Mercedes didn't have it all their own way that year, however, for Bernd Rosemeyer (who had won the 1936 European Championship in only his second season of motor racing) was still on great form with the C-type Auto Union, which remained virtually unchanged from its 1936 specification.

It was Rudolf Caracciola who won the title in '37 though, for the W125 provided him with four of its seven victories and carried him to the crown. And for a man who had barely seen a racing car one year previously, Uhlenhaut had proved himself to be an engineer of remarkable flair.

Alarmed by the power and speed of the Silver Arrows, the powers-that-be brought in a new GP Formula for 1938. "We had a choice of using a 4.5-litre unsupercharged engine or a 3-litre supercharged unit," recalled Rudi. "With our considerable experience of supercharging, we decided to go for the latter. Our 3-litre V12 was, in detail, the same as the previous straight-eight, with cylinders, crankshaft and con-rods built in the same way, but smaller, naturally. The chassis was also similar, but shorter."



Starmen... Uhlenhaut with Fritz Nallinger and designer Hans Scherenberg

Mercedes Benz Photo

Once again Mercedes took the cars to Monza for pre-season testing and Uhlenhaut did many laps to satisfy himself with their performance. By now he had proved that he could lap almost as fast as his drivers, which certainly kept them on their toes.

The new 3-litre cars were highly successful, and Caracciola won his third European Championship in 1938 and the following year it was the turn of the very gifted Hermann Lang to take the title.

Tired of seeing their Alfas and Maseratis constantly beaten by the Mercedes and Auto Unions, the Italians decided that their Tripoli Grand Prix (with its large amounts of prize money) would be for supercharged 1.5-litre cars in 1939. Bravely, Mercedes called their bluff and Uhlenhaut and his men secretly set to work in secret on the W165. Eight months later they stunned the Italians and everyone else by arriving at Tripoli with two jewel-like, supercharged V8s and, in the race, Lang and Caracciola simply blew the opposition into the desert sand.

Hitler's war brought everything to a tragic halt in September, 1939 and Uhlenhaut spent most of it designing and developing cylinder heads for ➠

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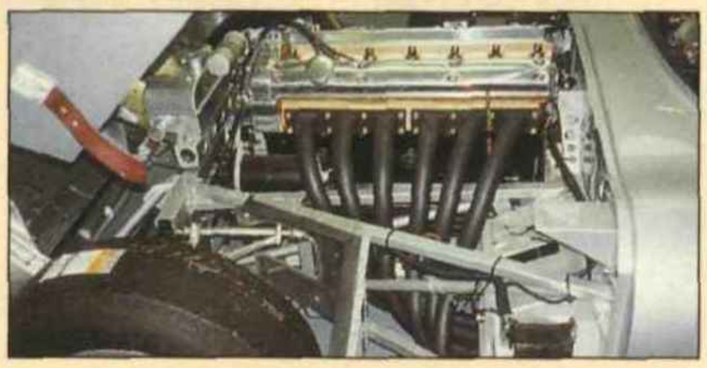
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the Daimler-Benz 603 aircraft engine. When hostilities ceased he ran a small transport business, his battered trucks fuelled by methane gas, before returning to Mercedes in 1948, as the company dragged itself out of the bomb-ravaged rubble that had been the factories at Unterturkheim.

In the early '50s Fritz Nallinger, Uhlenhaut and Alfred Neubauer turned their thoughts to Grand Prix racing once again, but wisely decided to wait until 1954 and the new 2.5-litre formula. Meanwhile, they were impressed by the way Jaguar had created the new C-type sports racer from production components and decided to go the same route, Nallinger suggesting they use their new 300 saloon as a basis.

Uhlenhaut had had a big hand in the 300 and happily set about conjuring up a sports-racer from it. Designated the W194, this became one of the all-time greats, the 300SL, and it caused a sensation when it first appeared in 1952. Mercedes had inclined the six-cylinder engine of the 300 at an angle of 50 degrees in a very light spaceframe chassis with wishbones and coil springs at the front and swing axles and coil springs at the rear. The chassis was covered with a sleek body and doors that opened upwards, the legendary 'gullwings'.

Neubauer did not waste time with minor races to check out the new cars, but threw them straight into one of the toughest events in the world, the Mille Miglia. They finished second (Karl Kling) and fourth (Rudolf Caracciola), and were only beaten by an heroic performance from Giovanni Bracco in a 3-litre Ferrari. Their next race was Le Mans, and they finished first and second. Mercedes were back.

A year later the go-ahead was given for the design of a new Grand Prix car, the W196, under the direction of Hans Scherenberg. Uhlenhaut ran the experimental department and, as before, had considerable influence on the design.

The return of Mercedes-Benz immediately passed into legend, the beautiful streamliners scoring a stunning one-two victory in the 1954 French GP at Reims. Driven by 1951 World Champion Juan Manuel Fangio, Karl Kling and Hans Herrmann, the W196s were simply sensational, their remarkable speed and staying power leaving the opposition broken in their wake.

Remarkably, they themselves were left for dead in the next race, the British GP at Silverstone, where Froilan Gonzalez ran away from them in his Ferrari. From then on, however, the Silver Arrows were almost unbeatable and Juan Fangio was World Champion in 1954 with four wins for Mercedes and two with Maserati. In 1955 he was joined by Stirling Moss and once again the Mercedes were virtually on their own, winning five of the six races that season and Fangio was champion again.

The W196 was followed by the W196S, a three-litre sports racing version of the GP car known as the 300SLR. Again, Uhlenhaut's contribution to its design was considerable and it won three of the four Manufacturers' Championship races Mercedes entered in 1955 and would surely have won the fourth – Le Mans – had the cars not been withdrawn following the terrible accident involving Pierre Levegh, whose 300SLR so tragically crashed into the crowd.

At the age of 49, Uhlenhaut continued to test the racing Mercedes himself, and once again proved to be almost as fast as the aces. Stories that he had lapped the Nürburgring faster than Caracciola, Lang, Fangio and Moss were wide of the mark but, in truth, he was only seconds away.

As Stirling Moss recalls, "He was an extremely competent driver – you had to be very sure of yourself before you complained that a car was no good, because he could get into it and show you that it was perfectly all right!"

While he clearly enjoyed his prowess at the wheel, Rudi never considered becoming a racing driver, being more interested in technical matters. He came up with devices ranging from the sublime to the faintly ridiculous. The air brake used at Le Mans in 1955 was a great success, making the 300SLR more than a match for the D-type Jaguar with its Dunlop discs, and the 300SL-powered racing car transporter was a superbly practical machine that also garnered tremendous publicity for Mercedes. Sadly, it was broken up some years ago, despite the firm's passion for retaining its vehicles.

Faintly ridiculous was the 'waste-paper dispenser', a grille designed to be fitted to the front of the W196s after newspapers and other debris fouled the radiators of many cars in the 1954 Spanish GP. This was never used, no doubt largely because it would have thrown the rubbish straight into the drivers' faces!

It was a nice try, though, and indicative of his fertile brain. "Nothing was impossible for Rudi," says Moss. "I always felt that if I had asked for square wheels, either they would have been fitted the next day or he would have looked it up in a big, black book and said, 'We tried that in 1936 and there was too much vibration!'"

When Mercedes withdrew from racing at the end of 1955 Uhlenhaut returned to the development of passenger cars as head of research, where he stayed until his retirement in 1972. However, there was one more sports-car to come from his team, and that was the fabulous C111.

First shown at Frankfurt in 1969, this mid-engined, gull-winged coupe stole the show and despite all protestations that it was purely an experimental machine, the wealthy were soon writing Mercedes blank cheques in the hope of getting one. They were all disappointed, for it never went into production and the prototypes all ended up in the museum collection at Unterturkheim.

Uhlenhaut told me that the C111-2, with its 350 bhp four-rotor engine, was his favourite car of all, and one unforgettable day in 1982 he took me for a run in it. He was then 75 years old, but he seemed to lose a good 50 of them as we strapped ourselves in. Once free of town traffic and on country roads he knew really well he let rip, and the Mercedes sang through the curves and hills in a 60km ride that took my breath away. The car was always beautifully positioned on the road and in the right gear, Rudi sitting back, relaxed and happy as a sandboy.

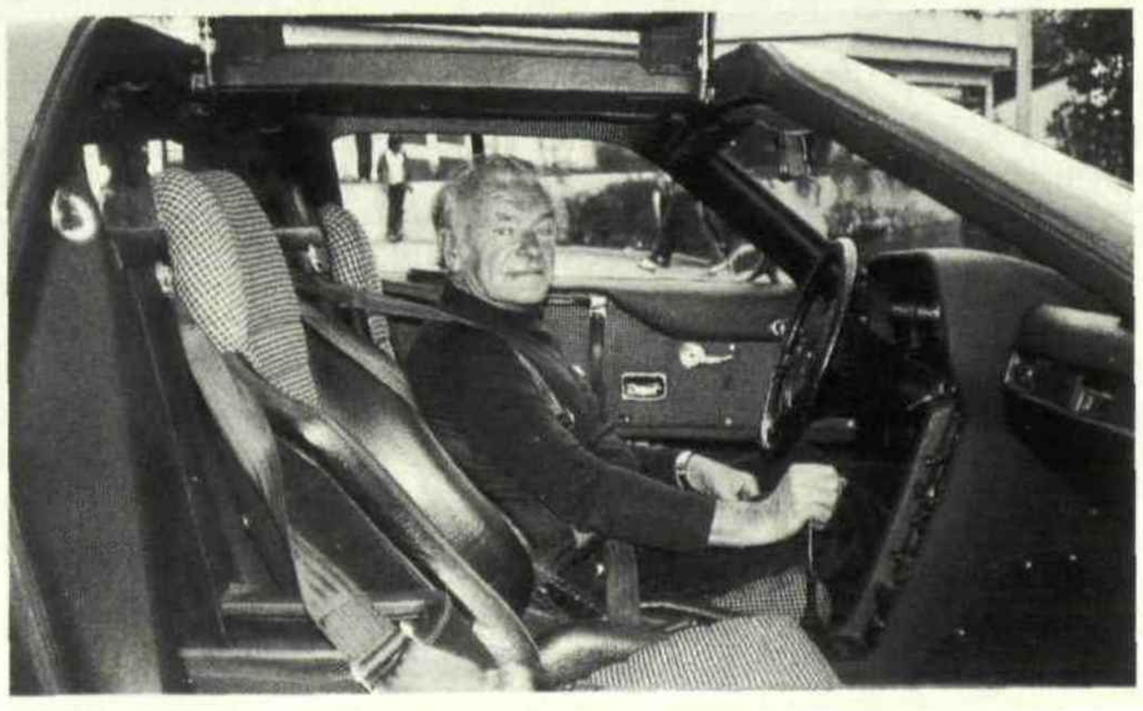
Uhlenhaut died on May 8, 1989, and Stirling Moss remembers him as "a lovely man, a very happy, very human individual. I look back on him with fond memories."

Although he was always the first to stress that all his achievements at Mercedes were as part of a team, there is no doubt that he was an exceptional man who left an indelible mark on the history of the motor car – and Mercedes-Benz in particular. M



Chris Nixon

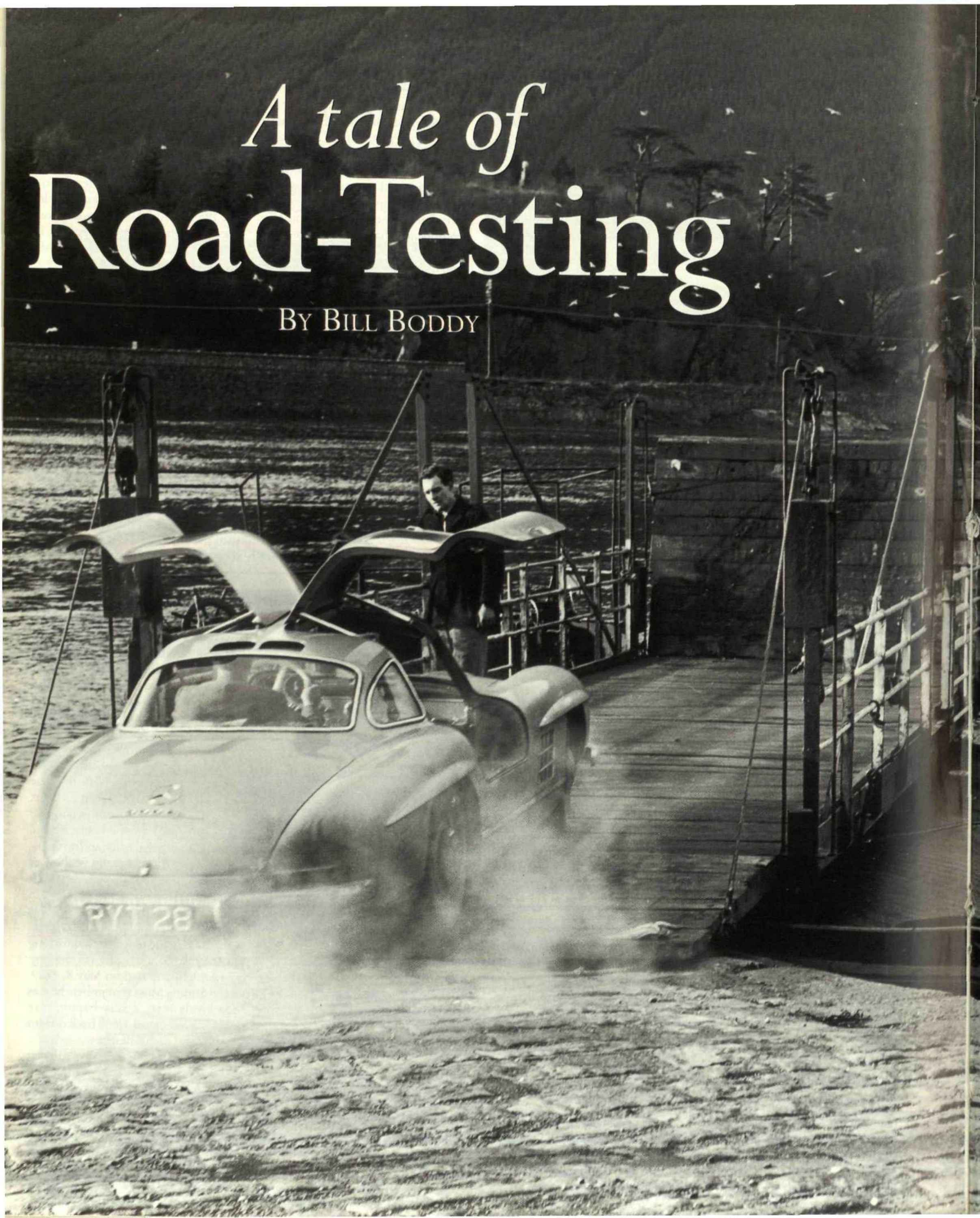
Strapped in and ready to go... Uhlenhaut in the Mercedes-Benz C111-2, the 350bhp, Wankel rotary-engined sportscar that he considered to be his greatest creation. Sadly it never made it to the production line.



Chris Nixon

A tale of Road-Testing

BY BILL BODDY



WB guns the Mercedes 300SL onto the Ballachulish Ferry as he and Michael Tee return from their 1956 test run.

ROAD-TESTING CARS TODAY IS A SCIENCE EXECUTED WITH MILLIMETRIC ACCURACY. BUT, AS HE LOOKS BACK OVER 60 YEARS OF TESTING, OUR FOUNDER EDITOR REVEALS THAT IT WAS NOT ALWAYS SUCH A PRECISE ART

Long before I joined MOTOR SPORT, the motor journals were hard at work publishing impressions of new cars. Not so hard at it as is now the case, however. Before the First World War these would be quite brief. Even the leading weekly motor paper, *The Autocar,* founded in 1895, had often to make do with extremely short driving spells under headings such as "A Short But Satisfactory Test of the 14/18hp Adler", or "A Short Trial of the 20hp Germain".

But by 1920 *The Light Car and Cyclecar* had devised a regular test route, starting from near Box Hill, taking in Ranmore Common's hairpinned gradient, Pebblecombe's 1-in-5 climb, then down White Downs to test brakes, along a farm track (suspension check!) and back to Box Hill. Over this the latest light cars were tried out and cyclecars such as AV, Tamplin, Graham White and GN puttered round. In later days MOTOR SPORT used it with more powerful cars, but all too often a run out of London along the Portsmouth Road, perhaps to take in Brooklands Track, would satisfy. The men from *The Autocar,* and its Coventry staff, headed by Montague Tombs, had their route, taking in a variety of hills. Amazingly, some journalists did not even take the wheel, allowing the delivery chap to drive them. A brand new Type 44 Bugatti was treated thus by the amusing Edgar N Duffield of *The Auto Weekly*, for instance.

As motoring popularity increased, so road-test reports became longer and more detailed. *The Autocar* commenced tabulated performance data in 1928, first for an Austin 7 saloon. But long before that it had begun to include some acceleration figures, braking data and fuel consumption. These pre-war tests were done by H S Linfield, a calm, pipe-smoking chap whom I could never quite reconcile with fast dashes in fierce sportscars over Salisbury Plain or leaps from the summit of the Brooklands Test Hill.



WB's diet of production cars was sometimes enlivened by sports-racers such as this Lotus

The first road test I did for MOTOR SPORT was of a Talbot Ten tourer in 1936. The plan was to go to Shelsley Walsh in the company of a Brescia Bugatti owner and his girl. It was a chilly morning and the Talbot had a hood and side-screens, so she elected to ride with me. We went faster than the Bugatti but after arriving at the venue I was asked whether I had been aware of a police car following me? Apparently as I swung left at a cross-roads it was unable to stop, and shot straight on. Later I was in MOTOR SPORT's offices when a policeman appeared and handed me an envelope. My first road test for the paper, and my first speeding summons, all together in just one go!

In fact, I had done such tests before that, for *Brooklands - Track & Air.* The journal's owner would drive (something to do with insurance?) and I would make notes. "Put the steering-wheel on full-lock and let go." "Why?" "So that I can assess castor-return." But we got by, and by the outbreak of war had done full reports on an MG Magna, early 3½-litre Bentley tourer, Railton straight-eight, and 4½-litre Lagonda. Even during the petrol-scarce war years I managed to do restricted tests of a Daimler, MkV Bentley, and a V12 Lagonda with Battle-of-Britain pilots fighting for us overhead.

Road testing is one of the best 'perks' there is. You receive a new car taxed, insured, and usually full of fuel, and even a prang will be excused. I became conscious of mothers who might say to their daughters "He's not much of a looker, but keep with him, dear – look at his car!" Little did they know these eye-catching models were not mine and that I could not always afford petrol for them. On one occasion having introduced used car tests to increase the scope, a Big Six Bentley was substituted for the intended 3-litre, and as the red fluid sank in the petrol gauge on the run home I realised that the trip I had promised a girl to see top drivers racing at Donington would have to be changed to a short run to Brooklands. She was NOT pleased.

It was Utopia for a young enthusiast. You rang up, asked for a car, and the name MOTOR SPORT usually did the trick. Press fleets were there to be used, and Austin even had a Cambridge Ten saloon brought down from Longbridge to its Hammersmith depot (that disused skating-rink) for me to collect on the Saturday of the Easter 1937 Bank Holiday, when I thought that the current girl-friend might not agree to going to Brooklands in my rather scruffy Austin 7. (I had not forgotten how, when I was about to take another girl, in a white frock, for a picnic at the seaside at Eastbourne in this crude trials-car, her mother had followed her out with sheets of paper to put on its seats.)

Driving the latest cars for test purposes became a way of life. Brooklands was ideally suited for this, with clearly marked distance and braking areas, and I took almost all our cars there, with a passenger timing them over a lap and the half-mile, as did the weeklies. None of 'my' cars was very quick but in 1930 *The Autocar* had set a landmark when it timed an 8-litre Bentley saloon at 101.12mph. Publicity managers being anxious to make good use of new press fleets, cars would be delivered to us, often with maps in the glove box and the clock correctly set... In later days Lotus brought theirs on a trailer, so ➤➤

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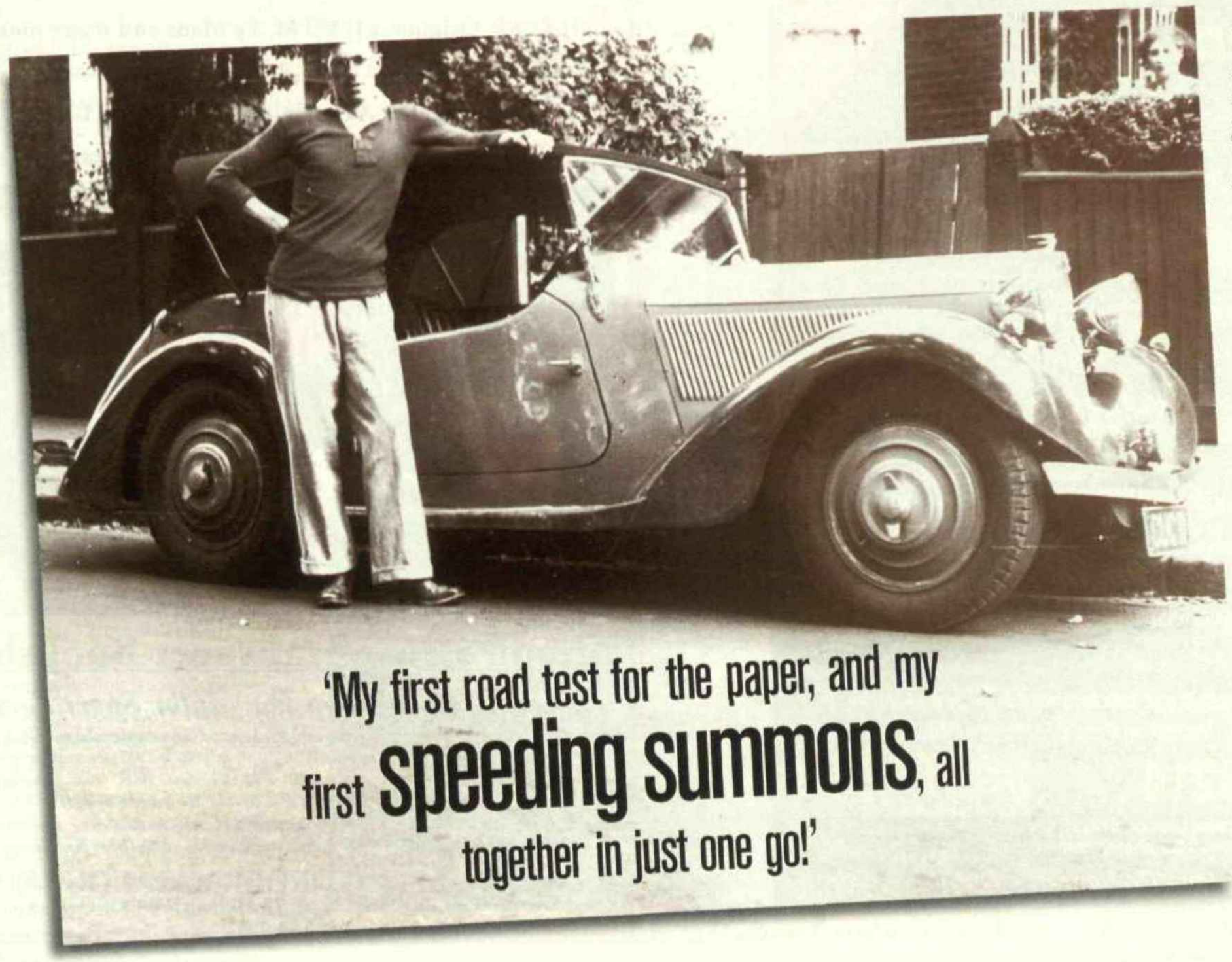
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WB's first MOTOR SPORT road test: he managed to lose the police car tailing the Talbot Ten, but retribution followed

'My first road test for the paper, and my first speeding summons, all together in just one go!'

that the car would arrive at the offices undented, clean and full of fuel.

Most cars were readily available and even small makers would try to comply – HRG lent me both the blue works hack and a production car to sample. Petrol was paid for by one's paper, but I never recovered the insurance I had to buy for a Brough, and though a reader once wrote to say he had bought a Rolls-Royce Silver Shadow solely on the strength of our road-test, I never got the commission.

If I was biased in my reports, at least the readers could allow for this; I never could see how test reports could be compiled around a table, after discussion by several staff drivers. Incidentally, MOTOR SPORT had originally started acceleration-graphs at 10mph, instead of from the more usual zero, which seemed sensible – how often do you bang in the clutch and go away from traffic-lights with wildly spinning wheels? In those days we had a reputation for honest and outspoken test reports, when other magazines were cautious not to offend, so that you had to 'read between the lines'. Very laudable; but at first we had little advertising, so rather less to lose! Naughtily, we even photographed the Moskvitch 407 alongside the offices of the *Daily Worker*...

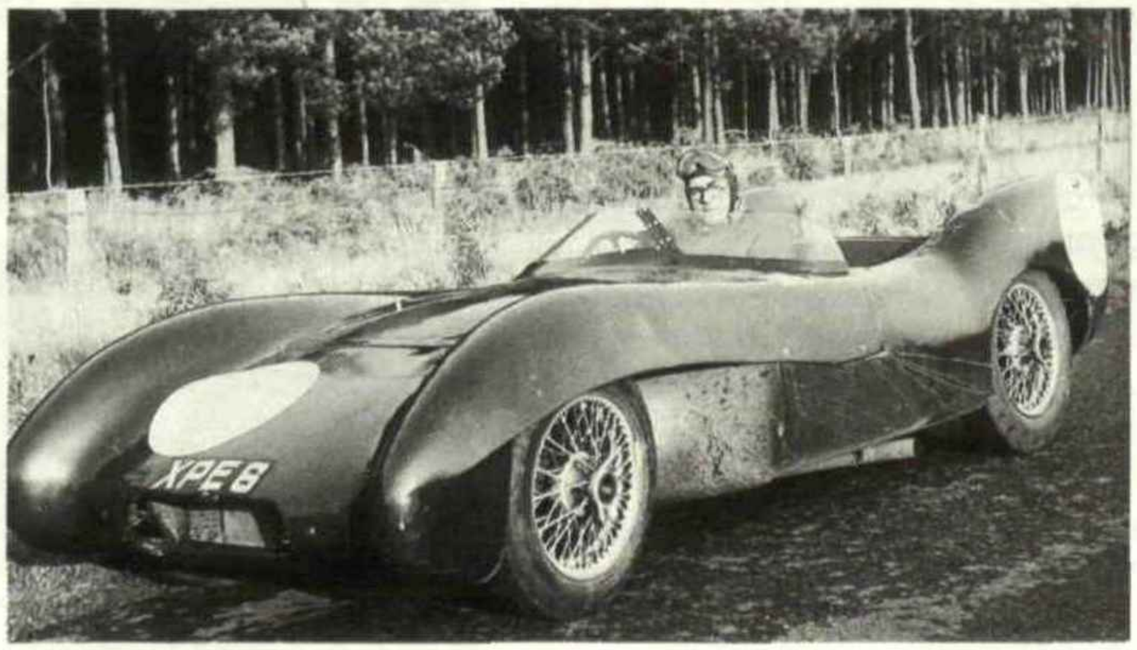
I had no favourite test routes, unless it was to the West Country - I recall seeing how fast I could get from Hampshire to Land's End and back in a Bristol 401, abetted by Jenks. Nor were we averse to Continental testing, such as 'the ten capitals in four days' across Europe with a BMW 3.0CSL, in 1972, and a non-stop return in an E-type Jaguar from Cannes to Calais, after a Monaco GP.

When we were to drive through the night from Stuttgart to the Geneva Show, the road-test Mercedes contained maps of our route, and as it looked like snow the spare tyres were equipped with chains. There was a note in the glove box saying we were foreign visitors testing a car for Mercedes-Benz, to help us at Customs Posts (it did) or if we had any minor brushes with the police. And when the photographer asked if the car was insured for Switzerland, he was told "If there are any civilised countries in the world where it is not, we do not know of them."

After describing a car's characteristics I would go into great detail about its ergonomics, perhaps criticising a switch which would be better moved an inch or so, or a gear or brake-lever which needed six inches less stretch. But, with hindsight, I wonder if this was really necessary; after a time you do get used to such things. The Renault 750 seemed an awful car when first sampled but after a while I liked this cheeky baby. The same applied to an Issigonis Mini Minor with which I lived for a few years.

The one-time weekend-only test period had extended after WW2 to at least a week or ten days, and some makers would lend cars for such long periods that you almost forgot they were not yours – and you might buy them afterwards, as I did a Fiat 500, liking cyclecars, a Reliant Kitten and a Mini Cooper.

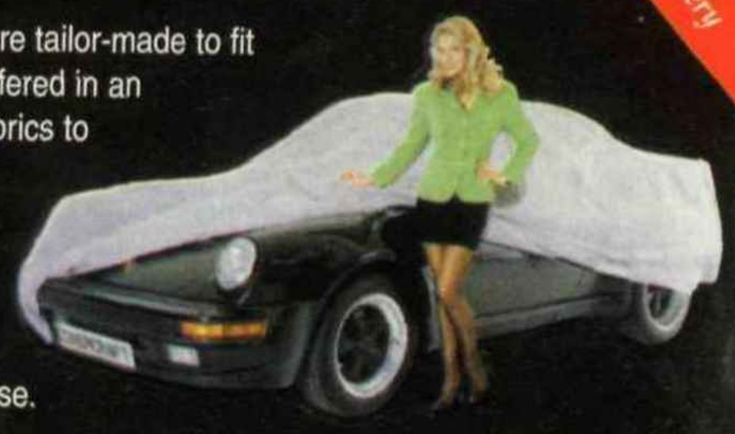
There was an MG in which we discovered that speedometer and tachometer were arranged to give comparable readings, so the latter endorsed the very 'fast' speedometer, which deceived when Brooklands had closed and timed runs were in abeyance. But the classic 'cheat' was when Sammy Davis had a J2 MG Midget on test and after the road route was completed he went down to Brooklands to record performance data. He was invited first to lunch in the Aero Club and while he was ➠



"You never dared ask Colin Chapman if a Lotus was taxed and insured..."

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being given this hospitality a high-compression cylinder head was substituted for the standard one. The result was a published top-speed of some 82mph. But it misfired, because owners of the new MG kept ringing the works to say their cars were down on power and would only give 65mph.

I was not influenced in what I wrote, but after Jenks, who expected even a Hillman Minx to handle like a GP car, had got hold of an Austin A90 Atlantic he was not impressed. Nor was George Bishop, the then-Austin Public Relations Officer, with the result that we were refused further BMC cars for appraisal. I was able to have some fun with this, as The Bishop Ban, and after a while test-cars were quietly restored to us. And my heading to a 1953 test report, 'Afloat in a Velox', did not appeal to Vauxhall's PRO!

Amusing episodes? Oh yes. There was a six-cylinder Brough Superior drop-head in which I went off to cover a London-Gloucester trial. Naturally, I took a girl for company. The car's instruction book told of a reserve petrol tap, so when, just before midnight, we came to a stop, I was not unduly bothered. Until I failed to find that tap. A milkman woke us in the early hours, with the excuse he thought we might be ill. But he provided some petrol from his float – in the lid of a churn, which he then replaced! We had not gone far thereafter before the clutch pedal went to the floor. After it opened, a garage in Chipping Norton (it's still there) repaired this. By now we had missed the trial but to revive my companion's flagging spirits I tried one of the hills. The Brough dug in and it was some hours later before I returned with a farmer and his horse... I was then instructed to go home. And the girl? She went to join her parents in India...

Our advertising manager once asked if he could collect a test Vauxhall to take to a trade lunch. Being in the office all day, I agreed. Then there came frantic 'phone call from the PRO, saying our man had taken a customer's car by mistake and the owner was due to collect it. So where was the car now? I could not resist saying it was probably undertaking destruction-testing... In fact, I was able to get our man paged and he took the car back in some haste, which distinctly ruined his luncheon. Then, in the early days of my connection with MOTOR SPORT, a Bianchi I had especially wanted to try was taken away by a colleague, who knew little about cars. I refused to help with the write-up and was rather pleased to see that the car, which possessed a pillarless saloon body, like a Lancia Aprilia, came out in print as having a "pillowless" one...

Then there was the day when I was in rather a hurry to collect a Sunbeam-Talbot from Rootes' impressive premises in Devonshire House, Piccadilly. I was told the car had not arrived, and, as I waited a man rushed in, demanding a bucket. "That car the MOTOR SPORT gent is coming for", he gasped, "it's lost most of its water on the run from Coventry!". I remember also going with MOTOR SPORT's Proprietor to see Lord Stokes at his London HQ. He was asked why we had had to wait so long for the new Jaguar XJ6. "I will see that Mr Boddy gets one as soon as possible," replied a ruffled Lord Stokes, adding, "And as a gesture, you shall go back in my own Daimler Sovereign". He pressed a button and his PA appeared. "Tell my chauffeur to have my Daimler at the front entrance in quarter-of-an-hour" he instructed. In a short time the PA was back. "I'm sorry sir", he said, "but your chauffeur thought you were busy all morning and we can't find him". In the taxi back I wondered just how long it took for Lord Stokes' secretary to find the man's cards...

There was a Dodge saloon which dented its roof on an overhanging tree-branch when we tried it up the well-known but remote Lythe Right pre-war trials hill. And what of a large American car with poor brakes, which I reported to the PRO. "Nonsense", he retorted, rushing off along the yard in the car to show me and straight into a rather solid wall. Or the Opel whose clutch seized-up, so that when the Lucas 'Startix' automatically restarted the engine without prior warning, another PRO had a similar calamity.

I also remember that Jenks had never seen Scotland, so in 1971 we went up the tourist-infested East coast, then over to the more characteristic West coast, in a V12 E-type Jaguar. When DSJ had seen enough we started the run back South, with the map-reading left to me. A ferry would save much time and I indicated the road to it, and was gratified to get on the last boat of the day. Disembarked we asked the way to the road South. "This is an island." I had found the wrong ferry. Luckily the boat was returning to the main-land and they agreed to put the car back on board. Jenks gave me a long look over his glasses...

Mostly everything went smoothly, but I once went to take away a Simca, only to find it was the same car I had tested a fortnight earlier and you never dared ask Colin Chapman if a Lotus was taxed and insured. I only wrote off one test car, a bright yellow Ford Mexico, so completely that I was told the driver could not have escaped from it alive.

It was all so much fun, before the days when fifth wheels (which sometimes came adrift), electronic timing and the Bruntingthorpe and MIRA test-tracks became available. There were highlights such as the 150mph E-type Jaguar, 300SL Mercedes Benz, Daimler Majestic Major and Rolls-Royce Silver Cloud - "not so much a motor-car, more a way of life" - and the Chrysler turbine car and large and small NSUs with Wankel power.

Road-test reports are now an important part of the motoring press. It came to an end for me when the Guild of Motoring Writers pursuaded the Industry that, after the age of 70, we were too senile to cope safely with their products. Exceptions would have been made for me but it meant asking favours and an accident would have been an embarrassment. So I gave up. M



WB pauses on the border, returning from Oulton by Targa Florio 'Nash



Testing a Bristol 405's handbrake on Hardnott Pass in the Lake District

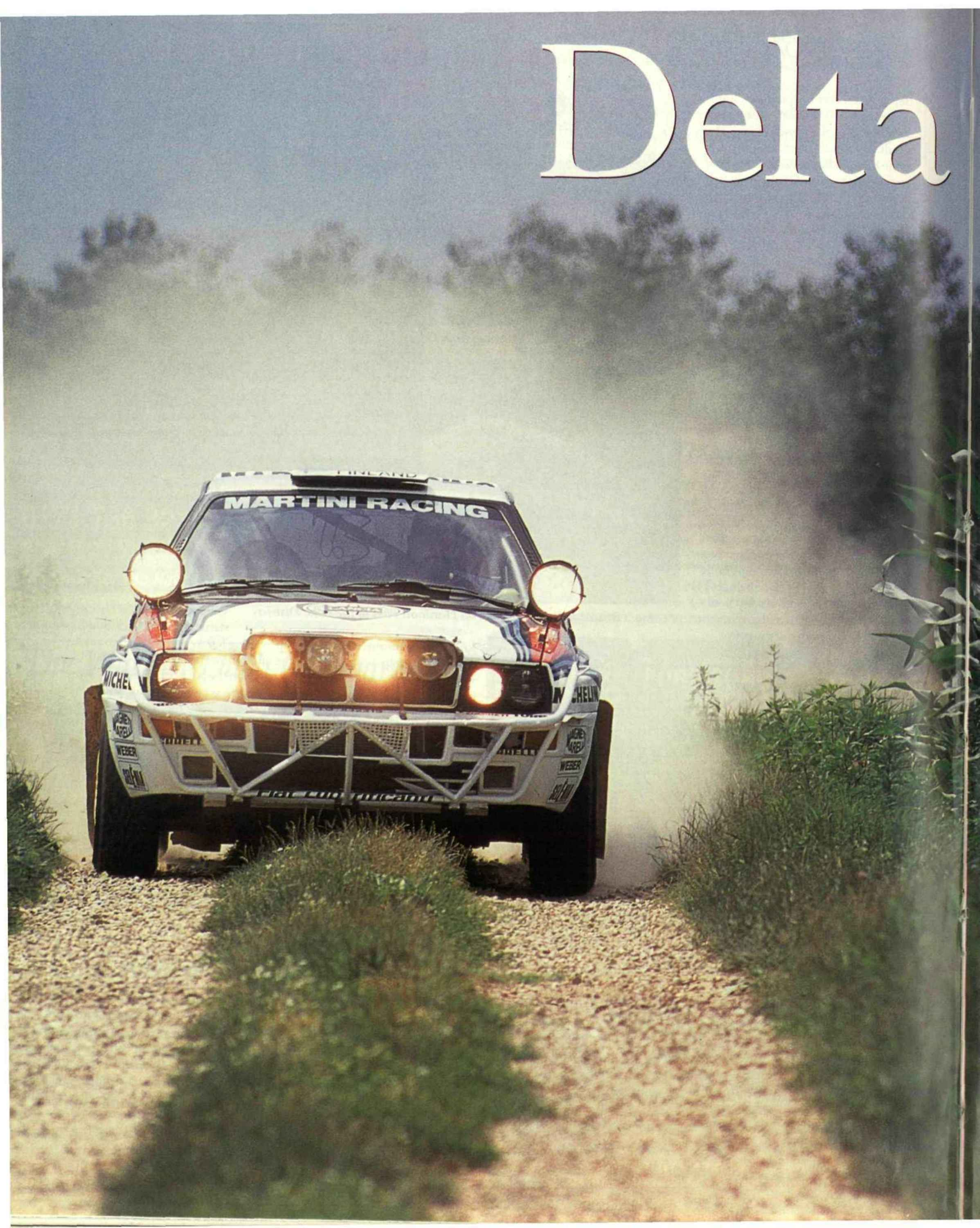


A 1960 advertisement for Triumph, putting faces to the testers whose views could make or mar car sales

READING BETWEEN THE LINES

In his book 'The Story of the MG Sports Car' the late Wilson McComb wrote: *'Neither magazine,* The Autocar *nor* The Motor, *ever criticised a car – especially a British car – much in those days (1928-29), so when it was suggested that "the brakes and steering might be improved" it meant they were "indescribably awful".'*

Delta



bravo



IN THE FINAL PART OF OUR SERIES ON LANCIA'S WORLD RALLYING LEGENDS, MATTHEW FRANEY GETS TO GRIPS WITH THE AWE-INSPIRING DELTA S4 AND INTEGRALE

photography by Andrew Yeadon

IN THE MID-1980S, WORLD RALLYING entered its most awesome period – it was also its darkest. Technology had brought four-wheel drive to the sport, allowing cars to grip harder, brake later, accelerate earlier, and the new Group B rules demanded a homologation run of just 200 cars, clearing the way for manufacturers to build highly specialised rally machines – machines noted for their prodigious power, but also frightening speeds.

After struggling on against the odds with its ageing 037 Rally, Lancia created what many now regard as the archetypal Group B machine, the Delta S4. In front of me now, on a quiet road in northern Italy, rests that behemoth of its era; an evocative reminder of an unrestrained past. Not only is the Delta the most powerful rally car ever built, it is also the machine that claimed the life of Henri Toivonen, Lancia's world champion-in-the-making.

The Italian marque's riposte to its hi-tech rivals, the Audi Quattro and Peugeot Turbo 16, the Delta S4 was unveiled to the media at the end of 1984, a year before its spectacular but brief entry on the world stage. Four-wheel drive with a unique in-line four-cylinder 1.7-litre engine that had both a supercharger to produce formidable low-end power and a KKK turbo to provide the high-rev grunt, the Delta was developed throughout 1985, making a brilliant debut on the RAC Rally that November.

Britain's world championship round was usually an event that Lancia avoided, and the Delta arrived in the United Kingdom among rumours of fragility and concern about its handling and power. It was classic Italian sandbagging. In the hands of Toivonen, the S4 swept to a convincing one-two as its rivals fell away.

The Delta's success lay in the radical route that Lancia had taken at the new car's conception. Gone were 20 years of monocoque-based Lancias, the S4 being built around a lightweight tubular spaceframe with the engine, unlike the Audi, mounted amidships, giving the four-wheel drive brute greater poise and considerably less understeer than its rivals. Suspension came in the form of wishbones front and rear, the latter using twin dampers to improve poise, with power transmitted through a five-speed Hewland gearbox to the centre differential from where the driver could adjust the power distribution.

Pulling tight the six-point harness as I contemplate what lies ahead of me, the interior of the S4 is stark, functional but curiously antiquated. Ridiculous images of film footage from early space missions flash through my mind. Aluminium reflective foil lines the dividing wall between my neck and the 500bhp behind it and a grey alloy dash sweeps across the cabin, punctuated only by large square red warning lights which seem to have no purpose other than decoration. Just one ominously large dial commands your attention, a rev counter that enters its yellow stage at 8,500rpm, a red line at 9,000. To the right of the leather wheel, now worn shiny with use, sits a switch numbered one to four indicating the variations in available turbo boost. Boost that you know is set to redefine your opinions on what constitutes real acceleration. ➳



Lancia's Deltas marked the end of an amazing involvement in rallying

Head-snapping torque and raw power make the Delta S4 a frightening proposition… even on the straights. Around corners it can get even scarier still



Functional cabin looks surprisingly dated for car just over 10 years old



Huge intercoolers hint at stunning performance from 500bhp, 1.7-litre block



Fibre glass panels sit haphazardly on spaceframe, but S4 has brutish looks



Air scoops allow heat to escape from cockpit but noise never diminishes

Carbon sheets line the cockpit walls, joining the spaceframe tubing and it quickly becomes clear that this is more a purpose-built race car with body panels haphazardly dropped on top than a simple rally car. Reaching for the ignition it dawns on me that the Delta S4 has just one purpose – to go as fast as possible from A to B.

It catches on the first press of the starter, filling the car with a great mechanical din. No throaty roar or glorious scream that you would find emanating from Lancia's earlier 037 or Stratos, but an aural assault so distracting that I have to pause before depressing the heavy racing clutch and engaging the dog-leg first.

Earlier in the day, Gino Macaluso, the car's owner, told me with a smile how the Delta pulled with ease from tickover in any gear, its torque curve almost unstinting throughout the range. Rolling slowly through an asphalt hairpin, I exit facing a slight incline with a humpback bridge perhaps 300 yards away. The needle shows barely 1000rpm as I grit my teeth and stamp hard on the throttle.

Fighting in vain to stop my head slamming back into the seat, my neck muscles are simply incapable of resisting the forces that are trying to push me back into the engine compartment. In the time it takes to blink, the needle is rushing up to the red line, second gear beckoning and the bridge already upon me. The Lancia is geared to pull no more than 50mph in its lowest gear, but with second and third offering just a few miles an hour more each time and no discernible flat spot whatsoever, the acceleration is formidable. Debutants in Formula One cars often comment on the difficulty they have in simply focussing on the horizon as it rushes towards them. The Delta offers that sort of experience.

Weighing in at under 900kg and producing nearly 300bhp per litre, it is a struggle to even get your hand off the wheel and down to the gearlever under full acceleration. This is a brutal machine – its attitude and reaction to changes in throttle almost feral. In a straight line I was never convinced that it was entirely under my control, in the corners it simply wasn't.

The gearbox remains notchy at any revs, but clanks through quickly nevertheless, and as I grabbed second, mounted the bridge and plunged down towards a quick right-hander, my speed was still relentlessly increasing. A quick flick on the wheel and the Lancia turned in surefootedly but not that reassuringly. The steering is

'Suspension more compliant than you could imagine turns potholes that would break your road car in two into mere distractions'

light and as quick as you would expect from a competition vehicle, but grip levels from the 255/50 Michelin tyres are not immense and it was clear that they were struggling to cope with power that was forever trying to push the car straight on. A small prod on the rock solid brake pedal slows things enough to get the nose back on line, but not the one first intended.

The Delta is not an understeering nightmare, simply a short wheelbased car with huge power. Rush up to a corner and floor it and you get



Reassuring Integrale rides enormous craters and potholes with aplomb



Carefully packaged 2-litre engine gives 300bhp thanks to Garrett turbos



More knobs and switches than a jet, but Integrale's cabin better than S4

what you deserve. Lancia's works drivers in 1986 used to say that they tackled many events as if they were driving a dragster: maximum acceleration on every straight followed by an off-throttle roll through the bends. Any time lost there would soon be made up on the next flat-out section.

Only one man really tamed the S4, wrung more from it than any other Lancia driver: Henri Toivonen. The Finn could do things which made his colleagues shake their heads in disbelief; but eventually even he was unable to control the Delta on the frighteningly quick Tour de Corse. Toivonen's fatal accident shook the rallying community and rang the death knell for Group B. Earlier in the year catastrophe had already struck in Portugal when a Ford RS200 flew into the crowd killing several spectators. The second fatal accident of the year was one too many for the sport's governing body, who banned the supercars for the 1987 season.

What replaced them was Group A, forcing manufacturers to build 5000 production vehicles and, most importantly, limiting power outputs to 300bhp. Lancia, as ever, responded in typical fashion, turning the Group B Delta into the Delta HF in just a few months. The new car stormed to the manufacturers' title in its first season, a victory that signalled the beginning of world rally domination never imagined by the marque's rivals. Between 1987 and 1992, no manufacturer got a look in, Lancia winning six makes' crowns on the trot – and four drivers' titles for good measure. In its final guise as the Delta Integrale in 1992, it won eight out of the 10 rallies in the season, taking the title by a country mile from Toyota.

Surprisingly, one of the events where the Lancias failed to take maximum points was the Safari; a rally it had won on three of the last four occasions. Juha Kankunnen took second spot on the African plains, and it is this very Integrale that rounds off this remarkable group test.

The most obvious contrast between the Integrale and the S4 comes when you look over your shoulder. Not since the very early days, and the little Fulvia saloon, had Lancia ran a front-engined car. Now, four models later, the Delta's 2-litre Garrett turbocharged four-cylinder block sits transversely in front of the driver, some neat packaging wedging the block, turbo, intercooler and six-speed gearbox into the confined area. In comparison to the purpose-built Group B car, it is the ➤



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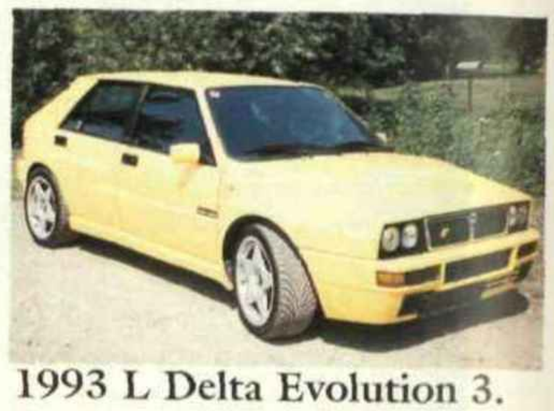
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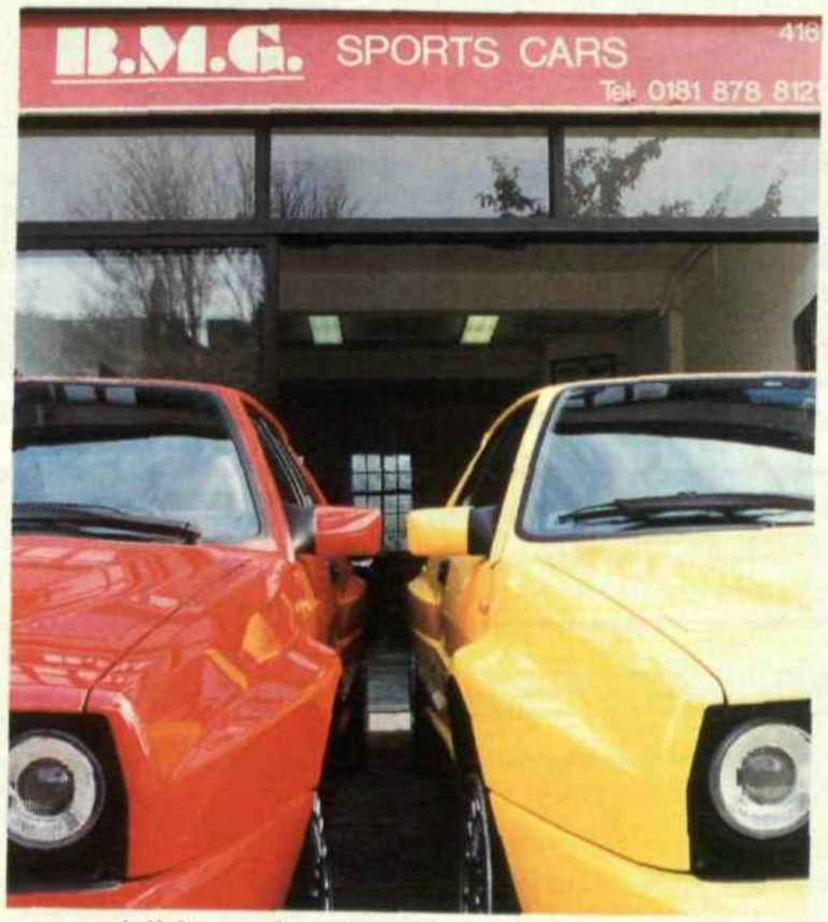


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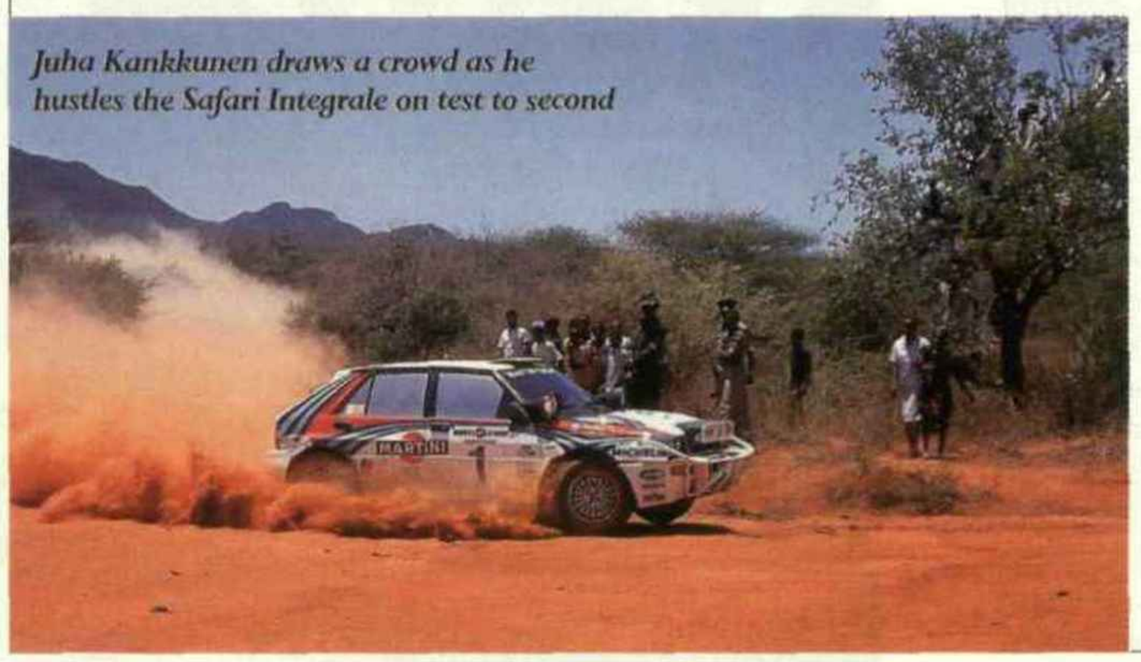
motorsport version of sardines, and must have made servicing major components a real problem.

In its full Safari trim, the Integrale sits tall and proud, its colossal springs and Bilstein dampers giving the Michelin tyres a good eight or 10 inches of clearance under the wheel arches. To cope with the fast, often flat-out stages across the African continent the Lancia runs just a small rear wing, and heat reflective material inside the rear windows helps to keep out the pervasive desert sun. To get an idea of just how tough the conditions on this marathon rally can be, a small thermometer in the cabin starts at 100F and ends at 150F.

All around this purposeful rally car are incongruous reminders of how these high-tech machines set out to tackle an event like the Safari. A carbon dash with electronic rev counter lights the way to 8,000rpm, expertly spaced aluminium drilled pedals peek out through the suede wheel that reaches deep into my chest. But look behind the co-driver's seat and an enormous machete – mandatory for all competitors – is strapped to the door and a fiercesome 'gnu-bar' for helping clear rocks and large mammals bolts squarely across the front of the car.



Dario Cerrato kicks up the dust in the test Delta S4 during the 1986 San Remo Rally


Juha Kankkunen draws a crowd as he hustles the Safari Integrale on test to second

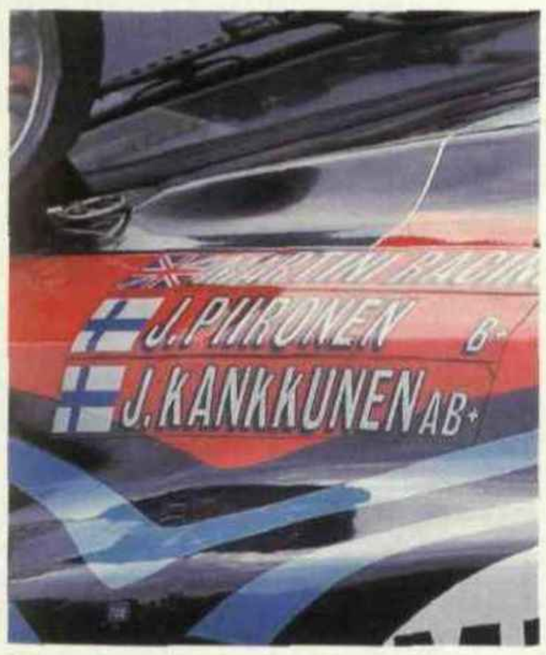
A HISTORY OF LANCIA RALLYING SUCCESS

Delta S4 highpoints

1985			
RAC Rally	...	Toivonen	... 1st
1986			
Monte Carlo	...	Toivonen	... 1st
Sweden	...	Alen	... 2nd
Acropolis	...	Biasion	... 2nd
New Zealand		Alen	... 2nd
Argentina	...	Biasion	... 1st
1000 Lakes	...	Alen	... 3rd
San Remo	...	Alen	... 1st
RAC Rally	...	Alen	... 2nd
Olympus	...	Alen	... 1st

Integrale highpoints

1992			
Monte Carlo	...	Auriol	... 1st
Portugalæ	...	Kankkunen	1st
Safari	... ...	Kankkunen	2nd
Corsica	... ...	Auriol	... 1st
Acropolis	...	Auriol	... 1st
New Zealand		Liatti	... 2nd
Argentina	...	Auriol	... 1st
1000 Lakes	...	Auriol	... 1st
Australia	...	Auriol	... 1st
San Remo	...	Aghini	... 1st
Spain	... ...	Kankkunen	2nd
RAC Rally	...	Kankkunen	3rd



Famous names, famous colours...

With its Safari set-up untouched, we take the Integrale away from the tarmac and head for a fast, sweeping dirt road lined with potholes and random piles of deep, crunching gravel and stones; the perfect test of both traction and suspension.

A light, springy clutch action and featherlight power steering give no indication of the potential of this remarkable machine. Snicking into first gear I accelerate hard along a short straight barely wider than the car itself; a whisper of turbo lag is soon replaced by formidable and linear acceleration that picks up the Delta and throws it forward.

The deep, grooved tyres cut their way through gravel which is at times a good five inches deep, the car gaining speed as if on flat, smooth asphalt. Suspension more compliant than you could possibly imagine turns potholes that would break your road car in two into mere distractions, the Lancia's pitch and attitude hardly changing. Heading towards the first of what looked like a mini-Grand Canyon, my first instinct was to lift, certain that to drop in it would mean an instant trip off-road. The reality is quite different, the Integrale so much more at home in these inhospitable conditions than its driver.

The true test of this car is to ask it to do things that you know no other would be capable of: braking from 90mph into a sharp corner in just 20 or 30 metres; cornering on loose shale at speeds that would shame a sports-car on the road. The Lancia does it all with room to spare.

Smash the brake pedal deep into the floor and the four-pot Brembo brakes grip so hard that speed just falls away, whatever the surface. There is very little feel through the pedal but that is almost an irrelevance when the brakes are so efficient.

The whistle and flutter of the turbo wastegates sings out as you point the car towards the apex of a corner and then just accelerate hard away, the rear end shimmying nervously as the car fights to put the power down through the lighter rear wheels. I ran out of road – and courage – way before the Delta ran out of power or grip.

This is technical prowess at its highest, a fitting tribute to the Lancia marque and a worthy winner of a world championship. Just 20 years earlier, Italy's hopes were pinned on a little red and black road car as it fought its way to victory on the 1972 Monte Carlo Rally. Less than one generation later, cars unimaginable to drivers such as Sandro Munari were proudly keeping the Lancia name at the top of world rallying. With its current Fiat paymasters drawing tight the pursestrings, hopes of a Lancia return to the world rally stage may be wishful thinking. In the meantime the Delta S4 and Integrale are fitting reminders of what the single most influential name in the sport achieved.

Our sincere thanks to Gino Macaluso and his staff at Girard-Perregaux for helping to make this feature possible.


Ward off big game with a fearsome machete – a must for all cars on Safari

BUGATTI'S FINAL, FATAL FLOP

BUGATTI'S VAUNTED RETURN TO POST-WAR FRONT-LINE RACING LASTED JUST 18 LAPS. BUT, SAYS DOUG NYE, THIS ILL-CONCEIVED PROJECT CONTAINED IDEAS THAT WERE TRULY AHEAD OF ITS TIME

* * * *

Prologue

Sporting history is studded with stories of how 'It seemed like a good idea at the time...'. It's certainly true in Formula One – ask Damon Hill or Chris Amon; back in the '50s, perhaps we should have asked Roland Bugatti what possessed him as he presided over the return to Grand Prix racing of his late father's grand marque, in 1955-56...

Ettore Bugatti had died in August 1947. He was only 66 years old, but had already outlived his first wife, Barbara, by three years, marrying his 26-year old mistress, Genevieve Marguerite Delcuze, by whom at the time of his death he already had two young children, Therese and Michael. Ettore's multi-talented first son Gianoberto - 'Jean' - had been killed testing a sports car near the factory at Molsheim, in August 1939. His second son, Rolando Cesare Mario Carlo Bugatti — named after client and flying hero Roland Garros – found himself, aged 25, as titular head of the wholly family-owned Bugatti company.

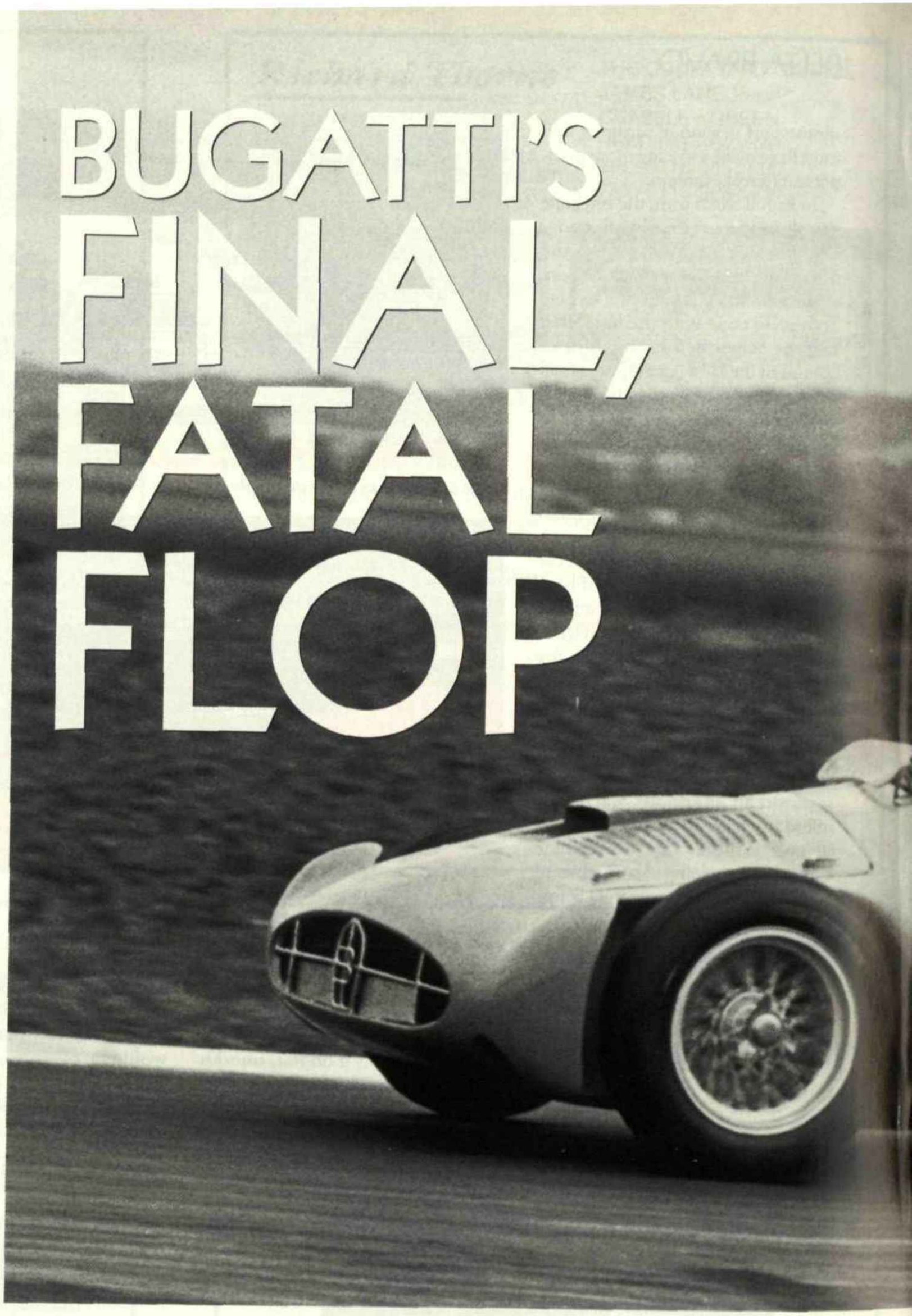
Opinions tend to be divided upon high-living, hedonistic Roland. The baby of the pre-war Bugatti family, he had been born in 1922 when his sisters L'Ebé and Lydia were already 19 and 15 respectively, and big brother Jean, 13. Roland was spoiled, had a patchy education at home and was wholly unprepared for the responsibilities which fell upon him.

At the end of World War II, the Molsheim works was wrecked. Roland was living in the South of France "for health reasons" and former driver-cum-manager Pierre Marco – who joined Le Patron in 1919 – was appointed General Manager to revive the business. In 1947 Molsheim began making Naval shells and submarine cable cutters. Pre-war the company had supplied railcars to the SNCF; now orders were secured for spare parts and repairs on these, plus weaving looms, castings and sub-contract work for Citroën and local firms. But by 1953 Bugatti had bigger fish to fry. Marco and Genevieve's new husband, cigarette paper 'king' René Bollore, had won goverment contracts for tank engines, which became 78 per cent of Bugatti's output, and Bollore was pressing for a resumption of car manufacture.

Roland Bugatti now fancied the glamour of a return to racing. A new unsupercharged 2½-litre Formula One had been announced for 1954-57, and, against Marco's advice, but backed by Bollore, Roland commissioned Italian engineer Gioachino Colombo to design a suitably dramatic *coup de theatre* for Bugatti's racing renaissance - the Type 251.

Revival?

Colombo enjoyed a tremendous track record. He had been seconded by Alfa Romeo to Scuderia Ferrari in 1937, where he played a major role in design of the Tipo 158 Alfetta. He was involved with all Alfa's racing projects into 1943, and was

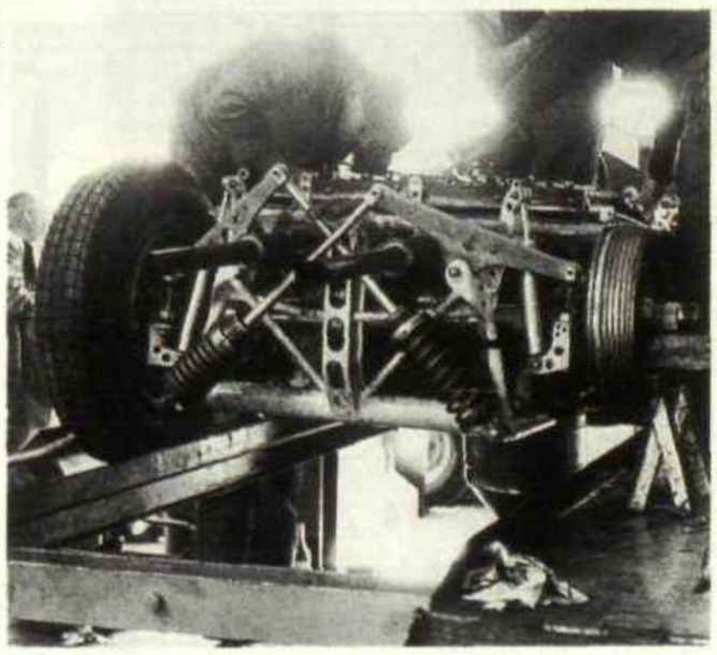




Gallant Maurice Trintignant (above) working hard to qualify the Bugatti 251 in 18th out of 20 places at Reims. Second car (right) had extended wheel base and transverse front leaf spring, but Trintignant chose to swap its better engine into the prototype to race. Bonnet intake fed air – and grit – to carbs behind driver



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Crossover rocker-arms for de Dion rear axle



Weighty rear gave good traction – but little else

commissioned by Mr Ferrari in 1945 to originate the new Maranello marque's classic V12 cars. Back at Alfa Corse he had been involved in the Alfetta's domination of Grand Prix racing to the end of 1951, then moved to Maserati on the Formula 2 A6G and early-F1 250F programmes. Now he was operating a design office in Turin – and he welcomed Bugatti's approach, drew out a sheet of blank paper and sharpened a fresh set of ideas in discussion with the ambitious Roland and Rene Bollore, and regardless of a cost-conscious and concerned Pierre Marco...

The new Grand Prix car was to be a prestige project, spearheading Bugatti's re-entry into the quality sportscar market. Work began in 1953, the original brief calling for six cars to be running in '54. But Bugatti was dependent upon French military contracts, and the French military was receiving a desperately bloody nose in Indo-China. Defeat at the battle of Dien Bien Phu, and the subsequent partitioning of independent Vietnam on July 22, 1954, ended the war – news received with relief by France – but the 'peace dividend' hit Bugatti hard.

Turnover in 1953 had been £1,700,000; now a major contract evaporated. The Grand Prix project – upon which a 20-strong crew was engaged – had already cost £60,000. But no-one would take the decision to cancel, so low-priority development dragged on into 1955 when, on July 29, the first straight-eight engine spluttered into life on a Molsheim dyno.

On October 4 at Entzheim aerodrome, the first prototype was shaken-down by Pierre Marco, and soon after Maurice Trintignant – with permission from Ferrari – took over as test driver, having raced his own Bugatti pre-war, and lost his brother Louis in one. November 21 then saw the press invited to Entzheim to see this radical new Bugatti '251'.

Where Colombo had been impressed by the pre-war rear-engined Auto Unions, Roland Bugatti had been smitten by their glamour. The 251 had its engine behind the cockpit but mounted laterally, across the frame. Both short-wheelbase hack car and its first engine were intended purely to prove the chassis design without niggling engine delays.

Colombo's new straight-eight was arranged as two four-cylinder units in tandem, divided by a central cascade of gears driving to the in-unit gearbox projecting rearwards and to the twin overhead camshafts. Colombo claimed the individual four-cylinder crankshafts could be bolted together in different planes to match the engine's torque characteristics to differing circuits.

Two different bore and stroke dimensions were cited, 76mm x 68.5mm and 75mm x 68.8mm, to give a displacement of 2430cc or 2342cc. With two spark plugs per cylinder and four Weber carburettors, an early 7.5:1 compression engine gave a claimed 230bhp at 8000rpm. A 9.0:1 compression unit should have given 275bhp – competitive with the contemporary Mercedes-Benz and Lancia V8.

The transverse engine placed its carburettors forward in an air-collector box right behind the cockpit, while on the unit's rear face an aluminium casting housed spur gears driving from the centre cascade into the five-speed right-of-centre gearbox, drive then passing via further spur-gears to the differential. A tubular spaceframe chassis was used, but apparently at Roland Bugatti's implacable insistence ➤



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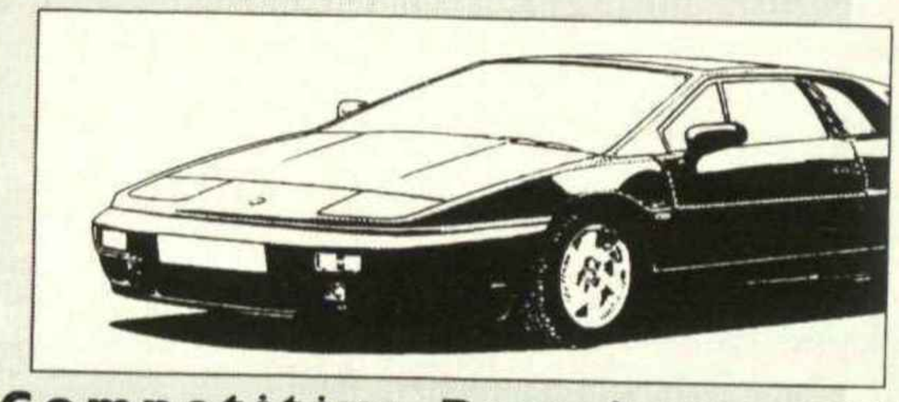
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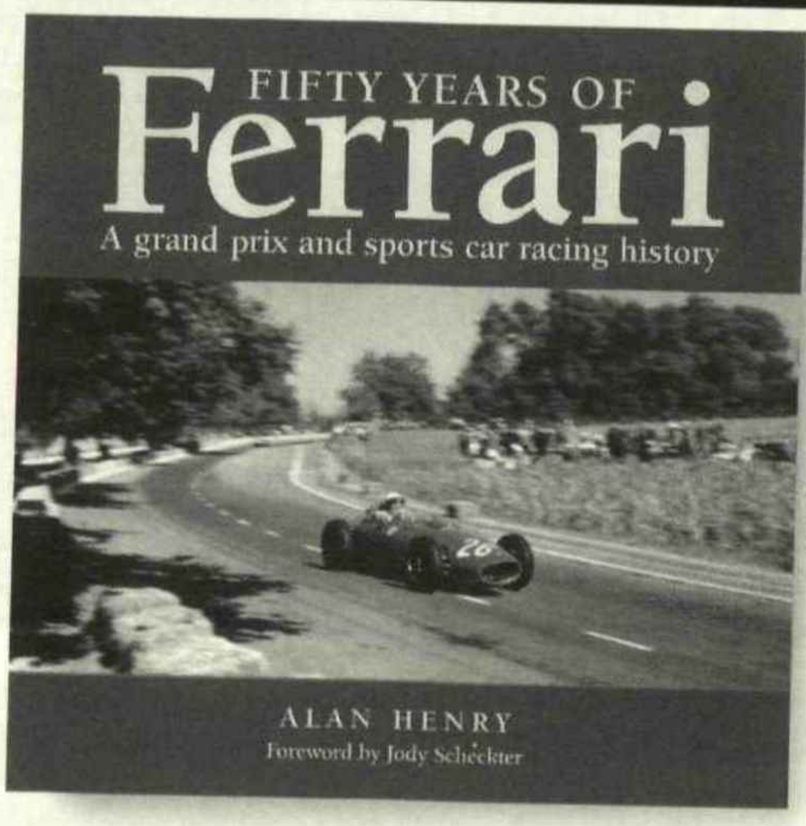
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rigid, hollow axles were non-negotiable "...otherwise it will never be a true Bugatti". A tubular front axle beam was therefore adopted, located by a vertical slider-pin and guide, while at the rear a de Dion tube was located laterally by a sliding trunnion and longitudinally by twin radius rods.

From the outboard extremity of each tube, push-rods rose to operate rocker arms pivoting on the upper main chassis rails. These arms then actuated coil-springs raked steeply across the frame, that for the right-front suspension, for example, picking-up base on the left-front lower chassis rail, and vice versa. This arrangement was said to offer load compensation side-to-side, since as the right-side wheel deflected on bump, its input reacted by loading up the left-side wheel. Mmmmm...

The car's tubby aspect was completed by pannier tanks between the wheels each side within the body, aimed at consistent handling regardless of fuel load.

Colombo ran the coolant through the tubular chassis longerons. The nose carried cooling ducts for the front brakes, intended to be Bugatti discs, but the development ran out of time – and money? – and twin-leading shoe drums prevailed.

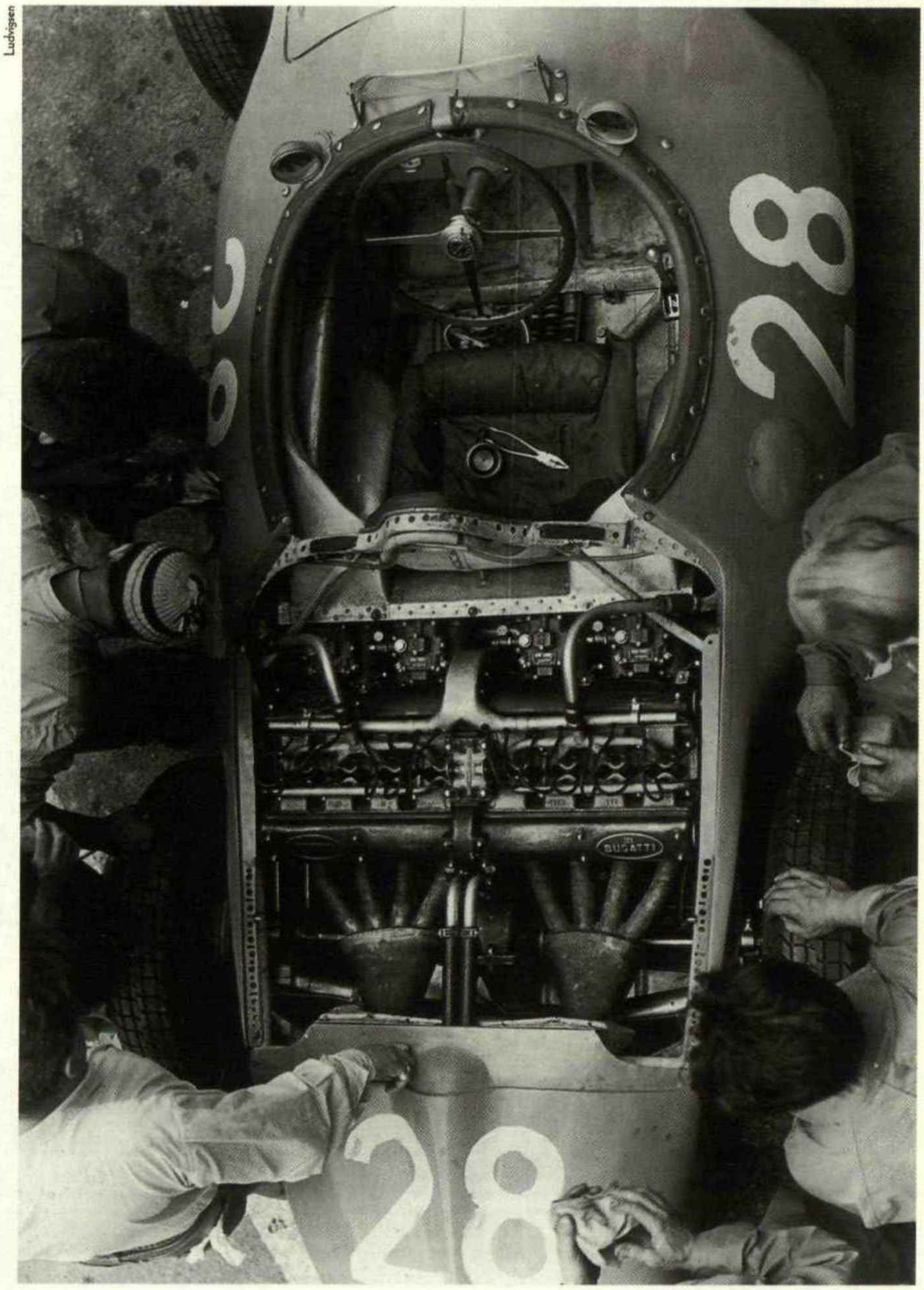
At Entzheim, Trintignant found the short-wheelbase prototype quite a handful. An entry had been made for the Grand Prix de l'ACF at Reims-Gueux in July 1956. As the date approached, Colombo and Marco knew their car was not ready. Commercial pressure upon Roland and René Bollore insisted it should run, to keep faith with an expectant public.

Trintignant tested at Reims a week before the race, but found little to lift the tiny team's deepening gloom. A second, longer-wheelbase, 251 had been completed with numerous modifications. To improve front-end behaviour the linkages and coil-springs above the front axle had been replaced by that old faithful expedient - a transverse leaf spring.

Trintignant found the prototype had fine traction with so much weight on its driven wheels, but as speed increased to a too-modest maximum the nose would wander. The engine was sluggish and his best lap in 2:41.9 compared to Fangio's Lancia-Ferrari pole of 2:23.3, an 18.6sec deficit – per lap.

Overnight, the latest engine from the long-wheelbase chassis was installed in the short-wheelbase hack, and in the race the French-blue debutante barked and bawled around at the back of the field until a sticking throttle brought in into the pits. The carburettor airbox had forced grit into the Webers' throttle mechanisms and the car was withdrawn.

Ludvigsen



Transverse straight-eight motor never had enough power. Note Trintignant's stopwatch on wheel

Ludvigsen



Trintignant with stiff moustache and upper lip

Bugatti retreated to Molsheim but development was killed by inadequate funding.

The two 'cross-engine' Bugattis never raced again, and when the Molsheim works was cleared in 1963 by new owners – Hispano – the cars were sold to the Schlumpf brothers for what today is the Musée National at Mulhouse. They are still there today.

But don't be too dismissive. The day of both rear-mounted engines, inter-active suspensions and ultra-short wheelbases – for example the Stewart Tyrrells 005-006/2 – would come in Formula One, and Honda looked set to dominate 1½-litre F1 racing with a 'cross-engine' had it run for another year into 1966; as it was, it won the '65 Mexican GP at a canter.

And in the early '90s, Ferrari's John Barnard asked me if I had any gen on transverse-engine F1 cars, and amongst the works drawings and photographs I dug out for him were some of the 251. Investigation progressed on a transverse-engined modern Ferrari V12, only to be shelved for other reasons.

But essentially in July 1956, Denis Jenkinson said it all when he wrote of the Bugatti 251 in these pages: "...It would be foolish to expect too much from such a revolutionary approach to Grand Prix car design...". Interestingly, the previous weekend in the paddock for the ADAC 1000Kms race at Nürburgring, the Swiss brothers May reported with their Porsche 550RS topped by an inverted wing mounted on tall struts above the car's midship centre of gravity. Of that, DSJ wrote: "An experiment that could have a future..." M

Dr Jonathan Palmer



Palmer, with nothing left to lose, storms through the field to claim fourth place

ON LAP EIGHTEEN JONATHAN PALMER WAS IN LAST PLACE, HIS TYRRELL'S SUSPENSION WAS DAMAGED, ITS ENGINE 200BHP DOWN ON THE TURBO FRONT RUNNERS. HE FINISHED FOURTH

1987 Australian Grand Prix

I ALWAYS ENJOYED DRIVING THE STREET CIRCUITS, particularly back in the days when the turbocharged Formula One cars had so much more power than the normally aspirated, Cosworth powered cars I drove. Typically you'd be giving away 200bhp to the turbo runners in race trim and, in qualifying, it could easily be twice that. On the streets though, where that power was more difficult to put on the track, the playing-field, while still far from even, was at least a little more level.

The race I think was my best took place in Adelaide at the end of the 1987 season. There were six cars competing for the Jim Clark Trophy for the normally aspirated cars: two Tyrrell-Ford 016s driven by myself and Philippe Streiff, Ivan Capelli's March 871, the Lola LC87s of Yannick Dalmas and Philippe Alliot and an AGS JH22 which, by the time of the Australian GP, was being driven by Roberto Moreno.

What was great for me was I arrived in Adelaide in the perfect frame of mind. I had wrapped up the championship for the atmospheric cars at Suzuka –another of my favourite circuits – a fortnight earlier and, while you might dispute its importance today, at the time both the team and I were very, very pleased. I had accomplished what I had set out to achieve and arrived in Australia in relaxed mood helped no doubt by stopping off on the way in Fiji with Martin Brundle for a holiday between the races. And I always enjoyed Adelaide.

Qualifying, however, did not go well. We had problems on the first day and while I was quickest of the 'atmo' runners on day two, the track itself was slower and I wound up in 19th place on the grid. Even so, I wasn't too fussed: I had nothing to lose, I loved the circuit and the hot, dry weather was playing into my hands. The temperature in the cockpit was about 40 deg C which, while certainly uncomfortable, was a walk in the park compared to the in-car conditions to which I had become acclimatised during long-distance drives in enclosed sportscars like the Porsche 962.

The first lap was great and I was able to deal with Alliot, Streiff, Nakajima and Brundle before its end. Ahead lay Modena's Brabham and the Arrows of Derek Warwick. I got Modena and then lined up to take Derek going into East Terrace, into which we flew side by side. There was some wheel-banging which Derek got away with and I did not. I didn't need Brundle to come back past me on the next lap to know I had suspension damage: it would oversteer viciously on right-handers and understeer like a pig through the lefts. I also thought I had a puncture. There was no other choice but to pull into the pits on lap five, rejoining the race after perhaps 30sec in 23rd place. Bog last.

The next few laps were spent simply trying to work out if it was worth continuing. The tyre change had helped but it was still extremely pointy in rights and difficult to turn into the lefts. Even so, after a few laps spent playing around with the lines to try



Palmer: won Jim Clark Trophy for Tyrrell in 1987

to compensate, I found I could work around the problem and, around lap 18, thought to hell with it: it's lasted this long; it'll last to the end of the race.

The rest of the race was a red mist charge. That lap I dealt with both Stefano Modena and Piercarlo Ghinzani, caught and past Teo Fabi on lap 25 and did the same to Moreno on lap 32. I got Yannick Dalmas on the Dequetteville Terrace straight four laps later and then found a way past Alliot. It took another twenty laps to close the gap to de Cesaris and find a way past and a further four to put Christian Danner in my mirrors. Next up was Capelli's March which I was really looking forward to until he had the decency to spin off under pressure before I got the chance. Suddenly, I found myself in the points - a pretty rare event for any non-



"There was no choice but to pull into the **pits**. I rejoined the race in 23rd place. **Bog** last"

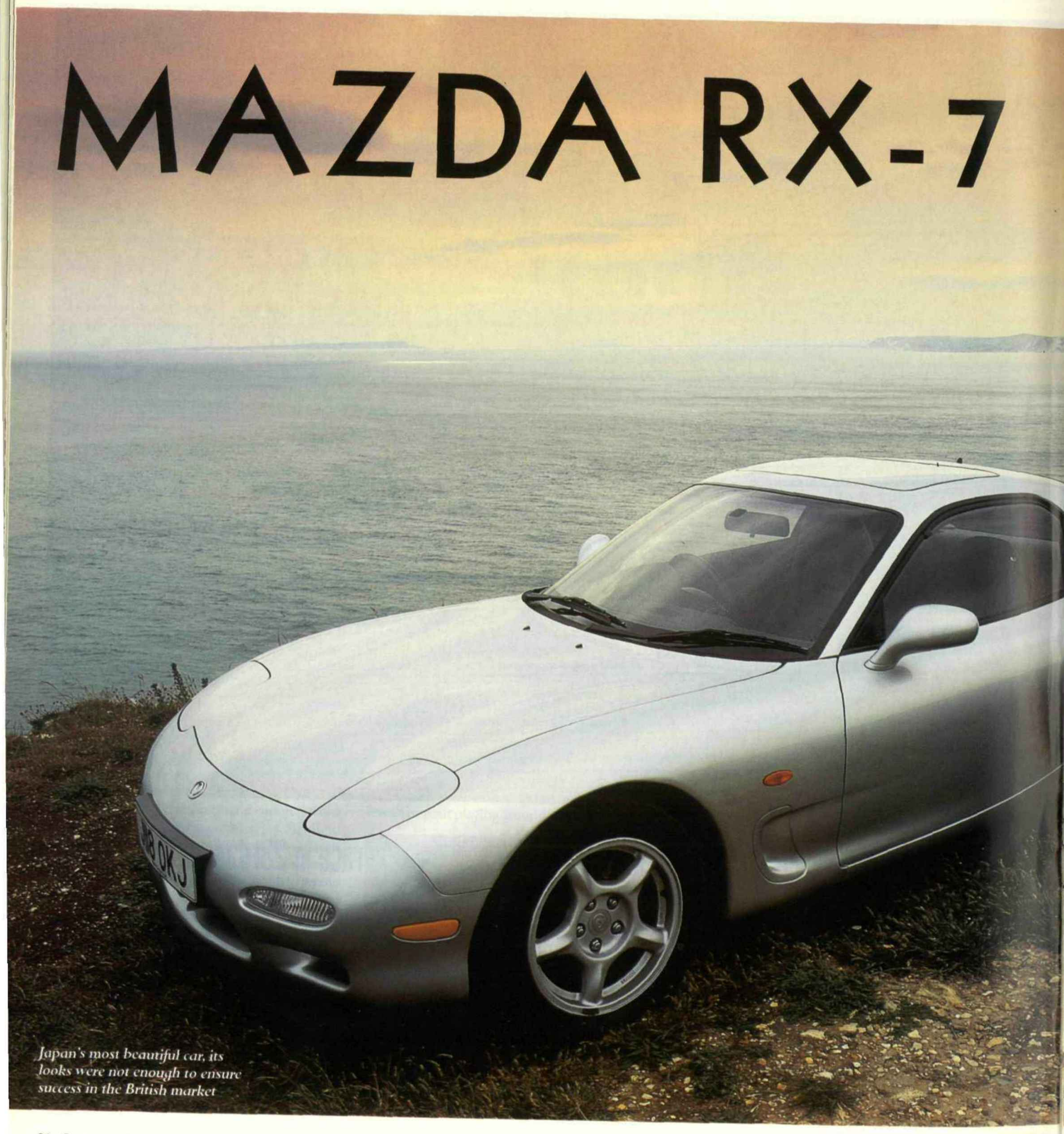
turbo car in that era – and when the Honda engine in Patrese's Williams was good enough to let go, I was fifth, thanks, in fairness, not only to me overtaking more cars than in any other race in my Formula One career, but also to a considerable rate of attrition.

And that's where I found myself when the flag came out. Gerhard Berger won in the Ferrari, as he had in Suzuka, with Senna in the Lotus-Honda second, Michele Alboreto in the other Ferrari third and Thierry Boutsen's Benetton in fourth place. After two hours in a car with handling so strange that at one stage I had considered abandoning it, I was extremely pleased with the day's work, not just because I had managed to equal my previous highest F1 result, achieved around the streets of Monaco earlier in the year, but also because I did so effectively from the back of the grid.

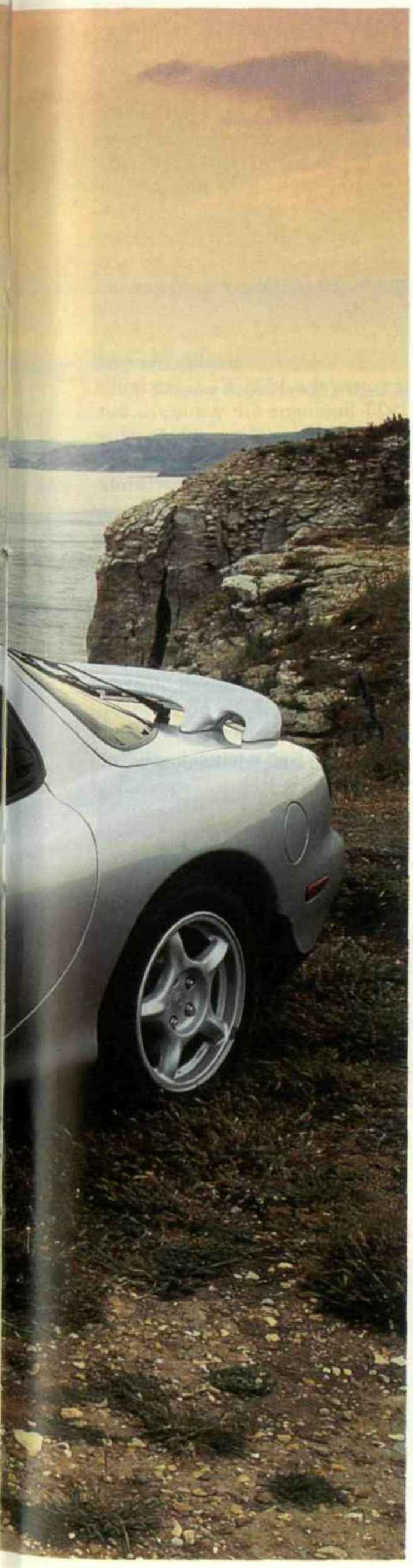
I went back to my hotel in high spirits and was in my room when Ken rang. He told me that Ayrton had been disqualified for an irregularity with his front brake ducts, making my final position fourth. Usually, when you manage to inherit a place like this after the race, you tend to feel rather guilty at gaining a position from someone else's misfortune but, that day, given all the work I had put in and the number of cars I had overtaken, I felt entirely justified in claiming the place.

Looking back now, I note that I recorded the tenth fastest race lap which, given I was one of just six of the 25 starters who did not have a 750bhp, turbocharged engine pushing me around the circuit, I don't think is too bad. Today's F1 drivers get totally disgruntled, and they're right to do so, if they think their engine is 50bhp down on the front-runners, so you can imagine what it must have been like with a Cosworth DFZ in the back pushing out, at the very most, 570bhp. To come fourth against such long odds in the Adelaide sunshine was just a terrific end to a wonderful year. M

MAZDA RX-7



Japan's most beautiful car, its looks were not enough to ensure success in the British market



MAZDA'S FINAL RX-7 SEEMED TO HAVE IT ALL: GREAT LOOKS, PERFORMANCE AND GRIP. YET, AS ANDREW FRANKEL DISCOVERED, REALITY FAILED TO MATCH THE MYTH

IT WAS ONLY A FEW YEARS AGO BUT IT STILL SEEMS HARD TO credit there was a time when every successive Japanese car seemed to redefine the class in which it competed. It mattered not whether it was a Nissan Micra changing forever the way we thought small cars could be built or Toyota's Lexus LS400 achieving standards of ride and refinement which made Jaguars look crude.

It was the early nineties and it appeared that no trick was too great for the Japanese. The Mazda MX-5 blew apart our preconceptions about sportscars we could afford, then the Honda NSX did the same with those we could not. I remember sitting down to dinner with a number of British car designers and asking what was to be done about it. I was met by a number of long faces and a few queer looks. No answer was given in the long silence that followed. It ended only with a question. "Well have you got any ideas?"

To some, the Mazda RX-7 was the most frightening of the lot. This was 1992's RX-7, not its undistinguished predecessor. It was, if the purple prose tumbling from America where the car was first driven was to be believed, an outstanding car, which recent precedent suggested was no surprise. But it was exquisitely, astoundingly beautiful too, and this was new. Look at the cars mentioned above and none, save the MX-5 is what you the vernacular would describe as a looker. And the little Mazda only looked cute because it borrowed its lines from a 1960s Lotus. The RX-7, significantly, borrowed scarcely a curve. Having mastered producing cars that were better to drive than anyone else's, the Japanese now seemed to have made them better looking too.

For the Euro-establishment, this was critical. While accepting pure computer power could create superior dynamics, no one mentioned Europe's styling houses could be so preposterously yet convincingly challenged too. Mazda's lithe new RX-7 said otherwise.

Yet it seemed to me, when the RX-7 fell finally into my hands, five years ago, that someone wasn't telling it like it was. Some of the disparity between the RX-7 I had read about and that which I was now driving could be explained by the fact that Mazda launched the car in the US in road-racing form. Called the 'R1', it sacrificed much of the addenda tacked onto the car I drove in the interest of light weight and its attendant extra agility and pace. Sitting in leather lined, air-conditioned, cruise-controlled comfort, it struck me that, for all these extras, something rather more important had perhaps been lost.

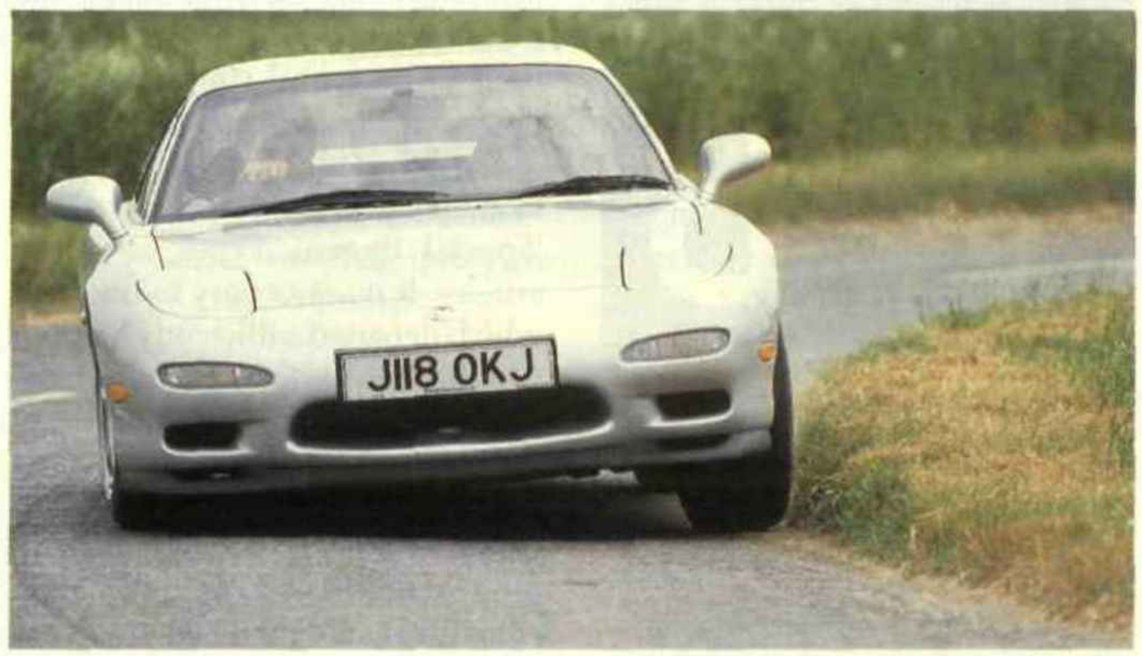
Even so, there was much beneath the looks (which, to this day attract my eyes like few other road cars), about which there could be no argument. It was quick to 4800rpm and, when the second of its sequential turbochargers kicked in at that engine speed, it was close to ferocious. The twin-rotor Wankel motor was uncommonly smooth, too. It also got around the corners at an unlikely speed for a front-engined car. I remember trying to keep station with one across country in a Porsche 968 Club Sport, no mean performer itself, and giving up after few miles indeed.

Given the above you will have perhaps yet to figure why the words 'rotten apple' appear at the end of this page. The answer is in the details. It annoyed me that I, a large but scarcely freakishly proportioned driver could find no approximation of a decent driving position. It wasn't that relationship which exists between driver, steering wheel, pedals and gear-lever so much as a simple lack of space. Perhaps the less generously padded would not have noticed.

Nor might they have noticed too, the derivative dashboard with its 911-style central rev-counter; they might not have minded either. Less easy to forgive was the flat note of the rotary engine. For a car to look and perform like this but to sound rather less interesting than an electric hedge-trimmer stands in this book as a grave fault.

Yet this was nothing after the RX-7's most startling flaw. On the limit and in need of a favour, it was no friend. I went to Goodwood with one and was dismayed by its dull steering and scared by unintended oversteer in a way I thought road cars had abandoned years ago. Nor was I alone. A former Grand Prix driver who had cause to drive one rang me to ask if it was actually meant to be like that.

I devised a test which involved driving on the limit around a steering pad in ten different sportscars, lifting off the throttle at a given point to see what happened next if no correction was applied. Some spun gently inwards, some gently outwards, some wouldn't even oversteer. The RX-7, with no time for such conformity, threw itself clean off the pad and was heading for the bank when I decided that now was a good time to break the no correction rule.



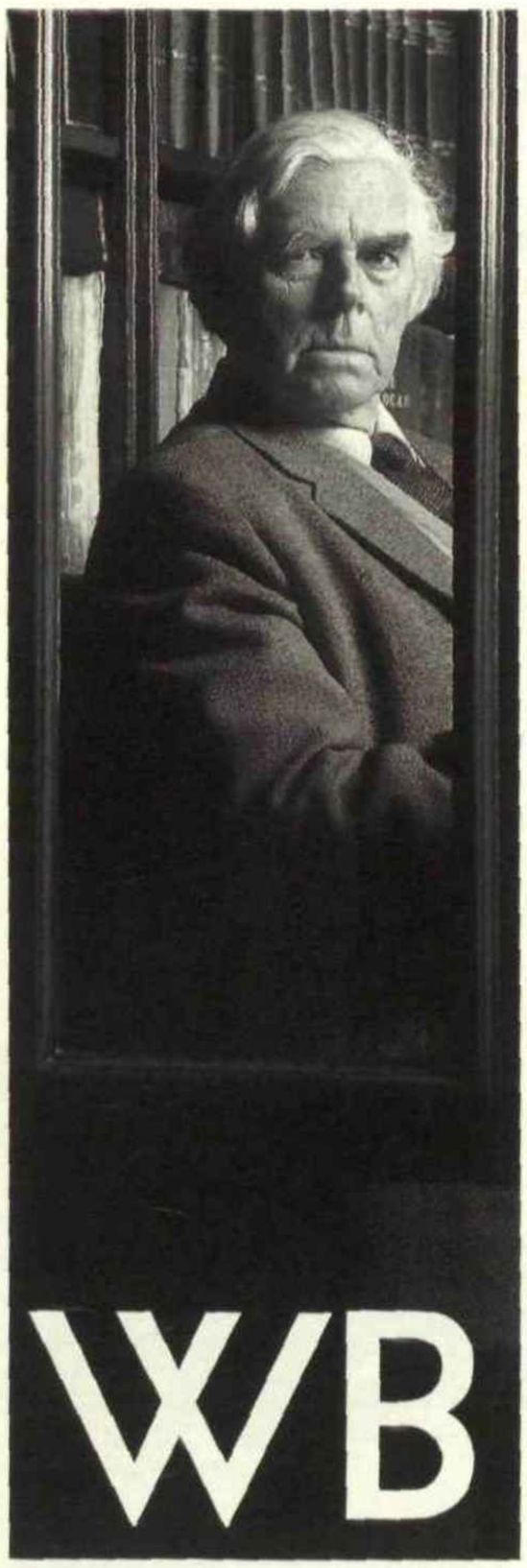
RX-7 cornered hard but never felt in the least bit forgiving on the limit

I never really trusted the RX-7 again. In future, I stayed away from its limits, not specifically because I felt any real danger lay there but because I knew that, unlike so many others, there was no fun to be gained from the visit.

The RX-7 never did hit the big time over here, despite its obvious appeal and swingeing price cuts. Innate British snobbery could never quite reconcile a car so fast and attractive with the Mazda badge on its nose. To this day, I miss its looks but not, for a second, the way it drove.

Verdict: Rotten Apple.

Paul Dubois



One-Off Bugatti reborn

MADE A LONG HAUL IN THE SUMMER sun the other day to that shrine of Bugatti contentment, Ivan Dutton's workshop at picturesque Ickford near Oxford, being much frustrated by slow traffic.

The object of the visit was to see again a one-off Bugatti, which I had known years previously in the earlier stages of my intense, if unexplained, interest in cars. It had come about then, this earlier visit to this Bugatti Special, because the Bugatti OC wanted someone to help with contributions to its magazine *Bugantics*, which happily survives in unchanged format, now ably edited by Mrs Pat Preston.

They recruited the then-youthful WB, who was more than happy to take on this unpaid task – after all, repayment came in the form of runs in the latest Bugattis, with Col G M Giles and others, when a Type 57SC, for instance, not only made the right, joyous sounds but was about the fastest car on the road – no E-types then to hoot and vanish into the distance, as might happen today...

So all was bliss and happiness, as to help fill *Bugantics* I devised my 'Special Bugatti Types' series of articles. It was not easy to find cars which departed sufficiently far from specifications as to be eligible. In the end I found just 16, over a number of years. (Reproduced unedited in Barry Eaglesfield's useful *Bugatti Book*, (MRP, 1954) they portrayed my budding enthusiasm and writing enjoyment, although I would like to have cleaned them up a bit.)

The car I am now on about formed No10 of the run: Aubrey Esson-Scott's modified Type 51 s/c twin-cam 2-litre, a rare model. Its long-tailed body was finished in gleaming black, its owner equally immaculate, in matching overalls and helmet when he raced it – an apprenticeship at Hooper's had taught him the art of coach-painting and his black Morris Cowley coupé was just as smart. He had collected the Bug personally from Molsheim in 1934, his other sport being punt racing. I used to see him racing the Bugatti, and ran like mad when he lost it on the Crystal Palace circuit in 1937 and slid backwards off the track – I had no track pass, so thought it wise not to be clobbered. (When I interviewed Esson-Scott again in 1980 he was just as immaculate, as was the 1962 E-type Jaguar coupé, which was his later love.)

Now Ivan Dutton has found what appears to be this very car, identifiable by the altered prop shaft, special front cross-member with quickly detachable extremities to facilitate changing the front axle (not with further prangs in mind, surely?), tank mounting, traces of the attachments for the long tail, even the holes where the bonnet-strap was secured. By a series of astonishing coincidences Ivan also has the engine once in the car, so is anxious to reform it as it was when Esson-Scott, and later Souter, ran it. It stood, a chassis outside the big workshops, reminding me of a photograph I used in a wartime MOTOR SPORT – somehow a GP Bugatti looks even more exciting without its body.

That was the car I had gone to talk about, otherwise it would have been easy to become overwhelmed by the astonishing assembly of Bugattis at Ivan's habitat. In the inner sanctum was a line of completely immaculate (that word again!) cars, mostly GPs and not all in Molsheim blue, either. Ivan began to describe them – the Type 43 Malcolm Campbell rebuilt after the fire that practically destroyed it during the 1929 TT, Campbell's 1927 Boulogne GP winner... but unless you have a few million, what is the use? The desire to take away a slice of the stock has to be firmly resisted, I can tell you.

Outside in the enormous workshop there are about half as many Bugattis again, with a lucky young apprentice toiling on one of them, as a friend of mine did years ago when he went to Papworth's, his first job being to lace-up the web of wires retaining a Molsheim undershield. More later, I hope, about this unique Bugatti that Ivan is rebuilding.



Exit WB, pursued by a Bug, top; afterwards Esson-Scott inspects the wreck



Latest Bentley Brooklands with a light-pressure turbocharging system

What is it about turbos?

WHEN TURBO-CHARGED ENGINES ON production cars were a novelty some sporting drivers felt they were ill-represented without a'Turbo' insignia on their cars. That phase has passed, but the announcement of a new turbocharged Bentley Brooklands has put this easy method of power-boosting in the news again. When turbos were first available I confess to having reservations about their very high speeds - would the bearings like this? Suppose the turbine seized up at speed before I could get the clutch out? I was not reassured when we were told that you should let a turbo engine idle for a few minutes before switching off - to let it cool without frying the oil in the turbo bearings.

Before I drove an early Saab Turbo I asked at what maximum speed the turbo ran? No-one could tell me. And when I saw a GM car, a Buick I think, with a Turbo Power inscription on it standing outside the Rolls-Royce experimental workshop when I was visiting Crewe I asked the same question, although aware that maybe I wasn't meant to have seen this interloper, which suggested that R-R was thinking along such paths. Again, no-one had an answer. "We will let you know before you leave". But they never did...

When I first drove a 4x4 Ford Sierra I wondered how soon it would be before the fluid-couplings would leak and slip and, conscious that somewhere in the Ferguson-system transmission there was a chain-drive, I speculated as to what would happen if the whole thing locked-up when I was pressing on. Yet on none of the several Fords with this useful transmission of which I have long experience has anything of this kind occurred. Nor do turbo-charged engines have any of the alarms and distractions which, in the beginning, I felt might assail them...

SURVEY APPEAL

The Federation of British Historic Vehicle Clubs, representing the interests of some 300,000 owners of such vehicles, warns again of increasing activity from environmental groups both here and abroad which aim to restrict or ban the use of older cars, which they wrongly assume are unfriendly. These historic vehicles not only bring enjoyment to a vast number of people but their existence and use provides employment to thousands more.

To demonstrate the extent of a preservation movement which began over 70 years ago, the Federation has issued a survey to establish the full impact of such ownership. Over 200,000 detailed questionnaires were sent to appropriate club members, and to date the response has been good, with replies from some 35,000 vehicle owners who value their freedom to use these vehicles. But surely we can do better? Another survey is now going out to the trade, i.e. to specialist restorers, parts-makers, even to magazines and auction houses who value the old-vehicle movement. Britain leads the world in the historic vehicle world; let us all fill in and return these FBHVC surveys.

miscellany

POMEROY PEDIGREE

More than 150 members of the Pomeroy family from all over the world met recently at Barry Pomeroy Castle in Devon, which belonged to the family until 1547. They include Laurence Pomeroy who gave us the Prince Henry and 30/98 Vauxhalls and who designed the late pre-war Daimlers, his son who became *The Motor*'s Technical Editor and wrote that great work *The Grand Prix Car*, and John Pomeroy who invented the Zeppelin-piercing Pomeroy bullet.

* * * *

VSCC WOLDS RALLY

This event in July resulted in a team victory for the White Rose Specials, of Alvis and two Lea-Francis cars. First-Class Awards went to Miss Arnold-Forster (Alvis), D Bond (1908 Star), J Potter (Alvis), Miss Gill (Lea-Francis), A Lupton (Lea-Francis), and J McEwen (Riley), all aided by expert navigators of course. M Neale gained the Novice Award in a Lea-Francis and the best newcomer was P Mimpress in a 1922 Vauxhall.

* * * *

A READER WANTS TO know whether there is any record of a Mr Ivor Williams having raced Alvis Silver Eagle TC 16-95, chassis no8664. It was registered on March 24, 1931 when presumably the skimpy two-seater body was fitted. When Tony Bianchi bought it Mr Williams said the car had been raced at Brooklands in the 1930s, but we have no record of this. Can anyone add anything?

* * * *

THE HISTORY OF A RATHER SPECIAL 1932 D-type MG Midget now in Luxembourg is sought by its present owner. The car has a Jarvis coachbuilt two-seater body, and was fitted at the first owner's request with a supercharger, special back-axle, and altered instruments, and registered PJ 320 when supplied to a Mr Arber of Chigwell. After the war this MG was owned by Wing Commander R White of Watlington.

It is now being rebuilt and any information would be much appreciated.

* * * *

FROM GIANT TO MIDGET!

Owen Wyn Owen, who is famous as the person who disinterred 'Babs', has embarked on a quite different project, a little car built by a friend for his daughter's sixth birthday. Assembled during the war on a Naval ship off the Scottish coast, it was constructed mostly from scrapped Swordfish parts, such as tail-wheels for the car's road wheels. The engine was a 100cc two-stroke Villiers.

Owen Wyn Owen bought it in pieces 20 years ago, intending to build it up for Geraint to drive, but the boy outgrew it before this was undertaken. The car was copied in part from a pre-war racing car. But which? Another puzzle is a plate on a tie-rod reading: "For use with torpedo set at zero degrees to datum"...



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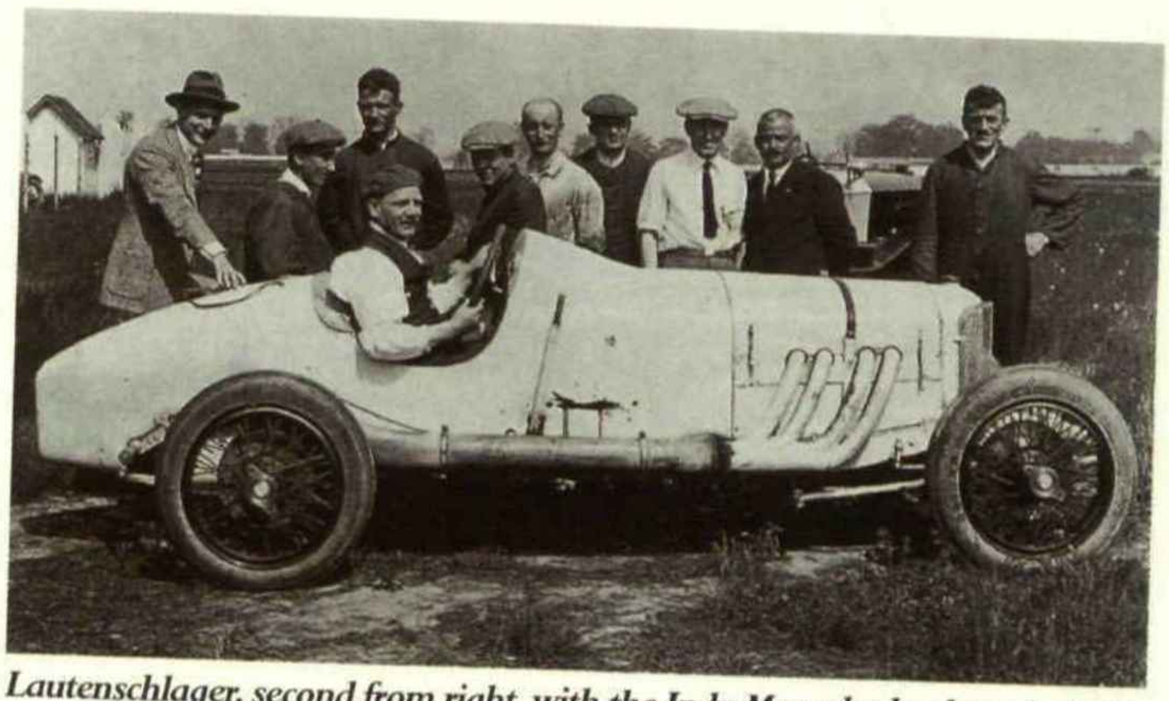
THE AUSTIN 7 CLUB'S magazine (the 1997 'C'-issue) celebrated the 75th anniversary of the A7 with a special issue which contained details of how the 1922 prototype A7 (OK 3537) was put back to original concept for the Gaydon Rally. Much history, correspondence from 1922, and reprints of road-test reports from 1922/23, one from when the engine size was only 698cc. Fine colour plates of OK 3537 were included.

Test Driver's Fame

CHRISTIAN LAUTENSCHLAGER IS LAUDED FOR winning for Mercedes two of their greatest landmarks, the 1908 and 1914 French Grands Prix. Memorable, because he was a test-driver competing against the elite of racing men.

Lautenschlager was born in April 1877 at Magdstadt in Southern Germany. At 14 he commenced an apprenticeship with a locksmith in Stuttgart and soon excelled at such precision benchwork. He then travelled as a journeyman, working in various factories maintaining the giant stationary engines of the period, keeping fit by hill-walking and athletics. By 1899 he returned home, got married, and joined Daimler Motoren Gesellschaft, then embarking on pioneer car construction. By now a skilled mechanic, Lautenschlager found himself working on Mercedes racing cars for wealthy owners; he was promoted to *Fahrmeister*, or master-driver, running-in completed cars, and then to head tester.

Impressed, Otto Salzer secured Lautenschlager as his riding-mechanic in the 1906 Circuit des Ardennes race. They were partners in some further races, and then in 1908 the Mercedes management informed the tester that he was to drive in the 1908 GP. He had never driven in a race previously, but he studied every aspect of the GP team-cars as they were being built, and took their top assignment calmly, as he did the race. It paid off, and he vanquished a big field of famous racing drivers in some of the top cars.



Lautenschlager, second from right, with the Indy Mercedes he drove in 1923

After which the new hero returned to work in the factory until Mercedes again called on him to race in the 1913 Sarthe GP. He finished only sixth, but in the 1914 French GP, on the eve of war, his experience paid off and he led home his two team-mates to a fabulous 1,2,3 finish. I have it on the authority of Col Stubbs (who met Lautenschlager when he was at the Mercedes factory just after the war, researching his meticulously accurate and very detailed large-scale models of the 1908 and 1914 GP Mercedes models, which I am delighted to report have survived) that it may have been Lautenschlager's intimate knowledge of the car he was driving that ensured this all-important victory. Because, towards the end of the tough struggle against the twin-cam FWB Peugeots, his rev-counter ceased to function – but he had already noticed a very slight engine vibration at just above 2500rpm. This enabled him not only to assess engine-speed, but to humour his car a trifle, in order to retain his race lead.

obituary

Harry Spence

It must have come as a great shock to many people in the vintage-car world, as it did to me, to hear that Harry Spence had died, aged 82. To me because I knew that he had been a well-known figure in VSCC trials with his special Lea-Francis before the war and only recently I had seen him driving this car as well and enthusiastically as ever, in a VSCC Welsh trial.

Following a brief ownership in 1933 of a 12/40 Lea-Francis saloon he changed this for a supercharged Hyper four-seater. That was the beginning of a lifetime of altering this car. The lightening and shortening went on, as NUB 776 became an ever more effective trials stormer, which was raced, rallied, sprinted and used for driving-tests, with outstanding success.

In this long association with this car, Harry Spence had 100% support, even prompting, from his wife Molly, his daughters and even neighbours. It ended only recently, when heart problems caused him to give up racing his beloved car and abandon trials driving and finally motoring altogether.

He was the Lea-Francis enthusiast *par excellence* and the special builders' admired exponent. His driving skills never failed him from before the war to recently. His ashes were scattered at Park Rash, the sort of hill he so easily conquered. The Lea-Francis OC in particular has lost a terrific follower but the vintage world will always remember Harry Spence, in beret, mud-spattered coat and that very stark LeaF, as one of its greatest henchmen.

A Dutton Diversion

I CONFESS THAT UNTIL THE OTHER DAY I DID NOT know much about Duttons except that Tim Dutton-Wooley started to make his individual products in 1968 and developed all manner of interesting kits, from Lotus-Seven-like sports two-seaters to what might be termed the pauper's Land Rover – no offence intended to this useful rwd load carrier. Duttons of various styles are rallied, trialled and raced, and apparently have a club of their own. I had never thought to become a Dutton owner until I saw one for sale for the proverbial song in a reputable club magazine. I cannot sing proverbially or in any other key, so a small sum of money was exchanged for this interesting hybrid.

I have always rather liked specials, so was intrigued to find that this one was based on a Ford Escort Mk11300 GT but has a 1990 Sierra engine and five-speed gearbox in its two-door fibreglass body. Two hefty spare wheels and tyres came with it, for trials use, these tyres clamped to the rims by 8mm bolts so that pressures as low as 8lb/sq in can be safely used. The steering wheel is Citroën, and the back springs are from a MkIV Escort van, giving a good ground clearance with trials in mind. In fact, this Dutton has competed in four MCC Exeter trials, a Land's End, and four Edinburgh trials, failing to finish only once, with a broken back spring.

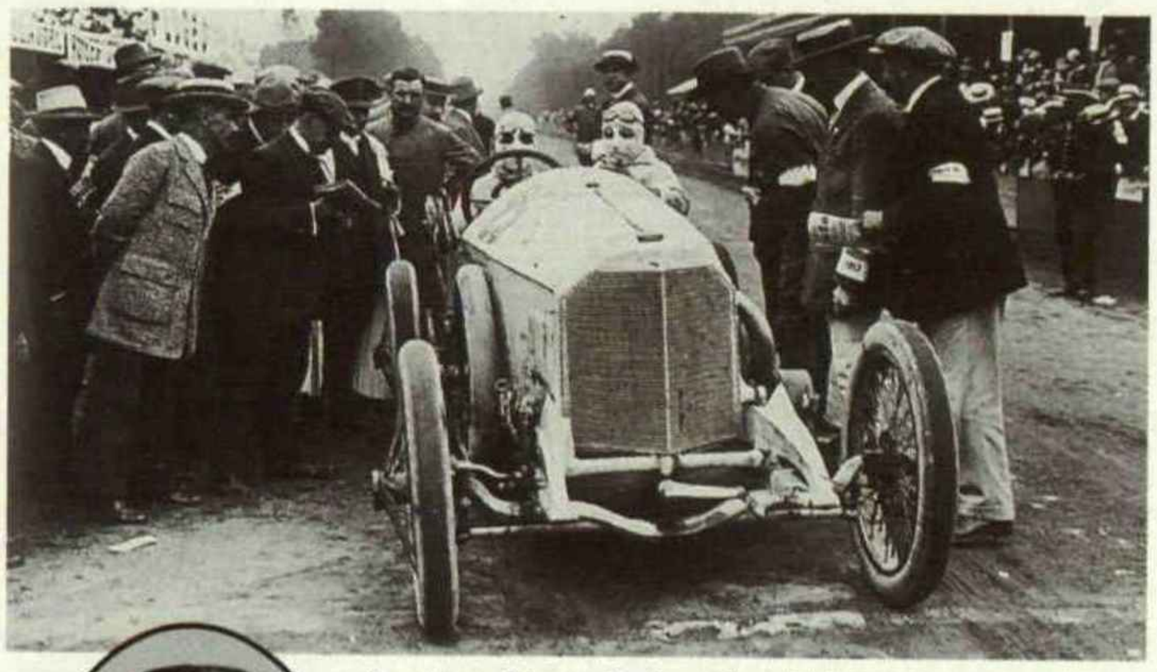


Kit Car Magazine

Dutton Sierra – practical special and trials car

It seemed a good proposition for a daughter who might want to try her hand at these splendid MCC contests. At the moment she is using it as everyday 'wheels'. A useful mod for the any future trials is a tall additional handbrake lever which operates hydraulically on all wheels but releases the back brakes before the front ones, to help obviate the fatal roll-back at restarts, which instantly loses you marks.

Reverting to the 'proverbial song', HFK 777H came with good remould tyres, a nearly-new battery, good upholstery (girls tend to look at this aspect first!), a current licence and a long MOT, and cruised home reliably at 60mph. All it has needed has been a new Escort rear-axle-retaining U-bolt (£3.70 from a local Ford dealer) to cure some back-axle steer, and some sealing to keep rain water out of the windscreen. Can't be bad, surely?



Lautenschlager before the 1912 Sarthe Grand Prix



After the war this remarkable driver continued to work in the factory, appearing in the Targa Florio contests of 1922 and 1924, driving a revamped 1914 GP car and a 2-litre Mercedes respectively, a contrast to the pre-war racing cars. He was also sent to Indianapolis in 1923, but hit a wall.

Lautenschlager built a house for himself overlooking the Stuttgart factory, remaining at his more mundane driving tasks until retirement in 1935; he died in 1954. A good omen for an Austrian test-driver who looks promising in modern F1 racing?

THUNDERSLEY HILL REVISITED

A facet of speed-trial history, which a reader has drawn to our attention – the accident at Kop Hill early in 1925 – is usually blamed for the subsequent ban on all such events on British public roads, although the increasing attendance at such speed events and thus the problems of safe crowd control made such a ban inevitable, sooner or later.

Less known is that during an Essex MC speed hill-climb at Thundersley Hill in 1923 a motorcycle and sidecar ridden by R Cotgrove ran into a Mr F L Davill when the machine's front wheelnut apparently came loose and caused it to swerve across the road at a bend and onto the grass verge. Mr Davill, who was out for a walk and had paused to speak to friends, and was not it seems a spectator, suffered two broken legs and a fractured wrist in the collision.

He sued the rider and in spite of pleas by the defence claiming that the club had police sanction to hold the event and had put up a warning notice at the bend, the Judge, Mr Justice McCardie, found for the plaintiff.

He was awarded £420 damages by the King's Bench jury; which does not seem much, even for those days, considering that he had lost his job and would probably limp for the rest of his life and most likely never regain full use of his wrist.

The Judge reversed Council's arguments for the defendant, saying no-one had the right to use a highway for racing purposes, quoting a case of 1863. As the police were involved the Chief Constable of Essex, Capt Unett, agreed he had given permission for the event to be held (he was present; was he an enthusiast?) but said he had no authority to do this, simply guaranteeing that the police would take no notice of excessive speed, providing the event was run on a by-road, with permission from the local authority, and no objection was raised by locals.

The Judge remarked that he could not see that the police or any other body had the right to close any part of a highway for motor-racing and implied that there might be other considerations – presumably breaking the then 20mph speed-limit.

The case was heard in October 1924, and must have had an influence on the RAC's eventual ban. If the Chief Constable's 'by-road' was Two Church Hill, it was an unlucky venue, because it was where Parry Thomas in the Leyland, at a meeting earlier in 1923, had damaged two motorcycles and the heel of a policeman's boot...

miscellany

TOP MARK

There is no need to emphasise, to those who have seen Mark Walker in action, his exceptional skill, neatness and judgement. He was at the top of his form at VSCC Prescott, making outright FTD with the 6.1-litre Parker-GN (41.40sec). Freddie Giles in the GN Special clocked 43.86sec, which even Bruce Spollon could not equal in ERA R8C (41.61sec), and Ben Collings wiped up his class in the 8.1-litre Bentley in a record 45.01sec. S Williamson's great 1908 12-litre GP Itala won the Edwardian class on handicap but the fastest here, in the aero-power division, was the 10-litre Hall-Scott Th Schneider, in a commendable 50.36sec. Lord Raglan took the Peter Hampton Bugatti tankard in his T51, in 46.17sec.



Roger Firth's Theophile Schneider

* * * *

WHILE DELIGHTING IN the success of the Goodwood Festival of Speed and Coys Silverstone events, we should not look with disdain at those small meetings of older vehicles, put on by village councils and similar bodies. There was one of these in a field about 20 miles from us the other Sunday, to which I was glad to let friends take my two A7s and where the parade ranged from these to two E-type Jaguars, commercial vehicles, tractors, and stationary engines.

We must be very diligent in trying to prevent these happy events and more especially the fun of driving to and from them, being in any way curtailed by the bureaucrats in Brussels. I am not altogether convinced that even the might of Mercedes-Benz, in protecting the freedom of its m museum vehicles to use the public roads, could influence the German and other governments in this respect, unless we and the FBWVC all pull together to protect our right – especially as it is in Germany where some restriction on the use of old cars are already evident?

* * * *

VINTAGE SHELSLEY WALSH

The annual onslaught of pre-war cars up historic Shelsley Walsh hill took place in July, the venue much as it was in 1905 except for Recticel energy absorbing barriers at Kennel bend and the lower Esses.

The only accident befell Patrick Blakeney Edwards who rolled the GH Martyr at the top Esses, without serious personal harm.

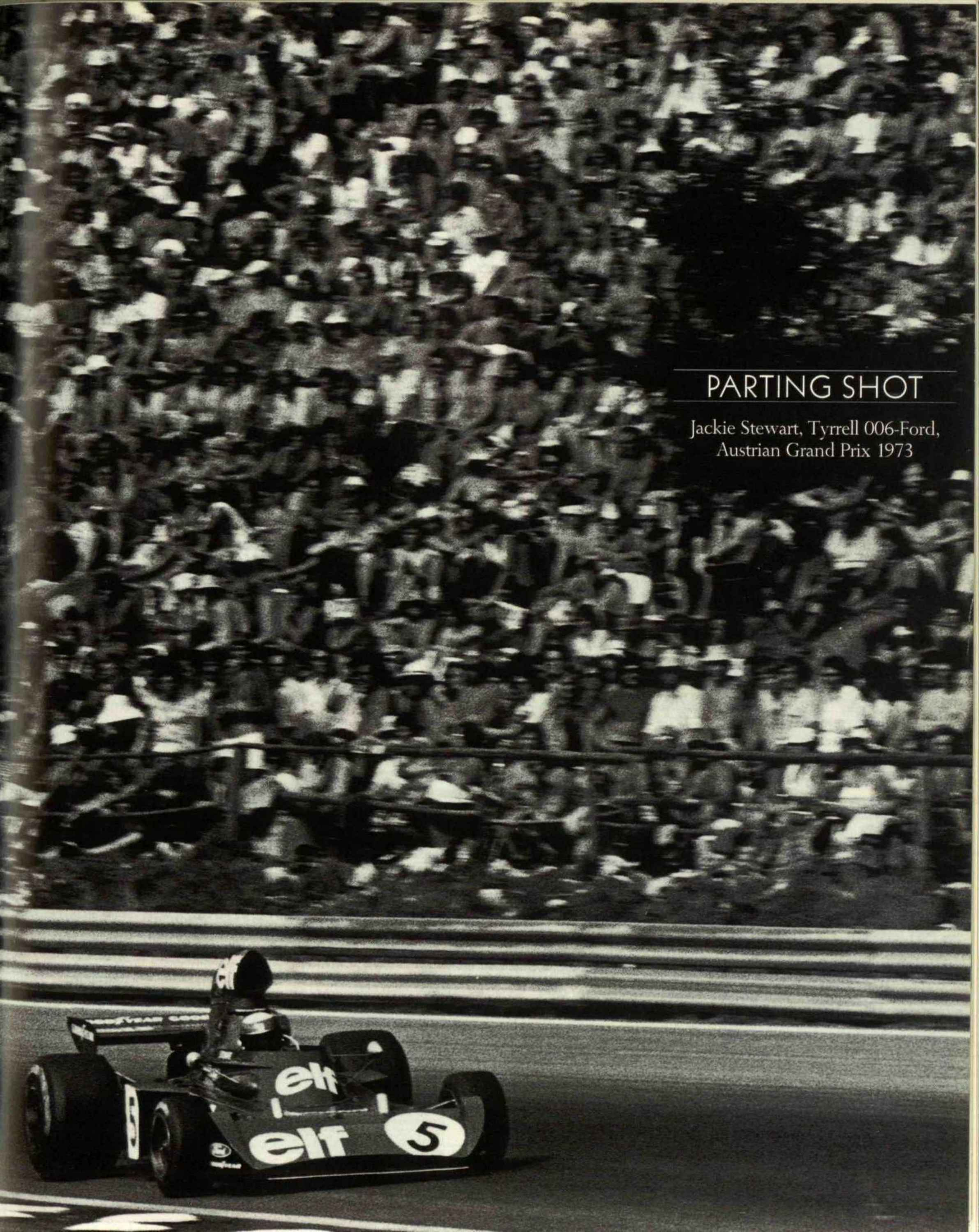
Bruce Spollon made FTD in 35.33 with ERA R8C and Mark Walker set a new vintage record only 0.02sec of a second slower in the 6.2-litre Parker-GN.

Anther class record was established by Julian Bronson in the Riley Blue Streak Special, in 37.34sec, and Dick Smith's Frazer Nash Super Sports another, in 39.16sec in the 1500cc vintage category. The famous 1923 GN Spider, which exudes Shelsley tradition, was a fine sight as David Leigh got it up in an under-40sec ascent, using methanol and not Davenport's one-time methylated spirits brew.



Leigh breaks 40sec in the Spider





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Jackie Stewart, Tyrrell 006-Ford,
Austrian Grand Prix 1973

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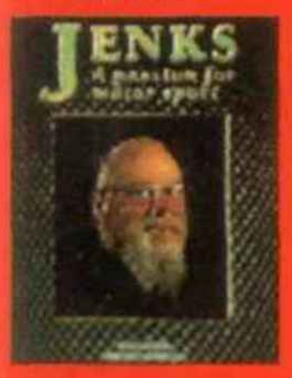
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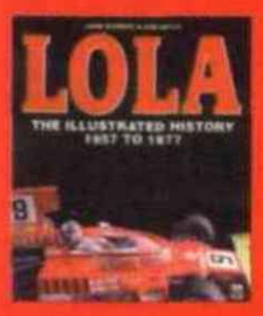
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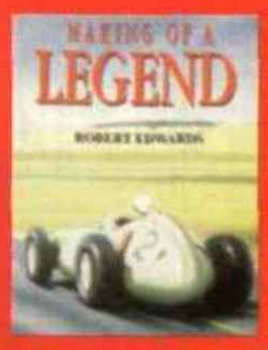
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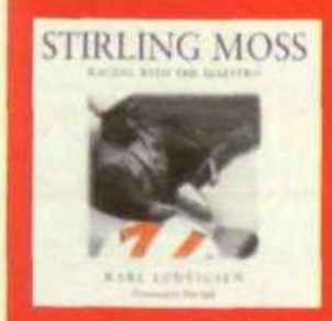
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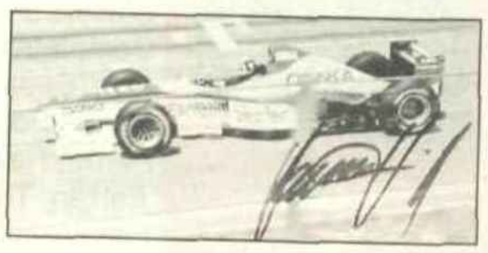

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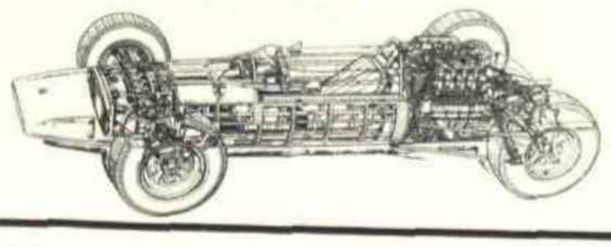
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B7 ACC	239 ANP	B15 BEK	BRY 41T	B15 CJL	CX 679	R1 DMS	ESB 74	B7 GAV	777 GUR	B1 JAE	B7 JFC	B1 JOS	99 KEN	H1 LEF	B15 MAP	MNY 44	520 OHW	P11 ONK	1017 RH	B20 SAW	M12 SYD	VER 558
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M22 ACE	A19 AOC	B5 BEM	BS 8014	173 CHP	H1 CYS	H1 DNM	B18 ESS	GAZ 36	GUY	B9 JAJ	B5 JFS	R4 JOY	R2 KEV	H1 LEK	P44 MAT	B1 MOS	B17 ONE	B3 PMB	R1B 750	304 SBJ	B1 TAL	9140 VF
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B8 ACG	R1 APB	M70 BEN	B12 BSB	B1 CJP	1701 DA	DNN 44	ESW 615	GAZ 1959	B2 GWH	M222 JAM	JFU 350	B1 JPB	M22 KEV	B9 LEL	K13 MAT	B1 MPC	OO 32	B14 PMB	R10 LEY	H1 SBO	TAP 608	VGP 55
K1 ACH	B11 APC	B15 BER	B10 BSC	B1 CJR	R1 DAC	467 DNR	B1 ETH	GAZ 1960	1 GWH	B12 JAP	B2 JGA	B1 JPD	B5 KEW	1 ENA	M55 MAT	B12 MPC	OO 2932	B17 PMC	R10 DLE	B7 SBS	45 TAY	VGW 531
B16 ACH	B1 APD	B16 BER	B1 BSC	B11 CJS	B17 DAC	H1 DNR	943 ETU	GAZ 1985	130 GWL	J4 RAT	B12 JGB	B10 JPD	A1 KEX	R1 LEN	B15 MAW	B2 MPD	CRG 1E	R1 PMC	R16 DLE	B1 SBS	17 TAY	VJ 8135
B1 ACL	B2 APE	B19 BER	B1 BSD	B7 CJT	B14 DAD	M44 DOC	1 EU	2 GB	411 GWP	M800 JAS	B6 JGC	B12 JPH	11 KEY	R4 LEN	B1 MAW	B9 MPG	OS 4165	B7 PMH	R11 FLE	H1 SBY	4 TAY	1 VK
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B3 ACR	B10 APH	B15 BES	H1 BSN	A18 CKB	B13 DAL	B16 DOE	21 EY	B12 GBS	B1 GYM	B10 JAV	JGL 204	B1 JPT	KFD 822	H1 LEP	M68 MAX	691 MPJ	B14 OWN	PNB 1R	M12 RJH	B1 SCL	H1 TBF	VLP 689
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B17 ACS	B1 APL	A18 ETS	B12 BSS	H1 CKG	B9 DAP	B7 DOL	855 F	A19 GCH	B14 GYM	B17 JAV	B1 JGP	43 JPX	H1 KFM	B15 LET	M8A 1W	B9 MPL	1 OY	2 PNG	B9 RJM	B1 SCP	707 TBJ	510 VMH
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B12 ACT	A2 APP	R4 BET	BST 351	A19 CKS	B10 DAT	M44 DON	R1 FAB	GCL 83	B17 GYM	R1 JAW	M1 JGP	B1 JRD	KGL 222	B20 LET	648 MBB	B19 MPS	M22 PAB	H1 PNK	K7 RJP	B1 SCR	H1 RBK	VPB 45
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988 ADD	B14 ARD	H1 BFE	H1 BTK	B16 CKY	B17 DAW	M1 DPS	B16 FAT	A19 GDH	47 HAC	JB 9740	B2 JHA	M15 JRM	H1 KHD	LFG 7	B1 MCA	B20 MRK	B14 PAL	B1 POR	H1 RKJ	B18 SDB	H1 TBW	7 VV
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A13 ADF	B1 ARF	H1 BFM	B2 BTS	H1 CLE	M666 DAY	M1 DRF	B16 FAX	H1 GDN	B12 HAN	B3 JBA	B20 JHB	B1 JRR	KHW 3X	LFT 1	B9 MCC	B14 MRM	M17 PAR	H1 POY	57 RKL	H1 SDJ	H1 TCE	VWR 4
80 ADF	B1 ARG	M1 BFS	1 BU	A18 CLF	1 DBA	B7 DRS										B17 MRM	R1 PAS	5854 PP	9 RKM	H1 SDK	B20 TCH	519 VY
B5 ADG	B12 ARH	A1 BFT	B12 BUG	CLJ 1Y	73 DBC	B14 DRS	MILLIONS OF REGISTRATIONS ON OUR WEBSITE									B20 MRM	B11 PAS	PP 5353	H1 RKN	H1 SDN	B9 TCH	VY 8145
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B1 ADL	B18 ARK	H1 BGE	B11 LKY	B1 CLM	466 DBC	B7 DRY										B1 MRR	A79 PAT	PPM 31	H1 RLK	H1 SDY	M1 TCS	B1 WAD
B11 ADL	B15 ARM	H1 BGF	B10 BUT	B5 CLM	M1 DBC	B1 DRY										B11 MRT	A5 PAU	H1 PPN	RM 7134	111 SE	TDA 3	WAL 1E
B12 ADM	ARN 11E	H1 BGJ	B1 BUT	B1 CLS	663 DBD	B16 DRY	B16 FAY	B12 GDS	B19 HAN	M1 JBB	B5 JHC	B11 JRS	B12 KJB	A1 LFW	B12 MCD	B1 MRT	PAU 1Y	PPP 175	942 RMB	B6 SEA	H1 TDA	167 WAL
B1 ADP	B5 ARP	H1 BGN	BUT 11N	B14 CLS	A1 DBK	B11 DSB	R1 FAY	838 GEA	HAP 724	12 JBB	B1 JHH	JRS 400	H1 KJK	5701 LG	B12 MCG	B5 MSA	PAV 15	B1 PPP	B14 RMB	K1 SEB	H1 TDF	B18 WAT
B1 ADR	B2 ARR	BGO 11	B11 XOM	B17 CLS	805 DBL	H1 DSF	785 FAY	B12 GED	B9 HAT	B11 JBH	B3 JHR	B9 JRT	B10 KJH	8827 LG	B10 MCH	B1 MSA	R1 PAW	B1 PRG	B15 RMB	R1 SEB	TDJ 265	B20 WAT
B6 ADS	N19 ART	B1 BGS	H1 BVA	B20 CLS	B9 DBM	B5 DSH	660 FAY	R1 GEF	R1 HAT	B4 JBL	B15 JHS	K1 JRW	B1 KJH	H1 LGD	B14 MCL	B4 MSB	4 PAX	H1 PRN	B19 RMB	B13 SEB	H1 TDL	B1 WAX
B1 ADW	B10 ARW	8711 BH	A1 BVA	B1 CMA	K1 DBS	B10 DSM	FAZ 1221	B12 GES	H1 AYS	B7 JBM	JHY 1X	B13 JRW	B5 KJM	LGL 158	B7 MCM	R1 MSB	1 PAX	B17 PRS	B12 RMC	B14 SEC	H1 TDN	WAY 1S
B20 ADY	AS 2380	H1 BHC	H1 BVB	B7 CMA	B2 DBS	B7 DSP	H1 FBA	B16 GES	HAZ 89	B3 JBP	JIB 6666	B1 JSA	B7 KJS	A1 LGT	B8 MCN	B9 MSG	A17 PBB	B13 PRS	B19 RMC	M1 SEF	TDR 1L	B1 WBA
A3 AEA	B3 ASA	H1 BHK	BVS 357	B14 CMB	B1 DBS	B1 DSP	H1 FBC	GES 58	HAZ 55	903 JBP	JIW 31	B8 JSA	A3 KJY	LHC 203	B11 MCP	B1 MSM	H1 PBF	1 PSA	2 RMJ	B2 SEM	B1 TDS	WBD 66
B1 AEB	B18 ASA	H1 BHN	B6 BWB	B16 CMB	J1 DCB	B5 DSR	H1 FBP	GEX 5	HAZ 404	B10 JBR	B11 JJA	K11 JSB	B8 KKY	H1 LHD	B1 MCP	B6 MSP	PBL 853	PSA 747	RMS 822	M1 SEM	372 TE	WBJ 42
B5 AED	B16 ASB	A16 BHP	6 BWC	B19 CMC	B7 DCC	B1 DSS	111 FC	H1 GFA	14 HB	B1 JBR	B1 JJA	B12 JSC	91 KM	785 LHK	B2 MCR	B1 MSP	A1 PBN	B1 PSC	RNF 1	M1 SEP	6928 TE	1 WBS
B1 AEG	B15 ASB	H1 BHW	4 BWC	R1 CMC	DCE 28	DSU 497	FC 77	8 GFC	891 HBC	B12 JBS	B14 JJB	B10 JSD	67 KM	LIA 114	B1 MCS	B12 MSS	M1 PBW	B9 PSS	H1 RNJ	H1 SFE	B20 TED	WCH 410
509 AEL	B1 ASC	B16 BJA	H1 BWE	B17 CMC	365 DCE	B6 DSW	B3 FCA	85 GFK	H1 HBM	B5 JBT	B15 JJB	B1 JSD	B1 KMB	L1 MDS	B15 MCS	B14 MSS	PCC 11	A18 PTB	H1 RNK	A1 SFF	M12 TED	1 WCW
B1 AEM	B11 ASC	B12 BJB	H1 BWJ	B18 CMC	B5 DCH	H1 DTD	B1 FCA	A17 GFS	A1 HBT	B1 JBT	B17 JJB	B9 JSG	B1 KMC	B1 LJB	B14 MCW	B5 MST	B1 PCC	H1 PTG	H1 RNL	H1 SFF	H1 TEF	WCY 1
A17 AER	B1 ASD	B14 BJB	H1 BWK	B20 CMC	B11 DCM	62 DTV	FCB 931	1 GFU	H1 HCD	B6 JBW	B19 JJB	B1 JSL	B10 KMC	B14 LJB	B14 MCW	B5 MST	1 PCF	950 PTM	H1 RNM	SFG 966	1 TEP	100 WD
M1 AER	1 ASJ	B7 BJD	BWL 706	A17 CME	H1 DCN	B16 DUD	1 FCB	756 GGD	1 HCL	B1 JCA	B1 JJC	B1 JSR	H1 KME	B15 LJB	B15 MCW	B1 MST	1 PCF	H1 PTN	11 RNN	H1 SFK	B12 TER	WDB 64
B16 AES	B11 ASK	B5 BJF	75 BWP	M1 CMF	DCP 43S	R1 DUG	H1 FCD	B8 GGG	A1 HCN	B9 JCA	B6 JJG	B17 JSS	H1 KMJ	B17 LJB	B16 MDB	B1 MTC	B1 PCL	A1 PTN	RNP 765	H1 SFL	TEV 81	WDF 491
B16 AFC	B1 ASL	M1 BJF	9 BWP	B16 CMH	792 DCR	A1 DUL	H1 FCF	M1 GGG	H1 HCN	B16 JCC	B1 JJH	B1 JSW	B6 KMS	B19 LJB	B9 MDC	403 MTG	PCM 24	PTO 1X	H1 RNR	SFR 219	TEX 2	1 WE
H1 AFE	B14 ASM	B1 BJH	B7 BWS	B1 CMM	B11 DCR	A1 DUL	H1 FCL	R11 GGS	HD 9466	B15 JCC	B11 JJH	633 JTA	B1 KMS	B1 LJC	B6 MDH	8205 MU	B1 PCM	975 PTT	1 RNS	A18 SFS	TFF 909	B5 WED
92 AFH	M1 ASR	963 BJJ	BWY 1	B1 CMR	B12 DCS	H1 DUL	H1 FCP	B19 GGS	16 HD	B7 JCE	B1 JJJ	B1 JTC	397 KNK	H1 LJE	B1 MDJ	3768 MU	B2 PCN	H1 PTT	H1 RNT	A19 SFS	H1 TGK	B6 WED
444 AFJ	B20 AST	A19 BJJ	4 BWY	529 CMR	B16 DCS	B3 DUN	H1 FDF	B20 GGS	H1 HDA	B7 JCE	B1 JJJ	B1 JTC	397 KNK	H1 LJE	B8 MDL	B16 MUM	R1 PCS	H1 PTT	H1 RNT	A19 SFS	H1 TGK	B6 WED
H1 AFK	ASW 910	B6 BJL	B7 BYE	B16 CMS	B1 DCT	B16 DUN	A1 FDK	GIL 56	A1 HDC	B1 JCE	B1 JJK	H1 JTF	H1 KNL	B12 LJM	B1 MDL	MUN 802	B7 PDB	1 PU	H1 RNW	H1 SFS	TGN 22	B11 WED
H1 AFO	B8 ATC	B12 BJP	BYJ 1T	K11 CMW	B6 DCT	691 DVA	H1 FDK	B19 GJB	H1 HDF	B2 JCF	B1 JJM	JTF 400	46 KNP	B12 LJS	B9 MDM	M11 RCH	PDD 55	H1 PUF	R10 ACH	1 SFS	H1 TGP	B12 WES
A19 AFR	B13 ATE	B15 BJP	832 CAB	20 CN	B1 DCW	B5 DWP	H1 FDM	B17 GJB	H1 HDL	B1 JCG	B7 JJP	JTK 200	H1 KNS	B8 LJT	B1 MDM	MVL 100	B1 PDH	H1 PUN	R10 BOT	A70 SGJ	H1 TGR	B14 WES
B5 AFS	H1 ATF	B20 BJP	M400 CAB	H1 CNF	B11 DCW	B1 DWS	1 FE	B12 GJC	B12 HED	B7 JCH	B5 JJR	B1 JTM	1181 KO	111 LK	1 MDN	H8 MWA	H1 PDL	P11 PPY	R9 BOT	A1 SGK	TGT 836	B15 WES
B1 AGA	H1 ATN	B8 BJR	458 CAC	CNF 50	DD 8541	B19 DWS	A1 FEC	B18 GJC	A1 HEX	B1 JCH	B1 JJR	B9 JTP	13 KOB	1 LKA	B3 MDR	B1 MWC	H1 PDN	PUT 859	R10 CCO	B1 SGS	A6 THF	3 WET
B16 AGA	B1 ATS	B6 BJT	B12 CAD	469 CNG	DDD 74	B17 DWS	FEC 871	B10 GJH	A1 HFL	B1 JCJ	B17 JJS	JUD 11E	87 KOF	A1 LKD	B1 MDR	B10 MWM	B5 PDS	927 PWC	R10 DDY	M1 SGT	THR 13	WEX 1
B1 AGB	B15 AUD	B10 BJW	B17 CAD	H1 CNL	B11 DDD	B18 DWS	H1 FEK	600 GJH	B3 JCL	B12 JJW	B1 JUN	H1 KOG	A1 LKJ	B16 MDS	B900 MWP	B1 PDS	B8 PWC	M14 ROD	H1 SHJ	B1 TJB	1 WFP	
B1 AGC	B9 AUS	H1 BKB	B1 CAF	H1 CNN	A1 DDN	1 DY	A1 FEX	B14 GJM	HG8 74	B1 JCL	B2 JKA	B19 JUN	69 KOV	A1 LKT	B15 MDS	B6 MWR	R1 PDS	B4 PWC	M14 ROD	H1 SHJ	B1 TJB	1 WFP
B1 AGF	304 AUV	H1 BKC	B9 CAF	A1 CNN	B8 DDS	48 DYB	FFB 574								B18 MDS	750 MY	B4 PDW	PYA 715	B15 ROE	H1 SHN	M1 TJT	WG 999
B16 AGF	A19 AVA	H1 BKE	B12 CAF	H1 CNP	1 DDS	35 DYC	FFB 2								B19 MDS	B1 MYK	B7 PDW	1 PYE	B17 ROE	H1 SHR	282 TKE	WGE 505
B2 AGH	B16 AVA	BKE 1Y	B17 CAF	A1 CNR	245 DDT	A1 DYC	80 FFH	PLEASE TELEPHONE FOR THE BEST PRICE FOR ANY REGISTRATION IN THIS ADVERT							B5 MDW	MYM 37	52 PE	B1 PYE	B20 ROE	SIB 180	738 TKE	WHJ 833
B1 AGL	AVR 422	H1 BKJ	B20 CAF	H1 CNR	DDW 258	1 DYK	629 FFK								B14 MEB	9365 N	53 PE	R2 RAB	R10 GUE	SIB 827	A1 TKJ	3182 WJ
B1 AGM	B1 AWA	A1 BKK	B1 CAG	B1 CNS	R4 DEE	8 E	FG 892								B1 MED	8797 N	P6 AKY	R4 RAB	R10 GER	B1 SJA	8 TKK	WJB 856
B9 AGP	B6 AWB	H1 BKK	B14 CAG	B14 COB	M444 DEE	9277 E	H1 FGA								B17 MED	B7 NAB	PEG 675	M22 RAB	R10 LER	B14 SJD	7 TKK	B16 WJM
B2 AGR	B1 AWC	H1 BKM	B15 CAG	B17 COB	DEG 86	35 E	H1 FGS								B18 MED	B10 NAD	B17 PEG	R9 CER	2 ROM	B17 SJD	H1 TKL	B1 WJM
B1 AGT	B11 AWF	H1 BKN	B17 CAG	B6 COD	B16 DEG	EA 9537	687 FH								B20 MED	8 NAE	B19 PEG	R44 CER	R10 PER	B1 SJG	H1 TKS	WJN 911
B2 AGW	B1 AWF	A17 BKR	B15 CAH	1 COE	1 DEJ	B9 EAB	H1 FHC								B15 MEE	NAE 698	R4 PEN	M44 RAF	R9 PER	B18 SJG	H1 TLD	578 WKE
AH 928	B1 AWK	BKT 798	B7 CAJ	B12 COE	B15 DEK	B11 EAC	FHF 4								B17 MEE	B14 NAG	M80 PEN	R9 RAJ	N22 ROS	B6 SJH	1 TLE	444 WKK
A16 AHA	B1 AWM	H1 BKY	B16 CAK	B19 COE	B17 DEK	B1 EAG	F11 ELD	B15 GJM	HGD 6	B1 JCM	B1 JKB	R4 JUN	KP 5738	2 LLL	B18 MEE	B17 NAG	P6 PSY	N888 RAJ	R10 UGH	SJH 47S	A1 TLN	WLA 999
B2 AHB	R1 AWS	B1 END	M1 CAK	B20 COE	B20 DEK	222 EAH	FIL 32	B17 GJM	HGM 1	B14 JCM	M1 JKF	B15 JUN	8711 KP	LLL 694	B19 MEE	B17 NAG	P6 PSY	N888 RAJ	R10 UTE	M44 SJH	H1 TLT	1 WLS
B7 AHC	K1 AYR	H1 BLF	M18 CAL	H1 COF	479 DEL	H1 EAJ	H1 FJA	B20 GJM	A1 HGP	B1 JCP	JKG 1W	B18 JUN	94 KPA	A1 LLM	MEG 571	B7 NAN	PER 745	N400 RAJ	R10 UTE	M44 SJH	H1 TLT	1 WLS
H1 AHE	B14 AYR	A17 BLH	M18 CAM	B16 COF	M222 DEL	R1 EAN	96 FJB	A1 GKJ	J111 NDS	B5 JCR	360 JKJ	B20 JUN	H1 KPA	B16 LMB	MEG 211	NAS 111	R1 PET	N500 RAJ	R8 VER	M12 SJM	TMA 736	WLS 1T
H1 AHK	B19 AYR	557 BLJ	289 CAN	H1 COH	B7 DEM	M77 EAN	FJC 10	940 GKN	HJI 840	B1 JCR	B7 JKL	5 JUP	82 KPC	LMD 3P	M700 MEL	B7 NAT	B1 PEW	N700 RAJ	R10 WDY	B19 SJR	B1 TMB	111 WM
409 AHN	B17 BAB	A18 BLM	B7 CAP	A1 COJ	N333 DEN	1 EAP	H1 FJG	H1 GKP	HK 4741	B19 JCS	B3 JKM	H1 JVA	382 KPJ	H1 LMJ	M800 MEL	NAT 4	419 PF	N800 RAJ	R10 YAL	B14 SJR	M1 TMD	858 WMA
H1 AHN	B14 BAC	B11 OOR	M222 CAR	H1 COJ	P16 DEN	B14 EAR	FJK 22	GL 1796	5027 HK	R1 JCS	643 JKP	A16 JVS	318 KPK	B1 LMS	B1 MEM	A1 NB8	608 PF	B12 RAK	R8 YAL	B18 SJW	69 TMK	11 WN
B14 AJA	B4 DAS	B10 WJB	M222 CAS	N200 COL	B6 DER	B17 EAR	H1 FJR	H1 GLA	A1 HKA	B4 JCT	B12 JKP	882 JW	A1 KPK	B14 LMS	MEO 32	NBF 536	3158 PF	B9 RAL	M400	H1 SJY	H1 TMK	111 WN
M333 AJB	M18 BAD	2 BLS	B12 CAW	B7 COP	B17 DER	B20 EAR	FJT 1	A1 GLF	A1 HKD	M1 JCT	B7 JKS	959 JWA	KPR 34	100 LN	B3 MEP	NBS 111	P1 PFB	R44 LPH	ROY	H1 SKE	H1 TNC	WNL 52
R1 AJC	B1 BAF	B1 URB	B17 CAW	N444 COX	B20 DER	H1 EBA	11 FK	R2 GLG	792 HKE	B1 JCW	B12 JLC	B1 JWA	H1 KRR	A11 LNH	M6 RCS	10 NCA	H1 PFK	R44 LLY	999 RP	567 SKJ	A1 TNE	WNM 544
B14 AJD	B8 BAH	B16 BLX	H1 CAX	B5 CPB	L22 DES	20 EBE	A1 FKA	A1 GLK	HL 4	B14 JCW	B1 JLC	B15 JWB	B1 KRT	LNK 1	M6 RRY	P7 NCE	A1 PFK	N33 RAM	H1 RPF

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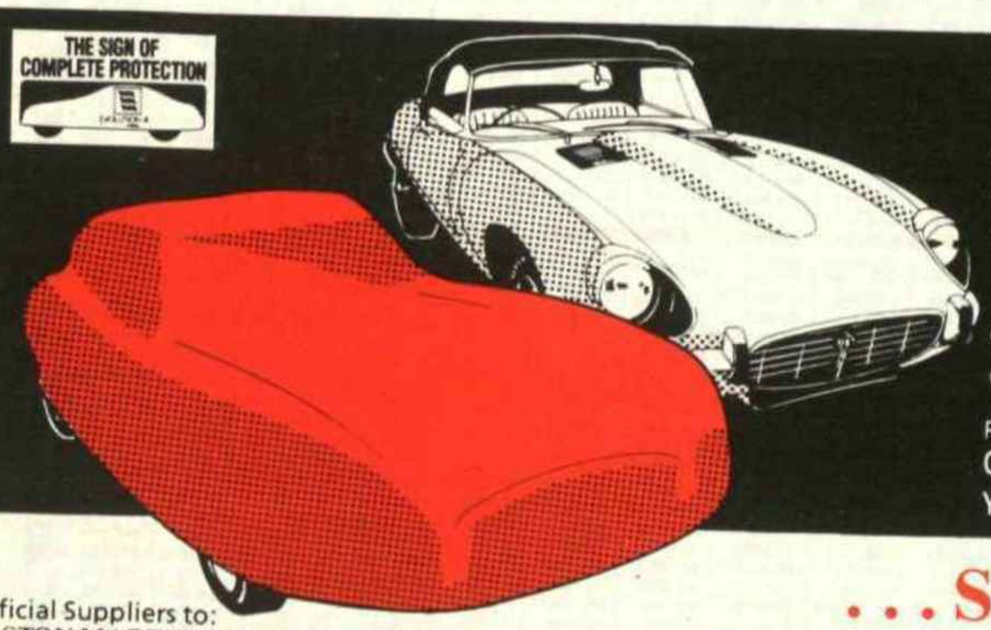
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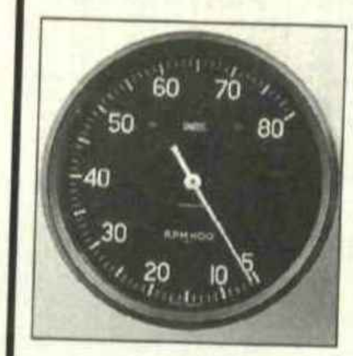
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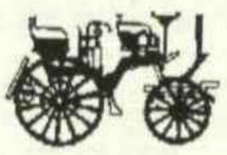
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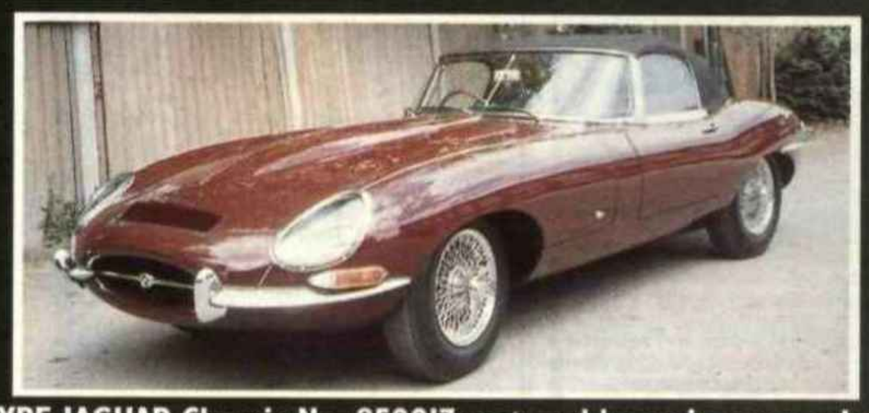
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1964 JAGUAR MK II 3.8 MANUAL GEARBOX WITH OVERDRIVE in Jaguar Warwick grey with blue interior. This car has had a very low ownership which we believe to be only two owners! It is sold with the original manufacturers warranty card. Original green log book and the original Jaguar maintenance voucher book. Last used in 1984 and stored since it has had some restoration work carried out recently and is being sold as a running restoration project. with restored cars selling at £25,000 plus, this has got to be a rare opportunity at **£8,995**

1965 ROLLS ROYCE SILVER CLOUD III LONG WHEEL BASE WITH DIVISION. Originally supplied to a British company called Lansing Bagnell, the second owner obtained the car in 1972 and owned a company called Robert Fisher (packing and shipping) Ltd., a large international company with an office in London but based in America. The Rolls Royce was kept in England until 1976 when it was shipped by container to Miami for Mrs. Ruth Fisher's personal use. Mrs. Fisher kept the car until 1990 (We have all the service receipts of the work she had carried out) it was then shipped back to England. Finished in silver with black interior. This Rolls Royce is the best driving long wheel base Cloud I have ever driven. Very rare and sought after **£27,500**

1965 JAGUAR MK II 3.8. Manual/overdrive in blue with grey leather interior, chrome wire wheels. The subject of an ongoing restoration over the last few years. This is such a good driving car, drive it and you will buy it **£23,950**

1966 VANDEN PLAS 4 LITRE 'R' in two tone paintwork which is very rare. This car has been sympathetically restored by its last owner and is a good driving car without problems **£5,995**

1968 ROVER 2000 T/C in unmarked white, loads of history, all the money has been spent on restoration, no more to spend, taxed (25 years), just drive away **£2,999**

1970 AUSTIN COOPER 'S' 1275cc in red with white roof, Mk II model, low mileage, good looking and fast **£6,950**

1973 JAGUAR E-TYPE FHC V12. Left hand drive, in British Racing green, restored car, never used in the rain, close to concours, cost over £40,000, must be a good bargain at only **£24,950**

1975 AUSTIN ALLEGRO in green, only 17,000 miles from new, service history, loads of paperwork, original and superb **£1,995**

1976 DAIMLER 4.2 COUPE in Greensand with matching leather interior, fitted with electric windows, automatic gearbox, power steering etc. Sold with personalised registration number at a very reasonable price, bargain **£4,999**

1977 ROLLS ROYCE SILVER SHADOW II. This Rolls Royce, the rare pre-headlight wash Shadow II has been serviced at the following mileages, 6585, 15026, 25812, 28741, 35054, 39235, 40547, 41064, 46258 and 52185 miles. It is fitted with electric windows, automatic gearbox, power steering, central locking and air conditioning. It is sold with copies of various work which has been carried out on the car, together with the handbook, the service record and old MOT's in Caribbean blue with magnolia interior, possibly the nicest colour combination you will find on a four door Rolls Royce Shadow II. This superb driving car is very good value at **£16,950**

1978 AUSTIN MAXI 1750 in Brooklands green with dark brown interior, over rugs from new, mileage 2,900 (two thousand nine hundred) only. If you want to win concours straightaway just buy this car, the price only **£4,995**

1978 DAIMLER DOUBLE-SIX VANDEN PLAS SERIES II. In black with beige leather interior, owned by its last owner since 1982, mileage now showing 56,000 miles. Just arrived into stock, please telephone for full details **£3,999**

1980 ASTON MARTIN V8 VOLANTE in primrose with black leather, factory service history, low mileage, one of the best **£44,950**

Coming into stock: 1970 Rolls Royce Shadow I, black. 1981 Morgan Plus 8, red. Choice of two BMW's, 840 and 850 Coupes, RHD and LHD.

AS ALWAYS WE ARE WILLING TO TAKE CARS IN PART EXCHANGE AND WILL OFFER HELP AND ADVICE IF REQUIRED.

TELEPHONE:
01404 822324 or 0385 284821
FAX: 01404 822994

A

AC ACECA BRISTOL 100 D2 1961. 52,000 miles, light blue metallic, black leather, superb and exceptionally original £25,000. Tel: 01622 743368 after 20/9/97.

AC COBRA MKIV 7LTR LIGHTWEIGHT, RHD. Yes 7 litres! Factory built by AC Cars LTd. to special commision. c400 bhp gives immense but useable performance. Lots of original '427' features. Alfa Zagato red, black trim, Reg. A7 COB, 6,900 miles. Sensational car, unrepeatable opportunity! Rod Leach's 'Nostalgia'. Tel: 01992 500007. Fax: 01922 558891.

AC COBRA 302 MKIV RHD. 245 bhp (Holley carb) Jaguar Indigo, dark blue/grey trim. Some extras, plus some most attractive 1960's period features. 3,800 miles only and faultless throughout. Reg. No. 878 COB. Rod Leach's 'Nostalgia'. Tel: 01992 500007. Fax: 01922 558891.

1991 AC COBRA 302 MKIV LIGHTWEIGHT. RHD. 1 of only 25 genuine, original Lightweights (MkIII trim, no heater etc). This one has other special features including original Smith's guages, no Autokraft badges, correct dished steering wheel etc. 345bhp Stage III SVO, roll cage, bonnet, scoope and so on. Porsche Zinc metallic, maroon/black trim. 1 owner, 2,900 miles and as new. Reg. No. 9301 AC. Rod Leach's 'Nostalgia'. Tel: 01992 500007. Fax: 01922 558891.

1993 AC COBRA 302 MKIV LIGHTWEIGHT LHD. Original MkIII short-nose bodywork and interior trim, roll cage, recessed filler, bonnet scoop, 15" Holibrands, Pirelli P7R's and other authentic 'Lt Wt' features. Fitted EFi engine to meet all European/USA emmission requirements. Lots of extras. Rolls Royce dark Oyster, black trim. German registered (with TUV) but located in UK (Home Countries). 1 owner, 1,700 miles and as new. Rod Leach's 'Nostalgia'. Tel: 01992 500007. Fax: 01922 558891.

1989 AC COBRA 302 MKIV RHD. 245bhp (Holley carb). Porsche guards red, black trim, every conceivable extra incl. Sway-Gars/suspension mods. 3,50 miles and superlative condition. Rod Leach's 'Nostalgia'. Tel: 01992 500007. Fax: 01922 558891.

ALFA ROMEO FRECCIA D'ORO 1950. 6 cylinder, 2,500 ccm, 2 doors, beautifully restored. English registered car £32,500. Tel: 0041 18561111 or fax: 0041 18561728 (Switzerland).

1930 ALFA ROMEO GRABER BODY TO FIT 1500-1750 CHASSIS. Complete with floors, interior, radiator, very pretty 2 door, 4 seat convertible, very good original condition £15,000 ono. Tel: 01308 482615.

ALFA ROMEO GIULIA SS 1965. Factory RHD, red/black upholstery. Good class A condition, maintained by Alfa specialists, same owner last 6 years £14,000 ono. Tel: 01727 862710 eves or 01438 759485 daytime.

ALFA ROMEO NEWS FLASH. Original upholstery materials for Alfa's 1947-1978. Original wool carpets, vinyl & cloth. Dealers wanted in th UK, South Africa, Netherlands & Japan. Re-originals/USA Tel: 001 281 807 1945 or fax: 807 1946 or re-originals/Down Under Australia. Tel: 0061 9470 5822 or fax: 0061 9470 4817.

ALFA ROMEO SPYDER 1300. 1968, silver, red interior, grey hood, 5 speed, 10 months MoT £5,250. Tel: 01428 441450 or mobile 0421 368643.

ALFA ROMEO SPYDER 1976. Red/black, RHD, good condition throughout, tax/12 months MoT, fsh, Lombarda repared £6,295 or.o.Call James on 0171 3572341 (work) Central London. Strictly no canvassers.

1931 ALVIS 12/60 "WIDE TWO SEATER", part rebuilt. Rolling chassis all restored. Crank ground, big-ends, mains white metalled. All other parts including original body cleaned, stripped for inspection. Tim Walker. Tel: 01296 748419 (Bucks.).

ALVIS TA21 1951, total restoration 1992, original leather seats, new head lining and carpets, 66,000 miles (original) £10,500 ono. Tel: (01278) 451389 or (01278) 722225.

ALVIS TB21 SERIES 2 DHC. L/blue body, d/blue hood, wire wheels, pas, automatic, recnelty renewed hood, rear suspension & engine overhausl, lovely condition £22,000. Tel: 01455 209191 or 616087.

1958 ASTON MARTIN DB2/4, MARK 3. All aluminium body, 2922cc double overhead cam engine. Top speed when new 119mph. Only 551 made between 1957-59. 50 still alive in Canada and USA (AMOC 1996). AM won LeMans in 1959. Excellent condition after much work. Private owner. $37,000. Offered by private owner in California. Call (415) 9414884 or inquire via E-mail: MR.WCF @forsythe.stanford.edu.

ASTON MARTIN V8 1972. Dark green with black interior, 53,000 miles, HBE suspension, F1 manual. Beautiful condition, new sills, spent £28,000. Tel: 01829 260584. £16,500 for quick sale (Cheshire).

ASTON MARTIN VANTAGE VOLANTE, 1988, automatic X-pack, white, magnolia piped in red. one owner, fctory LHD, FSH, 4,000miles, Concours £79,500. Also LHD Lagonda 1986, 20,000 miles, white as new £29,500. Tel: 0181 2090481 or 0836 550300.

1927 AUSTIN CHUMMY FOR RESTORATION, magneto engine, sound chassis, new body, wings, rad. surround, body fittings etc. Complete apart from some windscreen and sidescreen parts, V5, original registration number £3,250. R. W. Moses. Tel: 01989 780325 (Herefordshire).

1930 AUSTIN 7 CHUMMY, not beautiful but sound, running and complete except hood. New MoT £4,750 ono. Peter Starling. Tel: 0181 3609579 (N. London).

1930 AUSTN 7 CHUMMY. Full mechanical rebuild. Tuned engine, interchangable 4/3 speed gearboxes, uprated suspension, new aluminium body. For road and trial use. MoT. Blue form £6,250 ono. Martin Jelley. Tel: 01772 312329 (Lancs.).

AUSTIN HEALEY 100/4 BN1 1954. Recently completed nut and bolt restoration including engine rebuild brackets, not yet run in, previous owner 14 years, red with black leather, wire wheels, overdrive. Full years MoT, superb example £15,950. Tel: 01734 789457 or mobile 01468 323466.

1959 AUSTIN HEALEY BUS EYE'S. SVRA prepared and raced throughout the US Chicago Historic, Mid Ohio, Calfornia etc. Fully equipped ready to race £16,500 the pair. Contact Stu Siegle (954) 4924242060.

AUSTIN HEALEY 3000 MKI BT7 2+2 1960. LHD, midnight blue with near new interior and Connolly hide upholstery, Heritage Certificate, new exhaust system, overdrive, good tyres, wonderful runner £13,500, garaged in Kent but tel: 0181 6730114.

AUSTIN HEALEY 3000 MKIII PHASE II BJ8 1967. Only two previous owners, 40,000 miles from new, colorado red, chrome wire wheels and o/d, original unrestored condition, several Concours wins, drives faultlessly, full years MoT £24,500. Tel: 01734 789457 or mobile 0468 323466.

AUSTIN HEALEY 3000 MKIII 1965. Colorado red, black interior, S/S exhaust, CWW, overdrive. Restored, beautiful throughout £20,000 no offers. Tel: 0151 6254575.

AUSTIN HEALEY 3000 MKIII BJ8. 1965, LHD, BRG. Perfect condition £24,000. Tel: 0171 2602375 (W) or 0171 9375551 (H).

AUSTIN HEALEY FROGEYE SPRITE. Total rebuild (all steel). Chrome wires, OEW with black interior, full MoT. Heritage Certificate, superb £6,500. Tel: 01508 550132 (Nr Norwich).

AUSTIN HEALEY FROGEYE SPRITE 1960, excellent condition, reluctant sale £5,750 ono. Tel: 0171 7380686.

AUSTIN HEALEY FROGEYE SPRITE 1960. Fully restored in 1993-94, never been used, 12 months MoT, BRG, A1 condition £5,750 ono. Tel: 0161 7075334 after 7pm.

AUSTIN HEALEY SPRITE, 71, J-reg, 18,000 miles, Mk4, bronze yellow, MoT, recentley restored and engine, rebuilt, unleaded head, 5 speed gearbox, Spax shocks, reluctant sale, very good condition £3,500 ono. Tel: 01661 831046 Prudhoe, private sale.

574 JRT FROGEYE SPRITE AUSTIN HEALEY 1961, mint restoration, all steel burnished in powder blue, little work needed to complete, stood on wire wheels, running gear assembled, MG 1098cc, Ashley GT hard top in silver, green logbook, history, present owner 17 years £6.900. Tel: 01204 495219 Lancs.

1929 AUSTIN SEVEN ULSTER SPECIAL. Rebuilt 1990, finished in polished aluminium with green Connolly upholstery. Tax exempt, V5, MoT. Spare gearbox, halfshafts, engine parts etc. Needs tidying, hence £4,100 ovno. Paul Grant. Tel: 01647 252074 (Devon) (non-member).

AUSTIN SEVEN SPECIAL, exceptionally well finished in BRG fabric bodied car with cycle wings, 15" wheels, black leather trim. £4,700 ono. Barry Mills. Tel: 01297 678315 (Dorset/Devon border).

YY 785 AUSTIN 7 1932, 24,000 miles and 3 owners from new, blue and black, navy blue leather, orig grey logbook, MoT, rewired, original engine, has been a show car with reg YY 785, £3,300. Tel: 01437 710122 after 6pm. Private sale (Dyfed).

B

BEAUFORD DELUXE V6 3 LITRE 1979. Only 26,000 miles, factory built. Power steering, automatic, fully refurbished leather and wood interior. New whitewall tyres (6) opening roof. Taxed, tested, real eye catcher £9,000. Tel: 01372 451659 (Surrey).

8 LITRE BENTLEY. Details — D. H. Day, Aldrans, Church Hill, Wroughton, Swindon, Wilts. SN4 9JR. Tel: 01793 812323. Fax: 01793 845323.

BENTLEY 4¼ 1939, overdrive, B31 MX, Park Ward 'Continental'. Fast, elegant car in black and silver, owned by me since 1979. Extensive restoration, bills for £15k, only £23,500. Chris Van Essen 01763 261362 (home) or 266813.

BENTLEY MK6 STANDARD STEEL SALOON 4¼ LITRE. 1951, blue over silver, recent bare metal respray, new carpets & headlining. Superb condition, tax & MoT. Stanton Street, Quinton Garage Trade. Tel: 01666 837223 £19,995.

BENTLEY MULSANNE TURBO 1984 MODEL. Forest green metallic with beige hide. 85,500 miles only. Totally original, unaltered and not repainted since new £14,995. Bramley Park (01480) 492066 (Cambs.).

BENTLEY MULSANNE (TURBO APPEARANCE) 1982. Light ocean blue with beige hide. A very well maintained car expertly converted to resemble a Turbo R. Incredible value £12,995. Bramley Park (01480) 492066 (Cambs.).

BENTLEY TURBO R, ORIGINAL FACTORY LHD. 1922, 12,000 miles, FSH, 1 owner, virtually as new £59,500. Also 1990 Corniche Convertible LHD, white, 28,000 miles, fitted with cocktail cabinet as new £65,000. Tel: 0181 2090481 or 0885 560300.

BMW 1602 1975, factory henna red, navy blue trim with red piping no radio, original atmosphere, tax and MoT, very sound, solid and rustfree, car used daily, £1,250. Tel: (0973) 146846 (day) or (01273) 230838 Brighton.

BMW 2000C. Silver, automatic 1968, excellent condition £7,000. Tel: 0116 2862741.

BMW 2002 AUTO. 1970, 72,000 miles, only two owners, excellent condition. Light metallic blue, permanently garaged, new MoT £2,400 ono. Tel: 01255 677837 (Essex) private sale.

BMW 3.0CSL. Chamonix white, 1974, 51,478 miles, FSH, from 1980 chassis number 2285311 blue printed engine by TWR Ltd £8,950. Tel: 0468 256072.

BMW 3.2CSL BATMOBILE. 1973 legendary limited edition road racer, classic 2275443 silver, lovely condition, only few left £POA. Tel: 01263 822481 or 0860 219157 fax: 01263 821587.

BMW ISETTA 1961, Brighton model, blue, totally rebuilt to Concours standard. Perfectly original in every detail. Full MoT £9,800 ono. Tel: 0115 9291117 (Notts).

BIRSTOLS, BRISTOLS, BRISTOLS. A choice of cars from restoration projects to excellent condition including four 411's. Also large selection of spares especially for the two litre models with good 2.2 litre engine and overdrive gearbox ready to drop in. Cars and spares always wanted. Tel: Brian May 0121 4303767.

BRISTOL 411 SERIES 5 1976 (R). One of the very last true Bristols. Metallic light blue with grey leather, A/C, 72,000 miles, superb £15,995. Bramley Park (01480) 492066 (Cambs.).

BOND EQUIPE 2.0 GT CONVERTIBLE 1970. Rare car, 90% condition, drives 100%, tax exempt, classic insurance, 1 of 13 only remaining, best offer secures. Tel: 0113 2374121 or 0976 262276 (Leeds).

1927 BUGATTI TYPE 44, 3 litre touring car, history from new, more comfortable tahn pristine. Nice old friend with MoT and tax etc. Fair offer. P. Russell. Tel: 01798 815632 (Sussex).

C

CATERHAM 1700 SUPER SPRING 1987. Red cycle wings, 15,600 miles. Full weather equipment, many extras superb condition £10,995. Tel: 01926 405248 work or 01621 742638 home.

CATERHAM SEVEN 1.7 SUPERSPRINT, 90H, British Racing Green with Lotus racing colours, 5 speed with massive spec. 5,000 miles. £15,500. GRAYPAUL: 01509 232233.

CATERHAM SEVEN 1700 SUPERSPRINT, 1995 (N) aluminium, black wings/nose, 3,000 miles, s/history, taxed, 5 speed, de dion, competition exhaust, leather adjustable seats, heated windscreen, high visability hood, £13,495 ono. Tel: (01344) 482555 (office) or (01344) 481081 (home).

CATERHAM SUPER 7. Very good condition, low mileage, twin Weber, race harness, Spax, electronic ignition etc. MoT and tax 12/97 £7,495. Tel: 0181 8641703.

1992 GENTRY COBRA. Perfect 380 miles. Ford V8 428 Super Cobra Jet. Ford

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1939 CHEVY COUPE. Designed and constructed by "Rad Rides by Troy", over 100 modification to the car. All Chevy components. Pioneer/Orion stereo, full leather. One off wheels and just about everything else. Many magazines all the top awards, best of the best, the Predator is available and realistic at $125,000. Dan at (815) 4683137.

GRX INTERCEPTOR, ONE-OFFF CNCEPTOR. This car was designed and built by "Tommy The Greek" super custom car builder, as his own personal masterpiece. If you really want to impress everyone with your car collection, add this work of art to it. You deserve it. Priced at $359,000. Partial trades considered. Tel: (414) 6524865, fax: (414) 654 8998 USA.

1997 COBRA REPLICA. Replica of the original 1965 AC Cobra. Only 11 miles completed! (the mileage is not a misprint). Black Cherry paint withtan grey marine grape interior. Powered by an easily serviceable high output Ford 302 motor linked to a T5 transmission. Post traction rear end. Blaunpunkt CD player and more options not listed. Own the roadster that started it all. Complete information available from the original owner. Contact Dave at (561) 7781730. £38,000. Florida USA.

CONTEMPORY COBRA 427SC. Ford 7 litre 1964 registration, original specification, fully rebuilt engine. To much to list, full details availble. POA. Tel: 01494 436437 or 01628 476358.

COSWORTH BDR DEDION 88(E), 5 speed, pearlescent red, leather seats, Momo steering wheel, dry sumped, low mileage, 1 previous owner, all documentation, £13,995. Tel: (0468) 437195.

D

DAIMLER 66 COUPE. Gransand, olive leather, 1978, 39,600 miles, like new £7,500. Also MGTF 1500. Red/red leather, excellent £14,000. Tel: 0161 9808189.

DAIMLER DART SP250 1959. S/N 100002 prototype model completely restored. Offers over $45,000 US. Tel: 403 9921286/403 9733104. Alberta, Canada E-mail: gtitosky@env.gov.ab.ca

DAIMLER V8 250 AUTO, 1969 for restoration, 1994 engine recon and much work done underneath but more is needed for MoT, bid £800. Tel: 0181 9930582 or 0181 7417372 Acton.

DELLOW MK1 1950, trials road car original spec. Full weather equipment, restored good used condition £6,500. Tel: 01283 815602.

DODGE VIPER GTS COUPE, blue with white stripes, 97 brand new, available for 'R' registration, delivery mileage only £68,995, PX considered, finance arranged. Tel: 01204 528800. Warrender of Bolton.

E

ELVA FOR SALE AND WANTED. Specialist parts and workshop facilities available. Tel/fax: 01903 823710.

F

FERRARI 365GTC. 1971, Ch/No 12747 RHD, metallic grey/dark grey hide. 35,000 miles £45,000 rebuild 1990-1993 £75,000. Tel: 01647 231627.

FERRARI 400i AUTOMATIC 1980. Red/magnola hide, 49,000 miles. Impreccable service history, no expense spared. New S/S exhaust. This car is stunning £17,995. Bramley Park (01480) 492066 (Cambs.).

1973 FERRARI DAYTONA SPYDER, RHD. Highly regarded Autokraft of Brooklands - latterly AC Cars Ltd. conversion (1 of only 10) from an original Coupe. 38,000 miles from new, metallic blue, black trim. Extremely well maintained. Rod Leach's 'Nostalgia'. Tel: 01992 500007. Fax: 01922 558891.

FERRARI F50, 12/95, 600km, £330,000. Tel Germany: +49 172 7117191 or fax: +49 6324 5862.

FIAT ABARTH, FRANCIS LOMBARDI GRAND PRIX LHD. 1968, 850cc. BRG, tan interior, excellent original condition, a very rare pretty and useable coupe with Ferrari looks £5,995. Tel: 0181 6651106 or mobile: 0860 835927

FIAT 124 SPYDER 2.0 CONVERTIBLE LHD. 190, silver, black hood cover, blue trim, tax and MoT, good condition, carefully driven by lady owner, imob, alloys, Sony face off stereo, history £5,200. Tel: 01462 685513 or 0973 347906.

1975 FORD GRANADA GHIA COUPE. White car, beige colour interior, factory fitted brown vinyl roof. Exceptional condition throughout. Present owner last 16 years. Engine needs slight attention £3,000. Tel: 01474 352570.

FORD GT40 BUILT 1995, any monocoque chassis, fully rose jointed suspension, 302 Ford V8 engine, close ratio gearbox, lsd unit, 2 sets of wheels any tyres, engine on management and port injected £55,000, please ring for full spec 01543 279544.

FORD GT40 REPLICA GTD40. Concours winner 385bhp. Ford 302 engine, original IDA Webers, 13,500 miles. Full leather trim, A/C one owner from new. Trusso red, superb condition throughout £28,500. Tel: 01444 458591 (eves) or 0181 4907101 (days).

FORD THUNDERBIRD COUPE 2.3 TURBO. 1984, 12 months MoT, full leather interior, rare manual model. In sky blue metallic, LHD. Fully loaded, exceptionally clean car £2,500. Tel: 01726 852385.

G

BUS, 24-seater, 1951 Guy Wolf, guaranteed 58,422 miles, one of only three supplied to Llandedno Council for summer sightseeing tours, small, attractive, goes well, excellent condition, £7,995. Telephone 01584 876877 (Shropshire).

H

HONDA CIVIC AUTO, 1979, gold, taxed and MoT'd, genuine 16,000 miles, excellent condition, two lady owners, £1,100 o.n.o. Telephone 0161 281 3426.

J

1952 JAGUAR XK120 OTS, LHD, for restoration, £6,500. 1952 Jaguar XK120 OTS, LHD, partly restored, £14,500. 1953 XK120 DHC, LHD, partly restored, £16,000. 1955 XK140 DHC SE, LHD, nice original, £21,500. 1953 XK120 DHC, LHD, superb restored, £39,500. Telephone 44 171 924 4150. Fax: 44 171 924 2140.

1952 JAGUAR XK120 ROADSTER. This pristine classic has had a complete frame-up restoration, no costs spared. All invoices available, matching numbers, bright red, black interior, black canvas top, totally original in every detail, $53,000. Spectacular!! Contact Neil Powel, Victoria, BC, Canada (250) 658-0781.

JAGUAR C-TYPE PROTEUS 3.4L, Webers, road race cam, live axle, late box, o/d, professionally built by Colborne and fully sorted, £32,000. Telephone 01952 505983 (Private sale).

JAGUAR D-TYPE L&R REPLICA, meticulously constructed by aeronautical engineer, original specification trim, extensive aluminium panelling, Dunlop racing tyres, standard 4.2 engine, essential viewing, £15,000. Tel: (01497) 831413 or 0410 948854.

JAGUAR D-TYPE LE MANS REPLICA, long nose with fin or round back, 4.2 engine, lovely runner and looks good, genuine reason for sale, £15,950. Tel: 01344 22919.

JAGUAR DROPHEAD COUPE, 1948, 3.5L, completely restored in England, RHD, beige, red leather, like new, can be delivered in Europe, £34,000 Sterling. Telephone 0032 75 413827. Fax: 0032 75 419631.

JAGUAR E-TYPE, 1962, 3.8, FHC Series 1, restored (£14,000 spent), 4,000 miles over last 16 years, house forces sale, worth £22,000, for sale at £17,500. Telephone 01243 582365 (Private).

JAGUAR E-TYPE 4.2 2+2, 1967, automatic, gunmetal grey metallic, original red leather interior, thousands spent to bring to 99% restoration as original, with most receipts, MoT June 1998, £17,950 o.n.o. Tel: (01384) 413094 daytime or (01384) 823179 evenings.

JAGUAR E-TYPE SERIES 1 FHC, 1962, 3.8, BRG, 2,500 miles since rebuild, original documents and numbers, also 3 spare twin choke Weber carbs, £19,750. Telephone (01932) 868140 (Surrey).

JAGUAR E-TYPE SERIES 1 ROADSTER, 3.8, 1962, black with red interior, special order confirmed by Jaguar, very good condition, engine completely robust, originally sold as export car in UK, now has original number plate, converted to right hand drive, new MoT, £22,500. Tel: 01435 866285.

JAGUAR E-TYPE ROADSTER, 1968, 4.2 Series 2, lovely original RHD example finished in signal red with black leather upholstery, 45k miles from new, £22,000. Telephone Mick Kay on (01777) 700051 after 6pm.

JAGUAR E-TYPE V12 ROADSTER, 1973 (Reg No. JAG 30L), Old English white with black leather, 53,000 miles, history since restoration, superb throughout, hard top, full MoT, offers circa £23,950 o.v.n.o. Tel: 01332 865112 or 0374 107478 (Mobile).

JAGUAR E-TYPE V12 ROADSTER, March 1972, 51,000 miles with manual gearbox, sable with tan interior, hard and soft top, 12 months MoT, very good condition and very good price of £25,000. Tel: 01769 560742.

JAGUAR E-TYPE V12, L registration Roadster, RHD, manual, UK car, second owner since 1979, 50k genuine miles, brown, tan interior with genuine hood and cover, all original, never needed restoration, very good condition, offers. Contact: 012657 63066.

JAGUAR E-TYPE V12 ROADSTER, 1972 (K), silver/black hood, grey/blue leather, manual, British car, 9 year £80,000 rebuild, concourse condition, best in England, £46,000. Do any deal, WHY, finance/warranty, p/x. Tel: 01302 719371 or 0860 325237 (Doncaster – Trade).

JAGUAR E-TYPE V12 ROADSTER, 1974, white, red interior, auto gearbox, well maintained, owned since 1988, good condition, service history, new boat forces sale! £21,000 o.n.o. Telephone 01582 841527 or 0850 284797. 01144 if ringing from USA.

JAGUAR E-TYPE V12 ROADSTER, 1974, chocolate brown with tan leather, 46,000 miles, no accidents, asking price USD 50,000. Fax: (00352) 366410 or Tel: (00352) 021 166567 (Mobile).

JAGUAR MkII 3.4, 1961, manual, overdrive, dove grey, leather upholstery, all original, tax exempt, used daily, full MoT, very good condition for year, private plates inclued 4744 DG, £5,995 o.v.n.o. (Private).

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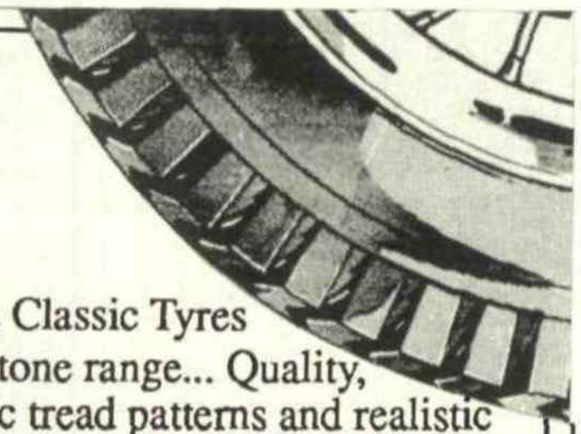
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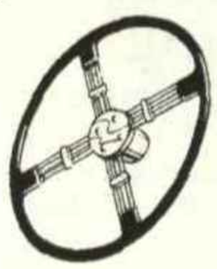
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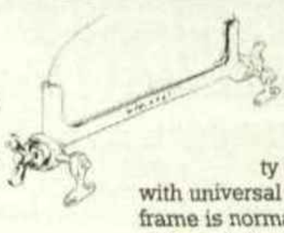
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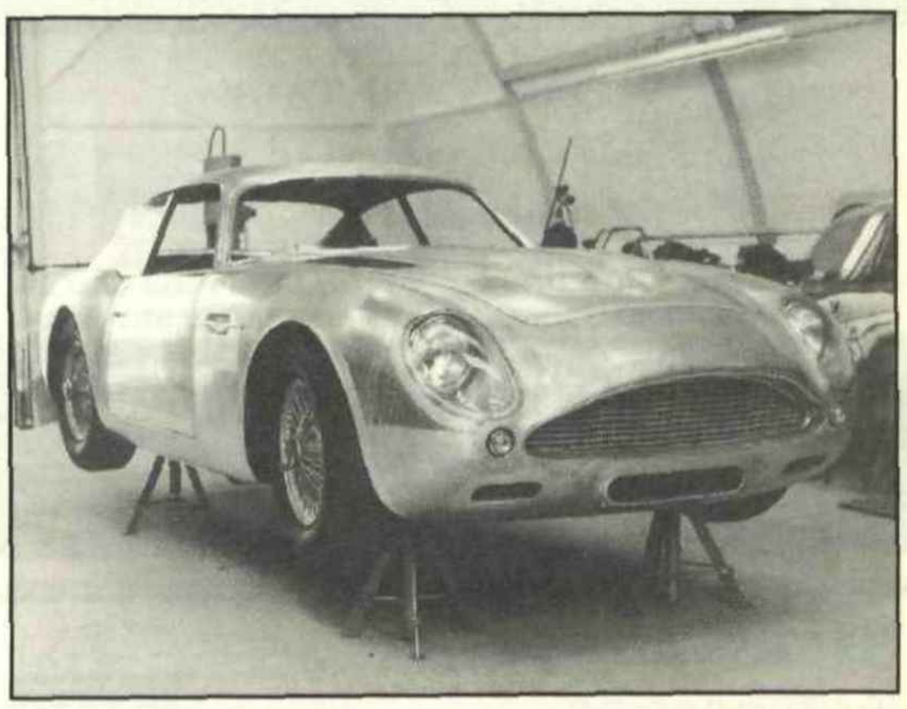


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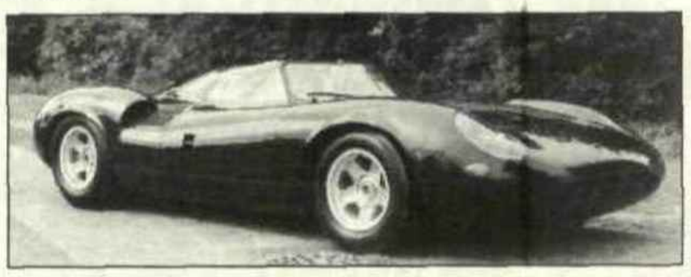
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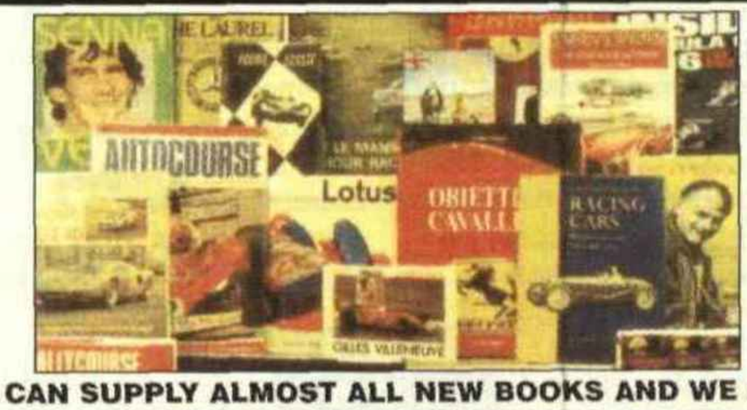
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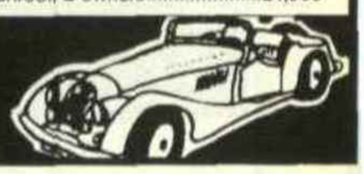
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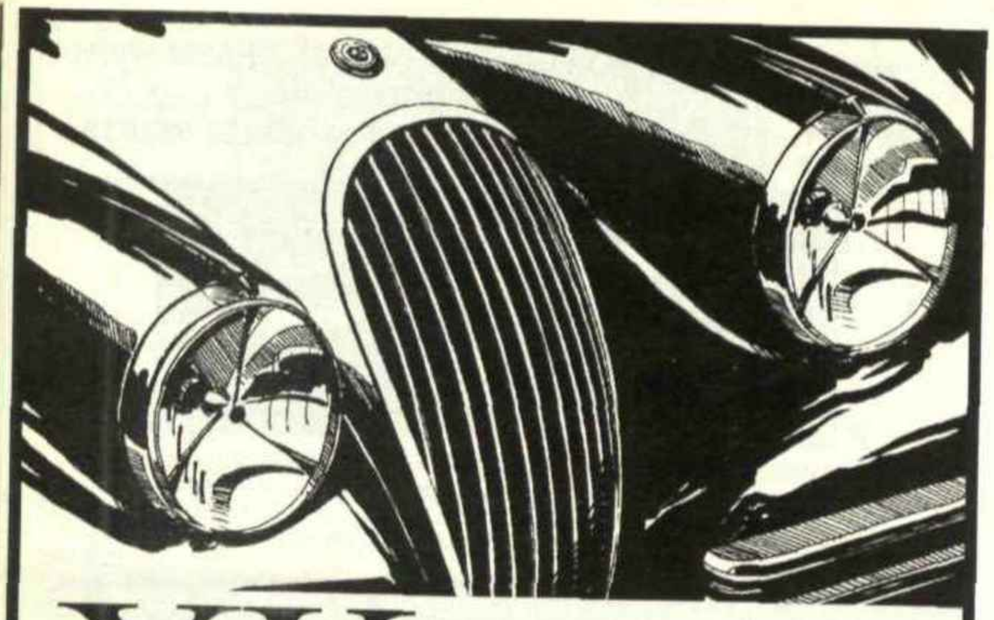
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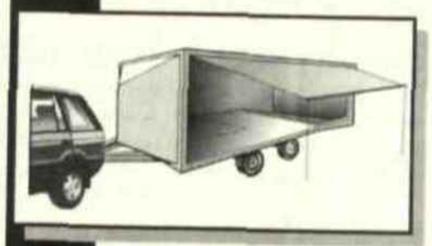
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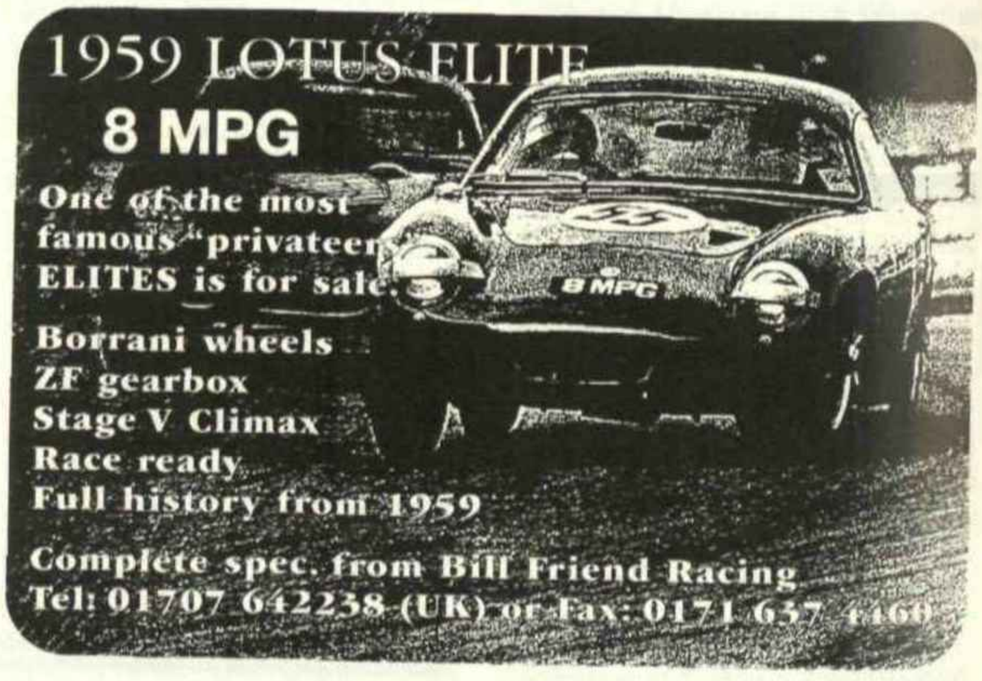
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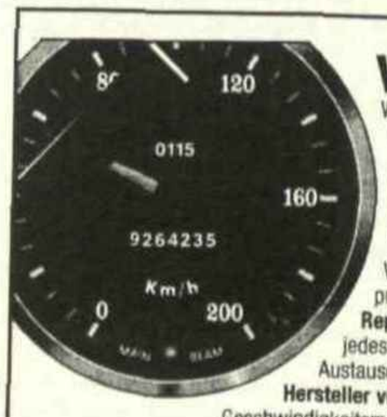
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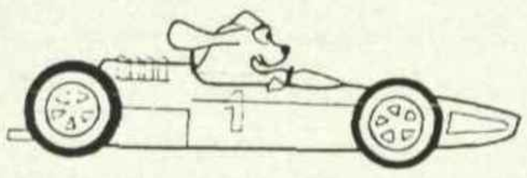
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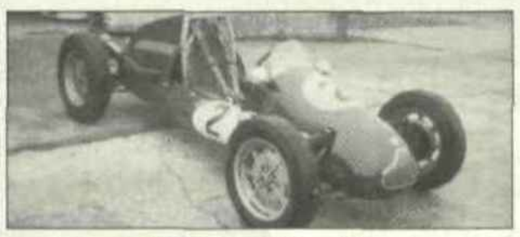
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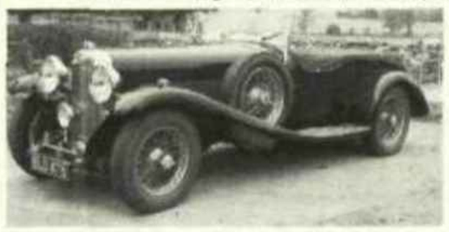
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1990 F40	Red	1,000m
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1992 348 ts	Red	16,000m
1991 348 tb	Blue	16,000m
1988 328 GTS LHD	Red	28,000m
1987 328 GTS	Met Black	31,000m
1986 328 GTS	Red	59,000m
1972 DAYTONA 365 GTB/4 Spyder (Autocraft)	Red	52,000m
1972 DAYTONA 365 GTB/4	Giallo Fly	32,000m
1972 365 GTC4	Red	38,000m
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1977 BOXER 512 BB	Red	22,000m
1974 BOXER 365 GTB4	Red	16,000m
1992 512 TR	Black	21,000m
1991 TESTAROSSA	Red	12,000m
1990 TESTAROSSA	Red	9,000m
1989 412 AUTO	Black	32,000m
1991 MONDIAL CABRIOLET 3.4	Red	23,000m
1987 MONDIAL COUPE	Metallic Grey	53,000m
1979 308 GTB	Red	25,000m
1978 308 GTS	Silver	40,000m
1979 308 GT4	Red	59,000m
1972 DINO 246 GT	Red	41,000m
1966 330 GT 2+2 MKII	RHD, Blue	37,000m
One of only 29 manufactured		

JAGUAR

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1973 E-TYPE V12 ROADSTER	Primrose, 2 owners	52,000m
1961 E-TYPE 3.8 ROADSTER	Red, Concours	3,000m
1968 E-TYPE 4.2 ROADSTER	White	59,000m
1970 E-TYPE 4.2 FHC	Red	54,000m
1965 E-TYPE 4.2 FHC Comp	Carmen Red	58,000m
1965 E-TYPE 4.2 FHC	1 owner, Ivory	30,000m
1962 E-TYPE 3.8 FHC	Burgundy, Concours	
1951 XK120 ROADSTER	Black, Concours	

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1994 911 CARRERA CABRIOLET	Midnight	19,000m
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1990 911 CARRERA 4 COUPE	White	64,000m
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1989 911 CARRERA SSE COUPE	Slade Grey	42,000m
1989 911 CARRERA SSE TARGA	Red	41,000m
1988 911 CARRERA SE CABRIOLET	Black	65,000m
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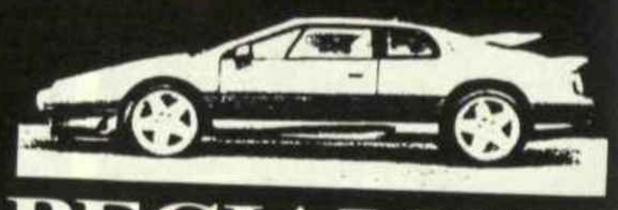
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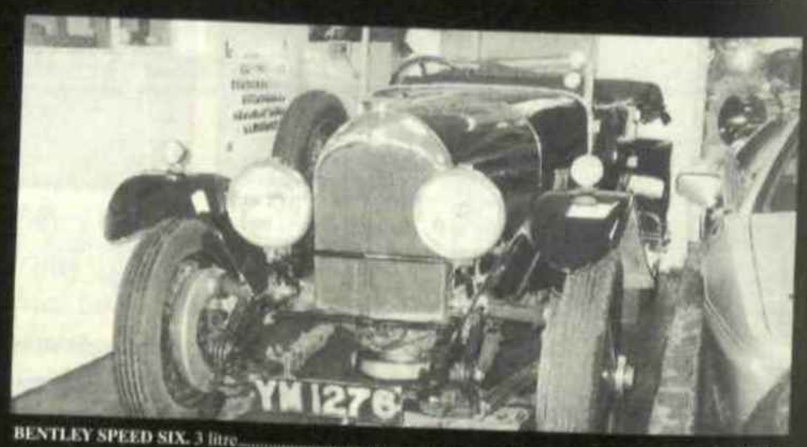


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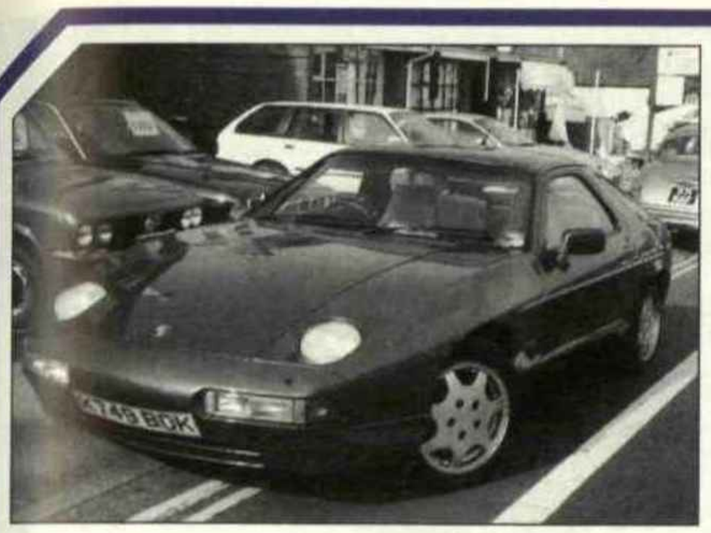


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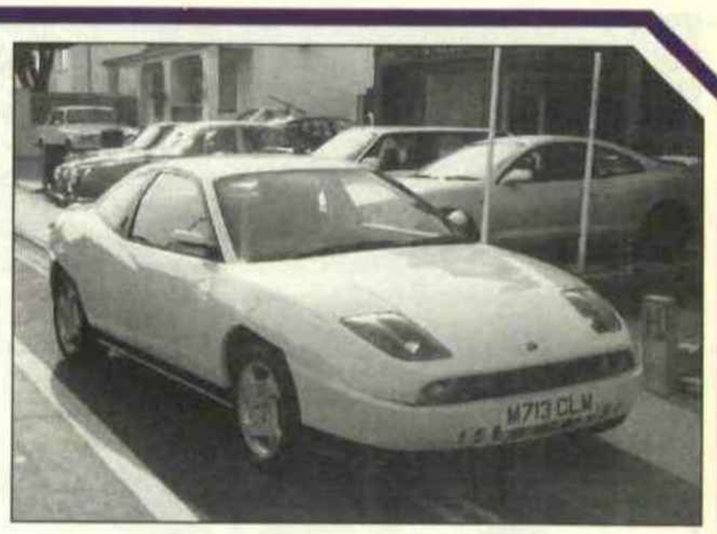


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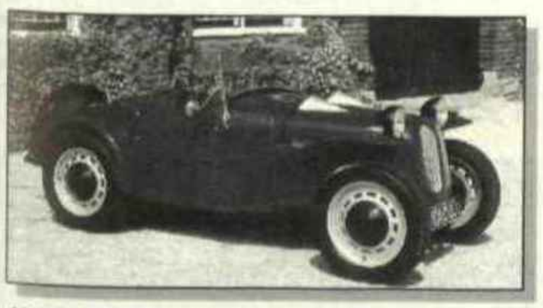
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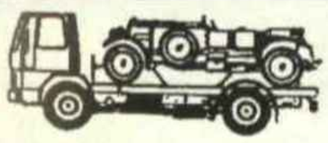
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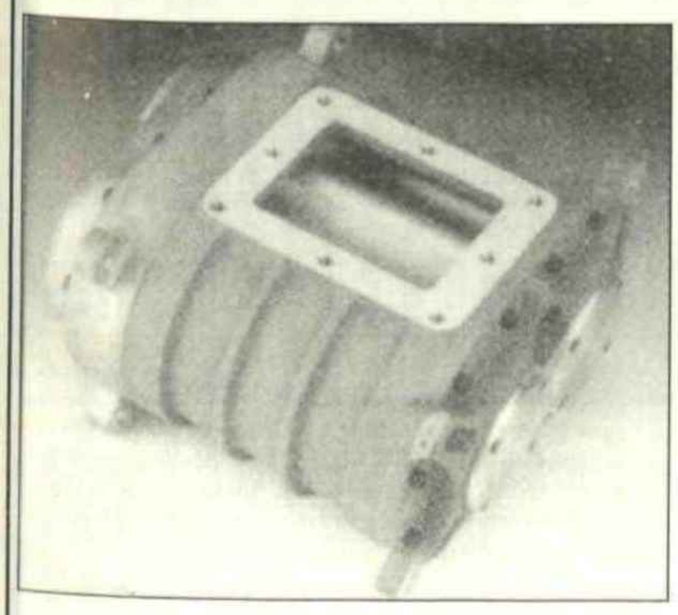
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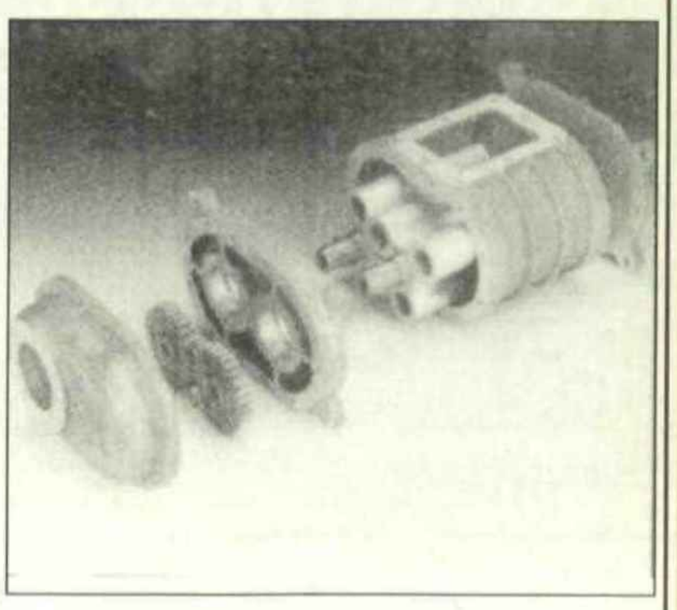
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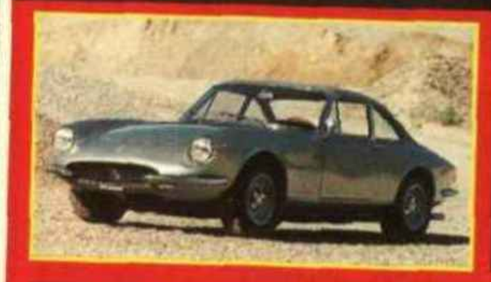
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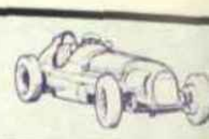
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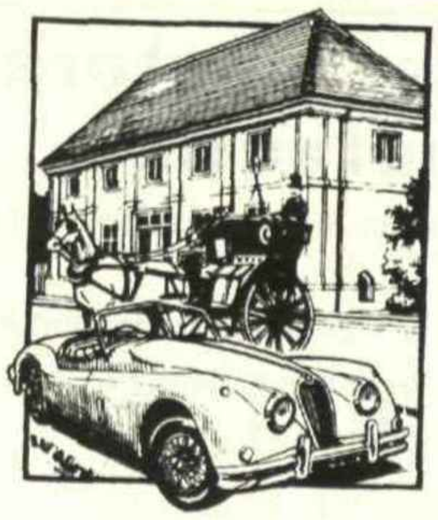
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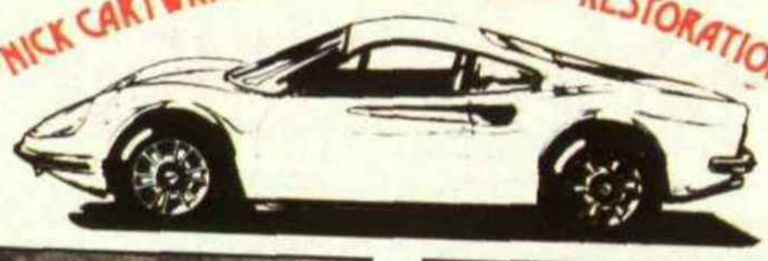


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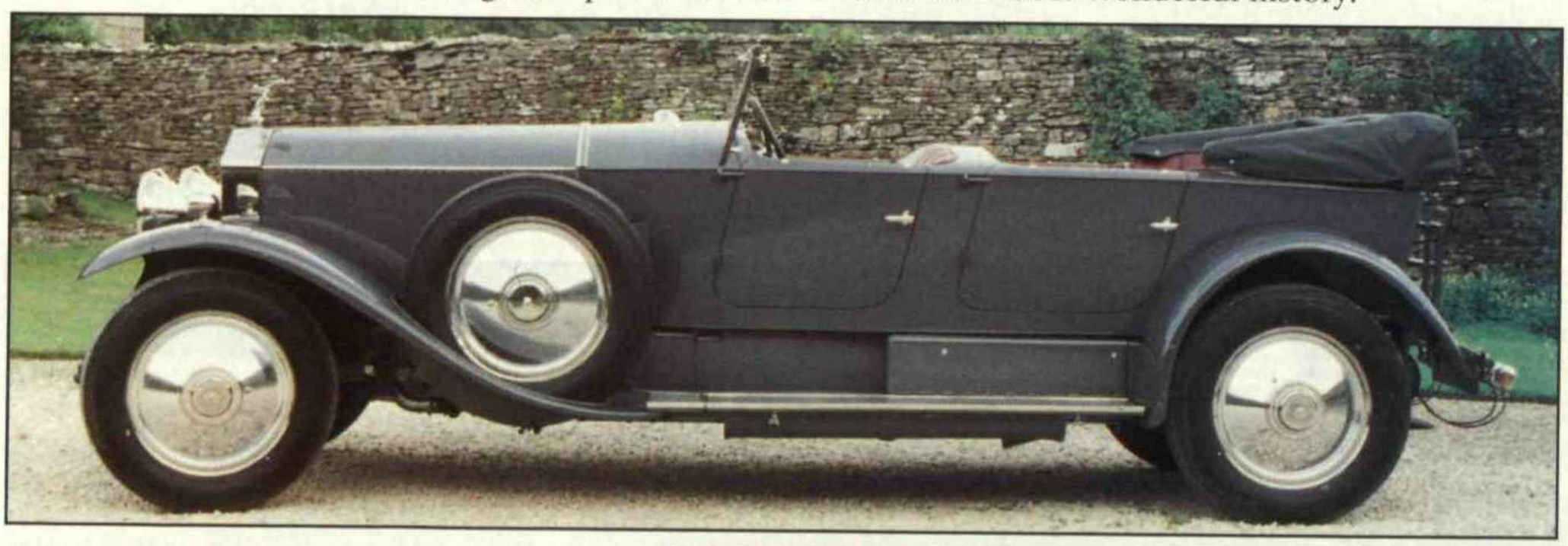
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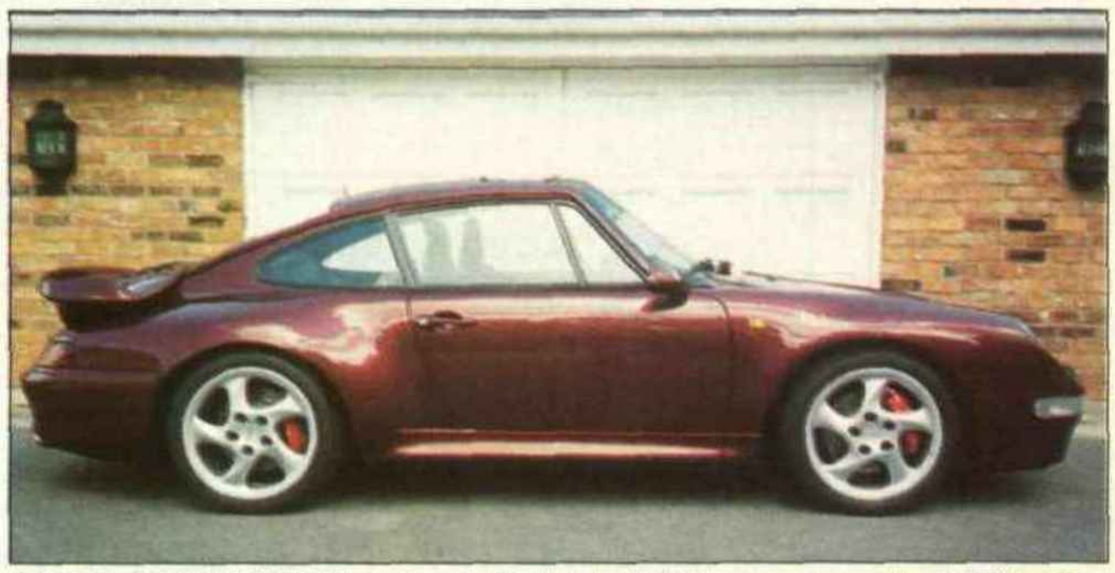
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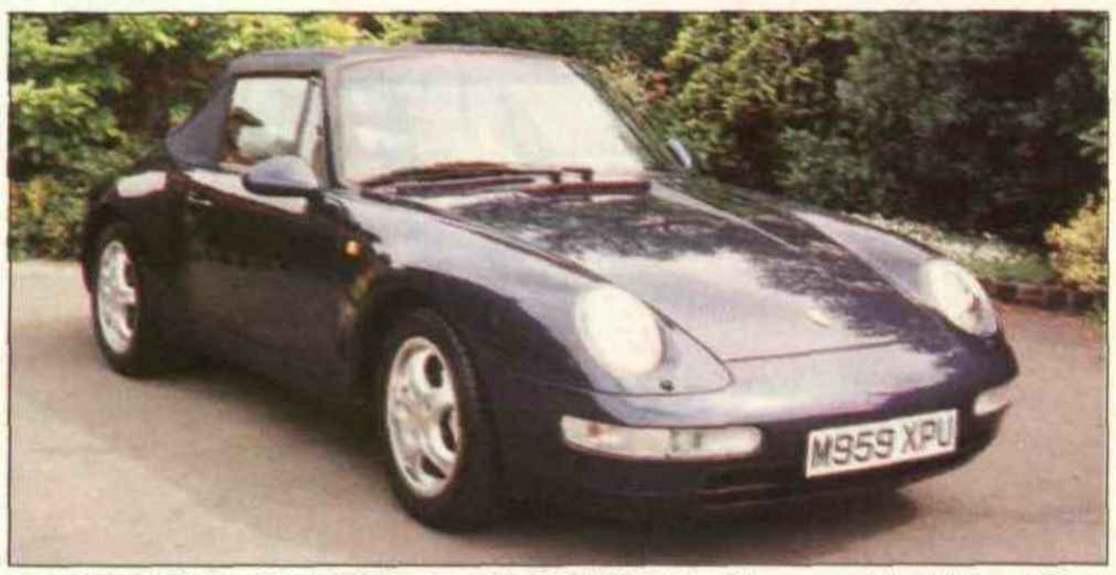
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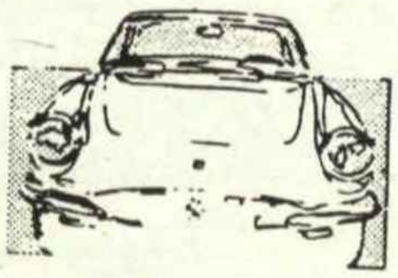


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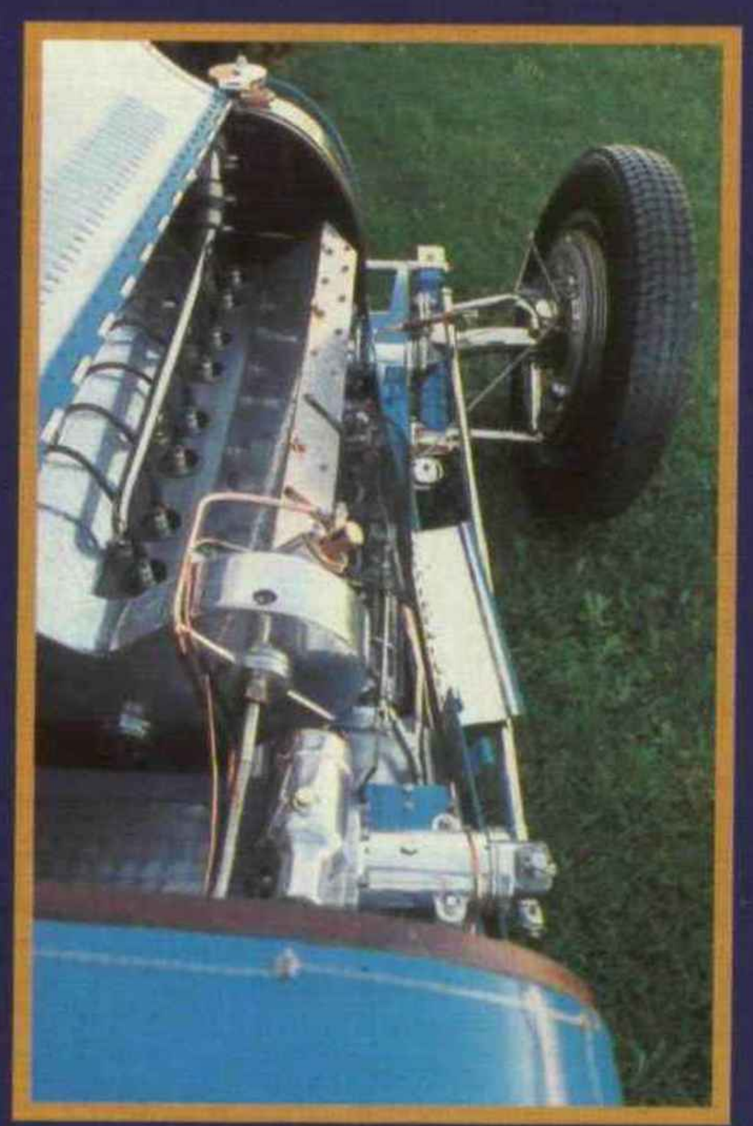


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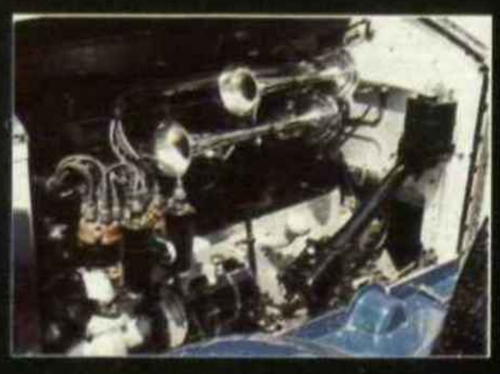
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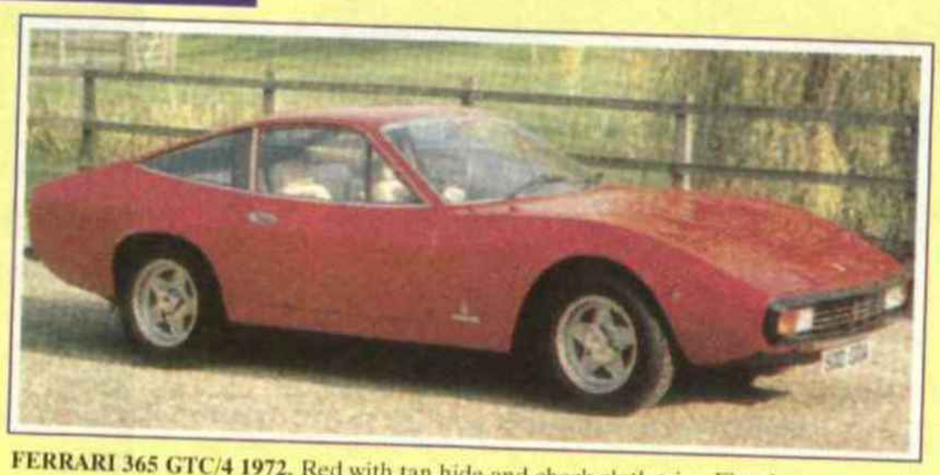
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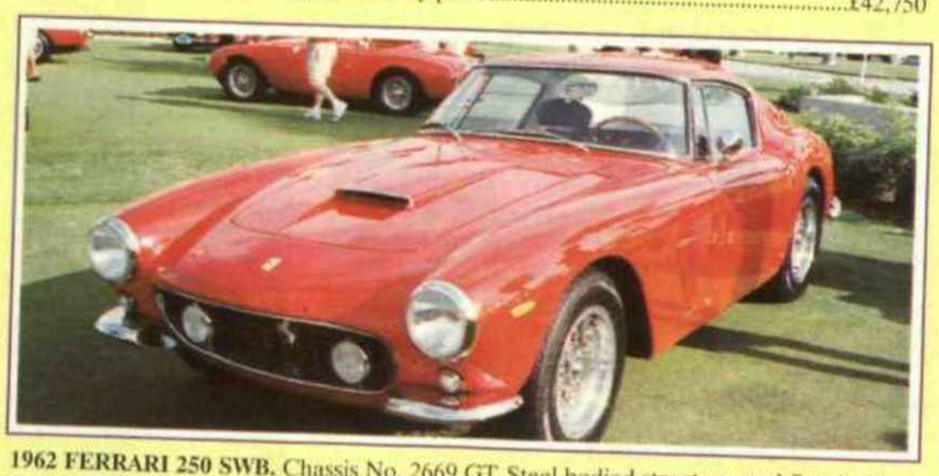
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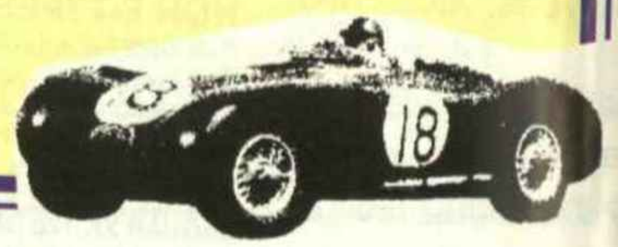
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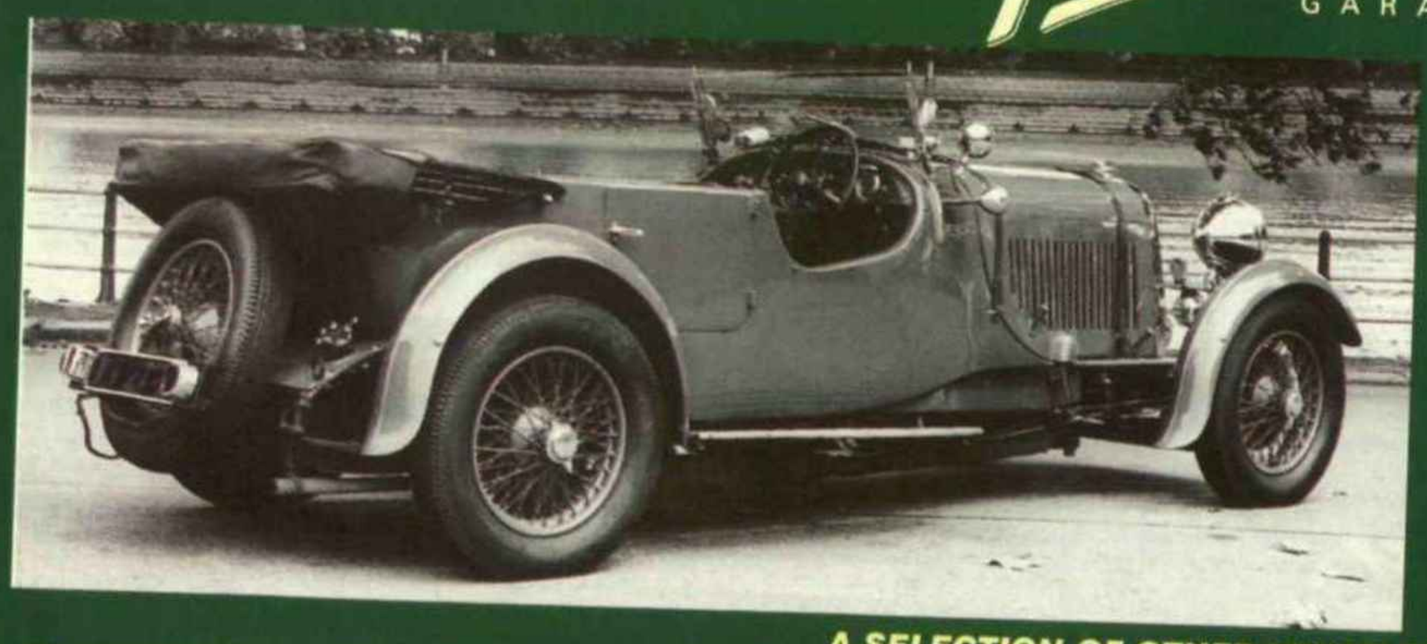
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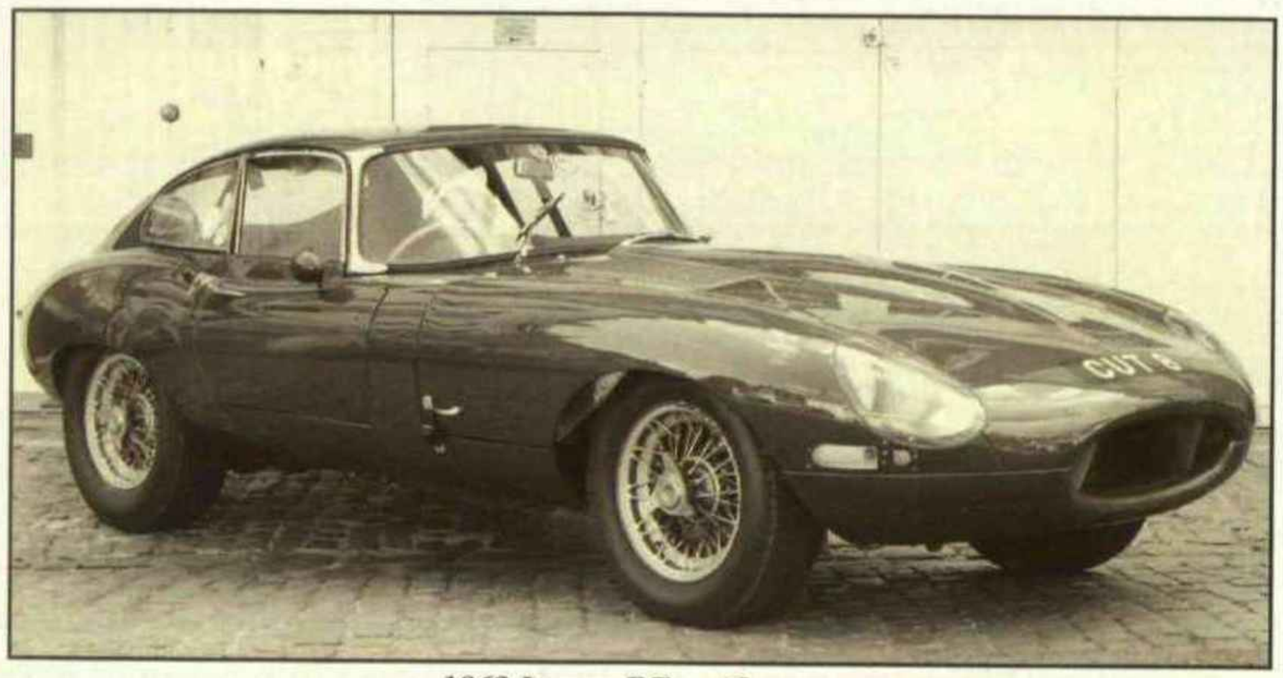
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