MOTOR SPORT

SEPTEMBER 1996 FOUNDED IN 1924 £2.20

JOHNNY HERBERT

The fickle face of F1

CLASSIC FERRARIS

Road & Track

PLUS: German and Hungarian Grands Prix ★ Mini Cooper versus Fiat Cinquecento Sporting ★ Ginetta G27 track test The last great Bugatti ★ Walter Hassan tribute

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AN IMPORTANT SALE OF HISTORIC MOTOR CARS, MOTOR CYCLES AND RELATED AUTOMOBILIA

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3rd October

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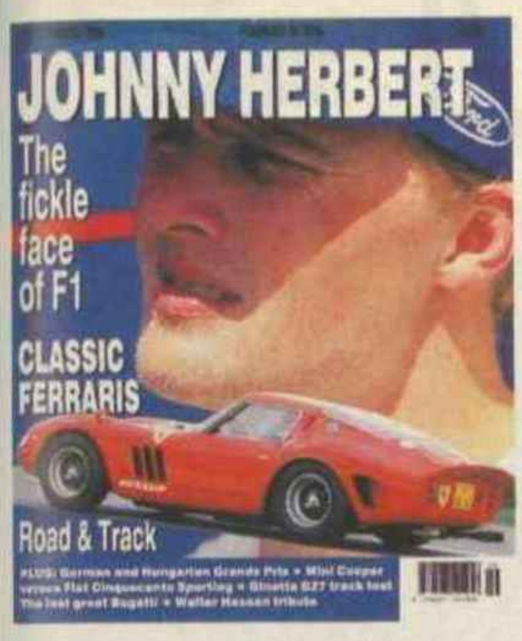
FOLLOWING THE SUCCESS OF COYS CHISWICK HOUSE AND SILVERSTONE SALES EARLIER THIS SUMMER, WE ARE PLEASED TO ANNOUNCE A MAJOR SALE OF IMPORTANT HISTORIC MOTOR CARS, MOTOR CYCLES AND RELATED AUTOMOBILIA AT THE ROYAL HORTICULTURAL (NEW) HALLS, WESTMINSTER, LONDON SW1.

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WE ARE ALSO INVITING PRIVATE ENTRIES FOR THIS SALE. SHOULD YOU BE CONSIDERING THE DISPOSAL OF AN HISTORIC MOTOR CAR, MOTOR CYCLE OR ITEMS OF AUTOMOBILIA PLEASE DO NOT HESITATE TO CONTACT US FOR FRIENDLY, PROFESSIONAL ADVICE.

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Front cover: Johnny Herbert believes in himself. Do others? Plus, this month's Ferrari guide chronicles the finest cars to have been spawned in Maranello.

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SEPTEMBER 1996

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Next issue out SEPTEMBER 27

MOTOR SPORT



906
WJ TEE An appreciation of MOTOR SPORT's proprietor, who recently passed away.

907
DIARY What? Where? When? Why?

912
JOHNNY HERBERT Dismissed by Benetton having won two Grands Prix, but now, ironically, rebuilding his reputation in midfield.



BENETTON IN CRISIS? How the German GP marked a false dawn.

920
GERMAN GP Facts and figures.

922
EASTERN PROGRESS The changing face of the Hungarian GP.

924
HUNGARIAN GP Statistical spread.



WALTER HASSAN Jaguar XK and V12; the World Championship-winning Climaxes: we look back at some of the finest engineering achievements of Walter Hassan, who died recently.

934
POSTCARD FROM AMERICA Trois-Rivières – the forgotten street race.

936
TWIN TEST The Fiat Cinquecento Sporting Abarth is a Mini Cooper for the '90s. But is it as good as the original, as encapsulated by Rover's 35th anniversary edition?

944
TRACK TEST The Ginetta G27 provides a refreshing alternative for amateur racers.

946
NEW CARS Chrysler Neon; Range Rover 4.6 HSE; Citroën Saxo.

948
READERS' LETTERS

950
REVIEWS

951
CLASSIC MOTOR SPORT

952
BUGATTI T57 The finest Bugatti of them all?

956
COYS HISTORIC FESTIVAL Silverstone highlights.

959
CLASSIC MISCELLANY CanAm reunion at Elkhart Lake; historic rallying in the Pyrenees.

961
VETERAN TO CLASSIC Morgan controversy at Brooklands; A7 endurance record; the Hudlass Specials; VSCC meetings.

970
BODDY LANGUAGE

971
CLASSIC CALENDAR



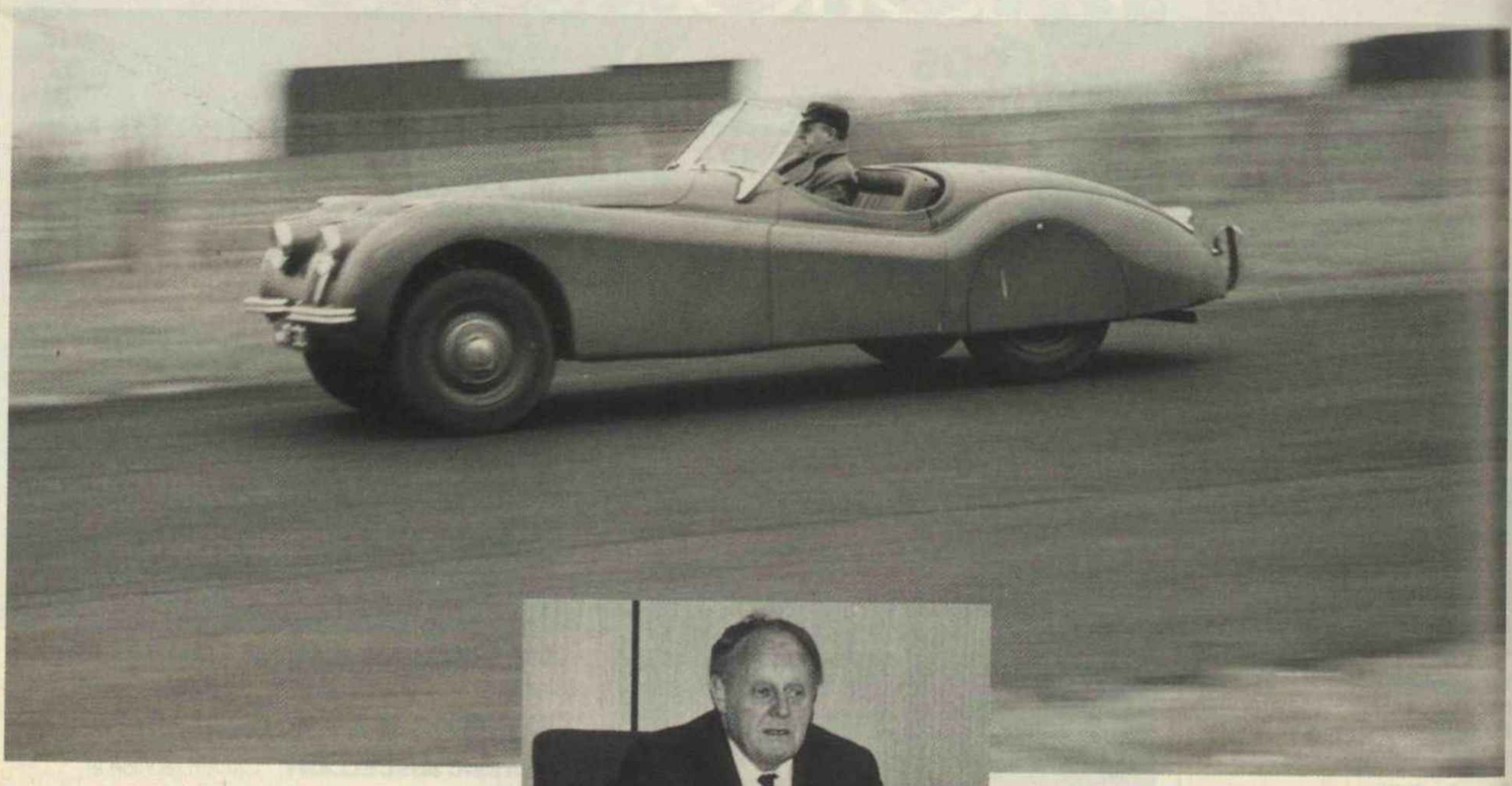
FERRARI SPECIAL Profiles of all the great road and racing Ferraris from the earliest days of the Prancing Horse.

1006
CLASSIC A-Z We repeat part one of our comprehensive guide to the most desirable sporting cars of the past.

1012
CLASSIFIEDS

AN APPRECIATION

Wesley J Tee





Wesley J Tee, a lover of opera and of fast cars. The late proprietor of MOTOR SPORT and Motoring News is pictured sampling a Jaguar XK120 in 1951 (top) and, one of his favourites, a Jowett Jupiter in '52 (below).



Although not exactly unexpected, because he had been away from the office for some time due to illness, the death on August 1 of Mr W J Tee, proprietor of MOTOR SPORT since 1936 and of *Motoring News* since 1957, came as a shock. With his passing a publishing era has sadly ended. I had known and worked for him for something like 60 years or more, and had come to realise what the Teesdale publishing business meant to him. It is unusual for a family business to publish leading magazines for so long and so successfully, in the face of opposition from the multi-nationals.

But that is what Mr Tee did, although he came into possession of MOTOR SPORT in rather unusual circumstances, as a printer rather than a publisher. He needed an editor, and as a young motoring enthusiast who had worked unpaid for three years at Brooklands Track on the car-side of *Brooklands Track & Air*, and for a short period on the MG-orientated *Sports Car*, I was the person he appointed, at first as a contributor, then during the war as Acting Editor, then from 1945 as the magazine's full-time editor until Simon Arron took over in August 1991.

It says much for Mr Tee's dedication that we kept the paper running without a break during those war years when I was away on Air Ministry work, so that all proof-reading, make-up and captioning were done in the City offices, interrupted by close-landing bombs, V1s, V2s and all the rest of it. Dedicated indeed; because the magazine could not have been much of a financial asset then.

Come peace, and we worked its circulation up to an ABC-figure of 140,000 a month, about double that of the two leading weekly motor-journals. It was great fun but hard grind. But the incentive was there, Mr Tee in control, while giving me and "Jenks" and others a pretty free hand. I recall regular office meetings at which, if he sometimes appeared to be asleep, he always woke to make a vital decision or discuss any changes we were suggesting. I once said I thought I had the better of the deal, as I was so often away from the MOTOR SPORT offices. "Don't let that worry you," I was told, "I am as happy to be here as you are to be out testing cars". (Even when he was on holiday we would be told to stand-by around 11am when the daily phone-call from Mr Tee would be made, from the beach as likely as not, and we might be needed.) Not that the Guv'nor wasn't himself a very keen, very fast driver, owning amongst others Austin, DKW, Bristol, Daimler, Alfa Romeo and Mercedes-Benz cars, in the last of which he achieved a phenomenal mileage.

In the beginning especially, if working for MOTOR SPORT was like working for a daily paper, the dead-lines late, nothing decided until the very last moment, it was a great success, becoming a sort of institution among the motor sporting fraternity. I had brought DSJ into the fold, and with Moss we had that great Mille Miglia Mercedes victory. We ran a petition, led by Graham Hill, against the 70mph speed-limit; we published outspoken editorials. There were one or two libel actions.

I had supportive assistant editors and office staff, and our camera-chaps were skillful and brave. I did foreign assignments with Mr Tee's eldest son Michael, involving fast drivers and adventurous charter flights to far places. Over it all Mr Tee was the thoughtful controlling influence. Occasionally he would write a wonderfully pithy comment or two, and I recall his sense of humour, as when we had offended a brake-lining maker, whose rep had called to castigate us. After a suitable interval he was ushered in. "Ah, I forget quite what this is about," Mr Tee said. "Let me see, you are from Mintex, the peppermint people, aren't you?" Which toned things down very nicely. . . Difficult he could be; but Mr Tee always stood by me in times of trouble.

With MOTOR SPORT joined by the weekly newspaper-format *Motoring News*, the Standard House organisation went from strength to strength.

Now the Captain of this unique publishing empire, the discerning businessman at the tiller, is no longer there to steer it. To his sons, coupled with my heartfelt sympathy, go my best wishes for the future.

Bill Boddy

DIARY

THE MONTH IN MOTOR SPORT



Ralf Schumacher, younger brother of, impressed the team when he tested a McLaren at Silverstone, above. Right, Biela (Audi) and Rydell (Volvo) fender-to-fender.

JULY

18 Giovanni Lavaggi is to replace Giancarlo Fisichella at **Minardi** for the rest of the F1 season. After financing Fisichella for the first half of the season, Giancarlo Minardi is forced to take Lavaggi's money.

21 F1 Sporting Director, Jean Todt, receives **backing** from Ferrari President **Luca di Montezemolo** following the team's run of bad results.

21 Chris Mellors/Brian Goff win the **Morgannwg Rally**, round five of the Mintex National Rally Series, thus strengthening their chances of retaining the title.

22 ITV launches its plans for **F1 coverage** in 1997 in London. It is to aim for a more personality-led style of coverage. Current thinking points towards **five commercial breaks**, each of two minutes duration, and the race director will have total control over when these are taken. **Commentators** will be announced in the **autumn**.

22 BMW is believed to be **close to** finalising a five-year plan to **return to F1**.

22 Ralliart's test driver, Lasse Lampi, is promised a **works Mitsubishi** Lancer E3 for his home event, the **1000 Lakes** on August 23-26.

22 Marc Goossens (Astromega) takes his second **F3000 career victory**, at the frog-infested Sicilian circuit of **Enna-Pergusa**.

26 A brief statement from the **FIA calls Colin McRae**, right, before a special meeting of the **World Motor Sport Council** to answer questions concerning the **service incident** in **Argentina**.



28 Damon Hill wins the **German Grand Prix**, but only after **engine failure** brings an excellent performance from **Gerhard Berger** to a close with only three laps remaining. **Kenny Bräck** wins the **F3000** support race.

28 Frank Biela strengthens his **BTCC title hopes** by **winning Round 17** and finishing second behind **Round 18 winner Rickard**

MATTERS OF MOMENT

A DIFFICULT TASK FOR THE SELECTORS

An independent report recently highlighted the British motorsport industry as a paragon of enterprise and innovation. Taking a global view of the business, the nation's influence is indeed remarkable.

Although much of this success can be traced to valuable formative years in British national racing, where there are undeniably a vast range of opportunities, the fact remains that the proliferation of national championships – around 120 at the last count, catering from everything north of the Citroën 2CV – could actually be hindering a young driver's chance to progress.

If Britain wants its current level of F1 representation to be sustained in the future, then a clearer chain of opportunity must be established.

One cannot knock the support of manufacturers such as Vauxhall, Renault or Ford in providing viable single-seater series for young drivers, particularly when the current level of entries suggests that there is demand enough to support them. But the fact remains that it is becoming ever harder for the manager of, say, an F3 team to pinpoint the abilities of rising young stars, irrespective of their nationality, when they have not been competing against each other.

Surely, by the time a driver is ready for Formula Three, where there are limited places available, one should know whether or not they are truly fit to be groomed to international standard? **S A**

Rydell at Knockhill. **David Cook** and **Etienne van der Linde** win the supporting **Formula Renault Sport** races, which require no fewer than **five starts**.



28 Ralph Firman increases his **British F3 championship lead** at Thruxton, despite **Juan Pablo Montoya** scoring his **second victory**.

29 Andre Ribeiro wins the 12th round of the **IndyCar** World Series at **Michigan**, but a **serious accident** mars proceedings and prompts the injured **Emerson Fittipaldi to consider retirement**.

29 Ferrari announces that it will shortly commence **testing** of its **F50 GT1 challenger**.

29 Martin Rowe clinches a deal to drive a works **VW Golf** on the **Manx International Rally**, his home event.



30 Richard Burns, above (left), wins his first **World Championship event**, although the **Smokefree Rally of New Zealand** counts for only the Two-Litre series. His **Mitsubishi Lancer** fends off stiff competition from the **Subarus** of **Kenneth Eriksson** and **Pierro Liatti**.

AUGUST

2 Renault reveals that it will enter no less than **four Maxi Méganes** for the **RAC Rally**. Serge Jordan, Alain Oreille and Robbie Head will drive, while speculations links **Didier Auriol** to the fourth car.

4 Kurt Mollekens scores **victory** at the **Marlboro Masters of F3 at Zandvoort. Jonny Kane** claims second on a **good day for British F3**.

5 Jan Magnussen goes for a **seat fitting** at **Penske**, with a view to contesting the **final four races** of the IndyCar season in place of Emerson Fittipaldi.

5 Benetton announces plans to contest the **1997 Italian Superturismo** series with a brace of **Honda Accords**.

5 McLaren F1 designer **Gordon Murray** questions the **legality** of **Porsche's GT1 contender**, citing **homologation** irregularities as his reason.

5 Pierro Liatti appears on the entry list for the **1000 Lakes Rally**. Prodrive has entered the Italian to **safeguard manufacturers' points**, should Colin McRae be banned at the FIA hearing.

8 Ralf Schumacher tests a **McLaren** at **Silverstone**, and **impresses** the Woking team. "He did a very good job," said Ron Dennis, before confirming that the young German **will test again** later in the year.

11 Jacques Villeneuve wins the **Hungarian Grand Prix**, after **Damon Hill** again **struggles** to get his Williams off the line and gets baulked behind Jean Alesi for much of the race. He eventually **finishes second**, sealing the **Constructors' Championship for Williams** and bringing the Didcot concern **level with Ferrari's record** eight titles.

11 Alain Menu, below, **and Frank Biela win** the two BTCC rounds at **Oulton Park**, while **Peter Dumbreck** seals the **Formula Vauxhall crown**, the fourth successive title for Paul Stewart Racing, at the same meeting.





11 Alex Zanardi, in action above, takes his **second IndyCar win** of the season at **Mid-Ohio**, but team-mate **Jimmy Vasser extends his lead** at the top of the points table with second.

11 Jonny Kane scores his **first British F3 victory** at a soaking **Snetterton**. The opening **race is halted after five laps**, while the **second** (and a fair chunk of the meeting) is **cancelled** after a power cut.

12 Regulations for the **1996 RAC Rally** reveal that **World Rally Cars** will be **permitted**, although **Subaru and Ford** – the two teams most likely to field such a machine – **play down the possibility** of their entering.

12 Armin Schwarz enters the **Manx International Rally**. The German star will come to the island **in search of** further **European Championship points**, although four-wheel drive opposition may be limited to Bertie Fisher's Impreza.



3 Gwyndaf Evans, above (right), scoops the **British Rally Championship** with third on the **Ulster Rally**. The Escort driver finishes behind the Renault Maxi Mégane of **Robbie Head** and **overall winner Bertie Fisher**, who also claims the **TROA Tarmac Championship**.

96

BROOKS

Autumn & Winter Sale Calendar

21 September
Harrogate, The Great Yorkshire Showground: Collectors' Motor Cars, Motorcycles, Historic Commercial and Horsedrawn Vehicles and Automobilia.

30 September
London, The Dorchester Hotel: An Important Private Collection of Formula 1 Memorabilia. Viewing at the Dorchester on the day of the sale and by appointment at Clapham prior to the sale.

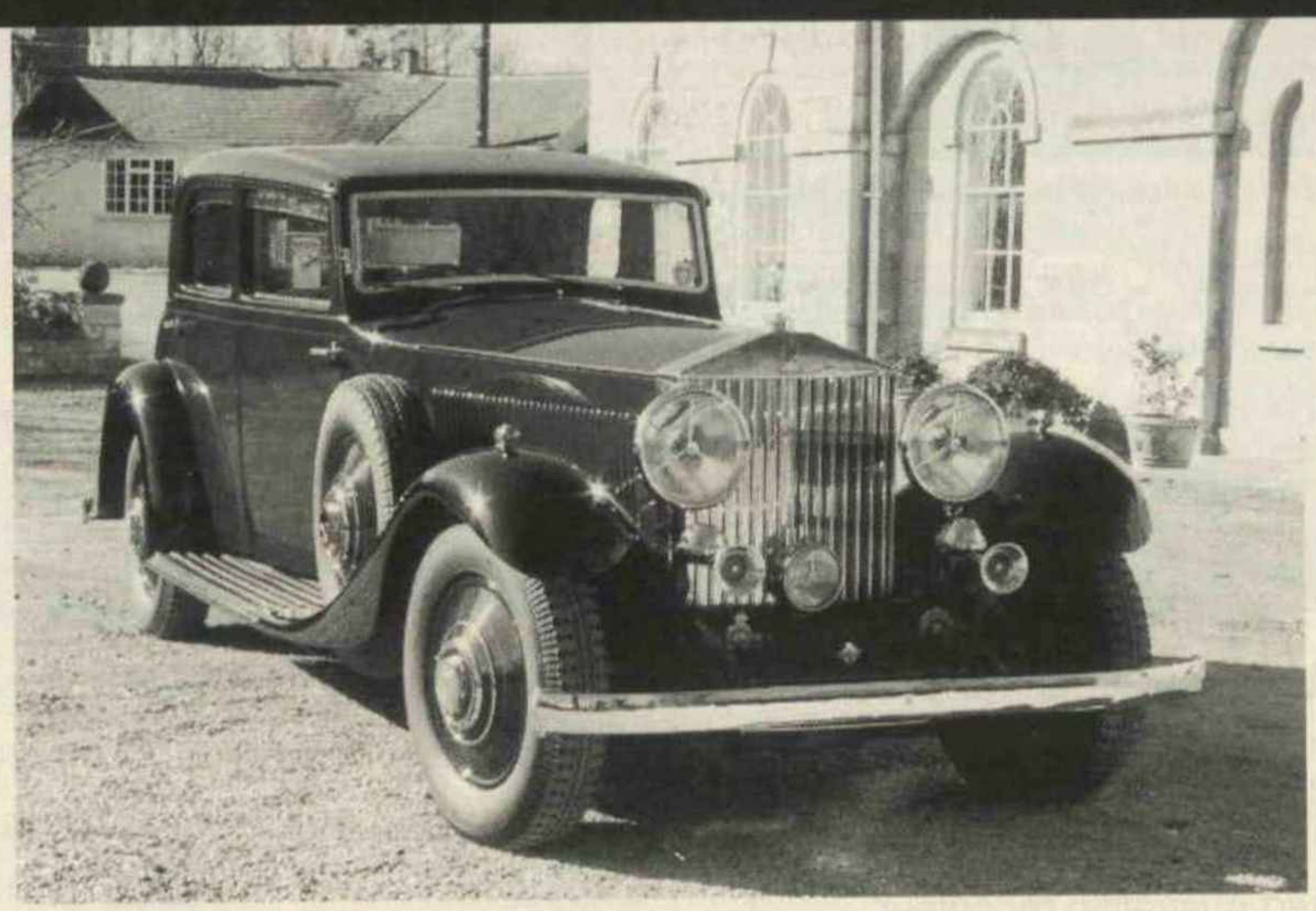
8 October
London, Olympia: Collectors' Motor Cars, Motoring Art and Automobilia.

13 October
Stafford, at The Classic and Motorcycle Mechanics Show: Pioneer, Vintage, Classic and Japanese Motorcycles, Related Spares and Automobilia.

11 November
London, Olympia: Rolls-Royce and Bentley Motor Cars, Related Spares, Literature and Motoring Art.

30 November
London: Pioneer, Vintage and Classic Motorcycles and Related Material.

2 December
London: Highly Important Collectors' Motor Cars, Automobilia and Motoring Art.



1933 Rolls-Royce Phantom II Continental Sports Saloon by Barker, to be sold at Harrogate 21 September

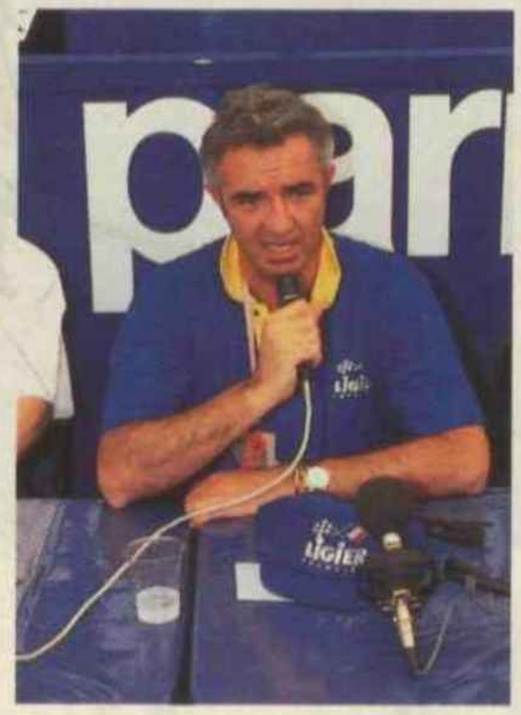
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BROOKS
SPECIALIST AUCTIONEERS AND VALUERS



12 Guy Ligier sells his remaining 15 per cent of the team that bears his name **to Flavio Briatore**, above. Speculation immediately links Alain Prost with a possible French "dream team". **Olivier Panis** confirms that he **will stay with Ligier** in 1997.

NEXT MONTH:

Frank Gardner: an unfulfilled talent yet a racing legend? We talk to the noted Australian raconteur.

Facts, figures and insight from the Grands Prix of Belgium and Italy.

The Lotus Elise: benchmark for a new generation of sports cars?

On the road in the new Alfa Romeo Spider and GTV.

Contents subject to change

SEPTEMBER **FIXTURES**

Date	*Venue*	*Event*	*Type*
Sep 1	Nürburgring	ITC	INT
Sep 1	Snetterton	British GT, VR6s, Minis, MGs	N
Sep 1	Zandvoort	British F2	N
Sep 1	Pembrey	British F3	N
Sep 1	Darlington, USA	NASCAR	N
Sep 1	Vancouver	Indycar World Series	INT
Sep 1	Knockhill (reverse)	MGs	R
Sep 1	Ty Croes	F First, FF1600, XR3s	R
Sep 6-8	Brands Hatch	Global GT, TVRs, Porsches	INT
Sep 7/8	Mondello Park	F Opel, FF1600, F Vee, Fiats	N
Sep 7/8	Donington Park	TOCA	N
Sep 7	Richmond, USA	NASCAR	N
Sep 7	Snetterton	MGCC, Midgets, Ts, Intermarque	R
Sep 8	**Monza**	**Italian Grand Prix**	**INT**
Sep 8	Laguna Seca	Indycar World Series	INT
Sep 8	Cadwell Park	JCC, Jags, MGs	R
Sep 8	Lydden Hill	FF1600, F2000, Saloons	R
Sep 12-14	Douglas, IoM	Manx International Rally	INT
Sep 13-16	Perth, Australia	Rally Australia	INT
Sep 14	Oulton Park	F2000, ARP F3, XRs	R
Sep 14	Kirkistown	500 MRCI: FF1600, Metros, RoadSports	R
Sep 14/15	Castle Combe	TVRs, VR6s, Caterhams	N
Sep 14/15	Croft	Battle of Britain meet, TRs	N
Sep 15	Magny-Cours	F3000, ITC	INT
Sep 15	Dover, USA	NASCAR	N
Sep 15	Las Vegas	Indy Racing League	N
Sep 15	Cadwell Park	FF1600, Minis, Saloons	R
Sep 15	Donington Park	Sports/GTs, Saloons, kits	R
Sep 15	Thruxton	Super Coupé, Caterhams	N
Sep 21	Estoril	F3000	INT
Sep 21	Oulton Park	AMOC, Porsches, Ferraris, InterMarque	R
Sep 21/22	Brands Hatch (Indy)	TOCA	N
Sep 22	**Estoril**	**Portuguese Grand Prix**	**INT**
Sep 22	Martinsville, USA	NASCAR	N
Sep 22	Spa	Global GT	INT
Sep 22	Cadwell Park	F2000, Touring, 2CVs	R
Sep 22	Knockhill	Saloons, kits, Historics, 2CVs	R
Sep 22	Mallory Park	F First, FF1600, Saloons	R
Sep 22	Mondello Park	MGCC, Opels, F Vee, Fiats	R
Sep 22	Baarlo, Holland	Eurocars	N
Sep 28/29	Silverstone	British F2, VR6, Ginettas	N
Sep 28	Oulton Park	British GT, Rovers, Clios	N
Sep 28	Lydden Hill	TRs, GTs, Saloons	R
Sep 28	Snetterton	750MC, F4, F Vee, kits	R
Sep 28/29	Zandvoort	British F3	N
Sep 29	Mugello	F3000, ITC	INT
Sep 29	Zandvoort	British F3	N
Sep 29	North Wilkesboro, USA	NASCAR	N
Sep 29	Donington Park	Vintage SCC	R
Sep 29	Mallory Park	MGCC, Midgets, BCV8s, Ts	R
Sep 29	Snetterton	TVRs, FF1600, Beetles	R

TOCA meetings include BTCC, F Vauxhall , F Renault, F Vauxhall Jr, Renault Spiders, Fiestas and Historic Saloons.

1997 MOTOR SPORT CALENDAR

The popular MOTOR SPORT wall calendar will soon be available once again.

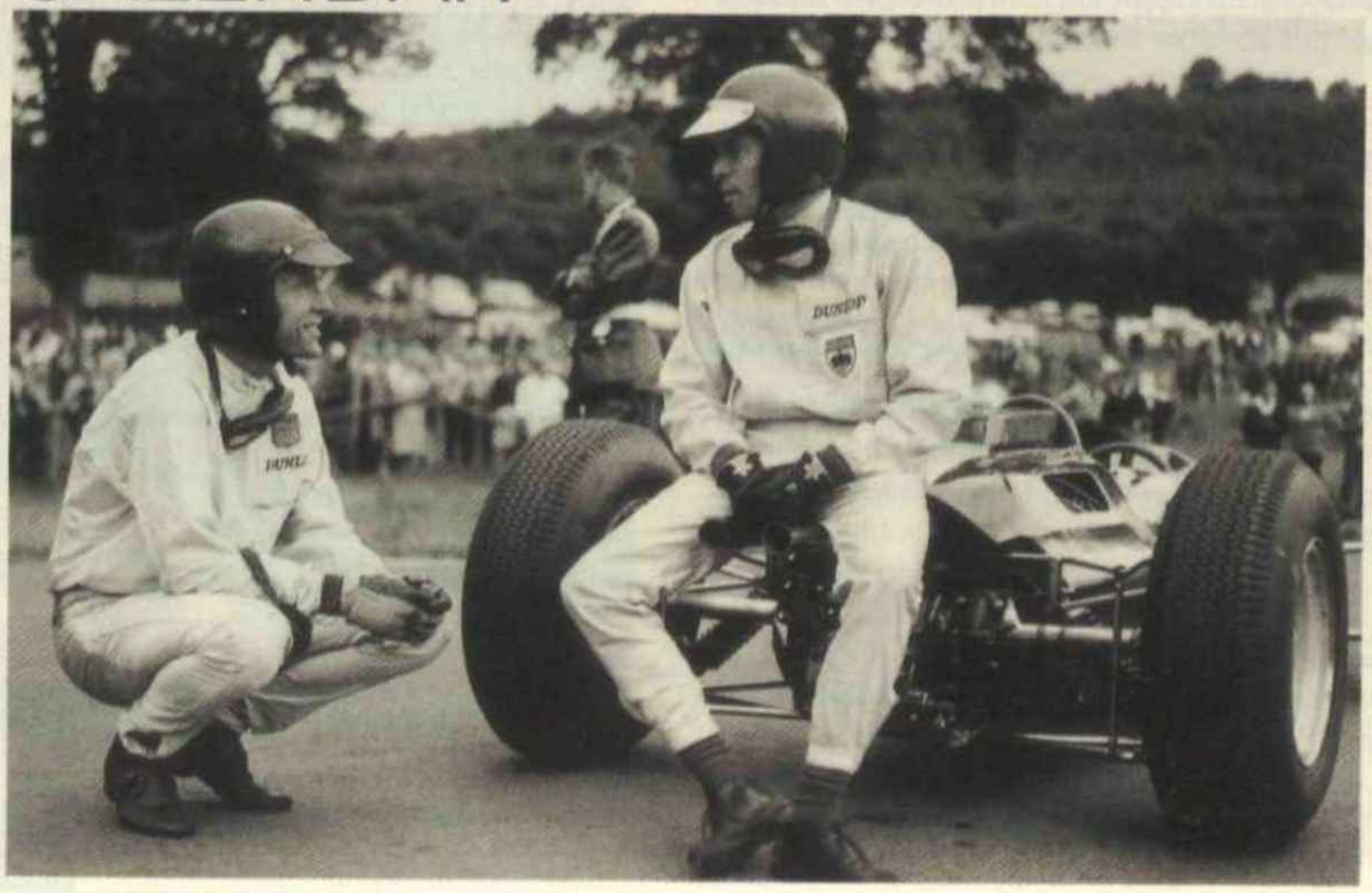
In keeping with tradition, LAT Photographic has selected an evocative collection of monochrome images from its unrivalled archive.

This year's theme is leading British Formula One drivers of the 1950s and 1960s, and subjects include Stirling Moss, Mike Hawthorn, Peter Collins, Tony Brooks, Innes Ireland, Jackie Stewart, Jim Clark, Graham Hill and John Surtees.

Printed on high quality art paper, the calendar retails at £12.50, plus £1.50 p&p.

It will, once again, be a limited edition, and demand will be high. Calendars will be available, on a first come, first served basis from: MOTOR SPORT, PO Box 35, Standard House, Bonhill Street, London EC2A 4DA.

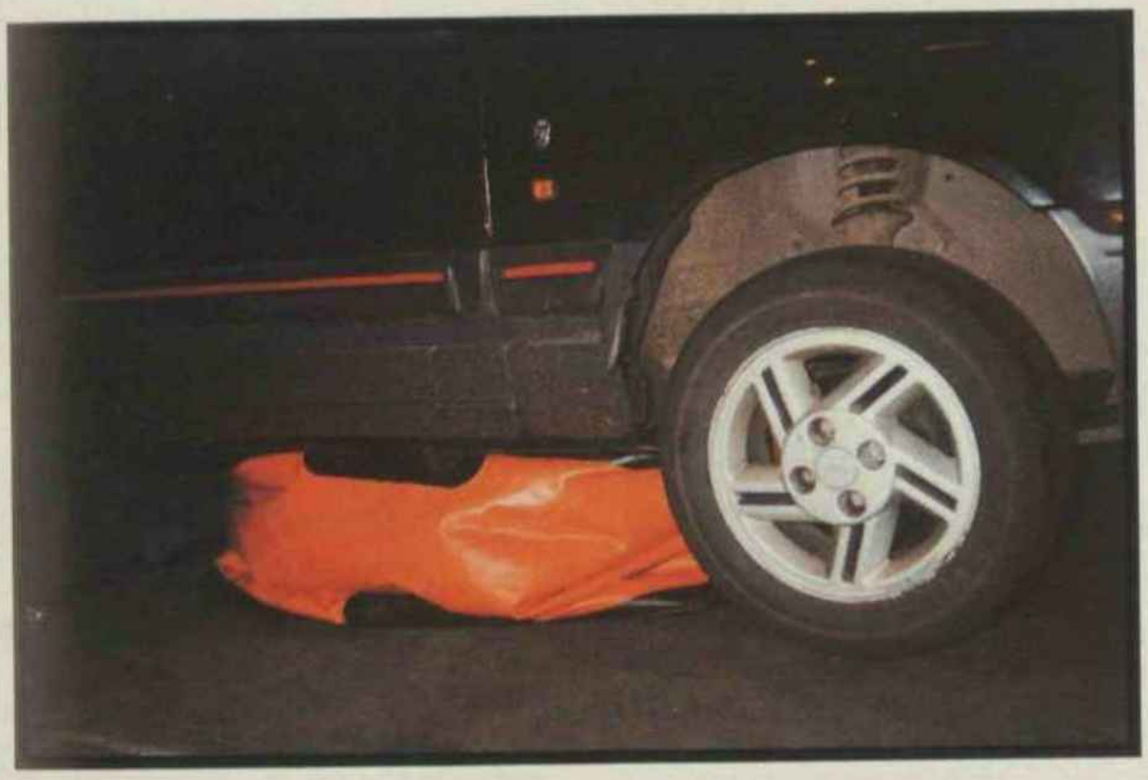
There is an order form on page 939 of this month's issue.



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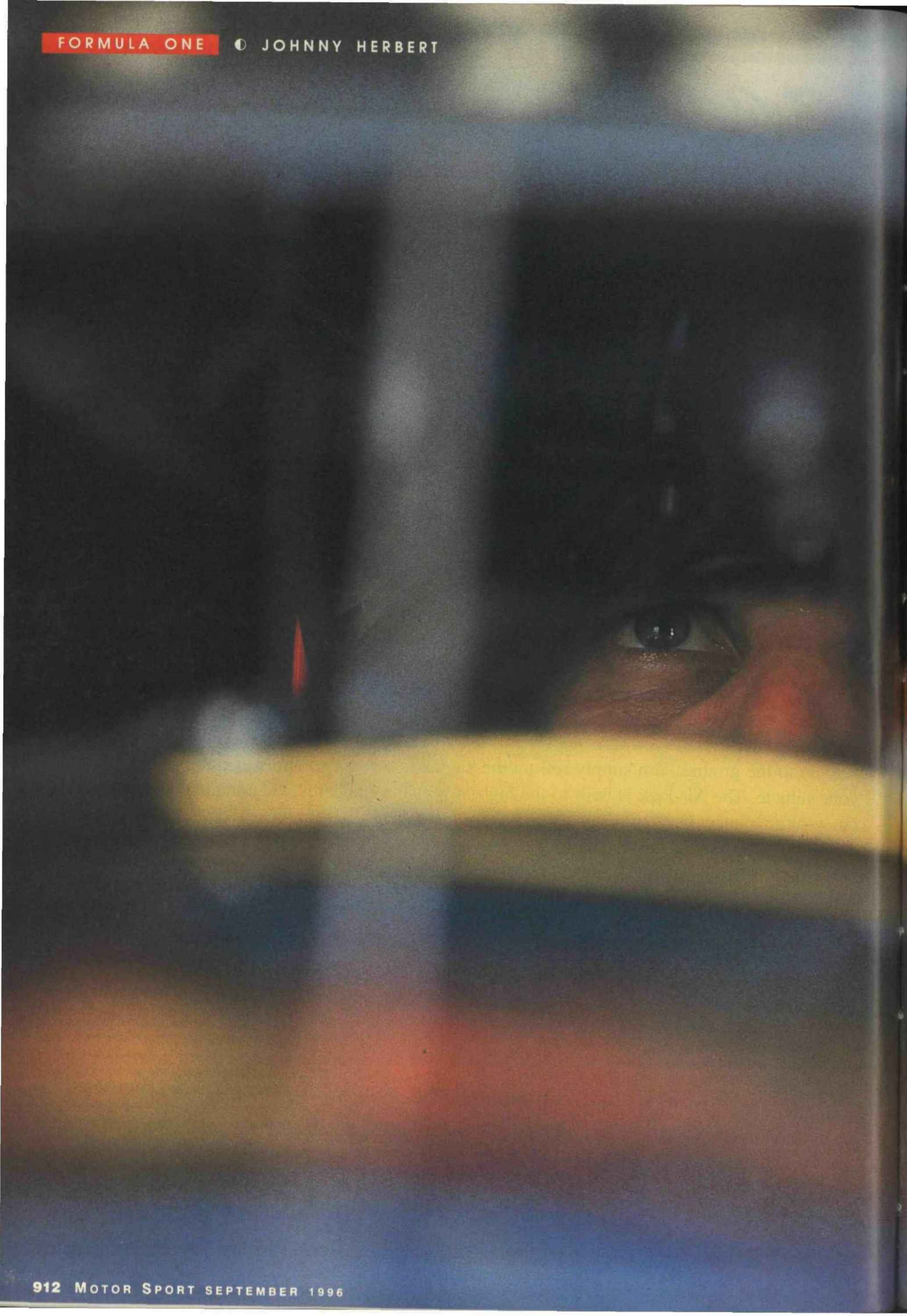
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FEARS OF A CLOWN



One of the old guard who should move over for youth, or the finest unfulfilled talent of his generation? Mark Skewis takes a look at Johnny Herbert's F1 career.

Herbert's celebrations after this year's British GP (above, with David Coulthard).

FEARS OF A CLOWN

"People seem to think I don't want it bad enough."

Of the ridiculously small percentage of racing drivers who make it to Formula One, precious few ever win a Grand Prix; fewer still get to achieve that feat in front of their home crowd.

Which was why, when Johnny Herbert crossed the line to win the 1995 British GP, there was hardly a dry eye in the house. Except those of Flavio Briatore. Notwithstanding the Benetton MD's hug, and rumours that Herbert's victory had fulfilled a performance clause at the very race it was due to expire, the Briton's career was already back on skid row.

He won again at Monza, of course, but got no embrace. Before long, he had no drive either.

Any script worth its salt would dictate that the outcast embark upon a personal quest, vowing to right the injustice. "Benetton was hard, and it certainly damaged my career," Herbert accepts. "But it hasn't made me think, 'Right, now I'm going to go out there and prove you all wrong,' because you can't do that. You've got to perform to your best the whole time. Nigel [Mansell] always had this thing about driving at Silverstone because his home crowd gave him a second per lap. It just doesn't work like that. You've got to be at 110 per cent at every race, wherever it is."



The shunt at Brands robbed Herbert's career of a momentum which, up until then had been almost unstoppable.

Herbert, clearly, does not believe in fairy tales. Which is apposite given that at one stage he lived his career as if it was one.

British Formula Three Champion in 1987, he could do no wrong. Benetton rewarded his progress with a Formula One test on the Brands Hatch Indy circuit. Stepping from a machine with 180 bhp on tap to one boasting 900, within 30 laps he was six tenths faster than regular pilot Thierry Boutsen.

His star was in the ascendant. Subsequent tests, including one which saw him faster than

Nelson Piquet in a Lotus, led to designer Gerard Ducarouge hailing the Essex sensation as "the next Senna" and Benetton signing an option on his services for 1989. By then, he also seemed destined to graduate to F1 with the European F3000 mantle to his credit.

He would have done so had it not been for the accident, at Brands Hatch in August '88, that irrevocably changed not only his shoe size, but the course of his career. "I'll always remember the surgeon coming out of the operating theatre in the early hours of the morning and talking to his parents," says Trevor Foster, his engineer at Jordan in F3000. "He said, 'He'll be okay, but his sporting days are over.'"

Herbert's courage was the equal of his talent. In Peter Collins, team manager at Benetton, it found the ideal foil. In spite of his new recruit's shattered legs, Collins persuaded Luciano Benetton to give him a chance. The Italian wasn't convinced. It wasn't hard to see why: lifting Johnny in and out of the car was such a performance that in pre-season testing the mechanics had to bring him lunch in the cockpit. His fourth place in the intense heat of Rio, on his GP debut, was nevertheless the stuff of legend, but where he was able to slow the car by using the gearbox in Brazil, the return to European circuits betrayed his inability to exert more than half of the required pressure on the brake pedal. Non-qualification for the sixth race of the season, in Canada, prompted his dismissal.

Throughout the whole ordeal, his sense of humour at least remained intact. Collins vividly recalls the first time Herbert returned to an F1 car after leaving hospital. "It was Silverstone, in winter, and pouring with rain," he explains. "Sandro [Nannini] set a time, Johnny did an installation lap, then three more laps – all of which were slow – before coming back in. The car was pushed into the garage and he just stayed there, slumped in the cockpit.

"I leaned in and asked, 'What's the matter?' 'I don't think I can do it,' he told me, really subdued. I asked him if he would give it another go, and he agreed. He did three quick laps, bang, bang, bang, came in, and said, 'Got ya!'"

"The accident irrevocably changed not only his shoe size, but the course of his career."

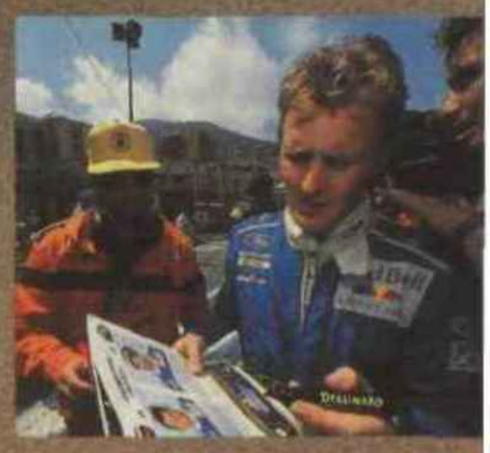
Nigel Stepney, now at Ferrari, also recalls the day. "Johnny was laughing on the outside," he admits, "but I suspected that was only to cover *how worried he really was.*"

Catch Herbert in his darker moments and you can still see how the boy who once had the world at his feet now sometimes carries it on his shoulders. When he is tired, he still lapses into a limp. If the physical scars of that August day remain, so, you begin to realise, do the question marks in other people's mind: 'Is he *really* the same guy?'

Perhaps that is why, when Jean Alesi profited from retirements to win in Montreal last year, it was portrayed as long-overdue reward for his mercurial talent. When Herbert won not once, but twice, he was widely perceived to have lucked into victory. "Everybody said Silverstone was a popular win," he reflects. "I thought, 'If I'm so popular, how comes I didn't get any credit for it?'"

Herbert might not feel compelled to prove himself every time he ventures out of the pit lane, but you wonder whether some observers expect it of him.

One friend is convinced that without the accident Johnny would already have been World Champion twice. Irrespective of whether you believe that optimistic declaration, there is no doubt that on occasion – not least the Barcelona test which heralded his second stint at Benetton – he has given tantalising glimpses of the natural speed people were convinced would carry him to the top. Instead, it is not so much his damaged legs, as his damaged confidence, which has hindered his subsequent career.



"I remember when I was doing F3000 it just didn't matter what I did. Everything was such a flow," recollects Herbert. "It was just all going in the right direction." So much so, in fact, that when he awoke in hospital his first concern was not for the state of his injuries, but whose fault the accident had been. Reassured, he slept once more. "I think if the accident hadn't happened, I would be a better driver now," he maintains. "I was on a high and everything was going so well. When you're on a roll, your confidence just grows.

"But I effectively lost three years before I really got back into it. Even when I felt okay, I know it was in the back of people's minds. When I was at Lotus and out-qualifying Mika [Hakkinen], who was the golden star of '91, I still didn't get the recognition. There was still this thing about, 'Is he over his accident?'"

At least his physical fitness is no longer in doubt. In the immediate aftermath of the accident, Benetton twice issued a deadline for him to prove his fitness. On each occasion he obliged, despite racing an F1 car before he could even walk again.

David Kennedy, the man who organised Mazdaspeed's driver deals for its historic 1991 triumph in the Le Mans 24 Hours, admits he encountered similar resistance when he included the F1 refugee in his line-up.

"Mr Ohashi was asking me, 'Are you sure he's okay?' he recalls. "I was saying, 'Yeah, yeah, of course' but if you saw him in the morning – when it took Johnny half an hour to get out of bed, and *another half-hour before he could walk* – you would have thought I was crazy.

FEARS OF A CLOWN



"But whenever he was in the car, in the tests or for the race, he flew. And he was the easiest of the three drivers on the car. He played his part."

After partnering Volker Weidler and Bertrand Gachot in the first win achieved at the Sarthe by a Japanese manufacturer, Herbert collapsed on the car out of sheer exhaustion.

> "I leaned in and asked, 'What's the matter?' 'I don't think I can do it,' he told me."

"By then his eyes were sunk right back in his head, and he looked as if a feather would knock him over," smiles Kennedy. "At Le Mans, mental and physical fatigue are your biggest enemies. I asked the girls in the team to take Johnny away from the pits whenever he was out of the car, just to get his mind off things. He just thought he was really popular!"

At times, Herbert *has* been popular. But despite interest both from Frank Williams and Ron Dennis, it is Benetton which has twice presented him with what appeared to be the big break. On both occasions it failed to work out. The first time, his fitness let the team down. Last season, he feels Benetton returned the compliment.

Yet despite having been dismissed more times by Flavio Briatore than Graeme Hick has by fast bowling, Johnny intriguingly says he has no regrets. That sounds like somebody being brave. Not so, he insists:

"If I hadn't come back, hadn't finished fourth in Rio, I would never have got back into Formula One at all," he points out. "If I had said, 'I will give it a year or two, to get fully fit,' who would have taken me? Everyone would have said, 'Well, he's had a shunt, and he hasn't been in Formula One...' I used to lay there at night and think to myself that one day the pain would go away, but all the time I continued to race and test, it actually just got worse. To get sacked was upsetting, but now I realise that coming back saved me. As did Peter Collins. Without PC and Lotus I wouldn't be here now.

"The second time with Benetton, it was the sort of risk that you just have to take. A lot of people criticised me for saying what I did last year, and complaining that I had no support from the team, but if I hadn't said that I would have been attacked anyway. People would just have written me off as slow. Formula One is very fickle."

As indeed was Peter Sauber, who procrastinated over a close-season choice between Herbert and countryman Mark Blundell. The Swiss team owner confesses that his preferred option was the latter, but that the two victories swayed the sponsors in Herbert's favour.

"I was slightly worried by the things Johnny had said at Benetton," admits Sauber. "Especially because he was coming from a team with one very fast German, Michael Schumacher, to a team with another. I thought Heinz-Harald [Frentzen] might be too much for Johnny. But it hasn't worked out that way."

Initially, it looked a case of out of the Benetton fat and into the Sauber fire, for the Ford engine was weak and Frentzen received the same testing privileges as those enjoyed by Schumacher. The tension culminated in a huge row, since which Herbert has shared the testing and his speed rattled his highly-rated partner.

Ironically, he has probably earned as much recognition from his speed in relation to his team-mate, whilst battling for tenth, than he did from winning two Grands Prix last year.

"I told you F1 was fickle," he laughs, before putting on a serious face to suggest: "I've driven better this year than last, by a long margin. I don't have to be leading a race to know that I'm driving well."

But, sadly, the rest of the world probably does, for people rarely bother to look further than the results sheet. Like so many natural sporting talents – the likes of George Best, for instance – Herbert has often been accused of squandering that ability with a lack of application. At times, notably at Lotus, there were good grounds for such talk. Max Welti, his team manager at Sauber, says he has no such complaints, and the suggestions leave his driver exasperated.

"After Mika left Lotus, I tried to get more serious," he argues. "I've always known that if something is missing from your feedback, you lose a couple of tenths immediately. I give my all in briefings. Where I do my laughing and joking away from that, it's almost seen as if I'm not committed enough. It's *my* way of getting rid of the pressure. That's how I cope with it – outwardly."

Others, you suspect, go home and kick the dog. The likes of Damon Hill just kick themselves. "With Damon, for instance, I wouldn't even go near him when he's under pressure!"

Hill is still on course for the World Championship. At 32, Herbert is four years his junior but well aware that, without a top berth, time is running out for him. The question marks still loom large: even if he has the talent, does he have the confidence and the motivation to harness it?

"People seem to think I don't want it bad enough, which is a misconception because being champion is something that I've always dreamt of, and still want to achieve. I think I've got a lot more to prove. If you are content, you're not going to give everything; you shouldn't be in a car any more.

"I'm still in this to win races, and to win a championship. It's going to be hard to achieve, because I got harmed a lot last year, but I've got to somehow try to turn it around. Whether I ever will or not, I don't know, but I will give everything I've got until the time comes when there is no chance left."

The fire may still burn. Herbert may have the belief. The big question is whether others have the same faith.

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Bentley Continental 'R'	625	895	1,385
Escort Cosworth	145	201	305
*Ferrari 348TS/TB	445	595	1,045
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Vehicle Type	Day 9am-9pm £	24 Hr 9am-9am £	W/end Std 9am-Sat 9pm-Sun £
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Lotus Esprit Turbo	260	368	552
Lotus S4's	294	420	632
*Lamborghini Diablo	625	895	1,385
Mercedes 220 Coupe Cab	255	365	550
Mercedes 500SL	345	495	745
Nissan 300ZX	195	280	425
Porsche 968 Conv.	285	399	580
Porsche 911C4	295	420	630
Porsche 911 Turbo	420	600	902
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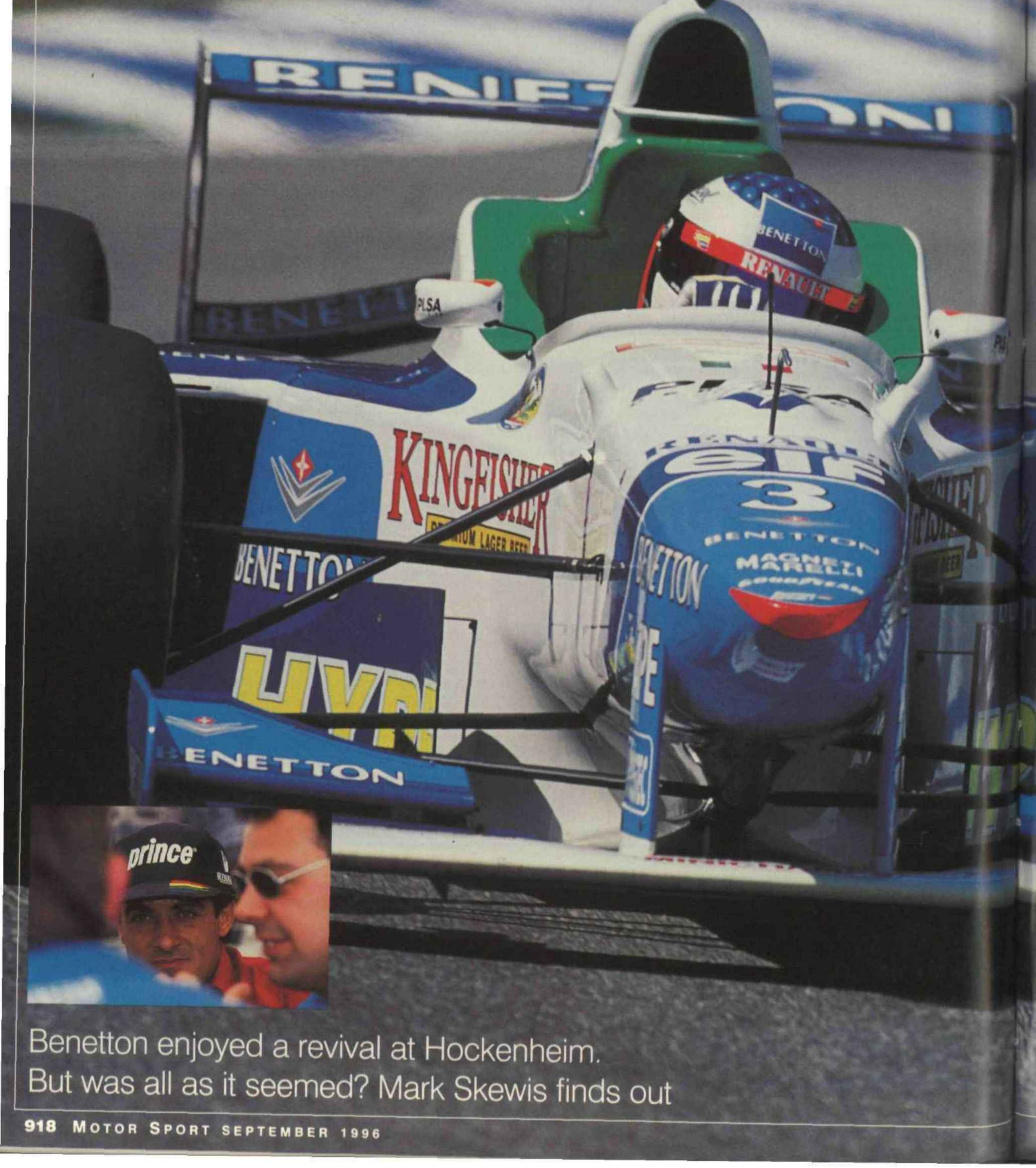
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THE GREAT PRETENDER

Alesi (below left) – emotional approach; Briatore (right) – failed PR coup; Berger (far right) – out of luck. Below right, Gerhard's Hockenheim taxi ride.



Benetton enjoyed a revival at Hockenheim.
But was all as it seemed? Mark Skewis finds out



Hailed only months ago as the team which had set new standards in Formula One, Benetton has had trouble adapting to life without Michael Schumacher. And life without success.

Which is why everyone was so keen to herald a revival when they presented a genuine challenge to Williams at the German Grand Prix. Having failed by only a fraction of a second to rob Damon Hill of pole position, Gerhard Berger was within two and a half laps of recording the first win of the outfit's post-Schumacher era when his normally indestructible Renault engine blew.

"The irony is that we've had two real opportunities – Germany and Monaco – to win a race," puzzles Technical Director Ross Brawn. "In previous years we could afford to lose one or two along the way, but rarely did. This year we desperately needed our luck to hold."

At least Benetton could be credited with moral victory. "The problem with moral victories, is that no one remembers them six months later when they look at the results," points out Berger.

Not since 1988 has Benetton failed to score at least one win in a campaign. Hockenheim offered a hint that perhaps the reigning constructors' champion could still salvage an honourable retreat from the battlefield.

In some respects, though, it may also transpire to have been a false dawn. The wonder of Williams' all-conquering FW18 is that it can, as Damon Hill acknowledges, be made to handle beautifully at all types of track. Here there is an opposite parallel to be drawn with Benetton's B196, a car which to date hasn't been persuaded to handle beautifully at *any* sort of circuit.

Hockenheim was the exception. It offers a far sterner examination of engines than it does of chassis, and in Renault's V10 Benetton benefits from French horses strong enough to have powered the champion team for five consecutive years. At the same time, though, pre-event testing at Paul Ricard had also given cause for optimism that the aerodynamic performance of the car had improved.

But even as the remainder of the entourage basked in the glow of its mini-resurgence, technical staff were worrying whether that progress could be transferred to the high downforce specification required for the following race in Hungary.

It couldn't.

The twists of the Hungaroring cruelly exposed the limitations of a car that is very much part of the Schumacher legacy. The B196 is but a logical evolution of a machine that no driver bar Schumacher has ever handled with success. Certainly, neither Berger nor Jean Alesi has been fully at ease with it this season.

But the outfit's problems run deeper than the car alone. If the chassis hasn't inspired confidence, then nor, initially, did the drivers.

A bad atmosphere lingered at Ferrari last year. The transition from an environment where he who screamed loudest got most, to a roost ruled for so long by the ice cool German, has been understandably fraught.

Where it was hoped that Alesi's emotional approach would be tempered by working with a non-Latin team, the indications are that many of the traits for which he is infamous remain. In recent testing at Silverstone, for instance, legend has it that he threw a tantrum of such epic proportions that when he stalked away to the transporter the crew locked him in there until he came down off the ceiling.

The team grew with Schumacher. Most mechanics have been used to a driver who took time to shake hands and thank them all after a race – not somebody who flies into a rage and out of the country.

In truth, the drivers' transition wasn't aided by Benetton MD Flavio Briatore. He fervently believed that there was no better way of hitting back at Ferrari's snatching of his own favourite than by taking the Scuderia's rejects and winning. When it became clear that no instant PR coup was to be had, his failure to dismiss suggestions that Madame Guillotine was poised over either pilot's head did little to ease the pressure that Alesi initially betrayed with a succession of errors.

The misery into which Benetton had slumped by mid-season also owed something to the high expectations with which all parties commenced the campaign. Freed from the polemics of Maranello, both Alesi and Berger genuinely believed this could be their year.

In recent months, morale has improved as the understanding between drivers and engineers has grown. The fruits of that improved relationship may not now be seen until next season. In the meantime, there are few rabbits left to be pulled out of the magician's hat over the remaining races. "We desperately want to win but I think we will probably need some luck," admits Brawn. "Mind you, after Hockenheim I think we're owed some."

"Most mechanics have been used to a driver who took time to shake hands and thank them all after a race – not somebody who flies into a rage and out of the country."



GERMAN GRAND PRIX

Hockenheim, 28 July 1996

45 laps of 4.234 mile circuit (190.53 miles)

FLASHBACK: 1995



1 Michael Schumacher (Benetton-Renault) 1h 22m 56.043s
2 David Coulthard (Williams-Renault) +5.988s
3 Gerhard Berger (Ferrari) +68.097s
4 Johnny Herbert (Benetton-Renault) +83.436s
5 Jean-Christophe Boullion (Sauber-Ford) +1 lap
6 Aguri Suzuki (Ligier-Mugen Honda) +1 lap

Winner's average speed: 138.12 mph
Pole:
Damon Hill 1m 44.385s
Fastest lap:
Schumacher 1m 48.824s (140.25 mph)
Lap record (1994):
Coulthard 1m 46.211s (143.700 mph)

STARTING GRID

5 HILL 1m 43.912s
4 BERGER 1m 44.299s
1 SCHUMACHER 1m 44.477s
7 HAKKINEN 1m 44.644s
3 ALESI 1m 44.670s
6 VILLENEUVE 1m 44.842s
8 COULTHARD 1m 44.951s
2 IRVINE 1m 45.389s
11 BARRICHELLO 1m 45.452s
12 BRUNDLE 1m 45.876s
10 DINIZ 1m 46.575s
9 PANIS 1m 46.746s
15 FRENTZEN 1m 46.899s
14 HERBERT 1m 47.711s
19 SALO 1m 48.139s
18 KATAYAMA 1m 48.381s
17 VERSTAPPEN 1m 48.512s
20 LAMY 1m 49.461s
16 ROSSET 1m 49.551s

DID NOT QUALIFY (107% RULE)

21 LAVAGGI 1m 51.357s

LAP CHART

LAP	POS																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	4	3	5	1	8	6	2	7	11	12	15	9	10	14	19	20	16	18
2	4	3	5	1	8	6	2	7	11	12	15	9	10	14	19	20	16	18
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45	5	3	6	1	8	11	9											







FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 140.068 mph
Conditions Dry and warm
Fastest lap Hill, 1m 46.504s on lap 26, 143.12 mph

Round 11

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 21m 43.417s	1m 46.504s	26
2	Jean Alesi	F	Benetton B196-Renault V10	+11.452s	1m 47.643s	3
3	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+33.926s	1m 47.903s	25
4	Michael Schumacher	D	Ferrari F310-Ferrari V10	+41.517s	1m 48.612s	11
5	David Coulthard	GB	McLaren MP4/11-Mercedes V10	+42.196s	1m 47.856s	31
6	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+102.099s	1m 49.559s	26
7	Olivier Panis	F	Ligier JS43-Mugen Honda V10	+103.912s	1m 48.288s	6
8	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	+1 lap	1m 49.773s	34
9	Mika Salo	SF	Tyrrell 024-Yamaha V10	+1 lap	1m 50.553s	25
10	Martin Brundle	GB	Jordan 196-Peugeot V10	+1 lap	1m 49.176s	24
11	Ricardo Rosset	BR	Footwork FA17-Hart V8	+1 lap	1m 51.702s	5
12	Pedro Lamy	P	Minardi M195B-Ford V8	+2 laps	1m 51.654s	6
13	Gerhard Berger	A	Benetton B196-Renault V10	+ 3 laps – DNF, engine	1m 47.682s	22
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	34 laps – gearbox	1m 48.336s	8
Rtd	Johnny Herbert	GB	Sauber C15-Ford V10	25 laps – handling	1m 50.304s	18
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	19 laps – hydraulics	1m 49.625s	6
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	19 laps – accident	1m 50.569s	19
Rtd	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	13 laps – gearbox	1m 48.490s	8
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	0 laps – accident	no time	
DNQ	Giovanni Lavaggi	I	Minardi M195B-Ford V8			

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CHAMPIONSHIP POINTS

DRIVERS

1	Hill	73
2	Villeneuve	52
3	Alesi	31
4	Schumacher	29
5	Coulthard	18
6	Berger	16
6	Hakkinen	16
8	Panis	11
8	Barrichello	11
10	Irvine	9
11	Frentzen	6
12	Salo	5
13	Herbert	4
14	Brundle	3
15	Verstappen	1
15	Diniz	1

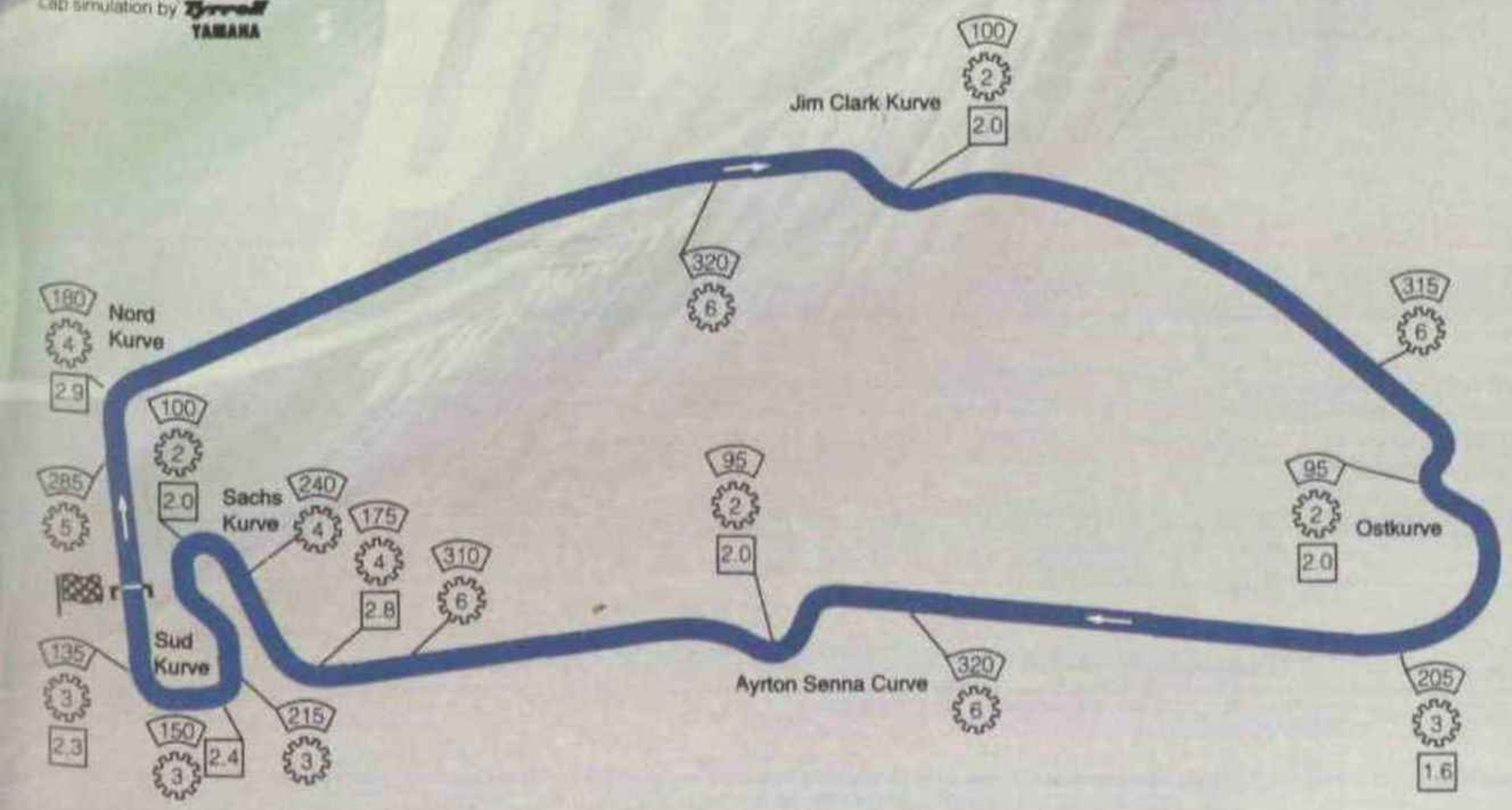
CONSTRUCTORS

1	Williams-Renault	125
2	Benetton-Renault	47
3	Ferrari	38
4	McLaren-Mercedes	34
5	Jordan-Peugeot	14
6	Ligier-Mugen Honda	12
7	Sauber-Ford	10
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT

Tyrrell YAMAHA

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THE RACE IN BRIEF

Having done the hard work by **stealing pole** in the final moments of qualifying, **Hill** finds himself with *another mountain to climb as the* **Benettons of Berger and Alesi** both beat him to the first corner.

Schumacher squeezes **Hakkinen** towards the pit wall, but retains fourth place. **Coulthard** makes a good start, and also passes **Villeneuve** on the opening lap to take fifth, ahead of the French-Canadian, **Irvine** and Hakkinen.

Verstappen does not make a good start. Having brushed with both Tyrrells, he skates off for good at the first chicane.

Panis is the first driver to pit, a flat-spotted tyre bringing him in on lap four. Lap 13 proves **unlucky** for Hakkinen, whose experimentation with the **latest specification Mercedes V10** is ended by gearbox trouble as he attempts to rejoin after a pit stop.

Hill stops on lap 20, earlier than either Benetton. He leads from Berger and Alesi once they have all pitted, but the Englishman **still has one more stop** to make, unlike his adversaries.

A succession of fastest laps give Hill a comfortable lead by the time of his second stop, on lap 34. Thsi time, he rejoins **between** the two Benettons, just over two seconds adrift of Berger.

Hill hounds Berger relentlessly. Then, on the 43rd of 45 laps, the Austrian's **engine explodes**. Hill emerges through the dense, white smoke with a comfortable lead over Alesi. Villeneuve is now third, having passed Schumacher shortly after the pair had made their only stop on lap 22, the pair almost colliding in the pit lane.

Schumacher takes fourth, ahead of Coulthard, who deploys **a two-stop strategy**.

The final point goes to Jordan. **Brundle** felt that it could have been his, but a blown tyre costs him a full lap. Barrichello thus takes sixth, having profited from **another Ferrari gearbox failure**, which halted Irvine after 34 laps.



Panis recovers to finish seventh, ahead of the struggling Frentzen and Salo. None of their teammates goes the distance. Diniz succumbs to **hydraulic** problems (lap 20); an electronic malady gives Herbert **spooky handling**, which he abandons trying to contain (lap 25); Katayama crashes (lap 20). **Yamaha** is pleased to have a finisher at a circuit notorious for breaking engines.

The delayed Brundle is classified 10th, ahead of **Rosset**, **Lamy** and the unfortunate Berger. Rosset and Lamy find that a V8 is **no match for the opposition** on Hockenheim's straights.

BLOC BOOKING

From Iron Curtain, to curtain call. Mark Skewis takes a look at the Hungarian Grand Prix



When teams arrived behind the Iron Curtain in 1986 for the inaugural Hungarian Grand Prix, many could hardly believe their eyes. Ken Tyrrell was amongst those shocked, but for a different reason than most.

The Formula One stalwart first made the journey into Russian-occupied territory in 1964 – a period when you could identify KGB agents by their long grey coats and poisoned umbrella tips!

"When everyone arrived in '86, and was appalled, I was quite impressed," he recalls. "It had changed beyond all recognition. It was still horrible, though!"

As you may gather, his first trip – for a European touring car race around the perimeter track of an island in the Danube (which, incidentally, isn't blue) – made something of a lasting impression. "I was so relieved to get out of there," he laughs. "When I landed in Switzerland I felt like I was free. I was so pleased never to be going back. Little did I know."

In those days, Tyrrell ran the works team of Minis. As the year progressed, the Coopers, like the Cortinas and 1100cc Saabs, swept all before them in their class. Not that it was surprising: such was the healthy state of the series that Tyrrell travelled with three road cars, in addition to the brace of racers, to ensure sufficient entries for full class points to be awarded. Regulations dictated that if the triumvirate remained equal on points at the year's end, the largest winning margin in class would act as a tie-break.

"We calculated the 90 per cent distance required for the cars to be classified, and ensured that while the proper cars raced, one of the standard ones did no more than the minimum distance," he chuckles. "That way we would get the biggest winning margin possible, albeit over one of our own machines. When we had finished refuelling at the pit stops, we would wash the cars down! The marshals couldn't understand why we weren't rushing back to the track. 'No hurry,' we said.

"They were all up to the same thing in the other classes of course. Some of the guys even pulled off by the side of the track and got out their lunchbox . . . "

Now, 22 years on, Tyrrell's pit stops are a little slicker, but some things haven't changed. The Hungaroring, for instance, still isn't capable of producing a decent race. Maybe that's because it was designed like an old Scalextric set – devoid of any meaningful straight segments.

Consequently, pole position, like race strategy, is all-important at the Hungarian Grand Prix. Michael Schumacher annexed the first accolade but, unusually, missed out on the latter.

A delay in traffic after emerging from his first pit stop surrendered the lead to Jacques Villeneuve.

A premature third and final stop – called by Ferrari in response to Damon Hill's intended schedule – let the second Williams slip into second place.

"As far as most people are concerned, strategy is a retrospective thing," ponders Frank Williams. "People look at who won the race, then decide that must have been the best strategy. More often than not, it is simply the quickest car which wins."

Schumacher wasn't in possession of the said item; Villeneuve and Hill, who was able to recover from a tardy start which saw him drop to fourth, were. Speed and reliability have been the keys to Williams' march to its eighth constructors' title, put beyond doubt in Hungary.

The figure brings the Didcot team level with the



The first Hungaroring GP, August 10 1986. Ayrton Senna's Lotus leads eventual winner Nelson Piquet.

record of Ferrari, which has won just two titles in the timespan it has taken its rival to collect all eight.



"I was so relieved to get out of there. When I landed in Switzerland, I felt like I was free."

Ken Tyrrell

Speed and reliability. At present the outgoing world champion can bank on neither: his F310 retired with a faulty throttle control unit.

Williams won the first Hungarian Grand Prix, thanks to Nelson Piquet's Honda-powered FW11, and has triumphed in five of the subsequent 10. If the balance of power hasn't shifted substantially in F1 over the past decade, the pace of change in Hungary has been breathtaking.

"When we first went behind the Curtain in '86, people there had never even seen a canned drink," marvels Di Spires, who looks after Ford's hospitality. "Russian soldiers stopped us three times leaving the circuit and asked for drinks. Each time they lied and said we had been stopped for speeding!

"People were so poor in those days that the shops were empty. People queued all day for one carrot, or an egg, and there we were arriving and wanting to buy literally the entire contents of the place. You couldn't even buy any milk. We had to get a lorry of it sent from Germany."



Second place in 1992 secured the title for Mansell (above). Victory for Villeneuve this year (right) guaranteed another constructors' award for Williams.

In those days the drivers stepped from their plush 150 mph sports cars to board a flight, and disembarked at the other end to find themselves handed the keys to a Trabant hire car. A few careful owners; all the latest mod cons: wheels, roof, things like that.

Now you are as likely to get T-boned in Budapest by a Mercedes C-Class as you are one of the ancient relics from East Germany. Progress . . .

Since the fall of the socialist government, Hungary has embraced Western values with all the relish of a lover. Sadly, torrid passion is often followed by recrimination. Ronald McDonald's emporiums do not sit easily alongside Budapest's magnificent architecture; unemployment is also a Western phenomenon: where once everyone was guaranteed a job, now over 15 per cent of the city's population is said to be out of work. Freedom, it seems, comes with a price.

So does a Formula One Grand Prix, which is one reason why many believed this would be the country's final race. Fortunately, the organisers have been granted a reprieve.

For the locals, of course, it is great news. Now some of them are guaranteed a job for at least one week of the year . . .



FORMULA 1 WORLD CHAMPIONSHIP

HUNGARIAN GRAND PRIX

Hungaroring, 11 August 1996

77 laps of 2.465 mile circuit (189.805 miles)

FLASHBACK: 1995



1 Damon Hill (Williams-Renault) 1h 46m 25.271s
2 David Coulthard (Williams-Renault) +33.398s
3 Gerhard Berger (Ferrari) +1 lap
4 Johnny Herbert (Benetton-Renault) +1 lap
5 H-H Frentzen (Sauber-Ford) +1 lap
6 Olivier Panis (Ligier-Mugen Honda) +1 lap

Winner's average speed: 107.48 mph
Pole:
Damon Hill 1m 16.982s
Fastest lap:
Hill 1m 20.247s (110.598 mph)
Lap record (1992):
Nigel Mansell 1m 18.308s (113.349 mph)

STARTING GRID

1 SCHUMACHER
1m 17.129s

6 VILLENEUVE
1m 17.259s

3 ALESI
1m 18.754s

7 HAKKINEN
1m 19.116s

8 COULTHARD
1m 19.384s

9 PANIS
1m 19.538s

11 BARRICHELLO
1m 19.966s

10 DINIZ
1m 20.665s

17 VERSTAPPEN
1m 20.781s

20 LAMY
1m 21.713s

5 HILL
1m 17.182s

2 IRVINE
1m 18.617s

4 BERGER
1m 18.794s

14 HERBERT
1m 19.292s

15 FRENTZEN
1m 19.463s

12 BRUNDLE
1m 19.828s

18 KATAYAMA
1m 20.499s

19 SALO
1m 20.678s

16 ROSSET
1m 21.590s

21 LAVAGGI
1m 22.468s

LAP CHART

LAP	POS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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77	6	5	3																









FIA Formula One World Championship

Round 12

Winner Jacques Villeneuve
Winner's average speed 107.095 mph
Conditions Dry and warm
Fastest lap Hill, 1m 20.093s on lap 67, 110.810 mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Jacques Villeneuve	CDN	Williams FW18-Renault V10	1h 46m 21.134s	1m 20.507s	38
2	Damon Hill	GB	Williams FW18-Renault V10	+0.771s	1m 20.093s	67
3	Jean Alesi	F	Benetton B196-Renault V10	+84.212s	1m 21.932s	5
4	Mika Hakkinen	SF	McLaren MP4/11B-Mercedes V10	+1 lap	1m 22.257s	47
5	Olivier Panis	F	Ligier JS43-Mugen Honda V10	+1 lap	1m 21.562s	46
6	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+2 laps	1m 23.181s	26
7	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	+3 laps	1m 24.040s	51
8	Ricardo Rosset	BR	Footwork FA17-Hart V8	+3 laps	1m 24.026s	18
9	Michael Schumacher	D	Ferrari F310-Ferrari V10	+7 laps–DNF, throttle c/u	1m 20.912s	41
10	Giovanni Lavaggi	I	Minardi M195B-Ford V8	+8 laps–DNF, spin	1m 25.626s	10
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	64 laps – engine	1m 21.733s	52
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	50 laps – engine	1m 21.882s	16
Rtd	Johnny Herbert	GB	Sauber C15-Ford V10	35 laps – engine	1m 22.343s	19
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	31 laps – gearbox	1m 22.099s	19
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	24 laps – suspension	1m 25.006s	5
Rtd	David Coulthard	GB	McLaren MP4/11B-Mercedes V10	23 laps – engine	1m 22.760s	19
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	10 laps – accident	1m 24.016s	7
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	5 laps – accident	1m 23.889s	3
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	1 lap – suspension	1m 40.435s	1
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	0 laps – accident	no time	

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CHAMPIONSHIP POINTS

DRIVERS

1	Hill	79
2	Villeneuve	62
3	Alesi	35
4	Schumacher	29
5	Hakkinen	19
6	Coulthard	18
7	Berger	16
8	Panis	13
9	Barrichello	12
10	Irvine	9
11	Frentzen	6
12	Salo	5
13	Herbert	4
14	Brundle	3
15	Verstappen	1
15	Diniz	1

CONSTRUCTORS

1	Williams-Renault	141
2	Benetton-Renault	51
3	Ferrari	38
4	McLaren-Mercedes	37
5	Jordan-Peugeot	15
6	Ligier-Mugen Honda	14
7	Sauber-Ford	10
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT



Tyrrell YAMAHA

113 Speed (km)
3 Gear
1.9 G Force

Circuit length: 3.968 km / 2.465 m

THE RACE IN BRIEF

Hill inhabits the **dirty side** of the grid and, before long, a world of sorrow. He is **fourth behind Schumacher**, Villeneuve and Alesi by the first corner.

Salo gets no further than the **second corner**, where he is involved in an **incident** that also eventually accounts for the demise of **Diniz**, **Verstappen** and **Lamy** with damaged suspension.

Brundle runs into the gravel and **out** of the race on **lap six**, by which stage it is evident that Hill is much faster than Alesi, but unable to get past. **Schumacher and Villeneuve** continue to pull away from them at the rate of a **second per lap**.

Bottled up behind Irvine thus far, **Berger takes fifth** place when the Ferrari runs wide on **lap 15**.

The **lead trio** make the first of their **three refuelling stops** on laps 19, 21 and 22 respectively. Schumacher rejoins the track behind Berger, and the subsequent delay allows **Villeneuve** to exit his own stop in first place. He is **in control** from this point on.

Having gambled on a bold one-stop strategy, **Coulthard** is looking well positioned in eighth, eight seconds adrift of Hakkinen's sister McLaren, when his **engine seizes** on lap 23.

Hill pits on lap 25, his crew **short-changing** him on fuel to get him ahead of Alesi. It works **fleetingly**, the Benetton blasts past into the first corner.

The Englishman's frustration is eased when, starting lap 31, **Alesi locks a wheel** into the first corner and cedes third position. Irvine's Ferrari exits the fray with gearbox failure one tour later. Ironic cheers are heard as the tardy **Lavaggi** incurs a 10s penalty for **speeding**. But only in the pit lane.

Herbert's fine race ends when he **retires** from sixth place with engine failure on lap 36. Sauber teammate **Frentzen later succumbs** in similar fashion.

Schumacher heralds the second round of pit stops on lap 40. He **rejoins 14s adrift** of Vileneuve and only 11s ahead of Hill.

The German makes his final call on **lap 52**, Williams later claiming that **Ferrari was suckered** into a premature stop by preparations in its rival's pit. Hill stays out, lapping quickly enough to **build a buffer** for his own stop.

Berger closes onto Alesi's tail after setting his own fastest time on lap 53; Alesi is delaying the second Benetton, and the team asks him to **move over** on lap 58. Meanwhile, **Villeneuve's cruise** to victory is interrupted when he makes his final refuelling stop, but loses 10s with a **sticking right** rear wheel.

Berger retires from fourth with a blown engine on lap 65. One lap later, **Hill** is just 5.45s behind Villeneuve. The **gap shrinks**.

Schumacher, who has suffered a **sticking throttle**, retires after 70 laps.

By **lap 75** the Williams duo is running nose-to-tail, but Damon doesn't get an **opportunity to challenge**. Alesi takes third, the only remaining runner not to be lapped. Hakkinen finishes one lap down in fourth. Panis, Barrichello, Katayama (with his temperature gauge rising as a result of his radiators **collecting a stone** flung up by Brundle's accient) and Rosset complete the finishers.

Walter

The passing of Walter Hassan in July ended a chapter in British motoring which stretches back to the First War, and encompasses several of the most significant engines on road and track. Not many items as inanimate as a car power unit gain an identity of their own, but Hassan can claim at least two of them.

Born in Hackney, London, Hassan (the name denotes the family's Middle Eastern origins) was only 14 when he apprenticed himself to W O Bentley's new company in 1919; one of the very first staff members, he remained at Cricklewood until the demise of the company in 1931.

Inevitably, Hassan's duties included being part of the race crews for the works cars. Some weeks after the unsuccessful 1925 Le Mans foray, he prepared Duff's 3-litre for the successful Mon



tlhéry record run. Returning the next year intent on breaking 100mph for 24 hours, though, the team met disaster — through Hassan himself. When Duller pulled into the pits, groggy after spinning in the dark, he found most of the team absent. Only Hassan remained; he was not a named driver, but in his youthful keenness, he jumped into the streamlined machine and set off. Moments later the returning crew heard the sounds of disaster. Hassan had spun and rolled the car into a ditch, and was lying unconscious beneath the wreckage.

He recovered, but "The Slug" was scrap. W O Bentley proves his own saintliness when recalling this in his autobiography: given the twitchy car and the greasy concrete, he says, "it was to his credit that he managed a third of a lap before crashing". Hassan did no more compe-

Hassan OBE



The Firewatchers: the team who planned the immortal XK engine, above, during wartime firewatching shifts. L to r, Harry Mundy, Hassan, Bill Heynes, Claude Baily. Left, Oliver Bertram pounding the banking in the Barnato-Hassan, at one point holder of the Brooklands lap-record. Inset, 30 years on, another Hassan engine powered Jim Clark to a World Campionship in a Lotus-Climax V8.

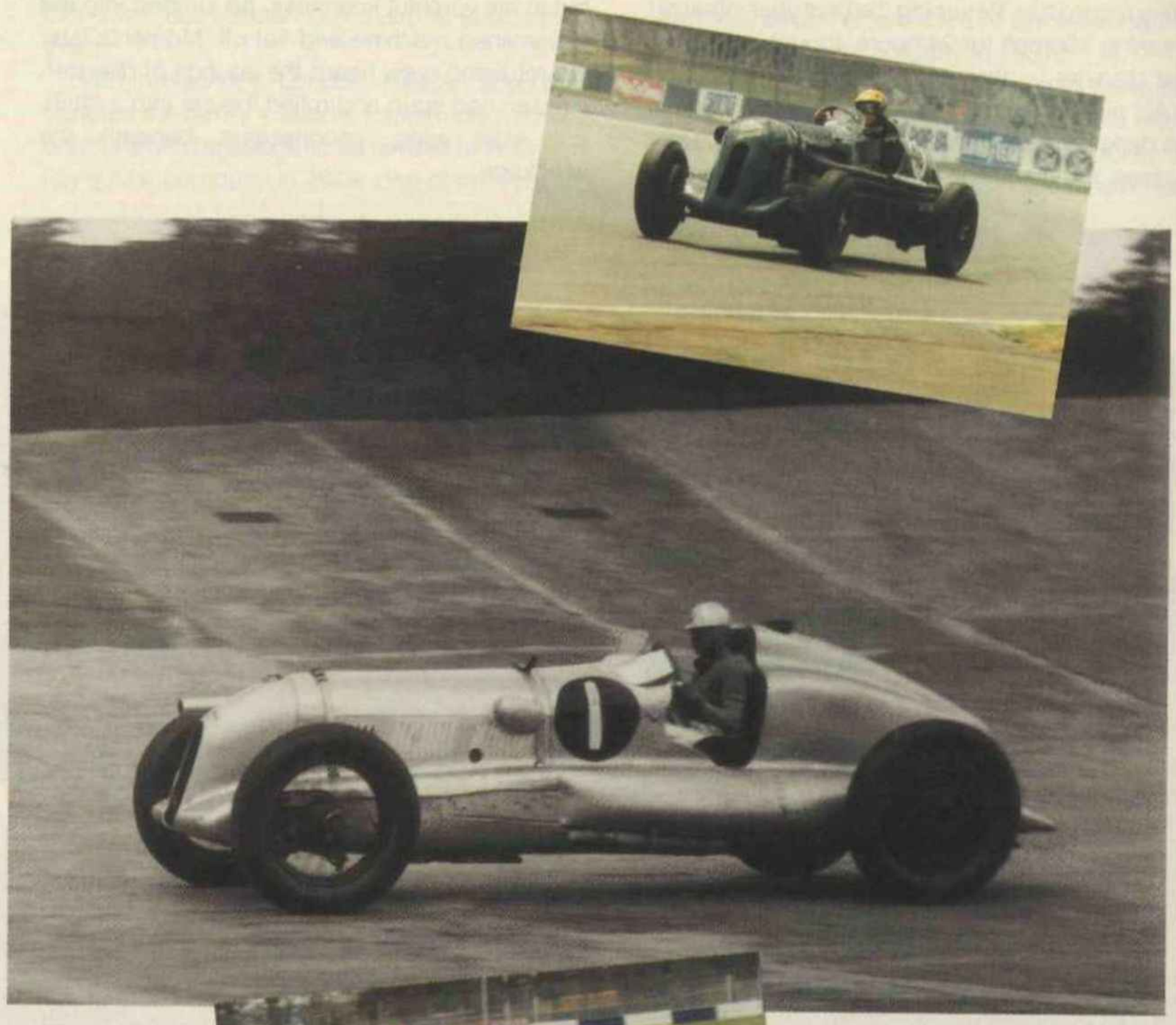
Gordon Cruickshank recalls the impact the skills of this gifted designer have had on motoring and racing

Walter Hassan OBE

tition driving, but he did contest the 1928 German GP, as riding mechanic to "Tim" Birkin.

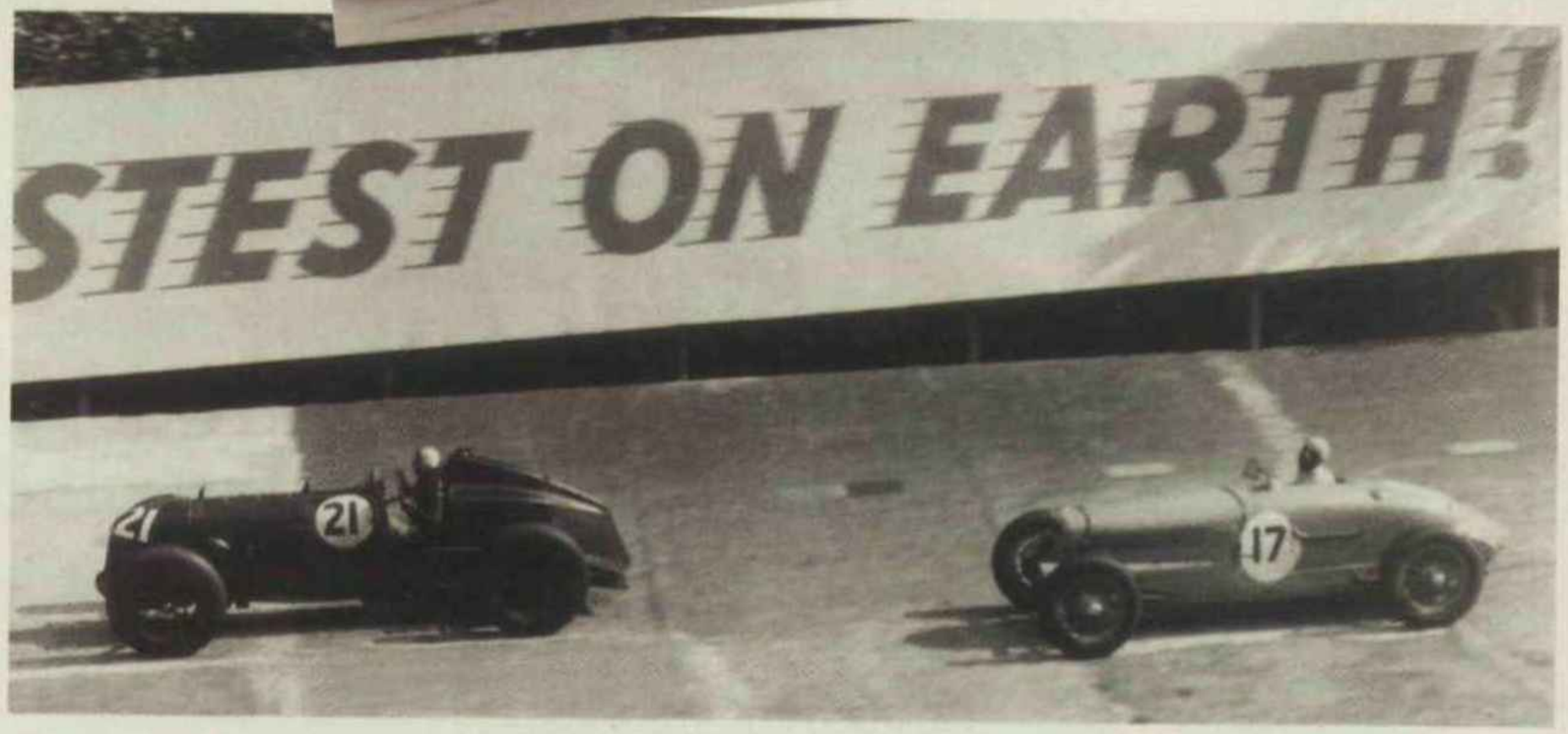
When in 1931 economic reality overtook W O's hopes and Barnato's fortune, Hassan himself was one of the company assets Barnato retained, along with Old No 1; it was that engine which in 1934 went into the Barnato-Hassan, which with its narrow chassis, offset single-seater body and streamlined nose, became the second-fastest car ever to lap Brooklands, beating Birkin's single-seater but being itself supplanted by the Napier-Railton. Hassan rebuilt it in even narrower form with 4-litre chassis rails, and 50 years on, in the hands of Keith Schellenberg, it remains one of the celebrities of the vintage racing world.

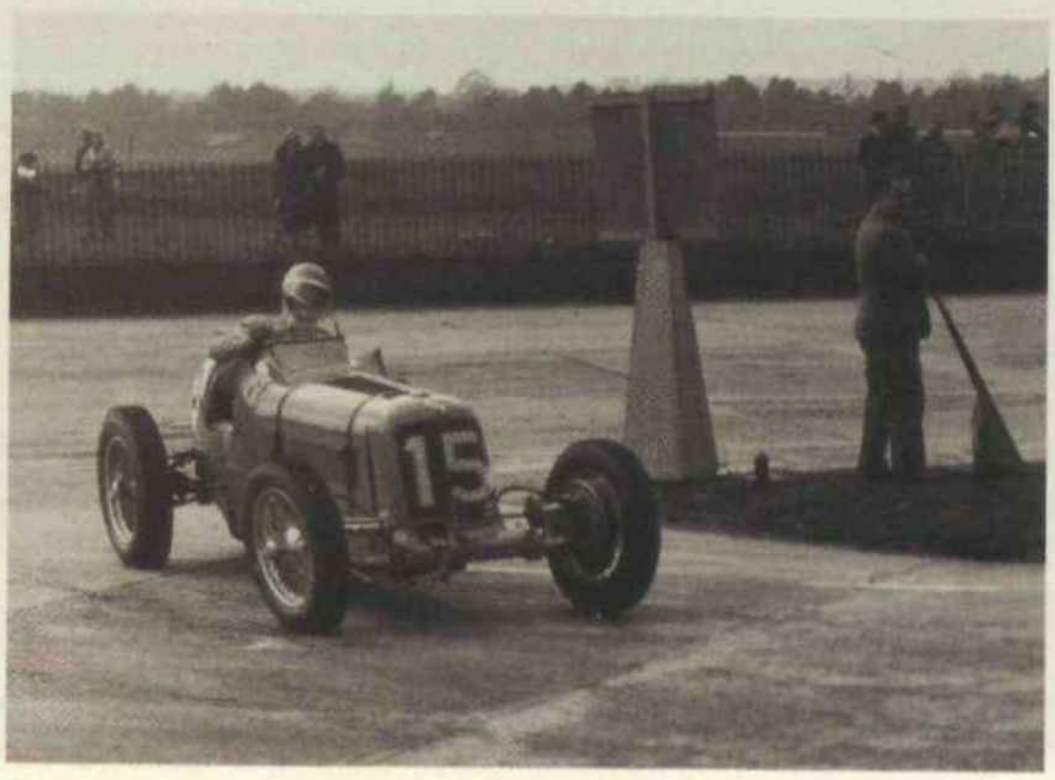
In the same year, Hassan and Wally Saunders built another Bentley special for E W Pacey. Although something of a "moonlighter" built in a small garden garage, Hassan designed his own specially-pressed chassis side-members to produce a proper central-seater instead of the Barnato-Hassan's offset layout; that and the 4½-litre engine were clad in a slim body by Thomson & Taylor, and it too can still be seen at



"Planned as a small-production flagship special, the XK 120 stunned the motoring world"







Hassan's Brooklands specials made his name public. From top: Barnato-Hassan now a formidable circuit racer in Keith Schellenberg's hands; in early form, 1936; Tim Llewelyn in Pacey-Hassan, now owned by Julian Majzub; E W Pacey in 1937 Brooklands 500-Miles; Hassan oversaw installation of Porsche-type front suspension on ERAs.

appropriate meetings.

Hassan's association with Barnato came to an end in 1936, and despite a job offer from Rolls-Royce to develop their independent front suspension, he chose, on Barnato's suggestion, to move to ERA at Bourne. He already knew Humphrey Cook from Bentley days, and many ERA people through working with Thomson & Taylor at Brooklands, where much of the ERA assembly work went on.

In 1937, after only six months at Bourne, Reid Railton asked him to return to Thompson & Taylor to work on a 400mph Land Speed Record car for John Cobb. Railton remained the designer throughout; Hassan's job was to manage contracts and make the project happen, with the result that Cobb twice broke the LSR in the streamlined twin-engined machine.

It was also in 1937 that Tom Wisdom suggested to Bill Heynes of SS that he use Hassan's talents to help extract more power from the forthcoming 3½-litre version of the old Standard six. Early SS models used the 2½-litre version, but Heynes and Lyons knew they needed sophistication as well as capacity, and the result, with its Weslake head, twin SUs, and two triple exhaust manifolds, had an impressive 125bhp. In the saloon it became arguably a Bentley rival, while in the SS100 it produced sensational acceleration and a flag-waving 100mph. Heynes and Lyons clearly approved of Hassan's contribution: in 1938 he joined SS full-time as Chief Experimental Engineer. Almost immediately planning began for an all-new power unit, but because of the war,

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Walter Hassan OBE

Le Mans 1955: with two victories already chalked up in C-types the XK engine is about to score the first of a magnificent three-in-a-row for the D. Bottom, four-cylinder Climax in Brabham's Cooper at Monaco 1959, his first win; left,Champion-to-be Brabham in action at Reims.

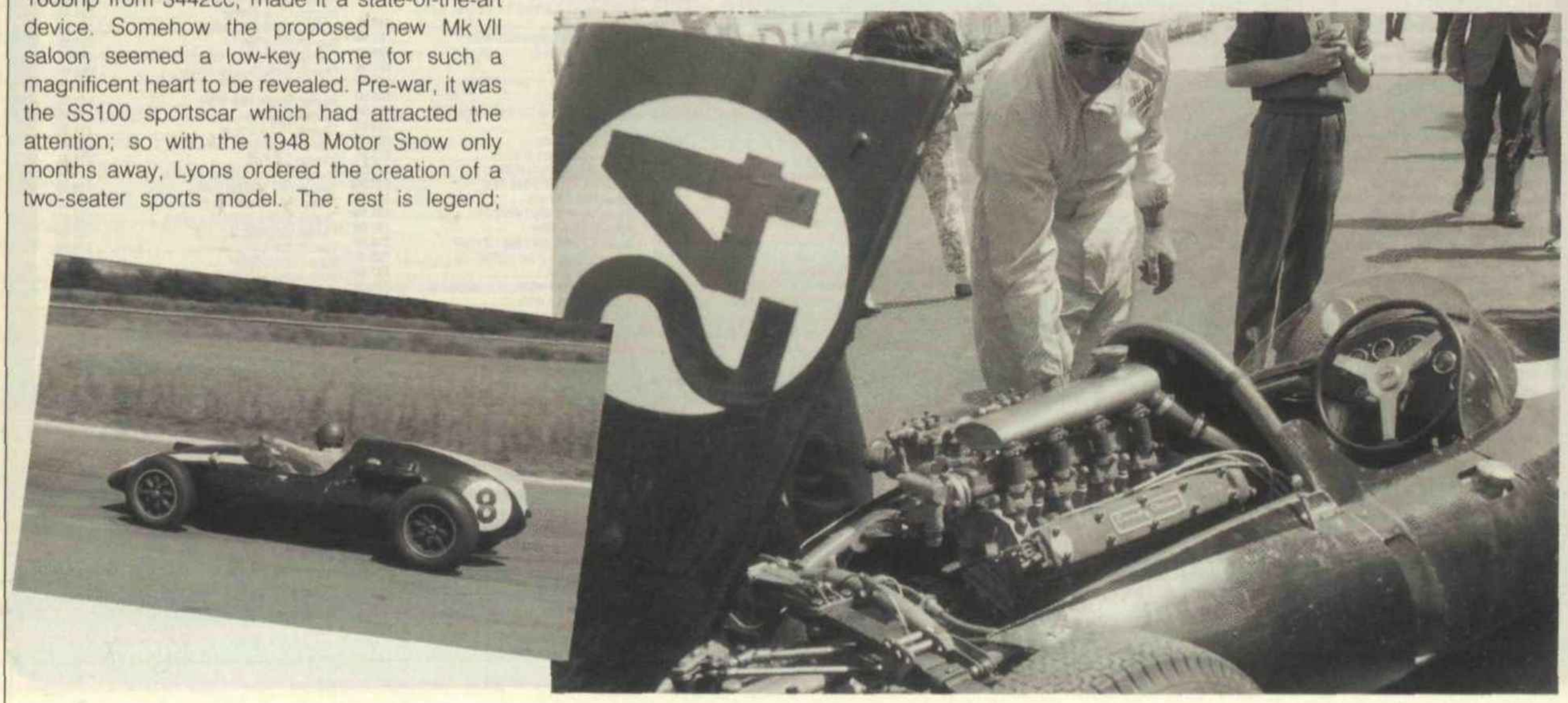


drawings did not appear until 1946, labelled 'Jaguar'.

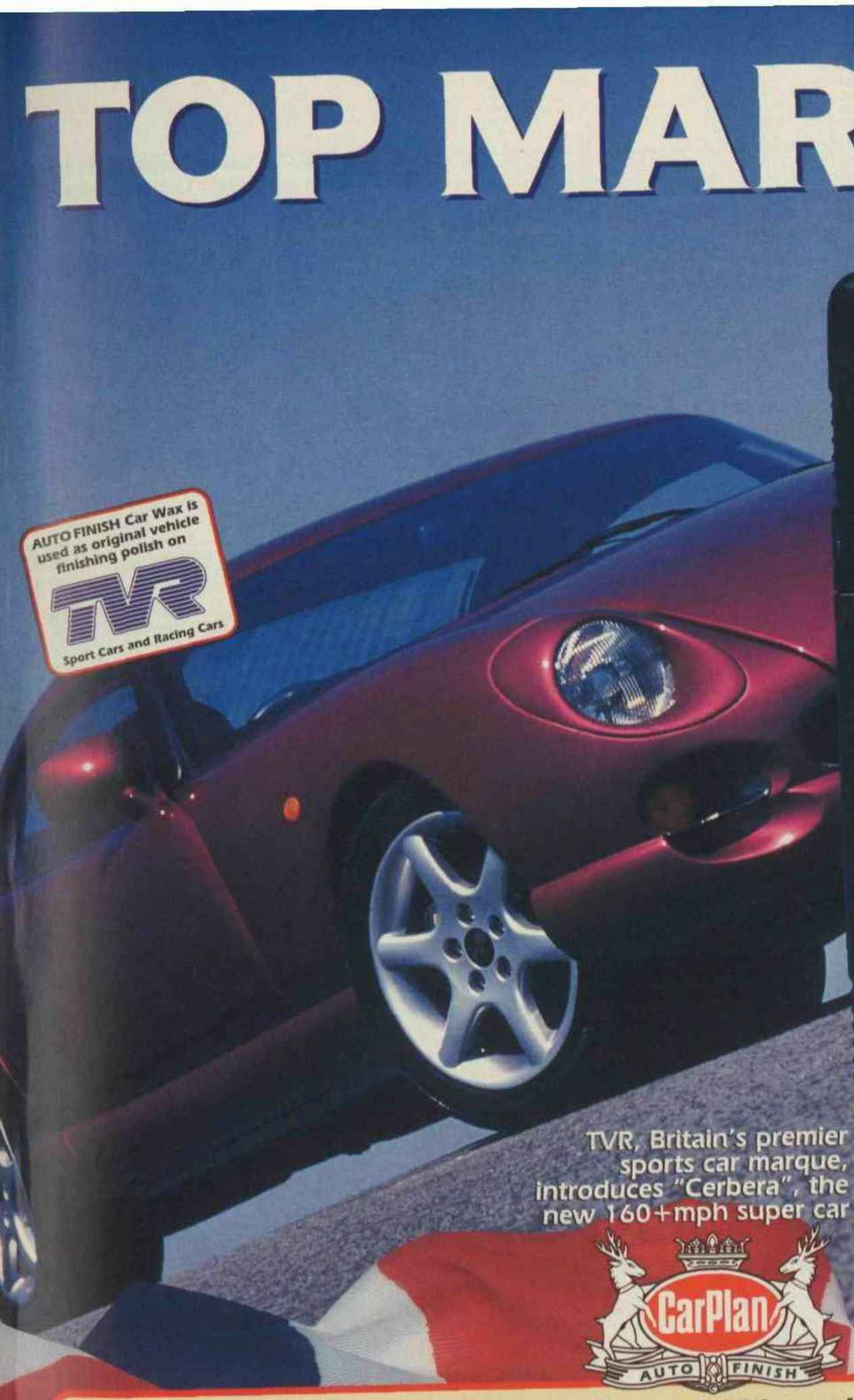
Lyons had a clear picture of his new engine: he wanted it to be "glamorous", like a Bugatti, and to exude 160bhp, a figure Hassan and Heynes had already wrung out of a 3½ on methanol. X-engines in F, G and J form were tried, but it was under the designation XK that the goals were realised. Hemispherical combustion chambers, crossflow layout and double overhead cams under aluminium covers, plus the target output of 160bhp from 3442cc, made it a state-of-the-art device. Somehow the proposed new Mk VII saloon seemed a low-key home for such a magnificent heart to be revealed. Pre-war, it was the SS100 sportscar which had attracted the attention; so with the 1948 Motor Show only months away, Lyons ordered the creation of a two-seater sports model. The rest is legend; planned as a small-production flagship special, the XK120 stunned the motoring world and catapulted Jaguar into the front rank of sportscar makers.

For over 40 years, that XK engine propelled every road-going Jaguar; it also went racing, first in works 120s, then customers' cars, factory competition machines, short-run racers, and specials of every sort, achieving no fewer than five victories in the toughest test of all, Le Mans. It fought wars in Scorpion tanks and armoured cars, fought fires in fire-engines, went to sea in power-boats, and was still able to silently waft Very Important People around in the huge Daimler limousine.

But in 1949, Hassan had changed direction again, joining the small engine firm Coventry-Climax. His task was to design, with Harry Mundy, small light-alloy pump engines, whose high efficiency soon saw them transplanted into sportscars



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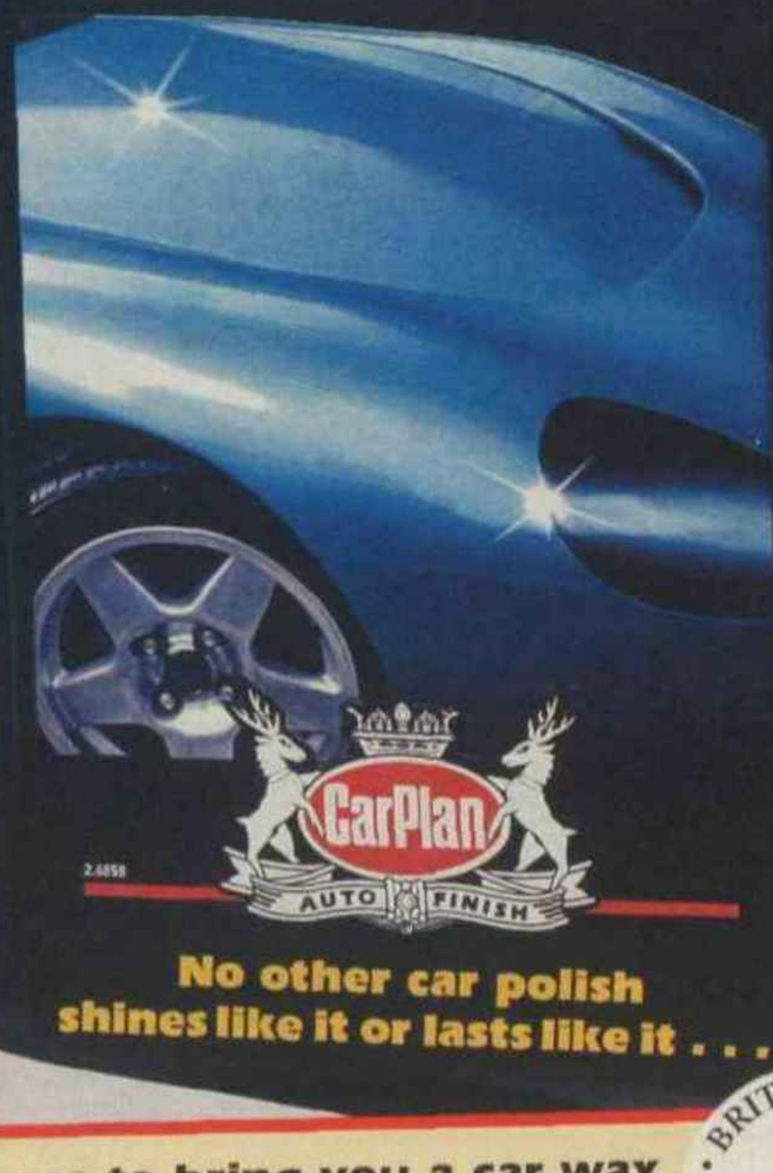
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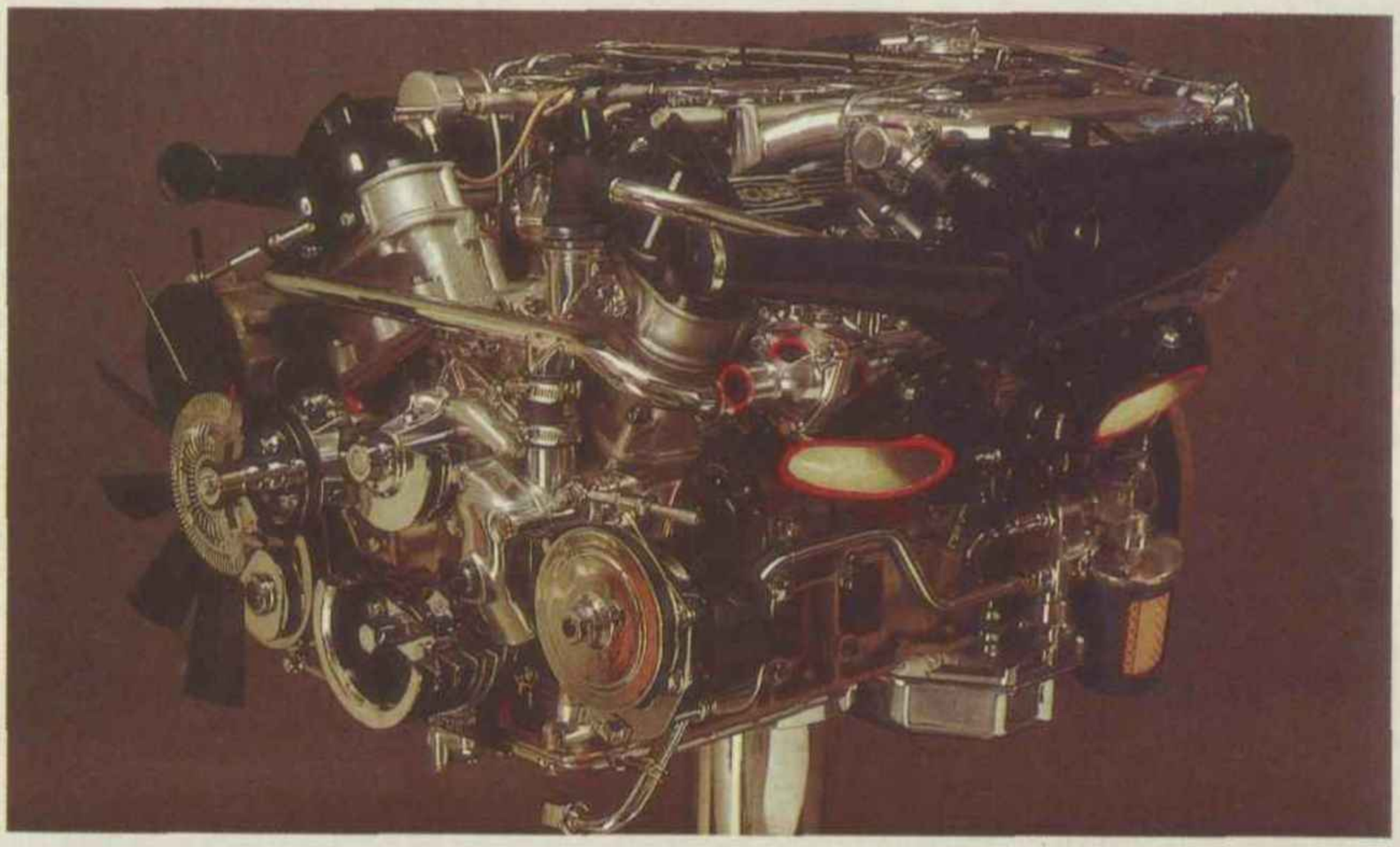
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Walter Hassan OBE

V for victory, from top: the sophisticated and relatively cheap Jaguar V12; XJ-S and drophead 120, Hassan's "other" Jag; XJ12, rated world's best saloon; TWR turned V12 into Le Mans winner in 1988 XJR-9.





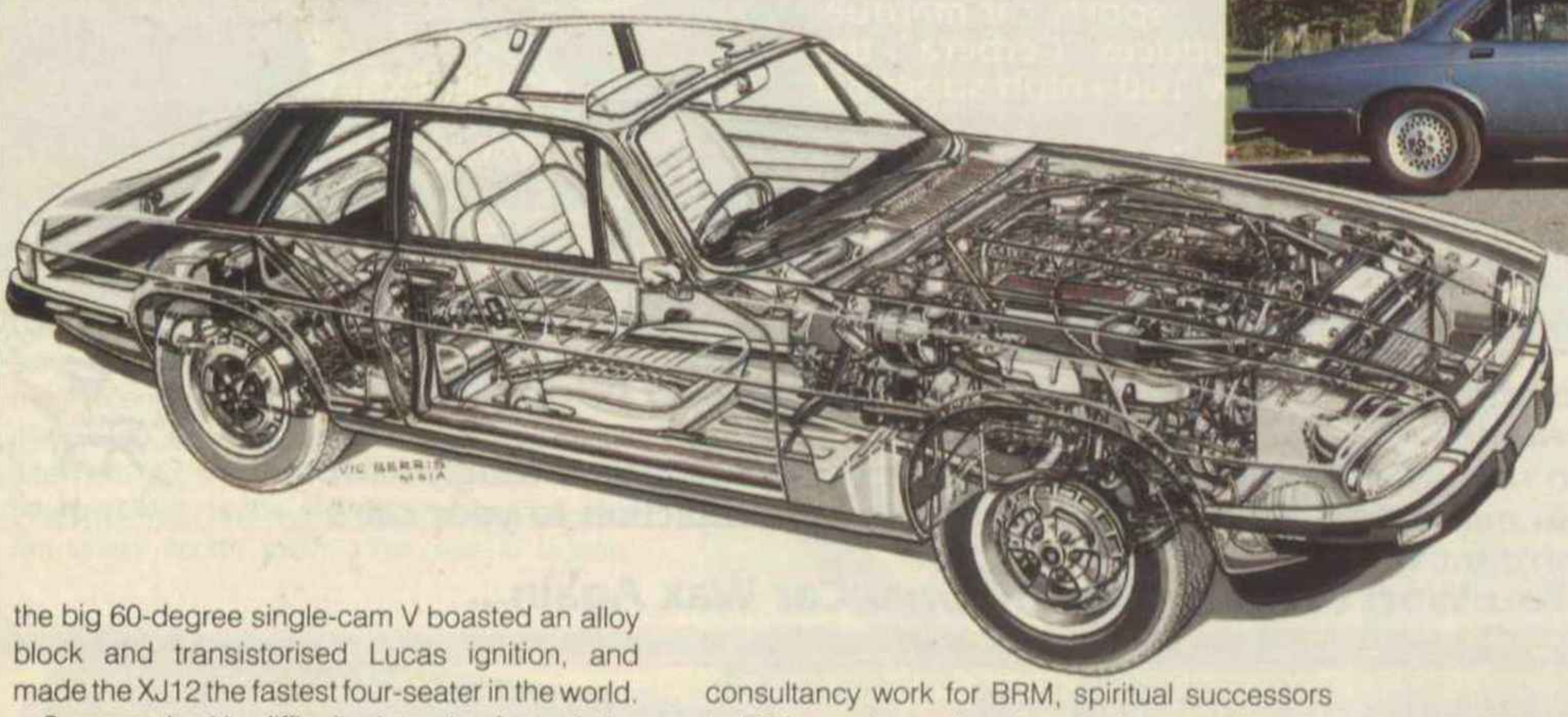
and racing cars. It was the period of Cooper's rear-engined revolution, and the light and reliable twin-cam FPF proved the ideal partner for the 1½-litre Grand Prix formula. In 1959 and 1960 Jack Brabham and Cooper-Climax became world champions.

To succeed the four, Hassan drew up the FWMV, the quad-cam V8 motor which powered Lotus to championships in 1963 and 1965; but the advent of the new 3-litre rules demanded a new engine, and Climax had in 1964 been absorbed by Jaguar, who did not see F1 as appropriate to its market. Climax concentrated on fork-lift trucks, and there were no more GP engines.

Back for the third time with Sir William Lyons, Hassan faced a daunting challenge. By the late '60s several makes could claim to be threatening Jaguar's hitherto unrivalled blend of speed and sophistication, and the firm's planners wanted to leapfrog everyone else with a technical *tour-de-force*, a V12. Even Rolls-Royce had reverted to a simple six for all its post-war models; Hassan's brief was essentially to build the best engine in the world.

Having seen the days of D-type domination decline with the arrival of the E-type, a superb tourer but struggling as a winning sportscar, the idea of another Le Mans victory seemed tempting. Ferrari's mid-engined prototypes were the target; the weapon was the XJ13, built in 1966. Within the sensational body throbbed a four-cam 5-litre V12 of 502bhp. The secret project was quickly shelved, but the lessons of that unit blossomed into the silky 12-cylinder which powered the top Jaguar and Daimler saloons from 1972 on. Producing 314bhp from 5343cc,



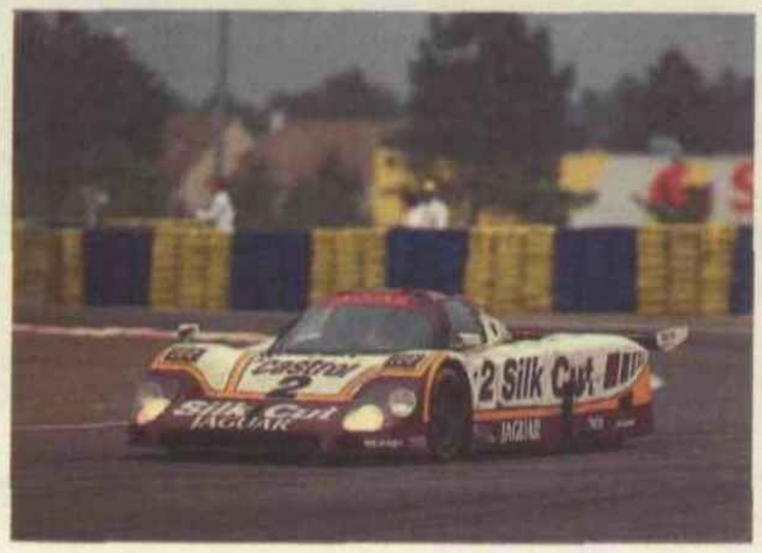


the big 60-degree single-cam V boasted an alloy block and transistorised Lucas ignition, and made the XJ12 the fastest four-seater in the world.

Squeezed with difficulty into the last of the E-types, it found a better home in 1975 with the arrival of the XJ-S, the controversially styled coupé which overcame initial doubts to mature into one of the marque's great cars, and a successful Group A racer. Although Hassan and Mundy investigated a 48-valve unit, this was not to be, though it eventually led, in other hands, to the 24-valve AJ6. Nevertheless it was again Le Mans which closed the circle of Hassan's career, 7-litre versions of the V12 winning in 1988 and 1990. The V12 was Wally Hassan's last individual project; he retired from Jaguar in 1972, though consultancy work for BRM, spiritual successors to ERA, made another historical connection. An OBE in 1971 recognised his contributions to the industry.

In his latter years he moved to one of the retirement homes of BEN, the Motor Industry Benevolent fund, where he was amongst other motoring characters such as Jack Fairman and Billy Rockell. On his 90th birthday last year, a big lunch-party brought together representatives from almost every facet of his motoring career, all of whom were pleased to raise a glass to a man whose engineering expertise and intuition have left an indelible mark on motoring.

"It was Le Mans which closed the circle of Hassan's career"



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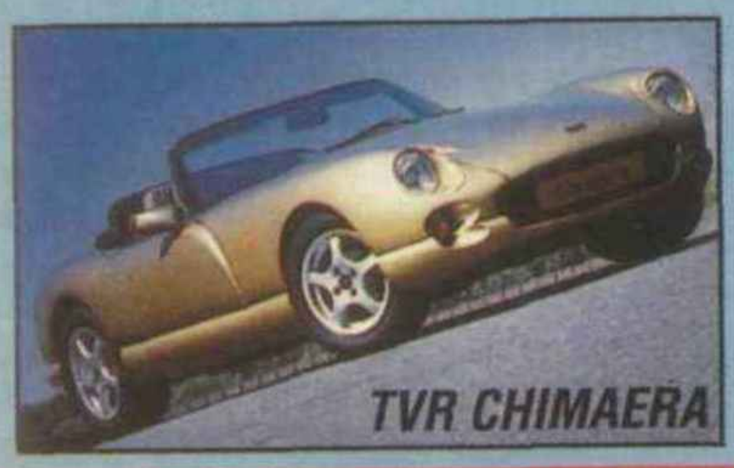
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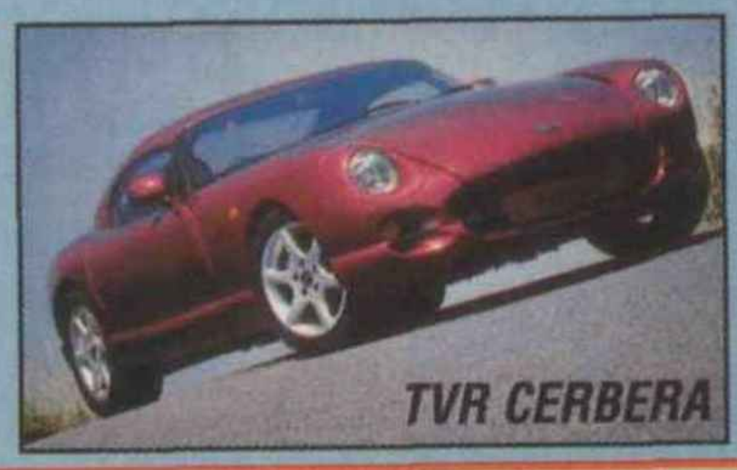
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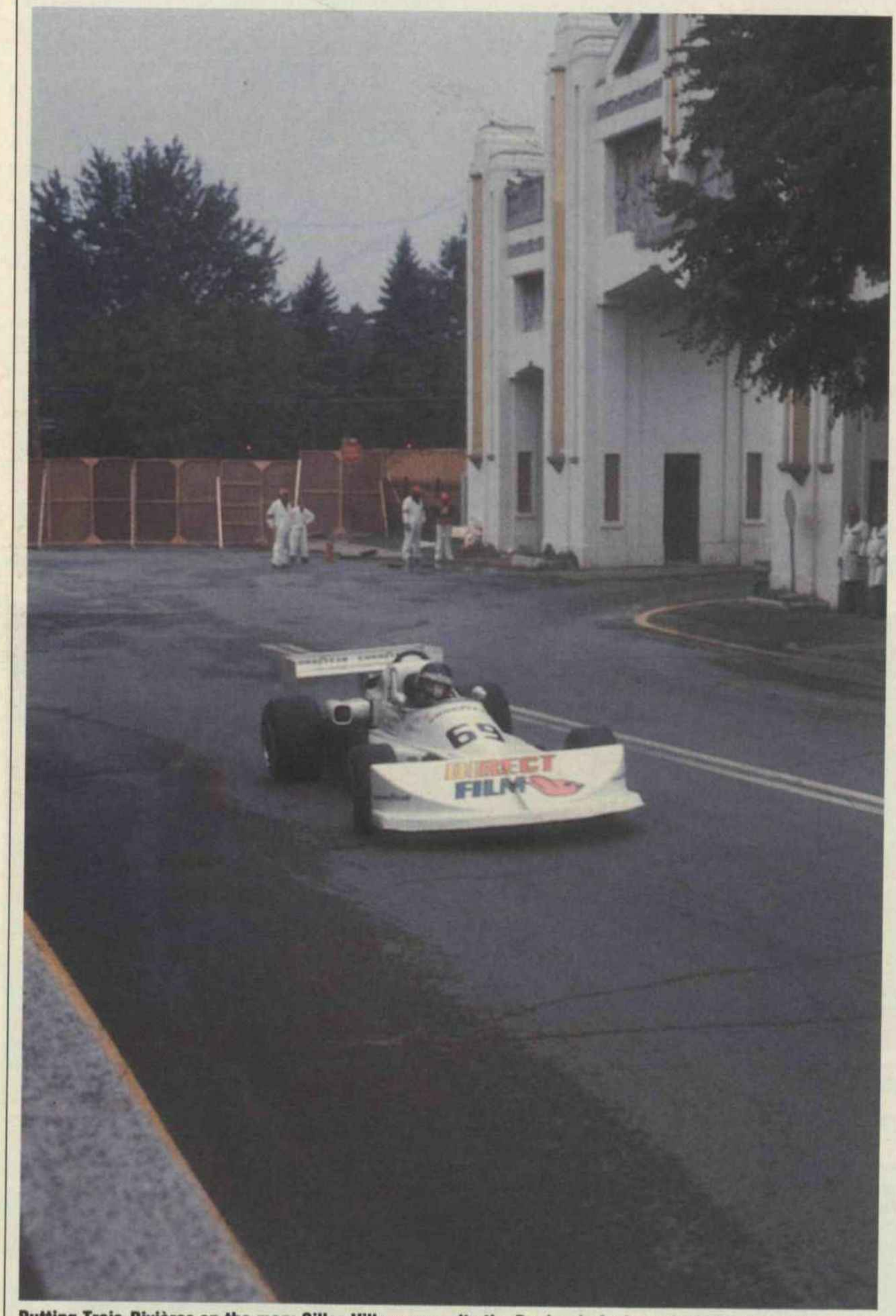
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THE FORGOTTEN



Putting Trois-Rivières on the map: Gilles Villeneuve exits the Duplessis Archway in 1976. One of the men he beat that year was world-champion-to-be James Hunt (right).

David Phillips examines the prosperity of Trois-Rivières, a classic street circuit which is unlikely to be foremost in European minds

Trois-Rivières, Quebec may lack the glamour of Monaco, the mountainous backdrop of Pau or the exotic atmosphere of Macau, but the annual Grand Prix de Trois-Rivières certainly ranks among the world's great street races. It's got just about everything one could ask for, including some three decades of history, a deceptively tough little circuit and, most of all, a gloriously festive atmosphere.

No less important is what Trois-Rivières doesn't have: a so called 'major' racing series on its schedule. And therein lies its particular charm. Devoid of the prima donnas of Formula One, the superstars of IndyCars and the celebrities of NASCAR, Trois-Rivières has nothing to offer but the racing and the personalities of the TransAm, Toyota-Atlantic, Indy Lights and North American Touring Car Championships, who enthusiastically embrace the role of headliners.

Like the Grand Prix of Canada itself, the Grand Prix de Trois-Rivières dates back to its nation's Centennial Year of 1967. And, like Canada's Formula One race, Trois-Rivières has had its ups and downs and changing venues. Launched on a budget of $17,000, the inaugural event featured local sports car drivers on a cramped circuit running around the city's exhibition grounds and passing through the Duplessis Gate.

In 1968 the organisers expanded the circuit to include nearby city streets and added small, single-seater Formula Bs to the schedule. These (aka Formula Atlantic and, ultimately, Toyota Atlantic) would subsequently prove to be the focus of the event as the promoters imported a succession of European stars to compete against North America's best small formula drivers. Thus Trois-Rivières' history is marbled by the likes of James Hunt, Alan Jones, Keke Rosberg, Patrick Depailler, Jacques Laffite and Vittorio Brambilla, as well as Bobby Rahal and Michael Andretti.

But the man who put the Grand Prix de Trois-Rivières on the map, and whose presence will forever permeate the event, was Gilles Villeneuve. A native of nearby Berthierville, Villeneuve won the Trois-Rivières Formula Ford race in 1973 and went on to dominate Formula Atlantic in the mid-1970s, beating world champion-to-be James Hunt at Trois-Rivières in 1976 and prompting Hunt to declare him a future world champion.



STREETS?

Of course, Villeneuve was destined never to join Hunt as an F1 champion, although his place in the pantheon of racing's greatest drivers is quite secure. A few years after his death, the Grand Prix de Trois-Rivières – having added CanAm monsters to its programme as Formula Atlantic entered into a decline – fell on hard times and was eventually cancelled.

The race was revived in 1989 and, fittingly, was won by Gilles' brother Jacques. With support from Player's the reborn event matured into a premier attraction on the North American racing scene, adding TransAm to the schedule in 1990 while this year the Indy Lights series made its debut. Indeed, Trois-Rivières marked an Indy Lights coming-out party of sorts, for it was the first time the series ran on its own, away from the Indycars proper.

When the Indy Lights competitors completed the 80-mile drive up the St Lawrence River from Montreal, they found a town and a circuit little changed from the glory days of Villeneuve and Hunt. To be sure, the timber industry is not what it used to be, but the local economy is alive and well and the streets of the charming, if vaguely rustic, town bustle with the influx of race fans that swell the normal population of 50,000 by half again.

A goodly proportion of those fans were on hand early on a grey and soggy Friday morning, staking out the prime spots in the bleachers across the track from the Trois-Rivières Hippodrome. The circuit runs past an ice hockey arena and pint-sized baseball stadium before turning square right to a quicker left hander and plunging to the trademark 90-degree left through the narrow Duplessis Archway. Then it's up the track's longest straight, with a nunnery/orphanage on the drivers' left and a sprawling cemetery to their right . . .

> "The man who put Trois-Rivières on the map was Gilles Villeneuve."

Another tight left leads onto a curving high-speed run to the most technically demanding turn on the circuit, a quick left requiring the drivers to cross crowns on the entry and exit, followed by a short blast to the Ryan hairpin and another burst up to the Virage Villeneuve.

It's a tough little circuit, with seven significant changes of direction packed into 1.6 miles. But there are a couple of clear overtaking zones; one or two more for the brave, the desperate and the foolhardy . . . though just what it must have been like to drive a CanAm car here boggles the mind.

"It's not only the atmosphere here that reminds you of Macau," says former F3 racer Helio Castro Neves. "The feel of the track is similar. It's not so long of course, but the sensation of racing on a narrow track with the barriers and the Archway so close is very similar. It's a very technical course, one where you control the attitude and direction of the car not only with the steering wheel but with the power."

Neves did a superb job of controlling his Indy Lights car at Trois-Rivières, taking pole and leading every lap to score his first win from Tasman Motorsports team-mate Tony Kanaan. Later that day, Canada's own Ron Fellows passed pole-sitter (and IRL co-champion) Scott Sharp to earn his second victory of the year in the troubled TransAm. Earlier, Chevrolet had revealed 1996 will be its last year of support for the series, prompting speculation that Ford will soon follow suit rather than compete against itself.

The TransAm's future will have little effect on Trois-Rivières, however, for the Atlantic cars remain the principle attraction. So much so that Trois-Rivières features championship races on both Saturday and Sunday. To the delight of the unashamedly partisan crowd, Patrick Carpentier won at will both days, for his third and fourth straight wins of the season.

Carpentier would stretch his streak to five the following weekend at Mid-Ohio amidst growing speculation he will join Greg Moore on the Forsythe IndyCar team in 1997, giving Players a dual Anglophile/Francophile presence in the PPG series. That Carpentier is a talent is beyond doubt; that he is winning in a series bereft of serious competition is also indisputable.

Equally clear, however, is the fact that the Grand Prix de Trois-Rivières is alive and well, regardless of the health of any one series. As with the world's other great races, while the names, faces and machines go through inevitable changes, it's the event itself which provides the main attraction.



Inaugurated in 1967, the Trois-Rivières circuit has barely changed over the course of the years.

WITH A

Cooper versus Abarth: unlikely duellists in the 1990s. Mark Hughes analyses how much cars have progressed in three decades. And, perhaps, how much they haven't . . .

TIDDLERS

TITUDE

WITH ATTITUDE

Usually it is sad to witness a once great star trading on glories long past, with nothing of relevance to offer the modern world. Yet the Mini, and particularly its Cooper derivative, has transcended that stage. Largely unchanged since stunning the world on its debut (Mini 1959, Mini Cooper two years later), it's still in production, still elicits reactions of fondness rather than ridicule. A dwarf of a car which has become a giant by reputation, it's one of those rare products whose name has passed into the generic.

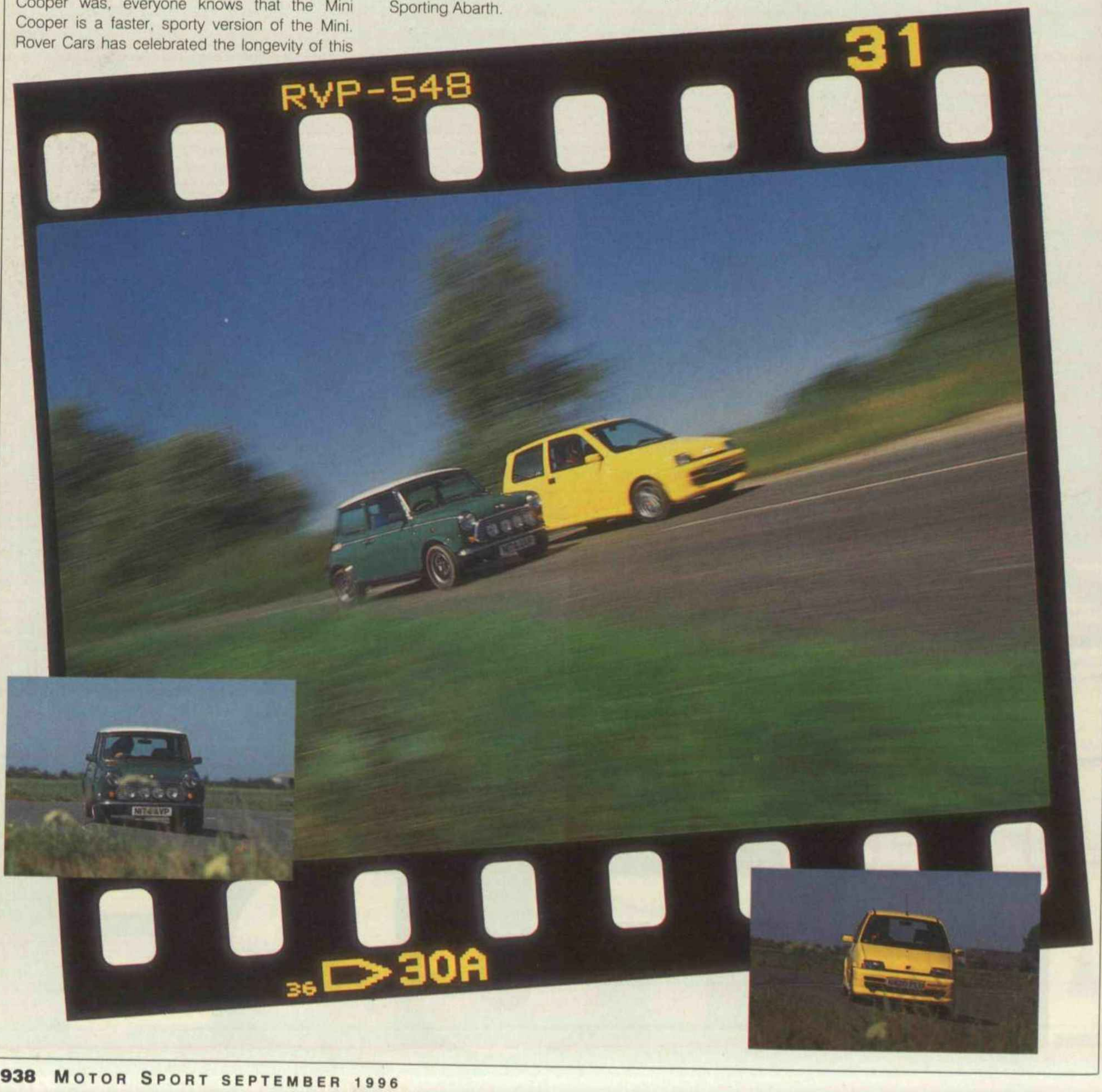
It's ironic that the Cooper association was originally conceived to brush the Mini's image with the glamour of motor racing, yet today, long after most have long forgotten who or what Cooper was, everyone knows that the Mini Cooper is a faster, sporty version of the Mini. Rover Cars has celebrated the longevity of this national treasure by producing the Mini Cooper 35, an anniversary limited edition, 35 years after the original.

Now it isn't at all difficult to point out the shortfalls of the Cooper design by the standards of today, even though to do so is missing the point slightly. But even so, its concept is now even more relevant than it was 35 years ago; tiny dimensions with strong low-down performance making it the ideally convenient tearabout for our over-congested cities.

A couple of years ago, Fiat combined such a concept with up-to-date hardware in the form of the Cinquecento Sporting. Now it too has added some goodies and a famous motor sporting name from the past to create the Cinquecento Sporting Abarth.

So why suffer the old design when you can have its essence combined with modern technology? A Mini buff might respond with why have the copy when you can have the original?

And the Mini *is* largely original. It still has some lovely period details, like the chrome grille with its thicker bars denoting that it's a Cooper, something you are told from behind by the wonderful chrome winged Cooper badge on the bootlid. Then there's the external body seams, the big chrome-rimmed headlights whose shape forms the contours of the upper wings, its bonnet and wing line not flattened off like more modern designs. The Cooper 35 is only available in Almond Green, a pale hue that you will instantly



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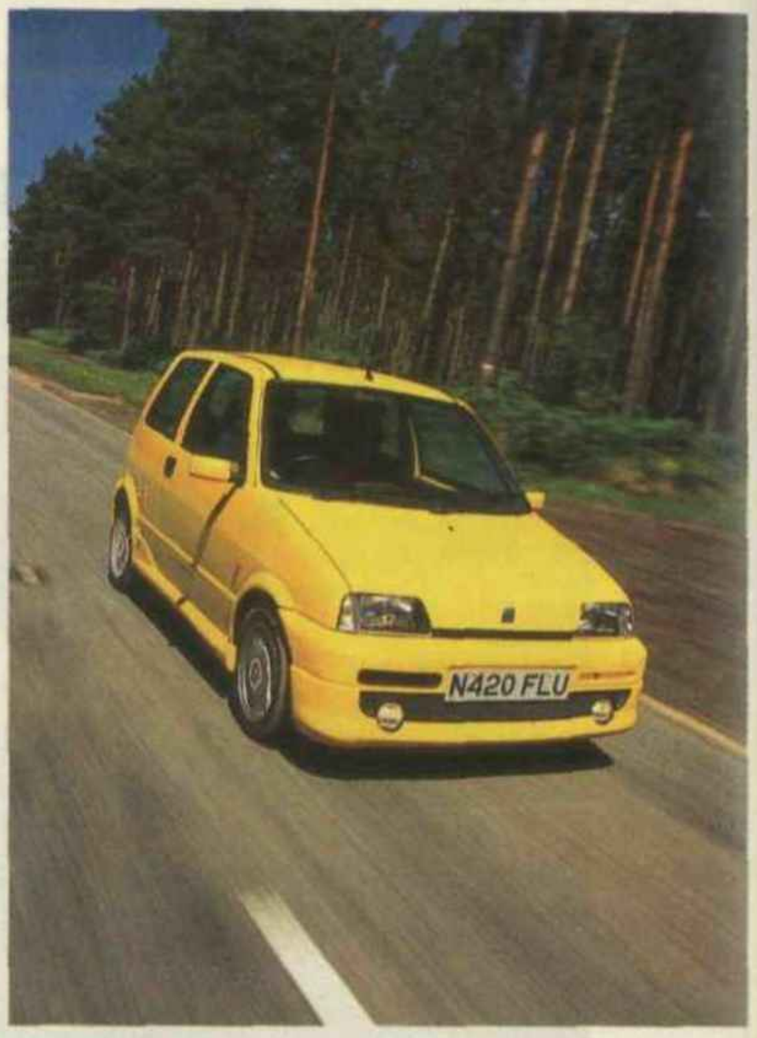
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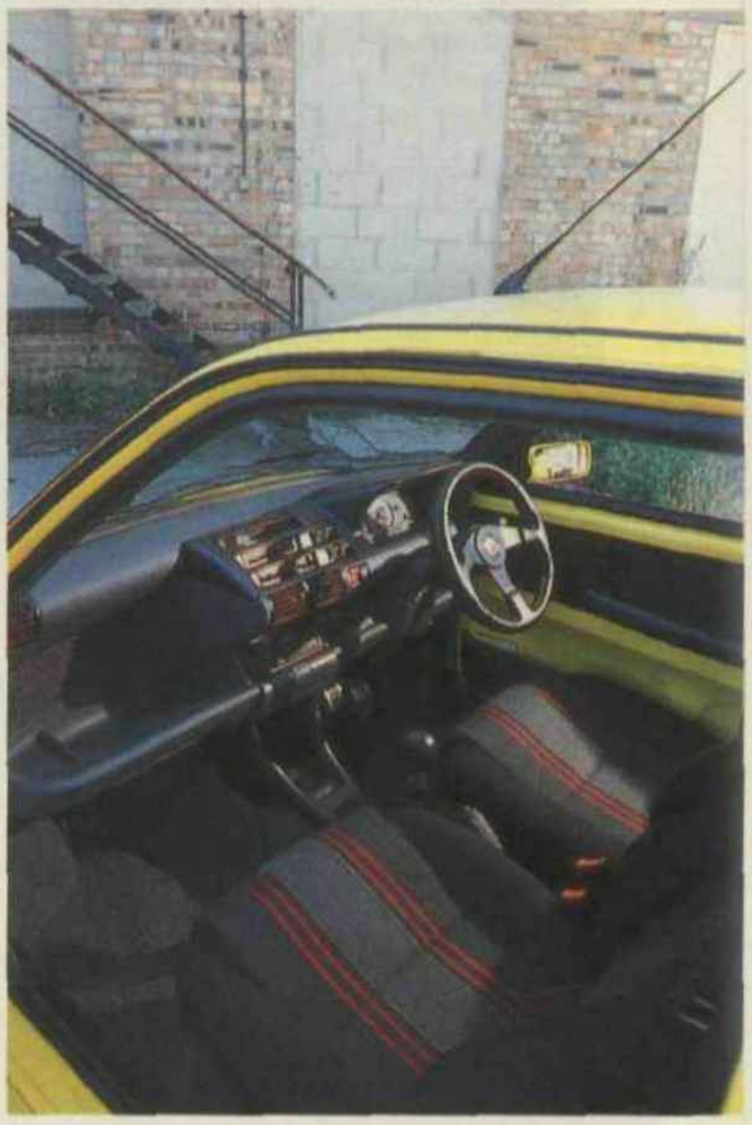
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WITH ATTITUDE









Mini interior (above) is least original aspect of the package; Cinquecento (right) is less corny inside.

recognise from 60s Minis and Morris Minors. This is combined with a white roof, another nostalgic Cooper touch.

Such visual clues are like flashbacks, instantly linking you with the vital part of this car's appeal – the past. Externally, the package is completed by Cooper-logoed alloy wheels, body-coloured wheelarch extensions with matching wing mirrors and by four chromed spotlights that cover the width of the grill. Wonderfully retro and nothing to do with such modern preoccupations as aerodynamics.

But caress that chromed door handle, depress its centre button, pull open the door and you're confronted with a sight that jars you from your 1960s reverie. Gone are the old centrally-mounted instruments and spartan furnishings. What you get instead are small dials directly in front of you with cream graphics – the sort of thing you expect to see in a 1996 hot-hatch – surrounded by a full varnished wood dash. And, worst of all, the 35 anniversary version also gets green leather seats (the Cooper logo embossed into their backs) with matching steering wheel and gearknob.

"How much more daring it would have been to go the whole hog by making it minimalist but comfortable"

These are design clichés that have nothing whatsoever to do with the Mini. How much more daring it would have been to go the whole hog by making it minimalist but comfortable – not a carbon copy of the original but in the theme of. They could even have come up with a modern version of the sliding windows and sash door pulls, making more efficient use of the space.

But one thing that is the same is the driving position: bus-like, near-horizontal positioning of the steering wheel and pedals which are offset so far to the left you sit positively twisted.

In contrast, the Fiat panders less to the aesthetic senses from the outside but looks after you better inside, and without any corny, inappropriate 'luxury' finishings. Looked at from the Mini's rear view mirror, the Fiat looks squat and aggressive. If only that was how it really did look, for the Mini's mirror distorts everything in this way in order to give a wider field of vision. In reality, the Fiat looks taller than it is wide, like a canary yellow fridge (it's also available in red or black).

The Abarth package is fitted by the dealer and you can choose from a variety of add-ons. Go the whole hog and you'll have front and rear spoiler, skirts, sports exhaust trim and alloys while inside it gets a gorgeous steering wheel, Abarth's scorpion insignia at its centre. Like the Cooper it gets extra lights, only these are squared off and incorporated into the bodywork. All this will add around £1300 to the Sporting's tag of £6487, a total some £400 less than Rover asks for the Cooper 35.

The Cinquecento is just seven inches longer than the Mini (these are the two very smallest cars on the market), but much taller. The extra space is put to good use. The Fiat, unlike the Mini, has a boot which will hold more than just a couple of briefcases and also benefits from its hatchback, seat-folding facility. Rear seat space is not quite such a head-lowering squeeze as in the Mini.

Despite being over 30 years apart in conception, both cars carry a similar cheeky, aggressive appeal, their tiny dimensions dissolving any sense of threat. Weaving your way through city traffic you're more likely to be met with a tolerant smile than hard-nosed obstruction. This quality carries directly through to the driving experience, though in the case of the Cooper it's rather more raw.

The A-series pushrod engine that has served the Mini throughout its life – in this incarnation with 1275cc, single-point injection and 63 bhp – feels virtually unchanged from '60s memory. Combined with the in-sump transmission, it provides plenty of noise and vibration but, as with the appearance of the car, it's something with pleasant, nostalgic connotations, very much part of the Mini experience. The engine provides good, instant pulling power, which allied to such a low weight, makes the Cooper one of the quickest cars around up to about 15 mph. Which isn't as pointless a quality as it may sound; in city driving it's often vital.

It's not slow beyond such speeds – its 0-60mph time of 11.5s is quicker than the Fiat's, but you need to be prepared to put up with disproportionate harshness in order to access its full potential. Combine noisy engine with four-speed gearbox and it's clear that a motorway is not its natural environment, even though it's quite capable of an indicated 100 mph. The gearbox has quite long throws and a wide spacing between planes, is not so quick and doesn't have particularly sporting ratios save for its low first.

Even comparable Fiat engines of the late 1960s were advanced well beyond the Mini's A-series, so it's not in the least surprising that the Cinquecento's 1100cc overhead-cam motor is of a different class. Although it only ever hints at a sporting character, it's smooth as well as willing and when, on a motorway, you snick the gearlever into fifth like a switch, it suddenly becomes a



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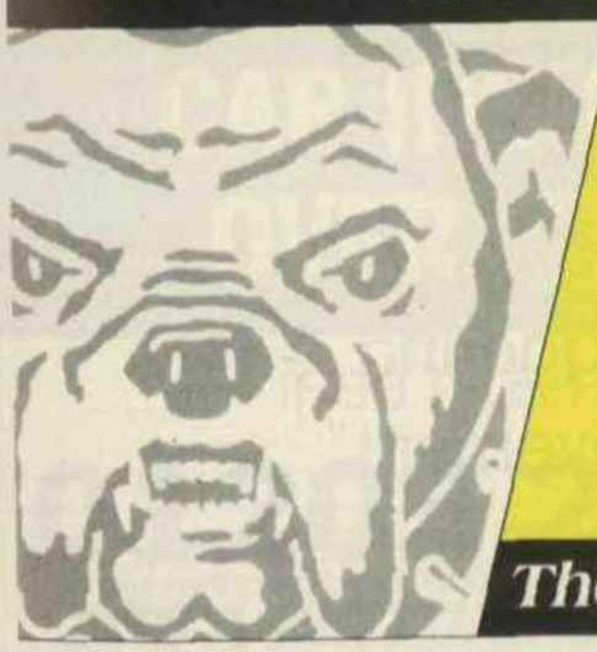
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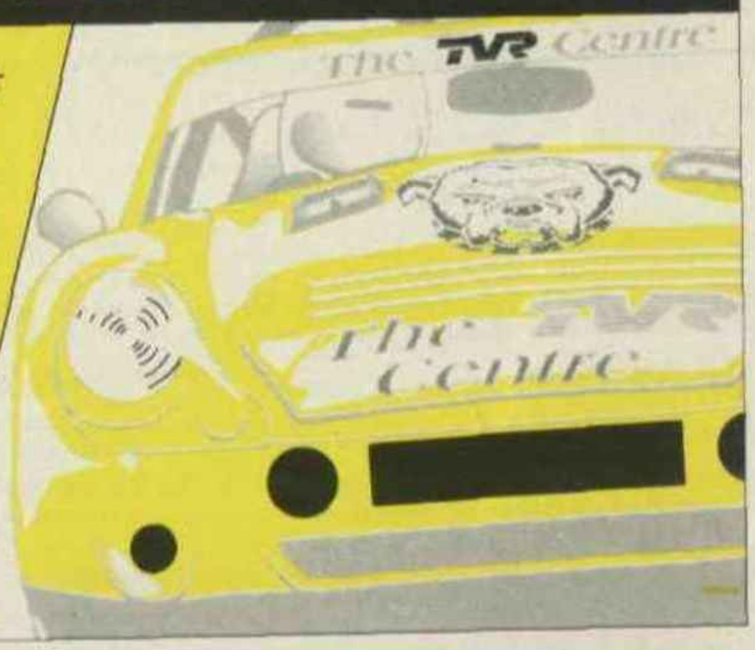


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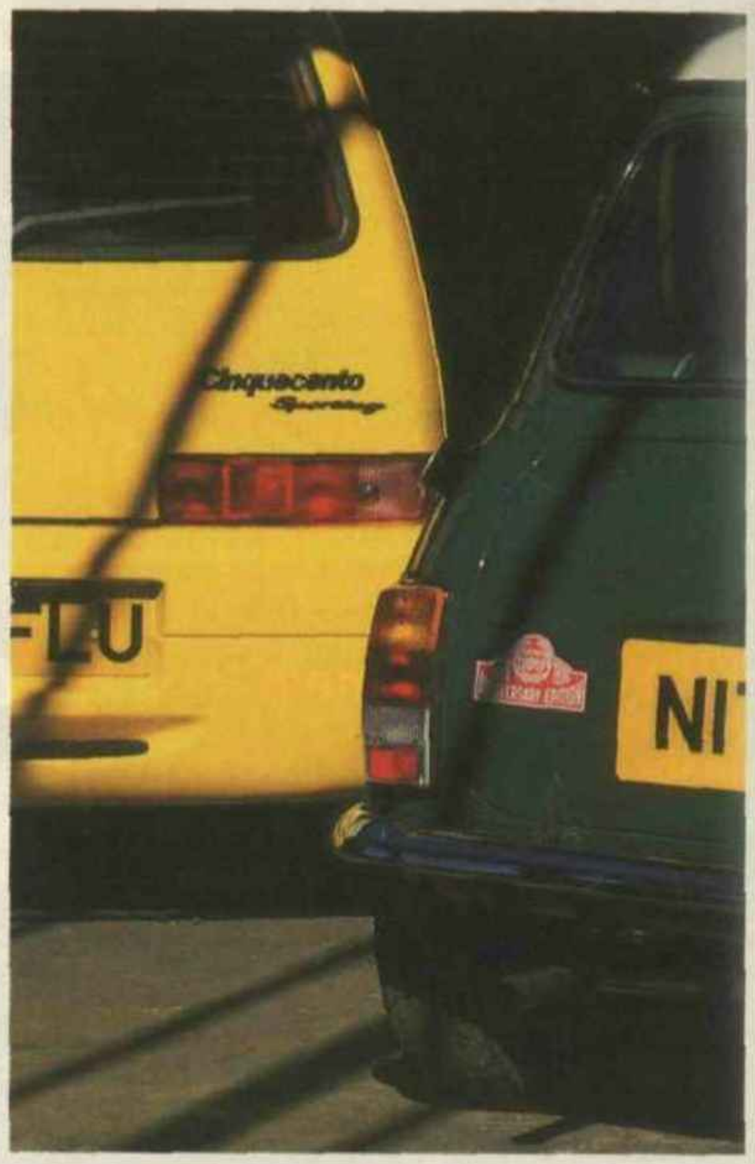
WITH ATTITUDE

acceptably low noise levels. With a little less power and torque than the Mini and a little more weight, it's slightly slower from a standing start, but once on the move neither car feels noticeably quicker than the other, the Fiat helped by its better spread of ratios.

Where the modernity of design really shows is at the fuel pumps. Commonly perceived as a paragon of economy, the Mini is not particularly thrifty for such a tiny machine and its composite fuel figure is six mpg heavier than the Cinquecento's.

The Fiat's gearshift is hot-knife-through-butter smooth but there is absolutely no consistency of effort in its controls. The brake pedal, for instance, is truck heavy, as is the steering.

Heavy steering is a characteristic the Fiat shares with the Mini. But in the Cooper this isn't such a problem once above parking speeds. Its line through corners can be dictated as much by the throttle as the steering and its instant, darty, directional adjustability gives it brilliant manoeuvrability.



Gone in too fast? Lift off and it will scrub the speed off as it gradually begins an oversteer drift. Get back on the power and it's instant neutrality. Dynamically, the Cooper still lives up to its glittering reputation, a staggering achievement for a design of such age.

And one which is put into sharper perspective by how relatively disappointing the Fiat is in this respect. Fine under moderate cornering, the moment you start to push it feels top heavy and understeery. Its around-town alacrity then seems a distant memory.

> "Dynamically, the Cooper still lives up to its glittering reputation, a staggering achievement"

Yet once your nerves have been jarred by the constant bouncing you've received in the Mini, even on apparently smooth roads, you may be happy to accept the Fiat's less sharp responses in exchange for a very acceptable ride quality.

That such a tiny car can be made to ride so well is surprising. And it's a car full of surprises, the Fiat, good and not so good. But perhaps the biggest one of all is that, at a push, it could be used as an only car. Fun and handy in the city, it's also perfectly acceptable on a motorway and decently comfortable on poorly surfaced country roads.

The Cooper makes a lot less sense as an only car. It can be tiringly rough and bouncy, is hopeless on a long journey, is more cramped than the Fiat, not as economical and more expensive. As a package, the Fiat makes mincemeat of it. And yet, it pulls at the nostalgia strings just as surely as it clings to the road and in its primary purpose – a fun car – it offers more.

SPECIFICATION

MINI COOPER 35



ENGINE	
Location	transverse, front-mounted
Cylinders	in-line four
Bore × stroke	70.7 × 81.4 mm
Capacity	1275 cc
Valve gear	ohv, two valves per cylinder
Power	63 bhp/5700 rpm
Torque	68 lb ft/3000 rpm
Fuel	unleaded, 95 RON
TRANSMISSION	
Type	four-speed manual, front-wheel drive
SUSPENSION	
Front	trailing arms, rubber cone springs
Rear	trailing arms, rubber cone springs
BRAKES	
Front/Rear	discs/drums, servo assistance
STEERING	
Type	rack and pinion
DIMENSIONS	
Wheelbase	2036 mm
Front/Rear track	1215/1178 mm
Overall length	3054 mm
Overall width	1410 mm
Overall height	1346 mm
Kerb weight	675 kg
PERFORMANCE	
0-60 mph	11.5s
Maximum speed	92 mph
FUEL CONSUMPTION	
Government figures:	
Urban	36.5
56 mph	50.2
75 mph	34.3
LIST PRICE	£8195
INSURANCE GROUP	6

FIAT CINQUECENTO SPORTING ABARTH

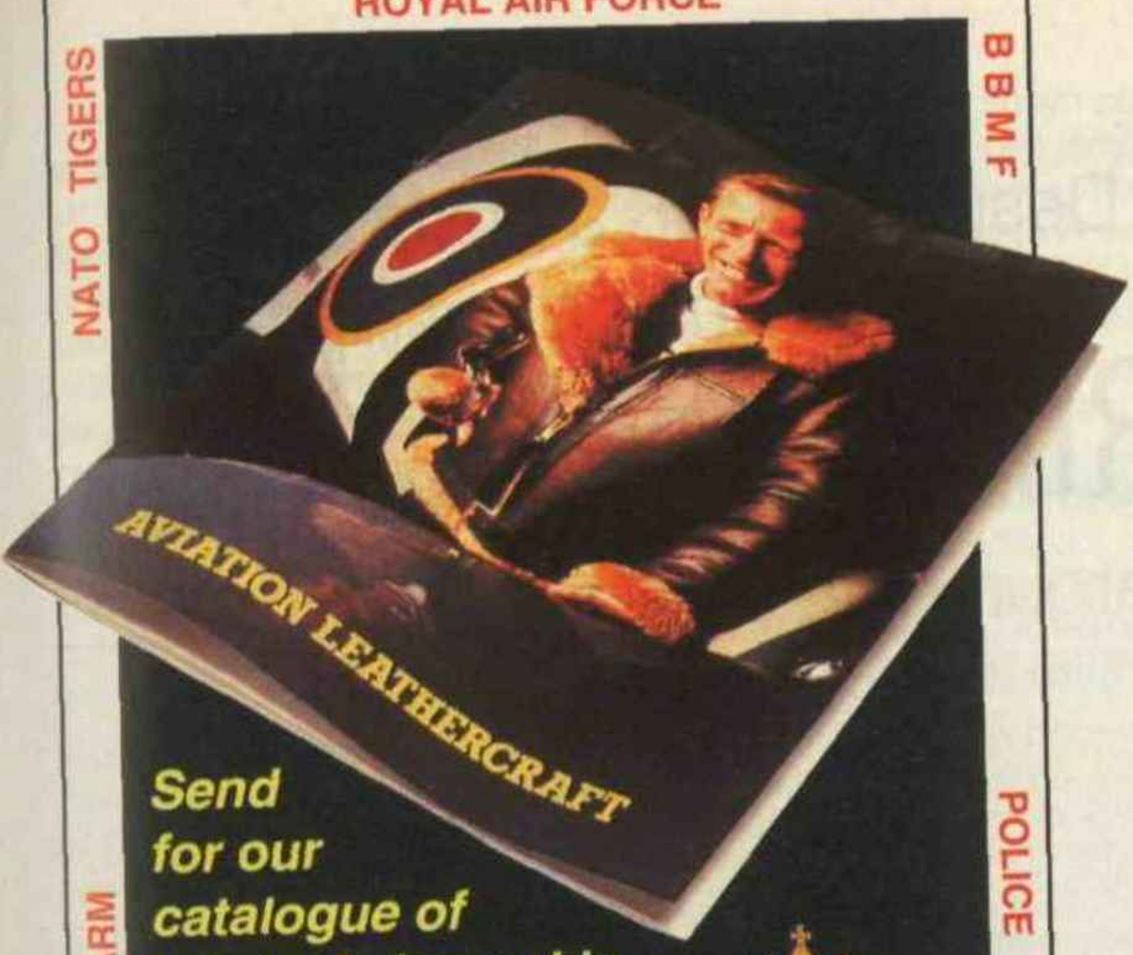


ENGINE	
Location	transverse, front-mounted
Cylinders	in-line four
Bore × stroke	70 × 72 mm
Capacity	1108 cc
Valve gear	sohc, two valves per cylinder
Power	55 bhp/5500 rpm
Torque	64 lb ft/3250 rpm
Fuel	unleaded, 95 RON
TRANSMISSION	
Type	five-speed manual, front-wheel drive
SUSPENSION	
Front	MacPherson struts
Rear	torsion beam, coil springs
BRAKES	
Front/Rear	discs/drums, servo assistance
STEERING	
Type	rack and pinion
DIMENSIONS	
Wheelbase	2200 mm
Front/Rear track	1264/1257 mm
Overall length	3227 mm
Overall width	1487 mm
Overall height	1425 mm
Kerb weight	735 kg
PERFORMANCE	
0-60 mph	13.8s
Maximum speed	93 mph
FUEL CONSUMPTION	
Government figures:	
Urban	37.7
56 mph	60.1
75 mph	44.8
LIST PRICE	£6652-7978
INSURANCE GROUP	3

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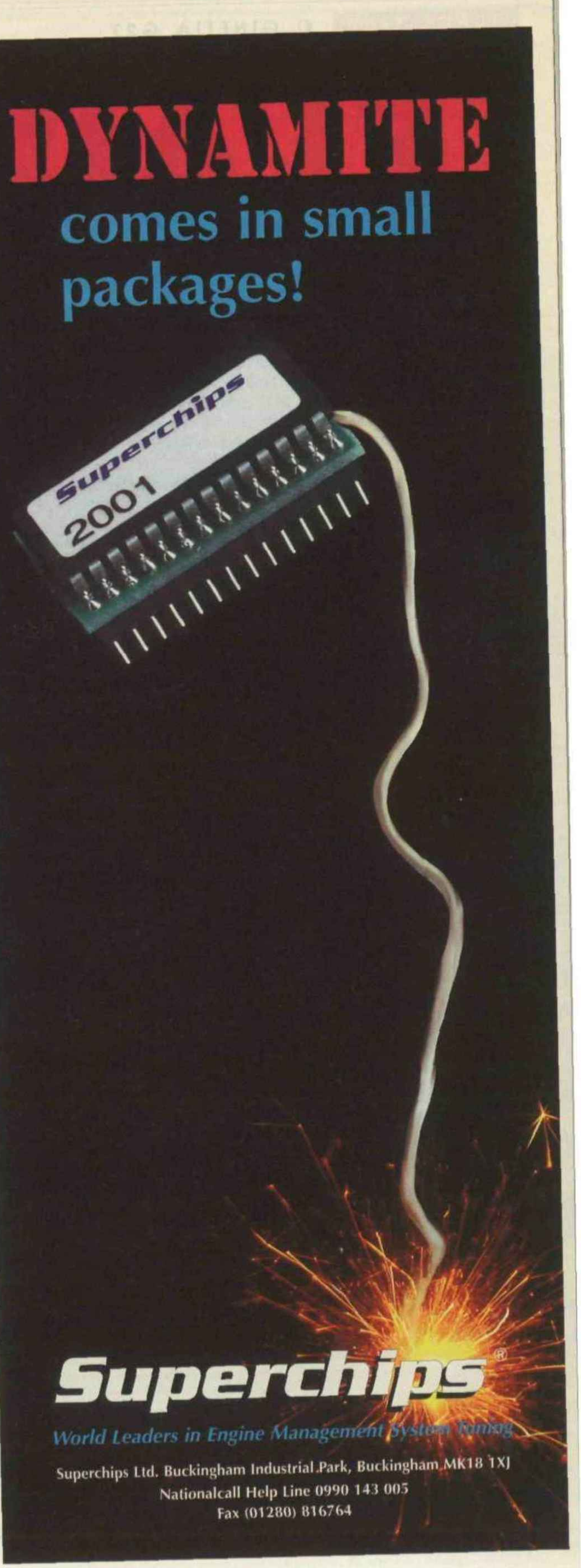
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FLAIR ON A SHOESTRING

Despite the UK's plethora of one-make championships, David Finlay finds that the Ginetta G27 series has strong arguments to justify its launch

Photographs: Steve Jones.

One-make race series can be a bit hit-or-miss. Having fluttered around the outskirts of several which either didn't work very well, or perished in awful agonies well before the first round, I'm always a bit wary when yet another of the blighters is announced. But there's no doubt that they can be very successful.

Ford, for example, has been running one-make series since the early days of the Roman Occupation, and Rover has quite an impressive background, too. From the fact that two such big players in the industry are involved it's clear that there is a major commercial thing going on here – manufacturer draws attention to new model by building race championship around it, punters see new model on track and promptly buy vast numbers thereof.

It might be imagined that this would work only for the mass market, but then you come across the likes of TVR. A very large part of TVR's current success must surely be attributable to the publicity created by the Tuscan championship. Even though the present day Tuscan (as opposed to the 1960s version) has never been available as a road car, the enormous amount of coverage it has generated for the parent company can only have helped sales of Griffiths, Chimeras and what not. Likewise Caterham, which seems to have nearly as many one-make series as it has versions of the road car.

So the principle seems to work for small-scale British manufacturers as well as for large-scale international ones. The latest of the former to become involved is Ginetta, which has created a series around its G27 sports car for the usual reason, namely that it wants to become better known.

Following normal one-make policy, the cars are supplied with identical engines (1800cc Ford Zetec in roughly Fiesta RS1800 trim, and therefore producing about 130bhp), gearboxes (five-speed Ford with Tran-X gear clusters) and tyres, which come from series sponsor Bridgestone. A certain amount of chassis adjustment is available, but nothing which would ever convince you that these were anything other than modified road cars.

The whole package costs £15,000 plus VAT, and that *includes* the entry fees for all nine of this year's events. Plus the cars are road legal, which is very rarely the case with one-make racers in this price range.

Another fairly standard aspect of the championship is the existence of a factory-prepared car available for the use of the motoring press. After factory engineer Duncan Campbell had taken the reins in the non-championship curtain-raiser at Snetterton, the car was allocated to me for the inaugural points-scoring contest, at Castle Combe.

At this point I should really launch into a description of how the car handled, but on this occasion it would perhaps be fairer not to. The 'guest' G27 is in one sense the least important car in the championship, since it is the only one that nobody has bought from the factory. All the others have been paid for, and it is naturally important for Ginetta to keep its customers. Apart from tyre testing, therefore, not a lot of development has gone into it, and at Combe it was also the one that received the least attention from Ginetta's mechanics, who were quite understandably spending a lot of time fettling the other cars.

All this represents one possible explanation for why I spent the whole race floundering around in ninth. Another is that I just can't drive, but since I won my class at another event a fortnight later I submit that this is not the case. Or at least, God help me, I hope it isn't.

Although I didn't have much of a day as far as competition was concerned (I'm afraid I got into a bit of a cream puff about it all, but the Ginetta people were terribly nice about it), I did at least get a chance to see whether or not the series is working. At that early stage it seemed to be going fine. It's pitched quite firmly at the amateur racer rather than the would-be Le Mans contender, and that's exactly the sort of person that has tended to be drawn into the fold.

The Castle Combe entry ranged from the serious-but-not-obsessed, through the going-for-a-good-day-out, to the not-sure-if-this-was-such-a-good-idea. Even the members of this last group are likely to find more help and encouragement than they would in the more professional one-make classes.

The amateur spirit (and by amateur I mean 'doing it for fun' rather than the sadly more common 'incompetent') of the series creates a good-humoured atmosphere which can be shown most effectively by citing the example of Graham Morris, a former Caterham driver who led the field home both at Combe and in the non-championship race at Snetterton.

According to the series regulations Morris earned himself £200 for each victory, but he has requested that all the prize money he wins this year – which, if he continues on current form, will be prodigious – be sent straight to the Great Ormond Street Children's Hospital instead. When this was announced at the Combe prizegiving it prompted a hearty burst of applause, in which you may feel you now wish to join.

Thank you. Numbers in the G27 series appear to be rising fast, with 11 cars in evidence at Snetterton, 15 at Combe and, last time I asked, more than twenty subsequently. In fact, by the time you read this, everybody will probably have one, including you.

On the evidence so far, I can only hope that the thing continues to succeed. It is by no means a deeply earnest way of going motor racing – you wouldn't use it as part of your career path into Touring Cars, for instance – but there is definitely a place for it in what occasionally seems to be an increasingly sombre and stuffy sport.



Competition in the new Ginetta G27 series is designed to provide fun for amateurs. Finlay (left) enjoyed it. . . in retrospect.

CITROËN SAXO

Citroën is no longer the habitual innovator of yore. There are snatches of flair to be found within the present range, but practicality is, generally, the smotherer of invention.

Take the new Saxo, successor to the AX. A worthy little car, with distinct elements of cousin Peugeot 106 from pillars A-C, but with a frumpy rear end and a 'corporate' Citroën nose to set it apart.

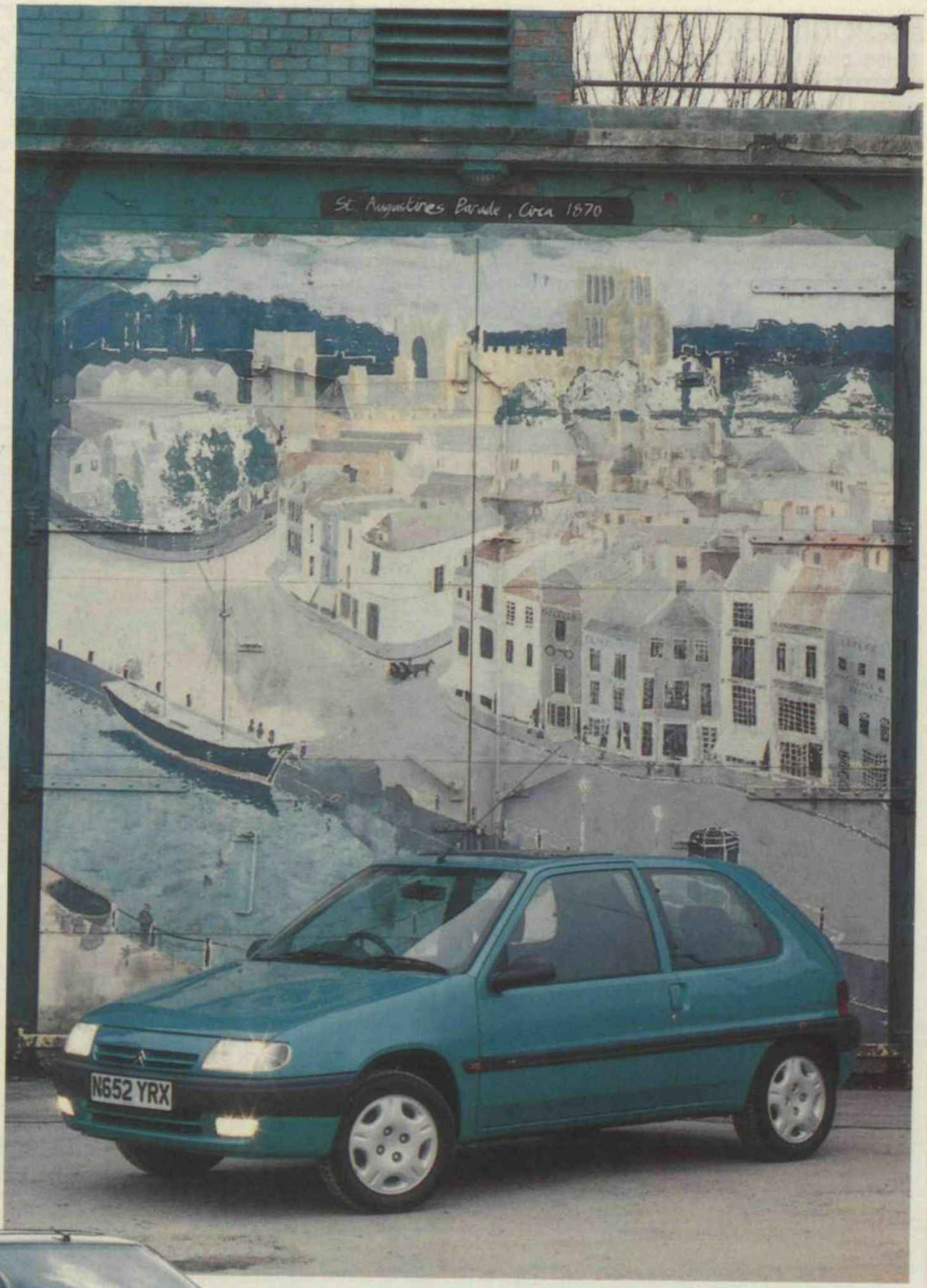
A true sports version (the 120 bhp 1.6i VTS) will appear in the autumn. For now, the range is headed by the 1.4i: frugal (40 mpg), nimble (109 mph top speed, decent low-end torque) and either £8520 (SX) or £9390 (VSX).

The interior is neater than the slightly awkward exterior, but one or two of the AX's more unusual characteristics – such as the door pockets capable of retaining bottles of wine upright – have disappeared. Mind you, so have the myriad rattles of earlier AXs (although later ones did not always come with the Loose Trim Philharmonic as standard).

In general, the Saxo feels altogether more solid, and more settled on the road. Dynamically, it is a step forward, but such progress, typically, has its price. It's not the cost which grates (this is a viable Polo/Clio/Corsa/Fiesta alternative); it's the dilution of charisma.

S A

Many miles removed from the unique styling of Citroëns past, such as the dramatic DS, or even the hideous Ami, the Saxo is inoffensive to the eye and unassuming on the road.





"There are snatches of flair to be found but practicality is, generally, the smotherer of invention."

CHRYSLER NEON



It looks like the front end of a Honda Civic mated to the rear of a Ford Mondeo. Chrysler describes it as 'innovative cab-forward styling'. I'd describe it as odd, but pleasingly distinctive.

Whatever, Chrysler has sold Neons by the showroomload in its native America since the model's 1994 launch, and it is confident that it can do likewise in the UK.

The marque's reputation for value-for-money has been soundly established by Captain Versatile, the exceptionally fine Jeep Cherokee; the Neon is unlikely to harm that image.

A Vectra for the price of an Astra? A Mondeo for the price of an Escort? That's the Neon's sales armoury. Internally, it compares to one of the former. Fiscally, it equates to one of the latter.

The range-topping LX (£13,550) includes dual airbags, ABS and air conditioning as standard (not to mention remote central locking, a genuinely high quality stereo system, engine immobiliser, and electic operation of mirrors and front windows), with automatic transmission available as a rare no-cost option. The LE costs £12,150, minus ABS and air conditioning.

By way of comparison, an Escort LX equipped to the same standard would cost over £14,000 . . . with a 1.6 engine, as opposed to the Neon's 131 bhp, two-litre four-pot.

It is not blessed with cutting-edge handling, but it behaves well in the context of what it is (all UK Neons are fitted with what the Americans regard as a sports suspension pack, to cater for local market tastes). Top speed is 117 mph; acceleration from rest to 60 mph takes 9.5s. Unusually, the automatic version is swifter (121 mph; 8.8s). Overall fuel economy should be around 37 mpg (manual) or 33 mpg (auto), which is just as well given that the fuel tank is only 9.3 gallons.

This a not perhaps a car with which to inflame the heart; it is, however, one with which to please a) company reps and b) the bank manager. **S A**

RANGE ROVER 4.6 HSE

It had to happen one day. The original Range Rover (b 1970) lives on, just about, in Classic guise but the marque's destiny lies elsewhere.

The ever-increasing quality/ability of luxury off-roaders from Japan and the States made it inevitable that Range Rover would have to do more than refine the dynamics of its boxy, but desirable, old favourite.

Middle-age flab is setting in. The contemporary machine looks more substantial, perhaps more cumbersome, though it's still elegant in its own way. Launched 18 months ago, the 1996 range is available with three engine options: a 2.5-litre turbodiesel (the excellent BMW unit); 4.0-litre petrol; and, as tested here, the 4.6 HSE.

It costs £45,550, putting it bang in lower Mercedes S-Class/BMW 7-Series territory. There again, it has certain limousine qualities, not to mention appreciable vim for something of its size and weight, with a top speed approaching 120 mph and a claimed figure of 9.3s for the 0-60 mph sprint.

The most impressive gains, however, are in the comfort zone. The latest electronic air suspension automatically adjusts the ride height to compensate for variations in terrain and circumstance, keeping the body level when towing (or returning from a French supermarket, which usually leaves you with goods weighing at least as much as a two-berth caravan). Ride quality is superb, and the cushioning effects do not overly restrict the chassis' feedback.

Trick as it may seem, the suspension makes a positive contribution to use of the Range Rover as an off-roader (something I have yet to witness outside magazine articles and Range Rover sales brochures). As for the rest of it, it really is the ultimate all-rounder. A vehicle for any day, any weather, anywhere.

The air suspension is common to all models. If the thirsty HSE (don't expect to better more than 16/17 mph overall) isn't your cup of tea, prices for the last word in versatility start at £33,350 for the most 'basic' 4.0 V8 and turbodiesel variants. **S A**



Forgotten Facts
Sir,
Pleased to see Clement-Bayard as the subject of WB's *Forgotten Makes*. Nice to see too he makes mention of the greatly promising turn-of-the-century teenage Grand Prix driver, Albert Clement.

However, in discussing the performances of the racing models he fails to mention one of the reasons for the 1907 cars being unable to reproduce the form of 1906 — namely that Albert was killed while practising for the 1907 Grand Prix.

L J K Tabs,
Harpenden.

Prophet without Honour
Sir,
Re WB's comments on Cameron Earl, *Autosport* reported at that time that he died testing, not R14B, but a G-type ERA, for which he was the technical advisor. He was also described as responsible for the post-war research on the pre-war German GP car.

What he really should be remembered for was the *Autocar* article in 1951 where he did his best to kill the then-current BRM concept. Lots of money and frustration would have been saved if his advice had been heeded.

Jon Winding-Sørensen,
Oslo.

Passing Comment



Donington Park, 1983; Senna leads Prost and Hill on lap 1. Doubters of Donington's suitability were silenced by one of the best races for years.

Sir,
I have been an avid spectator of motor racing for some 16 years and never, until now, could I accuse the sport of being processional, verging on boring! We heard on the television that cars couldn't pass each other at the British Grand Prix at Silverstone, where they appeared spread apart with no close racing at all, and this on a relatively wide circuit like Silverstone. Yet when they used to race at Brands Hatch we always saw some spectacularly close racing.

When the European Grand Prix came to Donington Park in 1993 it was the most exciting race for years, with some fantastic passing which, incidentally, the commentators said couldn't happen on such a twisting circuit! Could it be that passing is made more possible on these types of circuits because the speeds are not so great?

Isn't it time the British Grand Prix went back to Donington or Brands Hatch where closer and more exciting racing would certainly make for a more interesting race? It would be interesting to hear your comments and those of other readers.

George Morris,
Coventry.

Fred or Freddie?
Sir,
Having completed what is intended to be the definitive biography of Dixon, which I hope to see published in the near future, I was delighted to see Bill Boddy's article about him in the August 1996 issue. It is a splendid summary of Dixon's achievements on four wheels. There is much more to the story.

Bill Boddy, among many others, provided me with help when I wrote the chapters on the Riley years, and I am grateful for all of the help I have received. He has included some Dixon anecdotes in the article. There are many more. He was a great character.

The article is, of course, packed with accurate information about Dixon's exploits with racing cars. I only question one item in the article. Dixon is referred to throughout the article, and in the title, as Freddie. My research has led me to think that only the press called him that (the press loved him for the rich copy he provided). His friends called him Fred (or something much more personal). However, if anyone has any further information or comment on that I would be delighted to hear from them.

I am pleased to see that Bill Boddy thinks it was a field of rhubarb in which Dixon landed after he left the road at Quarry Corner in 1932. Some reports said it was a field of cabbages. Dixon could never have done anything so dull. Now he would ensure that it was bright yellow oil-seed rape!

As Bill Boddy says, "Long may we remember him"

David Mason,
Jesmond,
Newcastle-on-Tyne.

Riley Kindness
Sir,
An unusual experience I had in about 1960 might be worth relating. On a wet winter's night I dined the girlfriend of the day in a South Kensington restaurant. Over the road, outside a pub, I left my 1932 Riley Gamecock, complete with leaky hood and puddly seats.

Naturally, it wouldn't start after dinner, so we made for the pub. At that point an old man, clearly down on his luck, pottered along the pavement and offered to help. Over a noggin, he told me that he was Michael Wilcocks and knew about Rileys, having worked with Dixon's cars. He was also the sole survivor, as riding mechanic, of Sir Henry Segrave's fatal accident at Windermere in 1930. (This is verified by Cyril Posthumous' biography of Segrave.)

Mr Wilcocks was a man whom I instinctively trusted, and I left the car with him. He lived at Battersea, I in Hampstead. Within two days he drove the Riley to my house, having tuned the engine and fitted a fresh magneto. He was then 84, with no driving licence. He would only accept 30/- for his trouble, the cost of the magneto.

Michael Wilcocks did me a memorable kindness; I wonder if we know anything about him?

Nicolas Johnson,
Hampstead, London.

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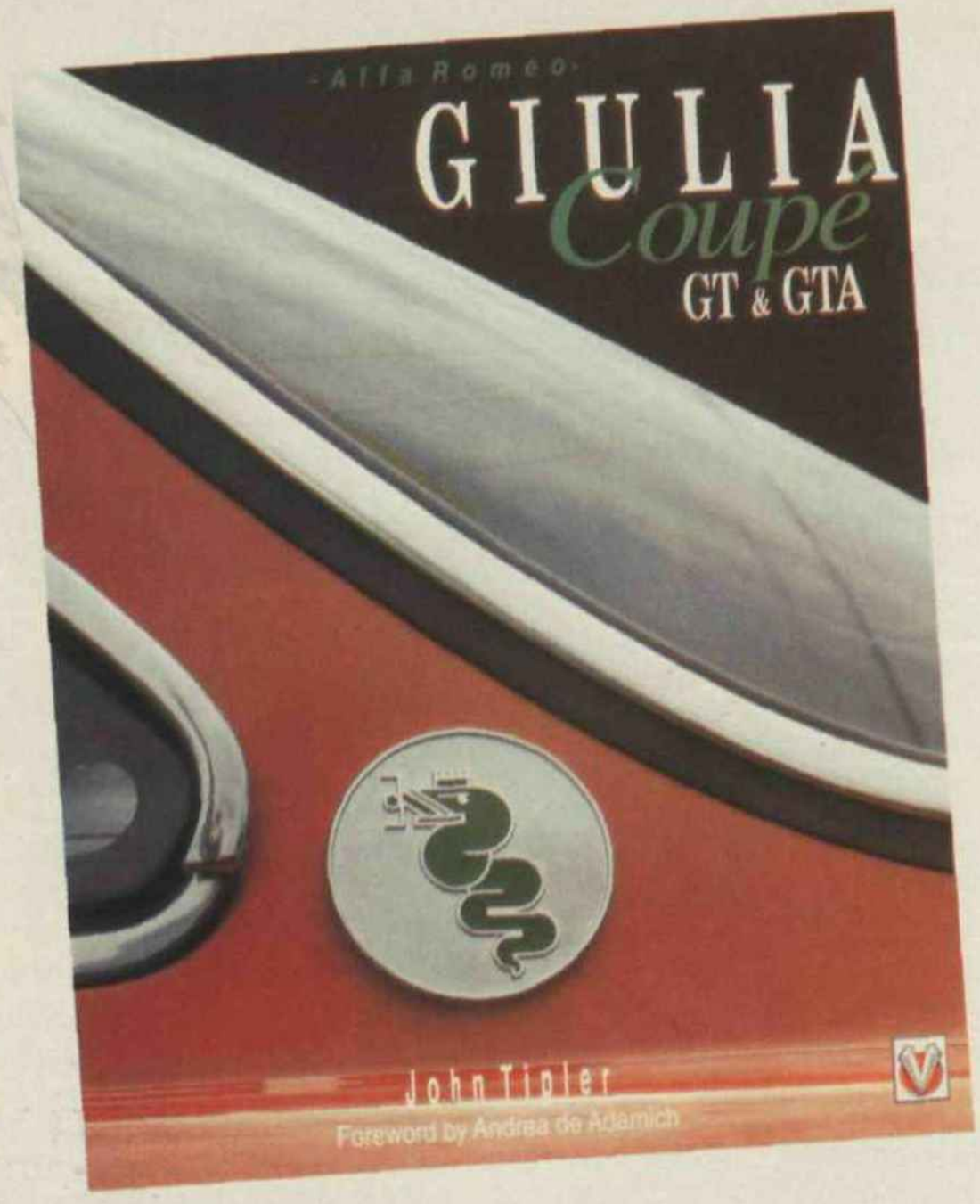
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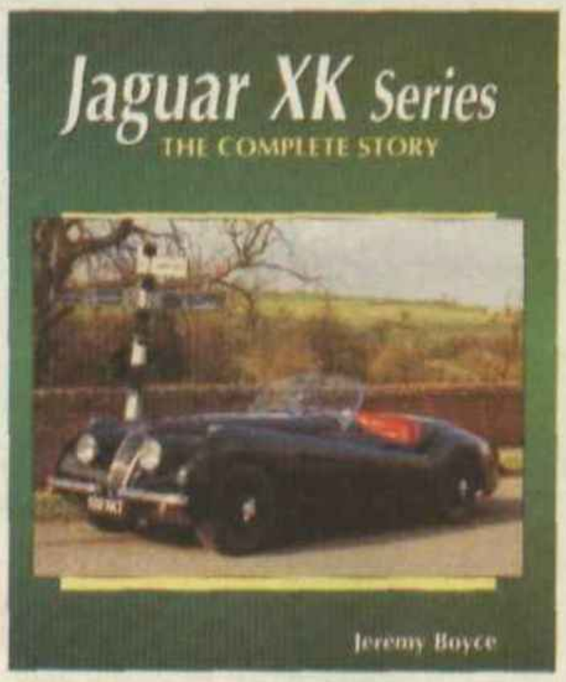
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The Giulia coupé – GT & GTA, by John Tipler. Veloce, £14.99.
This is a cheaper reissue in soft covers of one of Veloce's comprehensive all-in-one offerings, with production and racing history backed up by advice on restoring and running one of these delightful coupés. Road tests, club details and contemporary advertisements also feature, and there is much on the GTA's racing career, plus the Junior Z, TZ and Montreal. Lots to look at, which lightens the dry but thorough text. **G C**

Caterham Sevens, by Chris Rees. MRP, £29.95.
This is by no means the first documenting of the history of the Caterham Seven, that purely sporting car for enthusiasts to enjoy. But Chris Rees grew up with this very desirable little fun-car, as he outlines in a two-page preface to his book, repeated at the book's end. As if we didn't believe him!

Here is the full story of birth and re-birth, the complex development of the many variants, and how it achieved fame on the race circuits. The accent goes right up to the Caterham 21 and even looks into the future. So this is very complete coverage with good pictures and colour plates, performance data, biographies of Seven personalities with mug-shots, and tabulated production history, in 208 pages, with over 300 pictures. I can safely say, the lot. Apart from teaching me all about the car, I learned that Rees is a pop musician and song-writer. He got Dr Jonathan Palmer to do the Foreword — "real raw driving fun – the nearest thing to a single-seater on the road" — and Graham Nearn, Caterham's Chairman, to contribute the Preface. Good! **W B**



Jaguar XK Series – The Complete Story, by Jeremy Boyce. Crowood, £19.95.
Technical diagrams and photography of restoration in progress add a bit of 'under the skin' knowledge here for those who like to get to grips with the oily bits — or maybe it's meant for those who like me want to know how the suspension works *without* getting dirty. The overall story of XKs from 120 to 150 doesn't change, of course, but Boyce is very up on tiny spec changes to each model, and the tables which these *Auto-Classics* feature are a plus, covering production numbers and changes. The author's advice to owners has the ring of experience about it. And to answer the question in your caption, Jeremy — yes, that is a rear elevation of WB. **G C**

Beetle, by David and Andrea Sparrow. Veloce, £12.99.
Another new Veloce publication is this hardback in their Colour Family Album series. So much has been rolled out about Hitler's wonder-car — I know I loved mine — that the only excuse for this book is that it's all in rather good colour, 96 pages of it. The photography is by David Sparrow, whose cameras have caught all the versions of the VW Beetle; his wife Andrea (rendered as Andrew in the blurb) did the text, lucky man! **W B**

●We are informed that Dr J Alderson has republished privately his book **Morgan Sweeps The Board**, which I consider about the best one-make competition history ever. It is available for £15.99 from most motor book shops. The author has been working on a similar book about the exploits of the four-wheeled Morgans. **W B**



The Aston Martin DB3S Sportscar, by Chris Nixon. Palawan Press, £375.
Perhaps Palawan is pioneering the "homologation special" of car books. Its fabulously expensive limited editions seem to be snapped up more eagerly than the £30 products of conventional publishers, just as Ferrari could have charged whatever it wanted for an F40, or Porsche for a 959, when saloons were hard to shift. We were allowed to look at the cooking cloth-bound version of the DB3S book at £375; add £525 if you want leather, and a *further* £350 would have brought you a sheaf of art prints too — only that version sold out before publication.

The book is magnificent. Split into two lavish volumes, it devotes whole pages to excellent photography, some of it fine period stuff, including previously unpublished colour, some newly commissioned. Nixon's text is exhaustive: Vol I lists the works race history including American and Australian adventures, and talks to all the big players, while Vol II contains case histories of the 31 cars, all illustrated. Both volumes live in an Aston racing green slip-cover. A fold-out Tony Matthews cutaway is a plus, and the photos are leavened with fine Jeremy Dickinson paintings. Yet the art sometimes overtakes the content: a double-page shot devoted to a chassis-plate looks merely pretentious. **G C**



Nick Blake's limited-edition caricatures of four F1 drivers (Hill, Schumacher, Alesi and Coulthard), all signed and numbered by the artist, come as set of four at £86, or singly at £26. Contact MKBS on 01908 210395.



MOTOR SPORT

952 BEST OF THE BUGATTIS?

956 COYS FESTIVAL
Historic highlights from Silverstone

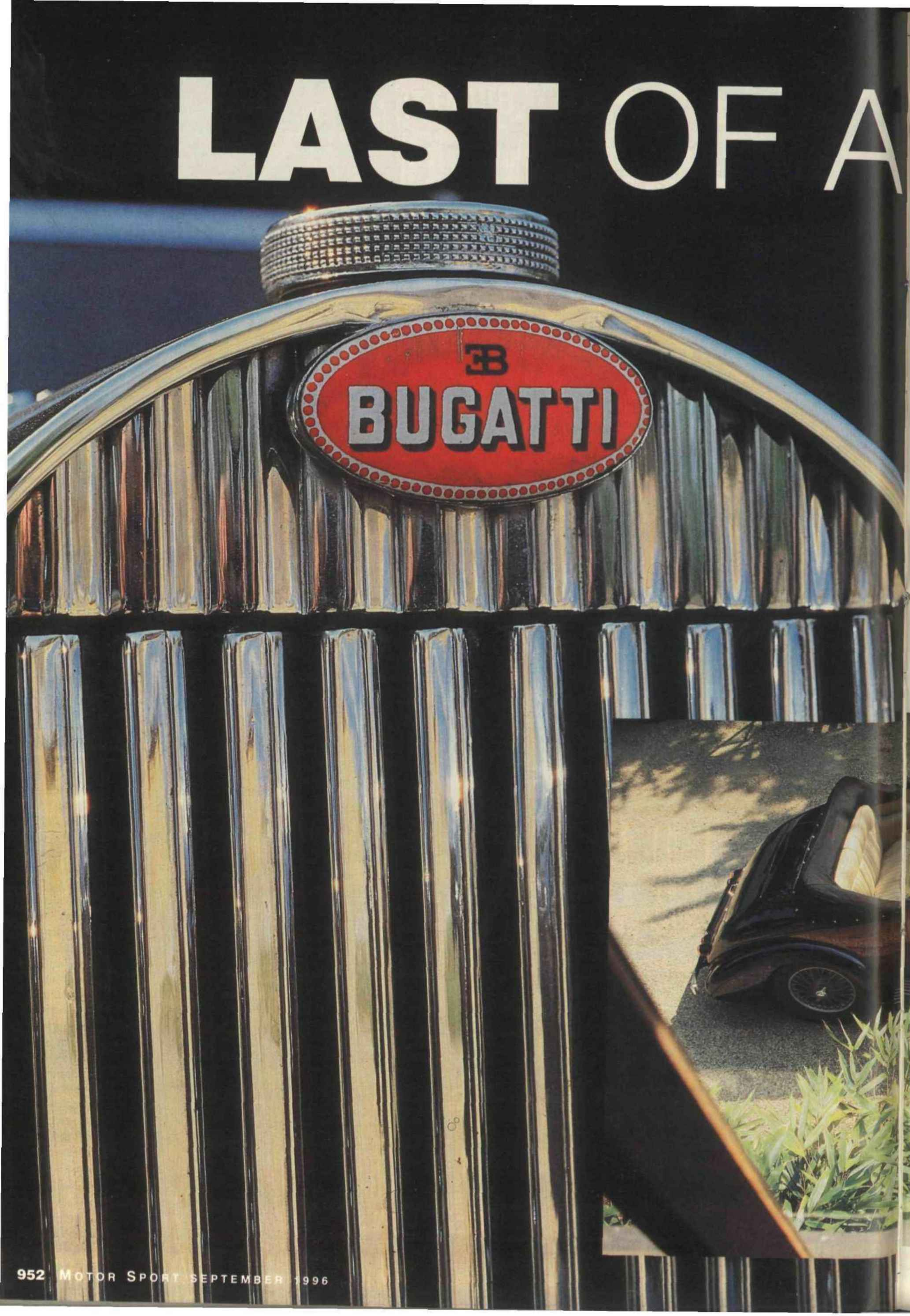
959 CLASSIC MISCELLANY

961 VETERAN TO CLASSIC

970 BODDY LANGUAGE

971 CLASSIC CALENDAR

LAST OF A



TYPE

. . .and the finest product of the marque, says Laurence Meredith



Impressing potential customers with sophisticated, stylish and powerful Grand Tourers was not easy during the 1930s, as one manufacturer after another joined a lavish race to entice motoring's upper echelons with their multi-cylinder wares. Bentley, Rolls-Royce, Hispano-Suiza, Isotta-Fraschini, Auburn, Pierce-Arrow, Cadillac, Daimler-Benz and others all offered their version of 'The Best Car in the World', including Bugatti who eclipsed everyone else's outstanding efforts with the most outrageous 'Best Car' of them all — the Type 41 Royale — a pretty rum effort too from a man who had once described W O Bentley's products as "the fastest lorries in the world".

Like so many of its contemporaries, the Royale proved to be a fairly costly mistake, for it was built against a background of economic gloom, political uncertainty and social unrest, and a number of such cars disappeared almost over night, the companies that produced them often being absorbed by other concerns.

Bugatti, however, was different in so many respects from the rest. As an automotive artist with an almost unrivalled reputation for producing beautiful sports and sports-racing cars, the old man had an instinct for knowing and providing exactly what car driving enthusiasts required. He and his talented offspring enjoyed a rare feel for contemporary artistic trends — indeed, Ettore often created them — and in 1934, the small Molsheim outfit built its penultimate model before the outbreak of the Hitler War — the glorious Type 57.

The worldwide depression killed off any ideas Bugatti might have had about developing further 'production' sports racers — they just weren't in sufficient demand — so the Type 57, which was largely the work of Ettore's son, Jean, sufficed as the staple diet for Bugatti's loyal clientèle during the next six years. As a fast tourer, it was a car that was right for its time.

Interestingly, it succeeded — over 700 were built all told — almost against the odds. Apart from harsh economic realities, Ettore was resolute — stubborn even — in his belief in traditional engineering values. While other 'greats' such as Rudi Uhlenhaut, Ferdinand Porsche and Hans Ledwinka were breaking new ground with their innovatory designs, Ettore Bugatti was busy warning Jean of the perceived evils of independent front suspension.

All said and done, a Bugatti had to be a work of art and create an image which was powerful and enduring, not just for the Bugatti dynasty, but for the people who paid good money for its hand-crafted products. Never mind that the mechanical brakes — hydraulics weren't introduced until 1938 — fitted to the Type 57 were about as much use as a clutch on a catamaran.

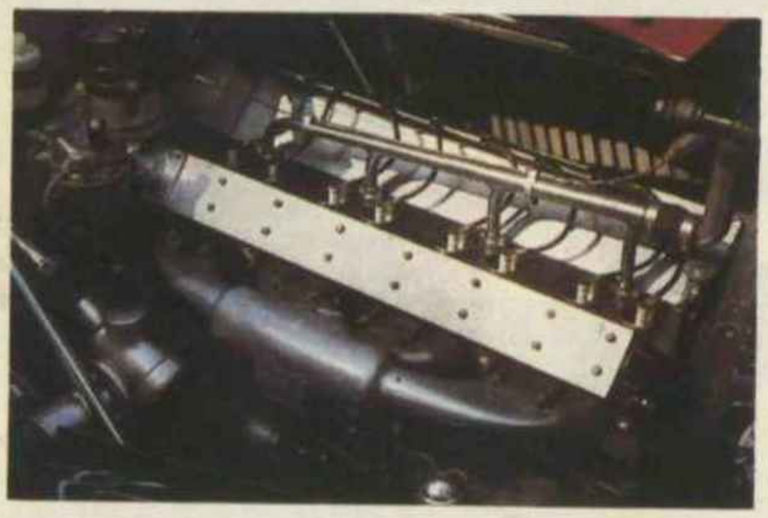
The Type 57 was a development of the Type 44 tourer of 1930 and its replacement the Type 49, which had 3-litre and 3,257cc engines respectively. Type 57 had the same capacity engine as the 49, but with a twin-cam cylinder head and, true to Bugatti form, this power-unit not only produced the goods necessary for propelling a relatively heavy car to respectable speeds — 90-100mph in standard tune — but also looked correct according to Bugatti's artistic 'formula', an assembly of largely aluminium sculpture, the simplicity and beauty of each casting only being rivalled at that time by Alfa Romeo.

Among French manufacturers, Delahaye, Delage and Talbot were all producing rival tourers, and fine machines they were too, but the Molsheim car was made by Bugatti and, to most, this meant just a little more. And still does, too. Six body styles were officially listed by the factory for the Type 57 — in both two- and four-door guises — some being constructed by the Gangloff coachbuilders whose factory was nearby. But a number of established special builders were privately employed to interpret their art, mainly on the drophead theme. Of all the bodies created for the 57, the most striking (some say bizarre), was the Atlantic, which, with its roof-mounted dorsal fin and sweeping wings, constituted yet another brave Bugatti attempt at streamlining. Remember the 'Tank' of the previous decade? That didn't go down as a whopping success either.

Development of the 57, such as it was, included the Series Two from 1937, which had rubber engine mountings, and the Series Three from 1938, fitted with telescopic shock absorbers in place of the original friction dampers. A sporting version, the Type 57S, with dry-sump lubrication, more power and a lower chassis frame modified to accept bodywork befitting the car's performance nature, was launched in 1935.

A supercharged car, the 57C, was also made available, its engine producing around 200bhp, but it was when this power unit was mated to the 57S chassis that one of Bugatti's finest ever cars, the 57SC, was released. Capable of around 120mph, it was certainly an impressive means of pre-war travel. And although the T57 had not







When forced to adopt twin cams, Ettore still managed to stylise their housings; James Young coachwork adapts well to Molsheim grille; well-furnished dash emphasises touring nature of 57.

been specifically designed as a racing car, several examples were used extensively in competition by a clutch of motoring notaries. Earl Howe finished third in the 1935 TT at an average speed of 79.72mph, and a trio of special streamlined tank-bodied cars were entered for the 1936 French Grand Prix; Wimille and Sommer won, despite having to contend with larger-engined efforts from Talbot and Delahaye.

Wimille also won the Marne Grand Prix, and the 1937 Le Mans 24 Hours at an impressive average speed of 85.13mph, a new record for the Sarthe circuit. This success was most welcome for Bugatti, especially as 1936 had not been a vintage year in some respects; Ettore had been locked out of his own factory, civil unrest had caused Le Mans to be cancelled and France had been forced to examine her social conscience.

At this time, the great French manufacturers had turned to sportscar racing — it hadn't a hope of success in the single-seater Grand Prix circus, as Germany's onslaught with the Silver Arrows was all-conquering — and Bugatti, whose racing



cars had been virtually outclassed by all of its contemporaries, had jumped on the bandwagon to revive its reputation as a circuit winner.

The 1937 Le Mans race provided a mixed spectacle; Sommer's 8C 2900S Alfa Romeo led for the first four laps but, after a poor start, Wimille soon recovered to take the lead on lap five. But as the race progressed — a battle between the single Italian car and a gaggle of French machinery — a six-car pile-up occurred in which Kippuert (Bugatti) and Fairfield (Frazer Nash) lost their

"It was a bitter blow, because, this was virtually the end of the Bugatti story."

lives, casting a cloud over the entire event. Wimille's Bugatti went on to win and, interestingly, became the first car at the French circuit to cover more than 2000 miles in 24 hours.

It was Delahaye's turn to win Le Mans in 1938, an event that saw the first five places filled by French machinery, but Bugatti returned for the 1939 classic with another Tank — a car that slightly resembled a giant tropical insect — which, thanks to Roots supercharging, saw the winning Wimille/Veyron car reach speeds of 150mph down the Mulsanne straight — a figure worthy of pensive reflection even in 1996.

And then tragedy. In August 1939 the Type 57's creator Jean Bugatti was killed at the wheel of the 1939 Le Mans-winning car while out testing near Molsheim. It was a bitter blow, because, apart from building a prototype Type 64 with a 4½-litre engine to succeed the 57, and the half-hearted Type 101 post-war update, this was virtually the end of the Bugatti story. Production at the factory was not resumed after the spectre of Adolf Hitler had been laid to rest, although there was a brief and abortive flirtation with a mid-engined Grand Prix car in the 1950s. But the name, of course, was revived with the production of the EB110 in recent times, a supercar which respectfully included a token horseshoe radiator opening in the nose panel.

This aside, the great days of Bugatti were over, the Type 57 standing as the family's swansong, an important part of Molsheim folklore and one which, ironically, died with its designer. However, the legacy left by the Bugattis shows every sign of lasting for ever. Today, the Prescott-based Bugatti Owners Club is thriving as never before with a truly international membership.

With its classic looks, alloy 'hallmarks', and tearing calico exhaust note, the Type 35 might be the memorable icon by which the beauty of other Bugs will always be measured, but there are good, practical reasons why the Type 57 remains a firm favourite with aficionados, who regard the art of Bugatti as a welcome bonus to the real business of driving.



ON THE ROAD

Owned by the well known Bugatti proponent, John Marks, the Type 57 featured here sits in a beautiful timber-framed building — the walls adorned with an absorbing variety of Bugatti collectables — rubbing shoulders with another Molsheim masterpiece, the Type 55. They make for a fine pair, examples of inter-war craftsmanship that serve as a reminder of an extraordinary era when men and women went to a place of work to make things with skilled hands, using simple tools as beautiful and cared for as the components they turned, milled, wheeled and finally burnished or painted to perfection.

Sporting its James Young coachwork, John's Type 57 is a full four-seater which, despite the length of its pressed steel chassis frame, is classically attractive, although many would argue



Neatly folding head combines elegant lines with full four-seater capacity; Imp tail lights to go soon; 57 has extrovert 55 as bed-fellow.





in favour of the slightly later V12 Lagonda where aesthetics are concerned. My personal view is that there isn't much to choose between them, and because there are some similarities between the two cars, preference ultimately comes down to the radiator badge.

First registered in October 1936, John Marks acquired BLO 12 from the late Wolfgang Zeuner, another well-known Bugatti fanatic who, among his many other achievements, led a herd of elephants over the French Alps accompanied by cricketer Ian Botham, in an attempt to show that the Carthaginian general, Hannibal, was right in his choice of transport for a double assault on the Romans. The Duke of Edinburgh and Barbara Cartland are among many other distinguished passèngers who have enjoyed the privilege of climbing aboard this most civilised horseless hedonist. Of course, there is no doubting the dignity of its gait, the sobriety of its magnificent presence, the gentle comfort to those broad hide-bound seats and the hundreds of man hours that went into creating the beautiful bodywork alone, but what is not immediately easy to ingest is the engine. Or, to be more precise, its power output.

It's all very well to accept the idea that this is the work of Bugatti and that it is, therefore, inherently powerful; one can go a little further and wonder that this straight-eight is quite different from previous Bugatti eights — the two overhead camshafts are driven by gears at the rear of the crankshaft — but 135bhp from an engine that remained reliable even when blown to 200bhp is the work of people who knew what they were on about. For these are numbers that only became benchmarks after the war, when Bill Lyons created a stir with the Jaguar XK120.

Like all well-fettled machines the engine fires first time, and with none of the flatulent fuss that characterises a number of well-bred road burners. And another surprise; its eight cylinders perform their regular rhythm in almost complete silence. Until the throttle is opened at any rate. And then the muted exhaust scowl turns quickly into ripping yarns, a Ferrari-like chorus of harmonised monotones that climax at full bore into a grumbling *Grand Jeu*.

Like Bugatti's spiritual successor, Enzo Ferrari, the engine's performance, and its inherent beauty for that matter, were given precedence over mundane things like the chassis and suspension. But it would be impertinent to suggest that 'young' Jean could have made a better job of things. For a start, the old man was agin the idea of deviating from tried and tested suspension system — elliptic leaf springs were used front and rear, and there's a beam axle at the 'pointed end' — and second, Bugatti subscribed to the view that a good driver would instinctively know how to correct on-the-limit difficulties, such as they were.

On modern roads the question of on-the-limit finesse is irrelevant; the thought of having to extract a wayward Ford Escort from the Bug's radiator grille doesn't appeal very much either. Gently into a corner and gently away is the order of the day. With such a long chassis sitting on 18in diameter wire wheels, ride comfort is incomparably pre-war; there's slight but never disconcerting body roll in tight corners, the large crossply tyres smoothing out bumps, yumps and potholes without ever losing composure. And the wonderful seats massage aches, pains and strains in the same manner as a modern Jaguar or Mercedes.

Because John Marks actually uses his car, he has made a couple of sensible, safety-related modifications to it; the brakes have been changed from mechanical to hydraulic operation, for example, which is why there are modern plastic fluid reservoirs on the the bulkhead between the engine and cockpit, and modern indicator units have also been fitted. These may cause purists to sniff a bit, but common sense must prevail over originality when it comes to negotiating the horrors of such God-forsaken places as London's orbital 'Magic Roundabout'.

Brace yourself. Those rear lights. Ahem! Hillman Imp. It helps if you say it slowly. At some time in the distant past, they were destined for the nether regions of Rootes' rear-engined rascal, but unwittingly got screwed to the type 57 — heresy akin to Frankie Howerd playing Hamlet perhaps; a more appropriate pair is being sought.

It goes without saying that the Bug steers, brakes and swaps cogs competently — it wouldn't otherwise be a Bugatti — but more interestingly than its performance as a mere car is its role and presence in a modern car context. 60 years ago this Bugatti, and others of its ilk, were designed for brisk, comfortable trips to such once exotic destinations as Nice, Cannes and Monaco, and even now it's not so very difficult to imagine the delights of driving on a long, straight tree-lined, congestion-free 1930s road, blasting full-bore through sleepy villages and vineyards, stopping occasionally for a livener and a spot of *coq au vin*.

The blinding truth of this once idyllic age is that it can be recaptured today. Easily too. And recapturing a past age, above all else, must be the principal reason for enjoying old cars. Stay away from motorways, stick to country roads — many are still largely devoid of traffic in continental Europe — and you're home and dry. The Bugatti will certainly consume more fuel than a modern sporting saloon, but not a fat deal; it isn't fitted with side-impact bars, ABS, airbags or even seat-belts, but what it does offer is real motoring in its purest and simplest form.

There isn't a modern equivalent, although the new Jaguar XJS Cabriolet is, in some ways, pretty close. Where the Bugs score best, however, is in possessing a style which is unique to the marque. And it's not just a style. But style. Sophisticated, cultured and manicured to perfection, the Type 57 ranks among the world's great touring cars.

Safely back in its spotless garage, the faint odour of hot oil emanating from the engine bay, the crankcase and cylinder block ticking as the alloy surfaces contract, small specks of dust settling on the gleaming two-tone paintwork, one is left brooding on a climactic pair of pace-makers with eidetic clarity. Both the Type 57 and its stablemate the Type 55 were the last of Bugatti's great automotive works. Things just wouldn't be the same again after the War ended.

LESS STRESS AT SILVERSTONE





Walker's Lotus 16 soon gobbled up Merrick's 246 Dino in Pre-60 GP; inset, battle of the Tasman Brabhams: Walker (BT7A) and John Harper (BT4).

A new circuit for the Coys Festival was the seal of a great weekend, says Alan Cox.

This year's Coys International Historic Festival at Silverstone, in association with Chrysler to begin a five-year deal, was adjudged an overwhelming success on all counts, and was blissfully free of the rancour encountered last year over FIA involvement. One improvement which drew universally favourable approval from competitors was the adoption of the new Historic Grand Prix circuit with its much-eased approach to Club through the Vale as well as restoration of the original left-hand sweep at Abbey, reducing stress on transmissions and brakes, and contributing to better racing. The BRDC are to be applauded for that; and they indicate that further work is under consideration for next year.

Featured marque was MG, celebrated by track parades and a one-off race for the Abingdon Trophy which attracted a stunning entry, while the Festival also honoured Sir Jack Brabham, on his 70th birthday and 30 years after his last World Championship, and the first driver to be Champion in a car of his own manufacture. Driving his 1966 Brabham-Repco BT19, he was joined on track by son David in Tasman BT7A, designer Ron Tauranac in John Harper's Tasman BT4, Tim Schenken (now Clerk of the Course for the Australian GP) in Ean Pugh's lobster-claw BT34 and John Watson in Tony Butler's BT8.



Harper's hints to Ron Tauranac went unheard; the Brabham designer spun the BT4 twice during the demo.

Six races followed the usual two-part format, with finishing positions based on aggregate, the opening event being for Pre-War Sports Cars with both parts seeing stirring battles between the ex-Nuvolari 1931 TT Alfa 8C of Klaus Werner and Martin Stretton in Terry Cohn's 1936 4½ Lagonda; in part one, Stretton pitting to hand over to his wife Amanda with a narrow lead while Peter Groh took over the Alfa, the experienced Groh overhauled Mrs Stretton to take victory. Part two told a similar story, Stretton drifting the big Lagonda in his efforts to keep the Alfa at bay, but aided by a slick changeover and growing confidence, Amanda kept the leaders in sight. Thus Groh and Werner repeated last year's win (albeit in a different team car) while Simon Draper and David Clark took two third places in the former's Aston Martin Le Mans,



"The Festival was blissfully free of the rancour encountered last year over FIA involvement"

with Peter Green/Philip Walker fourth overall with Green's ex-Whitney Straight/Dick Seaman MG K3, after Nick and Annette Mason retired their Ulster Aston. The Astons of Draper/Clark, Rivett/Pollock and Lucas/Moss wrapped up the team prize, all finishing within the top twelve.

The versatile Mr Stretton leaped straight from Lagonda into Simon Bull's Maserati 4CM to lead the HGPCA Pre-'52 GP Car race from the lights, pursued initially by Ludovic Lindsay's ERA R5B before Peter Hannen (Maserati 6CM) took up the fight, the pair trading places before Stretton pulled off on the last lap with a split radiator, handing Hannen the win from Lindsay and a well-placed Mark Gillies (Brooke Special). Coys chairman Jeffrey Pattinson (ERA R6B) pipped Duncan Ricketts (ERA R1B) for fourth on the final lap. With the Maserati restored to health, Stretton started from the back of Sunday's grid to be up to third (!) by the end of lap one and leading next time round, putting on a virtuoso display played out to good effect on the giant Silverstone TV screens, and after Peter Hannen spluttered to a halt with a cooked magneto or fuel problem, romped away to win by over half a minute from Gillies, recovering from a poor start, the Brooke Special taking overall honours. A superb drive by Sir John Venables-Llewelyn in Rodney Felton's P3 Alfa was rewarded with second overall, while Pattinson scooped third after starting from the pit lane, ahead of Jost Wildbolz (ERA R9B) and Richard Pilkington (Talbot Lago T26). One feature of the weekend which did not go down well with many drivers, particularly of earlier cars, was the amended starting procedure which did away with a warm-up lap and left the front of the grid with a long wait before the rest of the grid assembled with temperatures rising and transmissions under strain.

After four years of trying, it was fifth time lucky for the Lightweight Jaguar E-Type of Nigel Corner and Barrie Williams in the Coys of Kensington GT race for the John Woolfe Trophy; but their races were not without incident. In part one, Mark Hales held a tentative early lead with Simon Draper's Project 214 Aston, but once Whizzo Williams was past he received an entirely innocent 'punt' up the back from the Aston at Brooklands which sent the 'E' Type on a complete revolution and a fired-up Williams back in pursuit. He soon retook the lead, held through the pit-stops, as Draper brought the Aston home in second. Former winners Frank Sytner and Gary Pearson with Brandon Wang's Ferrari 275GTB-C enjoyed a spirited fight with Roger Mac/John Young (E-Type) to take third, although a start-line shunt eliminated them from Sunday's race. Nick Mason recruited BTCC ace Will Hoy to share his Ferrari 250GTO, fifth being their reward ahead of that man Stretton again, this time sharing the 1963 AC Cobra of Andrew Wilkinson. In part two, Corner and Williams led all the way, although a last-lap tangle with an errant MGB left the Jaguar's off-side looking very second-hand. The Aston finished an even closer second, outdistancing the Sytner/Pearson Ferrari while the Cobra crew stormed through to fourth to oust the Mason/Hoy team on the final lap. The GTO took fourth, and a class win, on aggregate from the Cobra and the E-Type coupé of Colin



Driver changes are a feature of the Pre-War sportscars; above, Mr and Mrs Stretton in action. Stirling Moss, right, drove Valentine Lindsay's T61 Maserati, while Sir Jack Brabham, below, demonstrated his 1966 Championship-winning BT19 on his 70th birthday.







Above, David Piper's 330P Ferrari, helmed by Chris Rea in the Le Mans event; top right, Colin Pearcy's Sebring MGC just pipped a B for the Abingdon Trophy.

Pearcy/Tony Lanfranchi.

The HGPCA Pre-'60 GP Car Race was red-flagged after one lap to clean up oil dropped by Weiland's Monzanapolis Lister; on the restart Rob Hall in Bruce McCaw's BRM P25 was bogged down by wheelspin, letting Philip Walker (Lotus 16) lead away from Rick Hall with Brierley's Connaught, but as Rick exited Club in the lead, his rear wheel ran into the soft run-off and 'kangarooed' over the gravel before veering sharp right into the path of the field, its de Dion tube having snapped, and was collected by son Rob, both cars bearing considerable damage but with drivers, thankfully, unscathed. Avoidances by Walker and Tony Merrick (Ferrari 246 Dino) allowed both to dispute the second restart over a mere three laps. Merrick took the early lead but was displaced by Walker who took the flag with Don Orosco (Scarab) in third from the 250F Maseratis of Ludovic Lindsay, Nigel Corner and Thomas Bscher. Sunday's race produced exactly the same top six finishers although Merrick held the lead for six of the eight laps before Walker slipped inside at Bridge to take a deserved win.

Of the 75(!) potential entries, a full grid of 44 was accepted for the Louis Vuitton 50s Sports Car Race and found Frank Sytner on pole with the familiar Bamford D-Type, half a second clear of Gary Pearson, shaking down a Lister 'Knobbly' for Jay Howkins to such good effect that he held Sytner at bay for most of the race, partly aided by the D-Type having to take avoiding action to miss the spinning Tojeiro of Barrie Williams on the third lap. Frank made up lost ground and took the overheating Lister with two laps to go, only to be thwarted on the lap when Dudley Mason-Styrron spun his newly acquired Maserati 300S at Brooklands and the two made contact. Jeffrey Pattinson inherited second with his Cooper Monaco, ahead of Tony Dron (Le Mans-winning Aston DBR1), Williams and a recovering Sytner. Part two saw the Lister's temperature under control as Pearson led from start to finish, Sytner's challenge disappearing with a gearbox problem while Barrie Williams kept the Tojeiro pointing in more-or-less the right direction to take second, and third overall. Third place, and second on aggregate, went to a fast-closing Pattinson while fourth place was a good result for Dron's Aston, a car never at its best in short sprints. James Shead enhanced the reputation of the Kurtis (a sort of Lotus 7 on steroids) with fifth, while the ever-present Stretton completed the top six with Peter Scott's ex-Musy Maserati 300S. Two impressive drives from American Duncan Dayton saw his diminutive 1.3-litre Lola Mk1 mixing with far larger machines to take ninth overall.

Thomas Bscher was never headed in either of the two Classic & Sportscar Pre-'68 GP and Tasman Cars Race, to take the Innes Ireland Trophy with his 2-litre ex-Ginther BRM P261, the BPR Endurance Champion being trailed for the distance by Paul Alexander's beautiful ex-Revson Lotus-BRM 24 on Saturday, and after Robs Lamplough retired his 3-litre BRM P126, by the Tasman Brabham battle, resolved in favour of John Harper (BT4) and Philip Walker (BT7A). After Alexander retired the Lotus on Sunday when the gear linkage came adrift, Harper took up the challenge to such good effect that he briefly nosed ahead of the leading BRM on the final lap but was just held off by the slimmest of margins. Geoff Farmer came to terms with Cedric Seltzer's Lotus 25 to pip Walker for third, as Rod Jolley followed home with his three-wheeling Cooper T51 in fifth. Walker claimed third overall from Jolley and Farmer.

> "Williams taking the lead from Bullen at Abbey in the manner of all the best cliffhangers!"

As featured marque, MG was honoured with the Abingdon Trophy race for cars spanning from 1929 — 1969, and produced a full (44 car) grid of exceptional quality, including such historic cars as Gunther Stamm's ex-Howe Mille Miglia K3, Mike Allison's 1935 Irish GP-winning NB, and Peter Green's 1935 TT-winning NE, as well as a pair of George Eyston's 1934 K3s. MGBs and Cs dominated at the front, Stirling Moss making the most of his front row position to lead the opening lap in Ron Gammons' B, 6 DBL, from Colin Pearcy with an ex-Sebring MGC GT. Moss was soon down to third behind Pearcy and Barry Sidery-Smith's B, and although briefly regaining second finished fourth after Anthony Binnington (MGB) slipped through in pursuit of the lead battle. Pearcy held on to take a narrow win. First pre-war finisher was Anthony Atkinson's 1939 TB, while early retirements included Frank Sytner with the Brands 1000-mile winning B and Brands-winner Warwick Banks' B.

The Visage Pre-72 Le Mans Cars was an overwhelming Lola benefit with eleven T70 variants starting (not forgetting Tony Birchenough's veteran Le Mans T290), and it was Jonathan Baker who set the early pace from pole position with his familiar silver Mk IIIB version. However, David Franklin in Mike Ostroumoff's similar car made rapid inroads on the leader and was ahead by lap four. Baker retaliated but had to give best to the larger-engined car of Franklin, who also went home with the outright lap record for the new Historic circuit at 102.38mph. Lola-mounted Chris Strakosh and Nigel Hulme claimed the next two places, with Simon de Latour bringing Nick Mason's Ferrari 512S into fifth, after Yvan Mahe (T70) collided with Colin Parry-Williams' T70 Spyder at Bridge and eliminated both cars. Michael Schryver took 2-litre honours with his Chevron B6.

Racing concluded with the Garrison Holdings Historic Saloon race, and after being red-flagged when Paolo Canal rolled his 982cc Fiat Abarth, restarted with poleman Ted Williams starting from the back of the grid with his Mustang. The opening laps were closely fought over by Frenchman Claude Maurel (BMW 1602), Bob Bullen (Anglia) and Harvey Death (Mini Cooper S), Death welcoming the restart as he had spun out of the lead group in race 1. Maurel was an early retirement, leaving Bullen and Death to indulge in a superb scrap while Williams worked his way up to third by half-distance of the shortened race. Timing it to perfection, Williams left his challenge to the last lap, taking the lead from Bullen at Abbey in the manner of all the best cliffhangers!

If the racing was not enough, all of the regular off-track features which have become a part of the Historic Festival were in evidence, including air displays and 'fly-in', hot-air balloon 'fly-outs', the Footman James Retro-Run as well as a plethora of car club displays with a celebration of Bristol Cars' 50th anniversary, while this year, the Owen Brown Gallery of Motoring Art was joined by a photographic display (in which LAT featured) and which, it is hoped, will develop and expand in future years. Following its success at the Grand Prix and recent BTCC rounds, one development which greatly enhanced spectators' enjoyment was the coverage by Silverstone TV which meant that, provided that one was in sight of one of the large screens, not a moment's action was missed.

CAN-AM REUNION

Thirty thousand horsepower came into sight over the brow of the hill between the trees, pouring down towards Turn One. Formula one? CART? No; Historic racing, in the shape of the Can-Am Reunion, had returned to Road America, Elkhart Lake.

Sponsored by Merril Lynch and organised by Brian Redman, the greatest gathering of the legendary Can-Am monsters saw no less than 57 of the no-limits sports racers take part in a ten-lap race around the beautiful four-mile circuit set in picturesque Wisconsin countryside. McLarens, Lolas, Shadows, Marches and McKees, some boasting up to 850hp and terminal speeds of over 200mph, took part.

George Follmer, Can-Am Champion in 1972, retired when in second place after Bill Auberlen had shed a wheel retaining nut which pierced his radiator. Auberlen went on to win the race in his McLaren M20 while Britain's Charles Agg came second, with Chris Chiles third in a March. Richard Dodkins in a Lola T70 Mk 3 coupé won the Class B award. A capacity crowd proved that people loved the occasion; the organisers promised an even bigger and better event next year. They will surely be hard pushed to better this one!

John Starkey

Main pic: Bill Auberlen in the winning McLaren M20. George Follmer's Shadow being readied for the race, inset; Ex-Foyt Lola T70 Mark II from 1966.

CLASSIC MOUNTAIN PASTIME

A truly international entry from Britain, Spain, France, Germany, Austria, Portugal, USA, Argentina and Switzerland brought the echo of 47 historic rally cars to the Pyrenées in June during the fourth *Rally de los Pirineos y Picos de Europa*, organised by Classic Eurosport. The regularity road event covered some 1000 miles in six daily stages over some of the most demanding roads in the mountains. This year's was the first victory for a non-British crew, Dieter Maier and Jo Zaiser (Porsche 356C) staying ahead of the Cooper S Minis of Sunsundegui/Francis and top female crew Ana Goni/Pauline Gullick to win.

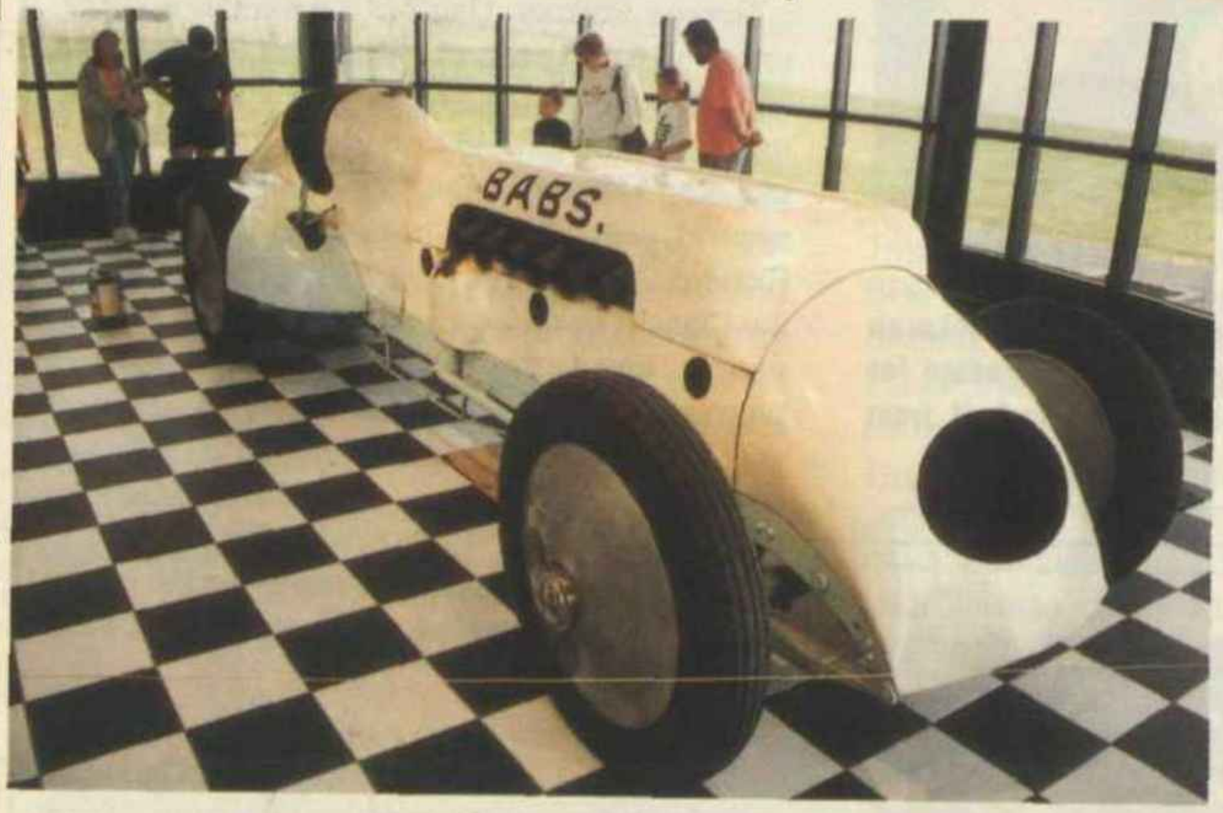
Victorious Porsche flanked by runner-up Minis,left; below, a cloud-shrouded queue at TC1, Col de la Pierre St Martin.



Another MPH limited edition based on a Starter kit is this fanatically detailed 1/43rd Ferrari 275P, the 1964 Le Mans winner. Builder Tim Dykes claims 178 improvements, down to adding a starter button and wires and deliberately skewing the race numbers as per original. Price: £250 delivered. MPH Models are on 01630 672903.



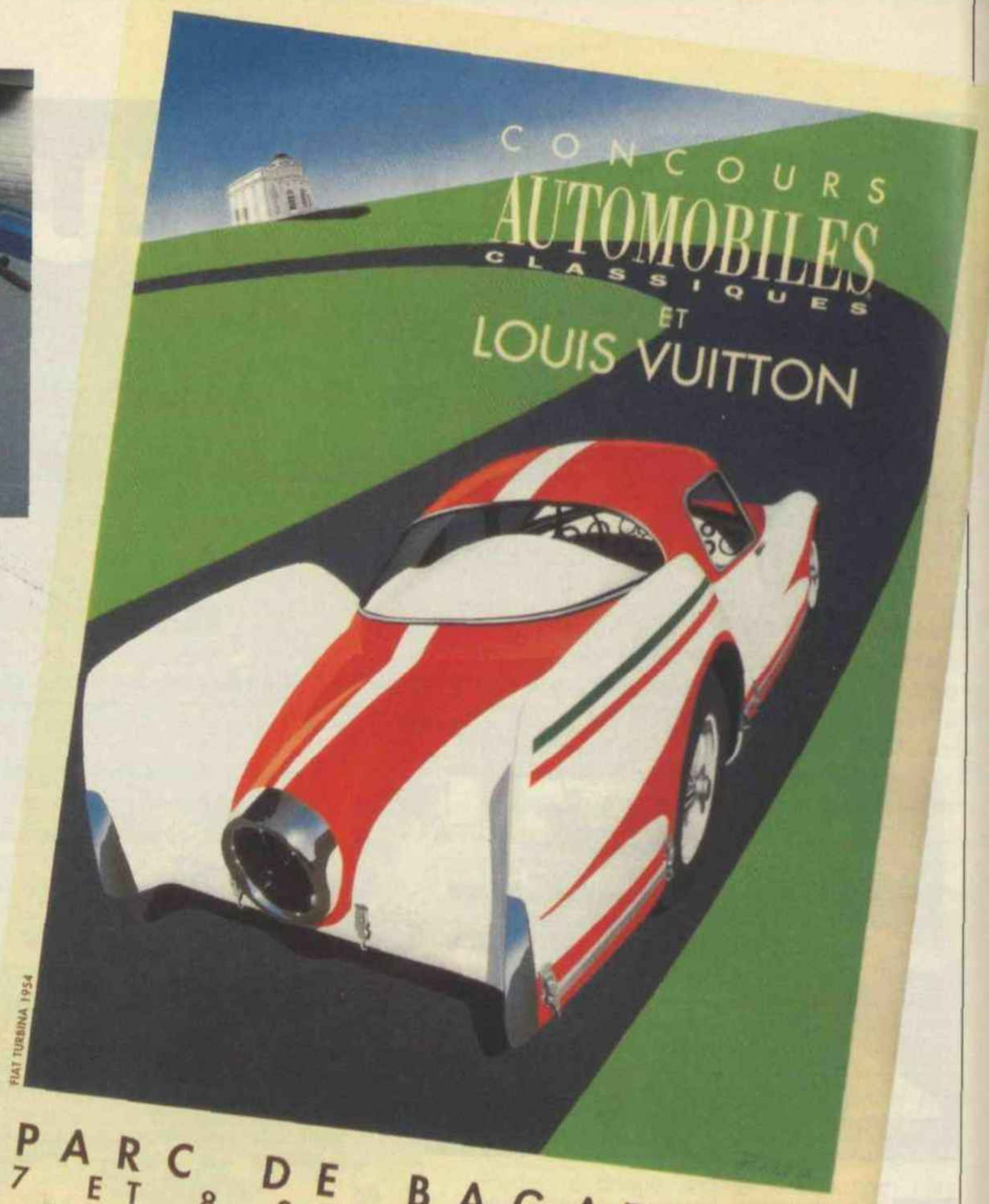
Pendine Museum Opens



Overlooking the beach where many speed records fell, the much-discussed Pendine Museum of Speed has finally opened. Star exhibit is, naturally, 'Babs', Parry Thomas's Liberty-engined monster restored by Owen Wyn Owen, but the museum relates the racing and other record attempts which took place on the sands.



1/43rd scale models continue to reach new heights of detail, but Mini-Jems' new range scales things down to 1/87th. Covering every Mini variant including race, rally and commercials, the tiny hand-builts cost £13.50 each (£15 for competition cars) including case from Mini Models. Tel: 01323 846410. Future releases will include Moke and Mini-Marcos.



Concours **Novelties**

This year's finale of the Louis Vuitton concours, at the Bagatelle gardens outside Paris on September 8/9, broadens to include a non-competing exhibition class featuring some truly extraordinary vehicles. Fiat's finned gas-turbine car of 1954, the sleek Ghia IXG 'dragster', the OSI Silver Fox 'catamaran' and the 23ft-long Buick Whale will all make the *Bimotore* Alfa look almost tame.

This unspoiled 15hp AC saloon is a rare find; laid up in the '60s by the proverbial one careful owner with 90,000 miles up, it has not been meddled with since. Nothing has been pinched, and it retains a complete toolset and its tyre pump. What's more, though it's "tired", there's no corrosion, and it runs. The owner's widow is selling it for the benefit of BEN, the Motor Trades Benevolent Fund; contact David Ward on 01263 740943.





THE TRIKES RETURN

Out again! The 1928 New Cyclecar Club Brooklands meeting, where three-wheelers were permitted again – as seen in this field of Salmson, Amilcar, Aero Morgan and even a Riley Nine saloon.

The heading is not a parody on *The Rover's Return* in what is said to be TV's most popular "soap" but which to me seems pretty puerile; it refers to a scrap of motor-racing's past which I hope may be of interest. The "Trikes" are in fact the three-wheeled racing cyclecars which had been part of the Brooklands scene from pre-1915 times. They came under the jurisdiction of the Auto-Cycle Union, not that of the RAC, and were seen mostly at BMCRC race meetings. But they were also used for record-breaking, culminating in the hour run by H F S Morgan at just under 60mph, in a 90-bore JAP vee-twin-engined single-seater Morgan in 1912, as described in MOTOR SPORT last March.

But this was by no means the only one of the Morgans built at Malvern Link to use Brooklands Track prior to the 1914/18 war, pitting their pace against that of four-wheeled cyclecars and light-cars. They included Gordon McMinnies's hotted-up side-valve JAP-powered single-seater "Jabberwock" and his later 75mph TT MAG-engined job, Harry Martin's streamlined two-seater with ohv 986cc JAP engine, and Warren Lambert's Morgan which had a 1082cc long-stroke JAP power-plant. Then Vernon Busby did well in the 750cc category with his side-valve water-cooled Moggie powered with a Blumfield engine and HFS himself experimented with a bigger engine of this make in a Morgan previously run on the Track by N F Holder. E B Ware, who was to become one of the leading Morgan exponents after the Armistice, had a shoe-like single-seater with a very laid-back bath-chair driving position and Zenith 744cc engine, which did the f s kilo at just over 65mph.

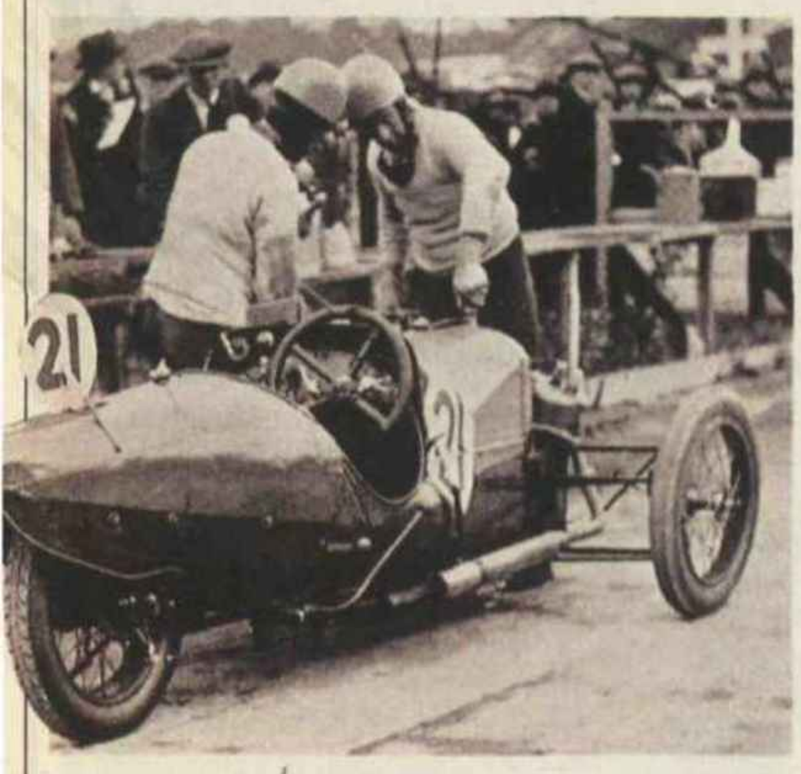
"This sad accident had far reaching repercussions for the three-wheeler fraternity – the JCC banned them from its events"

Up to the outbreak of war the august BARC, in spite of ACU control, had mixed motorcycle races, with very large fields, with the car handicaps, but it was not until 1913, bowing to the increasing interest in economy vehicles, that it permitted a Morgan to compete; at the Easter Monday Meeting, Lambert ran his 880cc Morgan in the First Side-Car and Cyclecar Handicap. But the first Cyclecar Handicap at the 1913 Whit-Monday Meeting was contested only by four-wheeled cyclecars. The same applied to the Second Cyclecar Handicap, but Ware ran his 7.2hp Morgan in the 1914 Whitsun Light Car and Cyclecar Handicap, lapping at 48.92mph, and in the August race Ware got his 773cc Morgan-JAP round at 63.76mph. before war called off such frivolities. . .

Mostly, however, such races were held by the British Motor Cycle Racing Club (BMCRC), which had been founded in 1909 and ran most of the motorcycle events at Brooklands, where even the BARC had been able to boast of fields of up to 50 riders. Some results of the BMCRC events can be summarised as:-

1912 Cyclecar Scratch Race: H Martin (Morgan-JAP), 57.31mph;
1912 1100cc Passenger Hour Race: H F S Morgan (Morgan-JAP): 55 miles 329 yards.
1913 June Cyclecar Scratch Race: B Haywood (Singer), 57.34mph
1914 750cc Record Time Trials: E B Ware (Morgan-JAP): 61.02mph

Morgans, quite the most popular cyclecar on the road, with GNs, were also out in High-Speed Trials and record-bids. They were beaten in later pre-1914 races continually by B Haywood's Singer, but this was what most of us would class as a genuine light-car. . . After the war had ended the increasing popularity of economy cars caused the BARC to organise a few more races for such cars, at its major race-days. These contests, and those of the BMCRC and other clubs, resulted in some good racing by the Morgan fraternity, the three-wheelers fast and safe. Ware had improved his odd-looking single-seater and now used a side-valve water-cooled 970cc KT JAP engine and had exciting battles with Douglas Hawkes's 1914 TT Morgan "Land Crab" with eight-valve MAG engine superseded



Happier days: a side-valve Morgan in the pits during one of the 200-mile races they contested until barred in 1925.

with Douglas Hawkes's 1914 TT Morgan "Land Crab" with eight-valve MAG engine, superseded by his "Flying Spider", also with a MAG engine. To prove the point and show that the Morgans were becoming faster, Ware won a BARC Light Car Long Handicap race in 1920, Hawkes led a short sprint, lapping at 70mph, and before the August crowds Ware took two wins in BARC Light Car Handicaps, and Hawkes beat Godfrey's GN in another race. The "Land Crab" then scored at 72mph, over the 1½-litre GN "Mougli" and Ware's new narrow two-seater Morgan with 90-bore JAP engine, restroked to 1088cc, gained other victories. Suffice it to say that there was ample Morgan activity down at the Track in those early 1920s. After 1922 the BARC small-car races were confined to four-wheelers, but not before Hawkes's 1098cc Morgan had won the last mixed one, lapping at 80.46mph, from a Lagonda and a twin-cylinder Crouch.

However, in 1921 the Junior Car Club, formerly the Cyclecar Club, had something so ambitious in hand, namely a 200-mile race at Brooklands for cars of up to 1500cc, with a 1100cc class, that most of the manufacturers of light cars, and even of cyclecars, saw in it a source of excellent publicity. From the top companies through the middle-echelons, to the miniscule-output forlorn hopes, they put in entries. From the beginning the 1100cc class attracted Morgan, although they never beat the GN or the Salmsons. Indeed they never finished. But better to be seen than not seen at all, I suppose! Not being able to get a place, due to various troubles, was bad enough.

But in the 1924 "200" it went more seriously wrong. The works had put in two entries, to be driven by Norman Norris and Harold Beart and Ware, head of JAP's Experimental Department at Tottenham, had his own Morgan, with a prototype water-cooled engine based on the new 996cc JTOR ohv JAP.

In .the race Norris duelled for a while with Zborowski's Salmson until the top-speed chain broke, and Beart had to change a rear tyre, after which the KMB Blackburne engine didn't want to restart. Ware, too, had problems. He made a bad start but, after a pit-stop, began lapping at some 90mph. The back wheel then appeared to be running out of true and Parry Thomas said he could smell burning rubber as he overtook the Morgan — whether this meant that the Marlborough-Thomas was lapping faster or whether Thomas passed Ware as the latter was slowing for a pit-stop, or coming out again, is conjecture. But on lap 35, as the Morgan was crossing the Fork, it swerved and shot into the iron fencing opposite the pits, then spun round several times and over-turned. Ware and his mechanic, motorcycle racer Allchin, were thrown violently out and bits of the Morgan spread far and wide. Ware landed on the grass strip, Allchin on the concrete. Both were badly injured and did not recover for a long time. The crash had apparently been caused by the back tyre rubbing on the tail and losing its tread, which had caught in a driving chain and locked the wheel. Soon after the men and wreck of Morgan had, with difficulty, been removed, a dangerous task, Norris stopped to hack away wood from around his rear wheel. (JAP's refused Ware compensation because he had been racing as a private entrant.)

This sad accident had far-reaching repercussions for the three-wheeler fraternity. The JCC banned them from its events (as the 1925 "200" was to have artificial corners incorporated, they may have been doubly disturbed) and the RAC retorted that the ACU controlled such cyclecars and had had no right to allow them in the race anyway. Protests fell on stony ground. . . In fact, the ban was not quite all-embracing. At Brooklands three-wheelers were still permitted to run in BMCRC races and on record-bids; indeed, Beart among others was successful with his streamlined Blackburne-Morgan and in 1925 was clocked over the f s kilo at 103.37mph. But for car-type racing the ban persisted, and it couldn't have helped when Eric Fernihough's 494cc Morgan burst its back tyre and rolled over several times during a 70mph record run in 1926, or when J J Hall and V W Derrington were hospitalised after their 750cc Morgan had crashed in 1927, on a similar run. . .

> "I hate to write 'poetic justice'; but it was rather ironic. . ."

However, when it was seen that the ambitious JCC was moving away from purely light-car interests the New Cyclecar Club was formed, and after much lobbying three-wheelers were reinstated for its first Brooklands Meeting, in August 1928. If less ambitious than the JCC, the NCC also used an artificial "road course" for its inaugural meeting at the Track, using tubs and ropes and sand-banks for this purpose. Had its races been confined solely to Morgans it would have been welcome as the first car-v-tricar racing there since 1924, the event being open to four-wheeled small cars in spite of the Club's title, and the entries even included a Riley Nine Monaco saloon. But still more variety was provided when Coventry-Victor decided to run its racing 746cc three-wheeler against the many Morgans entered. The C-V entry was driven by H J Vidler who had the benefit of front-wheel brakes.

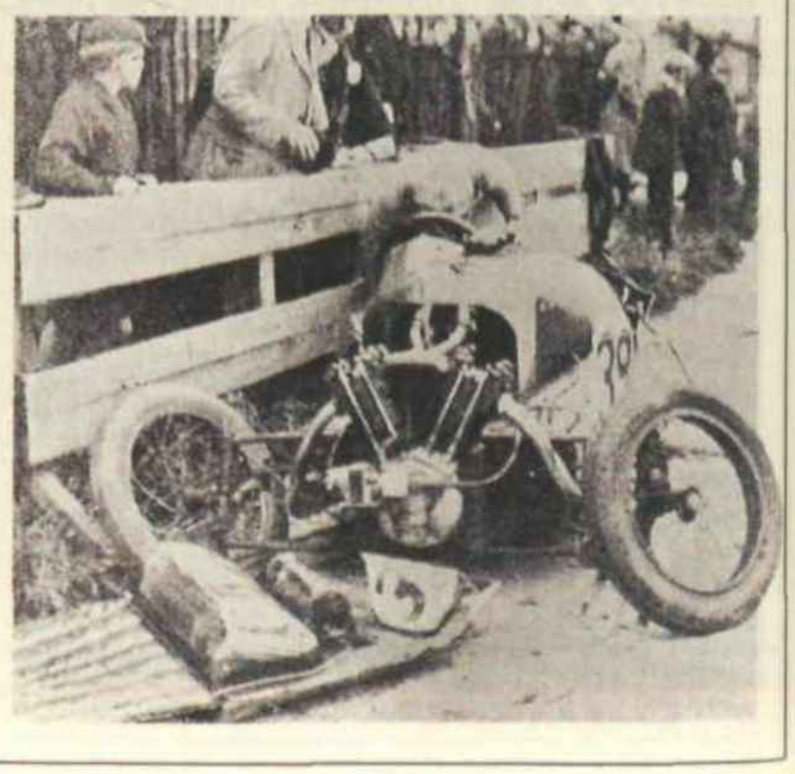
This Coventry firm had been making tricars, rather optimistically, from 1926, using their flat-twin water-cooled side-valve engine and chain drive. A sports version cost £110, or £115 with ohv. *The Light Car & Cyclecar* presented a fine trophy for the NCC's race meeting — the Trikes had returned!

The first race was the Novices' Handicap, over two laps of the normal course, won by Major A T Gardener in his s/c Salmson, at 79.62mph, from E Martin's A7 and the C-V. Next came a similar three-lap Handicap for three-wheelers only. R R Jackson's low-chassis, 546cc Morgan-Blackburne had this sewn-up, at 67.85mph, from Ron Horton's very quick Morgan with 1098cc Blackburne engine, and Clive Lones's fast Morgan-JAP, Horton averaging 89.4mph from scratch. The Morgans then met A7s, Miss Worsley's Jowett, a Fiat Nine, and even an ex-TT Riley Nine, in another outer-circuit Short Handicap, with 13 runners. It was a Morgan domination, Horton first, at 92.4mph, from the JAP-powered cars of A C Maskell and Lones. Horton then did it again, in the five-lap Long Handicap, although re-handicapped by 35sec, winning at 94.5mph. Jackson and Lones followed him home.

The big race was the Cyclecar GP, for that *Light Car & Cyclecar* trophy. It was over 20 laps (50 miles) of the aforesaid "road" course, to a massed start, with three handicap classes, on a credit-lap basis. The incredible Horton was soon out in front, chased by Gardner, until the Salmson broke a petrol-pipe. Then Horton himself stopped after five laps, oil on the Morgan's brakes, which he had not needed in the other races. The three-wheelers were steady and fast through the S-bend, Lones now in the lead, winning at 54.1mph, from A V Wilkinson's Riley Nine and H Smythe's Amilcar, followed in by the C-V, at 41.1mph to win its class, and an A7. So, in spite of stopping once for water, Lones won three cups and vindicated the speed and safety of "trikes" in races with corners.

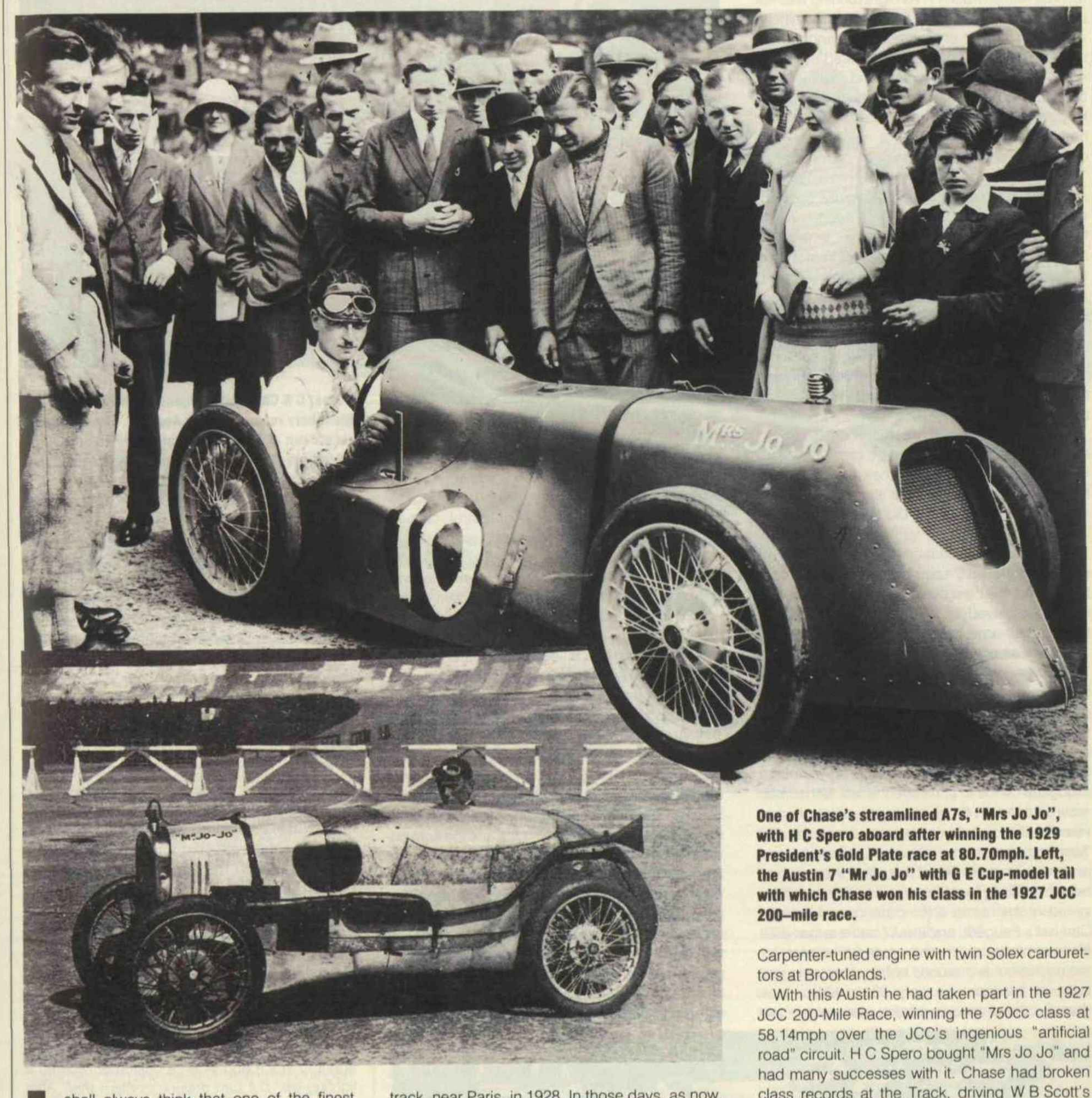
The only accident had been that involving Martin's Swallow A7, which had shot through a sandbank and overturned. The mechanic was unhurt but the driver went to hospital with a shoulder injury and mild concussion. I hate to write "poetic justice"; but it *was* rather ironic. . .

The Club did it again in 1929, Goodall's Morgan winning the "Grand Prix", after which the Morgans were impressive in the Light Car Club Relay Races at the Track; but that has been well-documented in previous MOTOR SPORTs **W B**



Disaster – Ware's OHV Morgan-JAP after its crash in the 1924 JCC 200-mile race, which resulted in a ban on three-wheelers racing with four-wheelers at Brooklands.

AN **AUSTIN 7** ACHIEVEMENT



One of Chase's streamlined A7s, "Mrs Jo Jo", with H C Spero aboard after winning the 1929 President's Gold Plate race at 80.70mph. Left, the Austin 7 "Mr Jo Jo" with G E Cup-model tail with which Chase won his class in the 1927 JCC 200–mile race.

I shall always think that one of the finest achievements by an Austin 7 in the vintage years was the victory by an outwardly standard but no doubt carefully assembled s/c Ulster in the 1930 BRDC 500-Mile Race at Brooklands, when, driven by the Earl of March and S C H "Sammy" Davis, the little car averaged 83.42mph including pit-stops. And it then repeated the performance in the records-field soon afterwards, to prove this fast endurance run was no fluke.

However, there was another very good showing by another Austin 7 which has perhaps been overlooked, forgotten, or was never known about, which runs the Ulster's "500" performance close. I am thinking of the 24-hour record set up by Capt C K Chase, H B Parker and D Bland at Montlhéry track, near Paris, in 1928. In those days, as now, the A7 was used by a large number of drivers for competition work of all kinds (even on a "Wall-of-Death" show, I hasten to forget. . .) Among those who were at Brooklands with their Sevens was Capt Chase. He was associated with Boyd Carpenter who ran an Austin 7 tuning business, sold Boyd Carpenter A7s and was associated with a matching pair of very impressively streamlined and low cars of this make, named "Mr and Mrs Jo Jo" rather as George Chaplin had named his pair of very quick A7 Chummies "Mr and Mrs Flea". Something to do with one car having vibration periods, I am told; but, of course, I did not understand that! Chase had used a racing A7 with GE Cup-model-like tail and a Boyd Carpenter-tuned engine with twin Solex carburettors at Brooklands.

With this Austin he had taken part in the 1927 JCC 200-Mile Race, winning the 750cc class at 58.14mph over the JCC's ingenious "artificial road" circuit. H C Spero bought "Mrs Jo Jo" and had many successes with it. Chase had broken class records at the Track, driving W B Scott's straight-eight Thomas Special, and he and Boyd Carpenter had also taken long duration 750cc-class records at the Track with an A7 weighing only 7cwt 48lb. They secured the 3hr to 12hr, 500km to 1000km, and 500-mile records, at speeds of up to 63½mph. In fact, on that August day onslaught, the Austin was running for nearly 9½ hours, to get the last record at 62.97mph. The previous figures had been the provenance of Peugeot.

Capt Chase obviously preferred long distance drives and he used Boyd Carpenter's red A7, which eventually lapped at 83mph in its owner's hands, in the *Sporting Life* 50-mile Handicap race at Brooklands in 1927 and George Duller drove

Chase's car in a short handicap. But as if he was saying "You have seen nothing yet!" he planned another ambitious onslaught on long distance records with an Austin 7. As night running was not permitted at Brooklands he booked Montlhéry, and the services of Parker and Bland as his back-up drivers. The car was prepared by Thomson & Taylor at Brooklands, and had a neat pointed-tail two-seater racing body made by Hoyle's in Weybridge. The carefully rebuilt engine had a Solex carburettor, a special Laystall crankshaft, and was run on Shell petrol and oil. The bonnet was one of the longest I have seen for an Austin 7, merging with a slightly upswept scuttle, and as no silencers were needed at the French track the exhaust pipe terminated mid-way along the n/s of the car. Two straps secured the bonnet, there was an external hand-brake lever, and a "steam-pipe" on the radiator filler-cap.

The record bid was quite professional, Mr Parkes of Dunlop's being there the whole time to keep an eye on the tyres, while Mr Callingham of Shell took on a full spell of signalling duties in the pits.

To spare the car, it was taken on a lorry to Montlhéry, shipped from Folkestone, but the haul from Boulogne to the track took a tedious 15½ hours. A test run showed that all was well, and at 4pm on June 7, 1928, the bid for a new Class H 24-hour record began.

Bad weather, including a severe hail-storm, seriously curtailed Chases's view ahead. Yet after three hours the best average speed of the entire run was achieved, at 67¼mph. After that Parker took over for a two-hour spell, followed by Bland for a three-hour stint.

Night had now arrived and Chase found the heavy rain accentuated the glare from the red oil-lanterns placed round the track to guide him, as the Austin had no lamps of its own. After he had almost hit the lanterns and nearly run off the track, he came in and had to lie down, Bland taking the car on to complete the first 12 hours at record speed. In those eerie early hours Parker relieved Bland, the rain showers continuing. By 7am, with the dawn, Chase had recovered and resumed, to such effect that after the car had been circulating for 15½ hours it had bettered the speed of the former 24hr class record held by Carnixet's Peugeot, and the A7 had a remarkable 8½ hours in hand! It had averaged 65.62mph for the equivalent two rounds of the clock, and had been at its depot for only 35min 40sec. Incidentally, the respective engine sizes of the two cars were: Peugeot: 51×90mm (748cc), Austin: 55.9×76.06mm (746.67cc). The Austin's engine had run without faltering, and the KLG plugs did not require changing. The final laps were done at over 80mph.

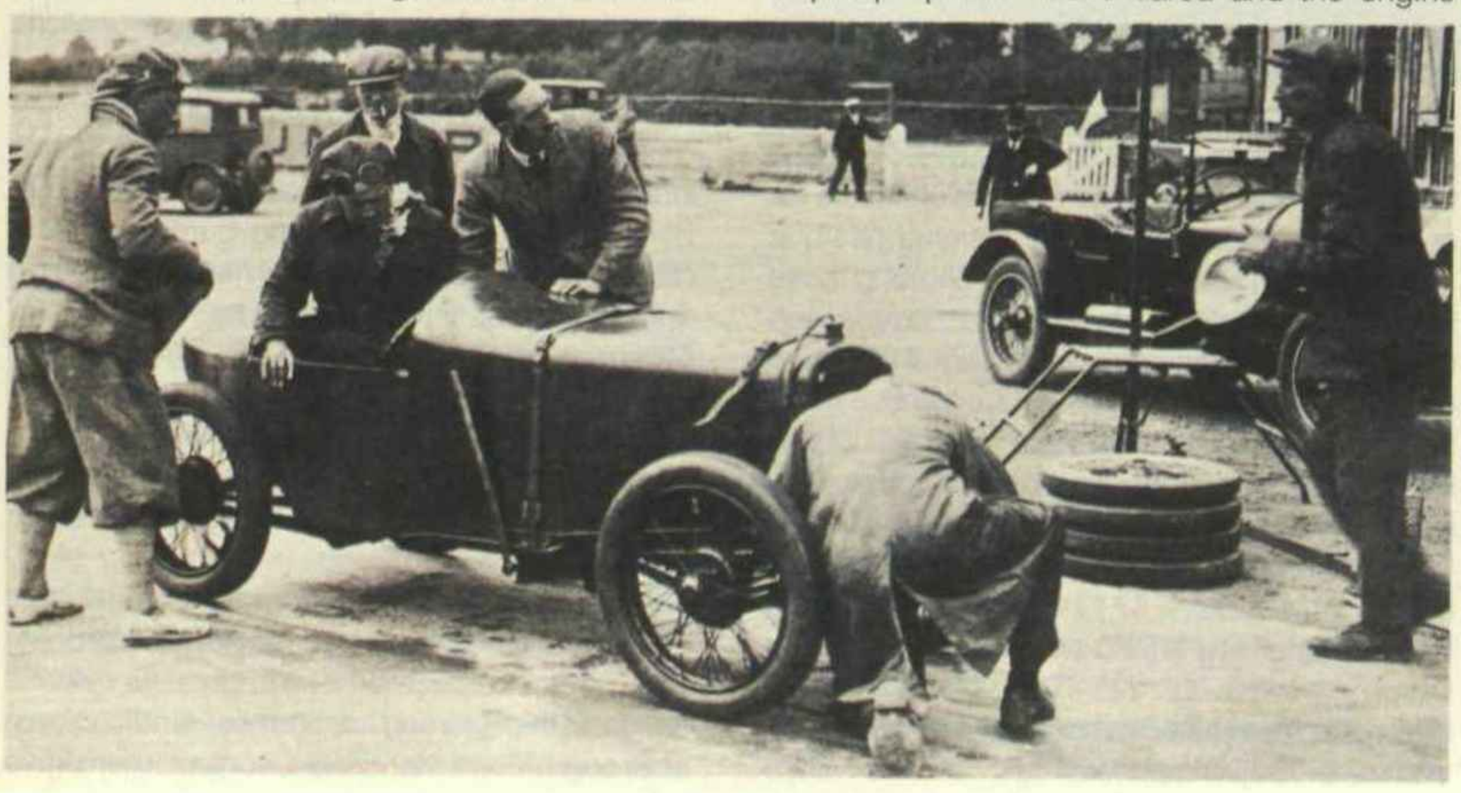


Above; C K Chase who organised the 24 hour Montlhéry record with his Austin 7. The 24 hour record run at Montlhéry, (bottom); Parker is taking over from Chase at one of the Depot stops.

All that remained was the long journey back to England. The lorry ran out of petrol outside Boulogne and the tank of the racing car had to be drained to get it to the boat. At Folkestone the happy crew was met by Capt Scholefield, Vickers' test-pilot, and his wife, and they towed the victorious Austin the rest of the way, using as a tow-bar a spare A7 front axle; which is a reflection on how thoroughly Chase had prepared for the record bid. He had, of course, also relieved Peugeot of the 12hr class record, which had fallen at 64.4mph.

Alas, luck has a habit of running out, in minor or more serious ways. Chase entered the 24-hour record car for the 1928 JCC 200-Mile Race. He was in second place in the new 850cc class behind Spero, when passing the aeroplane sheds the oil-filler cap came adrift and the cockpit was sprayed with hot oil, burning Chase's left arm, so that later on he had to be taken to Weybridge Cottage Hospital. Yet he pushed the car to the pits, a new cap was fitted, and he continued. Then the car stopped half-way along the Railway straight, so the luckless driver pushed the car again, some two miles in blazing heat, to the pits once more, only to find that the oil-pump spindle had sheared and the engine had seized; a faulty oil-gauge had masked the lack of oil pressure from the driver. By this time Capt Chase had been flagged off, and was sent to receive medical attention. . . The 850cc part of this classic race was won by H C Spero (who may be better remembered as owning a 250F Maserati in later years) in "Mr Jo Jo" at 59.95mph, a drive occupying fractionally more than 3hr 20min.

W B



V-to-C **MISCELLANY**

Restoration work has commenced on a 1927 Family Morgan three-wheeler that has been laid up in a country barn for some 30 years or more. It is entirely original even to the dashboard flower-vase, but the medallion of the well-known Croydon agent who sold it, Allen Bennett & Co, has been stolen. The previous owner used the Morgan for summer journeys to the coast, with his two children on the cramped back seat, into which the back wheel arch intrudes. A curious factor is that although an ammeter and lamp brackets are fitted, the cyclecar, which has the water-cooled vee-twin side-valve JAP engine, never had lamps. It seems possible that the makers found it easier to put the ammeter on in the course of construction than to leave it to an agent to fit it if and when a customer ordered a lighting-set; but can anyone confirm this? After standing largely unused for the aforesaid period the engine was found to be free, the cooling system held water, and the ML magneto exhibited something of a spark — good on you, Malvern Link!

Sunburst Books are out of print of the excellent book of W J Brunell motoring photographs, *The Golden Age of British Motoring* which we reviewed in July, but copies should be obtainable from Motor Books, 35 St Martin's Court, St Martin's Lane, London WC2N 4AL (0171 836 5396) for £19.99 (postage £5.10). It is a book which I was very glad not to have missed and an early order is advised. **W B**



Leonard Hudlass in the first car he built, the mid-engined JAP-powered three-wheeler of 1925.

THE REAL STORY OF THE **HUDLASS SPECIALS**

Some time ago a MOTOR SPORT reader discovered the remains of a Hudlass Special and enquired what we remembered about it. We filled in as much as we could. Fortunately our remarks were seen by John Hudlass, whose father Leonard, at the age of 90, still recalls the cars his family built, and he has kindly sent us the following account of the Hudlass family and the Hudlass Specials.

Felix Isherwood William Hudlass, OBE, MIMechE to give him full title, was born in Southport in 1874 and at the age of 18 was working in his father's sewing machine factory. After receiving an inheritance on his father's death he took over a small workshop in Southport and started to make motor cars in 1894. With the exception of the coachwork, Felix designed and hand-built these vehicles himself, including engines, each one of course taking a considerable time, but he successfully built and sold around a dozen motor cars between 1894-1903. The family still possess the original glass-plate photographs of these vehicles, and a scale model depicting one made in 1896 is in Southport museum. Production ceased when his last car in build was destroyed by a fire at his coachbuilders. Without the funds to start building another, Felix moved to London around 1903 and started building cars using two-stroke Villiers engines. These were prone to seizing-up and had to be left to cool down for a few minutes, after which they would go for a while longer. It was around this time that Felix nearly joined up with Rolls. Regrettably, however, Rolls decided to partner Royce!

Around 1904 Felix joined the RAC as their only engineer. He was seconded to the British Red Cross during the First World War to design and oversee the building of ambulances. These were built in the UK, latterly on GMC chassis from America, and Felix regularly went over to Boulogne to oversee a large repair workshop there. After the war he was awarded an O B E for his efforts. For a few years he made some three-wheel vehicles in a small workshop in Mitcham, after which he rejoined the RAC, where he rose to the position of Chief Engineer until his retirement. He died in 1965.

Felix had three sons — Maurice, Harold and Leonard. Maurice followed in his father's footsteps, also becoming Chief Engineer at the RAC. He was keen on all forms of transport, and had a long association with Brooklands as a Scrutineer. He never built a vehicle himself, however, and died prematurely in 1958. Leonard was the youngest of Felix's sons and was born in 1906. After leaving school he helped his father build his three-wheelers for a few months after the war, and in 1923 joined Wolseley Motors, moving on to the Standard Motor Co in 1926. In 1924, at the age of 18, Leonard had started building his own three-wheeler with two ash chassis side-members joined with five tubular cross-members. At the back of this a triangular structure of steel tubes carried the 596cc single-cylinder air-cooled JAP engine driving by chain to a three-speed Jardine gearbox, with final drive to the back wheel by another chain. This arrangement of a pivoted cradle for the engine, gearbox and back wheel meant that there was no variation in the tension of the chains and the back wheel could be prevented from lateral movement. The pivoted unit carrying the engine and transmission was ingeniously sprung with helical springs, arranged so that movement compressed one spring and expanded the other. Front suspension was by short quarter-elliptic springs to an axle with a central torque-tube attached to a chassis cross-member so that front brakes could be fitted, although they never were.

The engine was cooled by a fan blowing air from a scoop in the n/s of the body, driven from the engine by a pulley and leather link-belt. Another such belt drove a six-volt dynamo, which although mounted on the frame, was close enough not to cause too much alteration in belt tension. Engine lubrication was by a hand-pump mounted conveniently on an oil tank on the o/s running-board, and starting was by means of a kick-starter on the same side of the car. To provide room for the driver the steering column was almost horizontal, running to just behind the dummy radiator, were it was connected to the drop-arm by bicycle chain and sprockets, with a transverse drag-link. This three-wheeler Hudlass took 15 months to complete; it had a hand-throttle and two 6in expanding brakes on the back wheel. Registered PG 6800, it was favourably reported on by a motorcycle paper in 1926 and a motor journal in 1928.

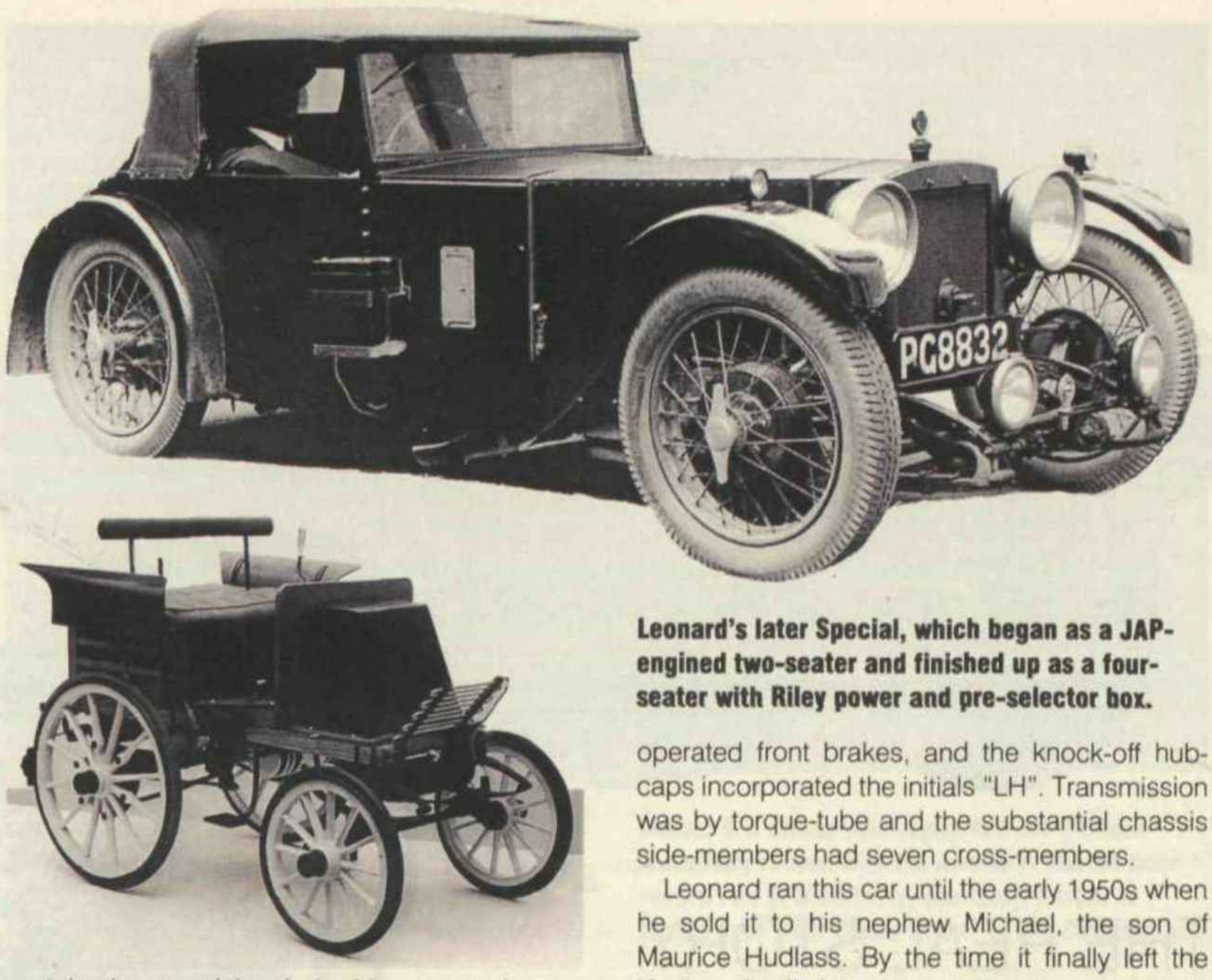
On returning home from a last photo-session with a motor magazine Leonard turned his vehicle over in Willesden. In pouring rain the wooden blocks (common in town centres in those days) became very slippery and together with the tram-lines made driving somewhat hazardous. Willing hands from passers-by soon had the car back on its three wheels, however, and with nothing more than a broken windscreen he continued on his way. Leonard ran this vehicle until 1931, by which time he had finished building his new four-wheeler, begun in 1929. Built in a garage at the rear of his father's house in East Sheen, London, he obtained permission in advance from a neighbour to remove a fence panel on completion, as this would be the only way to get it out of the garage. The leathercloth-covered plywood body was fixed to a substantial home-made chassis. The vehicle, registered PG 8833, was originally a two-seater and was powered by a vee-twin 1096cc 10/40hp two-cylinder ohv water-cooled JAP engine mated to a Riley gearbox. It was high geared but as was usual with the JAP

engine suffered from a certain amount of vibration.

In 1939 Leonard, by now working for the RAC, bought a Riley engine which had been used as a test-bed unit. The cylinder block of this long-stroke engine had been rebored to almost 1600cc and it had a broken con-rod. After reconditioning the hunt was on for a suitable gearbox to be installed with the Riley engine in this Hudlass-Special. By chance, a short time later Leonard was sent to inspect an RAC member's car damaged by a bomb blast during the early part of the Second World War. The coachbuilders where this inspection took place had an old Lanchester rolling chassis, which was used to transport heavy car bodies from one section of their workshop to another. The propshaft had been disconnected to make pushing easier and Leonard noticed a pre-selector fluid flywheel gearbox which appeared to be in excellent order. He purchased this, with the proviso that he removed it from the chassis himself!

The Riley engine was of course considerably longer than the JAP and some extensive surgery was therefore necessary to fit the new engine and gearbox to the Hudlass. The wheelbase was extended by about 2ft to 9ft 5in and a rear seat was fitted. The gearbox castings were made by the Barnes Aluminium Bronze Co. A magnificent *solid nickel* radiator with an aluminium surround was purchased, its capacity of two gallons ensuring there would be no overheating problems.

The steering gear again incorporated a horizontal column and the chain-drive connection, to a 3:1 steering box, with 5in of adjustment available at the steering wheel. There was no track-rod, each wheel being controlled separately. Suspension was by quarter-elliptic springs, the robust tubular front axle was underslung, with foot-operated front brakes, and the knock-off hub-caps incorporated the initials "LH". Transmission was by torque-tube and the substantial chassis side-members had seven cross-members.

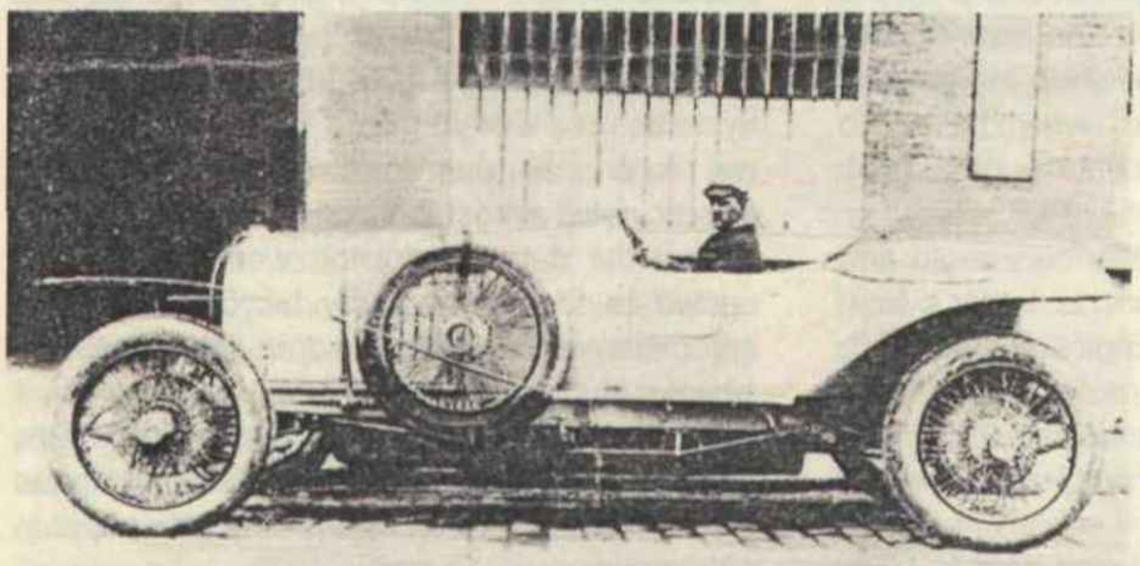


Leonard's later Special, which began as a JAP-engined two-seater and finished up as a four-seater with Riley power and pre-selector box.

Leonard ran this car until the early 1950s when he sold it to his nephew Michael, the son of Maurice Hudlass. By the time it finally left the Hudlass family it had covered well over 100,000 miles.

I am indebted to John Hudlass for this explanation of the Hudlass cars, and hope that the one recently found will soon be on the road again and perhaps be seen in VSCC events. **W B**

ANOTHER **RARE MAKE**



Though his cars seem to have been a hobby, this big Maridet is clearly a quality machine.

Practically all the makes which matter, those that went into production anyway, can be found in the well-known Georgano *Encyclopaedia*, so it is interesting to discover one which cannot. Consequently, I was intrigued when I was introduced to some notes on a car produced in the vintage years by Alfred Maridet of St Martin d'Estreaux. Even so, little is known about this rare car, the chassis and bodywork of which were apparently made by local craftsmen. That apart, there was a sporting version possessing just a bonnet, two bucket seats and a box behind them that could serve as a very scanty seat for additional occupants. Centre-lock wire wheels were used, with blade-type mudguards above them and the running boards accommodated a spare petrol can and toolbox. This was presumably an early effort, because gas headlamps were fitted and there were only back-wheel brakes, but it was a very sporting-looking motor-car. No shock absorbers appear to have been fitted but with the windscreen removed the car was described as a *voiture de course*. Whether M Maridet ever raced it I do not know, but if he did, his mechanic was Firmin Savel. The radiator of this Maridet car was somewhat like that of the British HE, and its badge was a bat with splayed wings on an oval background. The car was, indeed, normally called a Bat. . .

The engine seems to have been a long-stroke 5-litre, manufactured under licence by Janvier at Châtillon-sur-Bagneux. How many of these Bats were made is not known but probably not more than seven, in all. In fact, it appears that M Maridet never attempted to create a viable commercialised business, regarding the building of his cars as more or less a hobby, a challenge to his love of mechanical research. However, abandoning for the occasion the Bat name, and entered as an AM, based on the initials of those who created it, a car was entered for the hill-climb at St Auban and also for the touring-car race run in conjunction with the 1922 Grand Prix de l'ACF at Strasbourg. This competition AM had a T-head engine of 90x180mm (4185cc), with a Zenith carburettor and two magnetos. A cone clutch, half-elliptic suspension and four-wheel-brakes were part of the specification. and the Rudge Whitworth wheels were shod with 895x135 tyres. It has been estimated that this T-head engine would hardly have developed more than 7 bhp/litre at 1000rpm and as it was restricted to a maximum safe speed of 2000rpm at the very best, it probably did not provide more than 65 to 70bhp, restricting top speed to some 75mph. Alfred Maridet drove the car himself but in the touring-car race spectators soon saw flames on the far side of the circuit; unfortunately, the AM was on fire. Maridet drove into a field to avoid involving other competitors; as the fuel tank was almost full and held 26 gallons of petrol the AM burnt for half-an-hour or more. . . Maridet had made a leisurely start but all the competitors had got away on their self-starters. The entry, apart from the forlorn AM, comprised four Voisins, three Peugeots and three Bignans.

The winner was Rougier's Voisin, in 6hr 35min 9sec, equal to 66.9mph for this 443.7-mile fuel-rationed race. A fine sports Bat with side-mounted spare wheels had appeared in 1928, but no more is known to me of this seldom encountered French make. However photographs suggest that the last one was made in 1936, this being a handsome two-door coupé with fixed cycle-type mudguards front and back, and side steps for the passengers, rather as Kissel had used. Perhaps, however, M Maridet realised that his pastime was primarily experimental work, because for competing in the 1929 Paris-Nice trial he had entered an open-bodied Renault 45, again with fixed cycle-type mudguards all round and cut-away front doors. **W B**

VINTAGE **SHELSLEY WALSH**

It is always nice to be at Shelsley Walsh, Britain's oldest surviving hill-climb venue still in very regular use, even if for the VSCC Meeting on July 6 we arrived late, due to stop-go traffic on the M6 with no road-works or accidents to account for it — and Labour say they will not build new roads should they win the next Election! Never mind, all the atmosphere that began to be generated in 1905 was evident, at this new one-day vintage fixture, with the moderns having theirs on the Sunday. Just as well, perhaps, with so many entries and two runs each up the 1000-yard course.

First, the up-to-1500cc road-equipped sports car class (shouldn't sports cars be road-equipped anyway? And some racing-type specials be disallowed sports-car status, and never mind what was done with Monza Alfas and T35 Bugattis in the past?).

The programme made much of the fact that in 1920 the fastest Calthorpe clocked 86.20sec and a racing GN 60.20sec, because Mark Longmore was now driving Mike Farrow's 1920 Super Sports (which you knew because it was doorless) Calthorpe two-seater and Ton McEwen his GN Vitesse. Well, comparisons can be odious or distorted; the 1996 times were 99.20 and 70.67sec, respectively. The class winner was S Roberts's Super Sports Frazer Nash (44.00sec), from the 'Nashes of Adam Smith and James Baxter. So the "Chain Gang" wrapped it up, overall as well as vintage-classed, but allowed a T37 Bugatti to score on handicap.

Bruce Spollon then won the 1½–3-litre sports-car class in his 2½-litre Riley Special (44.03sec), leaving the vintage division to Paul Bullett's Super Sports Frazer Nash (48.76). Overall second and third places went to the TT Replica Delage and a 328 FN-BMW. It got more interesting with the big sports car class, won by Bronson's 2.7 s/c Riley Blue Streak Special – what a sports car! (41.65s) from Sparrowhawk's 4.3 Alvis Special (42.33sec) and the Bentley-Royce (43.81), sportscars all, leaving the vintage best for Andrew Day's 8-litre Bentley (46.73sec). Then the popular Edwardians, with the fastest time by Ben Collings in the mighty Mercedes-Maybach (48.42sec), vastly quicker than the 1908 Itala (54.06sec). Nice to see that Nic Ridley still has his TT Sunbeam and that Judy Portway was driving the TT Humber.

The racing cars now came out. Dr Gray was in winning form in the Hardy Special (41.25 s), from Firzmaurice's A7 which was second 1100cc car and upheld vintage honour (45.05sec). Duncan Ricketts then took the 1500cc class in ERA R1B for Sally Marsh (39.03sec), winning the Raymond Mays Trophy. Next in class was Dunn's Riley Falcon, (39.13sec), with Stephens getting up in ERA R12B only 0.32sec slower. Three drivers contested the 2000cc class, to the advantage of Keith Knight's ERA-Riley (40.04sec), also much better on its first run than was most of the runners. The fireworks came in the over-2000cc racing-car class, when Sir John Venables-Llewellyn in Felton's Alfa Romeo got away with such enormous wheelspin that the entire rear of the car disappeared in a cloud of rubber smoke the like of which I have never previously seen. But it paid off — FTD in 38.26sec, securing the Fray Challenge Trophy. The wonderful Mark Walker was next fastest in the aero-Parker-GN (38.84sec) to head the vintage contingent behind his 6124cc Cirrus engine, deservedly being awarded the MAC Challenge Trophy, beating the non-vintage machinery, with Majzub's T35 Bugatti continuing this trend as second overall and vintage car (39.91sec), after a first run which was only 0.52sec slower. It all ended with just a whiff of modernity, as Gilbert's Cooper-Bristol won the post-war class (41.62sec).

Watching from the start-line was of some interest — Mowatt's Morgan-Riley displayed enormous back axle judder for quite a distance, the TT Delage had quite an exhaust rasp, Sally Collings was quite unconcerned in the 4½-litre Bentley, watched by her mother, and Freddie Giles carefully built up the revs before letting Salome have its head. The only troubles befell the McDowell-Ford and a Brooklands sports Riley which failed on its second appearance, but Vanessa Wilson was a bit too adventurous in the single-seater A7 and crashed, hurting a foot. So far the VSCC has not put on a Ladies Race in the Brooklands tradition, but the girls supported the Shelsley climb, with the following results, class by class: Jeanne Temple (Riley), 81.79sec; Jane Tomlinson (Alvis), 51.84sec; Alison Lake (Talbot) 64.76sec; Ann Shoosmith (Bentley), 49.31sec; Sally Collings (Bentley), 49.43sec; Jo Moss (Invicta), 56.46sec; Georgie Brewster (A7), 51.71sec; Judy Portway (Humber), 67.05sec. The ever-interesting Edwardians and earlier performed as follows: Mercedes-Maybach, 48.42sec; 1908 GP Itala, 54.06sec; 1913 30-98, 56.80sec; 1914 TT Sunbeam, 58.06sec; 1911 Knox R45, 60.62sec; 1914 TT Humber, 67.05sec; 1912Sunbeam,68.64sec; 1904 CGV, 71.41sec, the Knox winning on handicap.

It was nice that the GN "Spider" ran well (45.18sec) and the smart Sunbeam Tigress climbed in 42.53sec, driven by Baker-Courtney, and altogether it was a sound, typical Shelsley day. The National event is on September 22.

W B



Williamson's Itala lost out to the Mercedes-Maybach among the Edwardians. Below, Peter Evans squares up in his faithful Chawner-GN.



John Day's supercharged 'Nash taking a few deep breaths before its run.



VINTAGE PRESCOTT

On July 28 that looked-forward-to VSCC hill climb meeting took place, sponsored by Brooks, using the 880-yard short course. Prescott is a "slower" hill than that at Shelsley Walsh but it has many testing bends and if it is somewhat less steeped in history, being 33 years younger, it possess a pleasant "picnic/social" atmosphere, uplifted on this occasion by bicycle races and a jazz-band.

Two outstanding happenings were the presentation to Mike Quartermaine of a trophy to commemorate all those years during which he has been a competitor at many venues, Brooklands included, in his 1924 30-98 Vauxhall (fastest vintage sports car in 1946, in 60.78sec; 1996 time, 56.02sec) and the first appearance of Geraint Owen's aero-engined 6.1-litre Riley Special, road-equipped, with starter, running as a sportscar, the firing-up party for which had been held a few days beforehand (47.66sec). I have a fond memory of 77-year-old Quartermaine — after racing the 30-98 at Silverstone he said "I will now revert to road-equipment", raised the windscreen, and drove home. . .

This year's VSCC meeting commemorated the Club's first post-war one there, although it had been to Prescott by grace of the Bugatti OC, since 1938. The 1908 GP Itala was also there in 1938 and in 1948 it took Clutton up in 60.47sec; this time Simon Williamson got the old warrior up in 57.22sec. There were rather a lot of non-starters but with an entry of some 250 this hardly mattered, and a very large spectator attendance matched a fine day's sport. Of the sports cars the 1100cc class was won by Reg Nice's s/c Ulster A7 (50.76sec) from Bulkin's 803cc Austin (51.01 sec). The quickest in the 1½-litre class was S Smith's 1929 Frazer Nash (45.89sec), beating Wakerley's Rapier (47.80sec), a vintage highlight, as Smith led overall and erased his own 1993 vintage record. Bruce Spollon's 2.4 Riley took the up-to-3-litre class (47.40sec), followed by Painter's s/c 1½-litre Maserati (47.51sec), best vintage time by Cautley's 2.3 Bugatti (47.51sec), and the over-3-litres class was won by Bronson's s/c 2.7 Riley (44.18sec), below his last year's record, and Ben Collings did well to net second, and best vintage, in the 1930 8.1-litre Bentley (45.56sec).

Next, the Edwardian class, with Roger Collings leading in the impressive 19-litre aero-Mercedes (51.11sec), ahead of Baker's 10-litre Schneider (52.12sec), which traditionally won on handicap. The sportscar classes were extremely well supported.



PHOTOGRAPH: MARK BALLARD

For those more used to Formula One, this is called "opposite lock". . . Below, 10 litres of Hall-Scott aero-power hiding in a Schneider; Angela Hucke, bottom, demonstrates an outside change on the 4WD Bugatti.

The small racing-car class was a win for Dr Gray in the Hardy Special (44.06sec), run close by Fitzmaurice's remarkable s/c A7 which took the vintage section (45.85sec), breaking Salome's record. Again, a superb entry. Best pre-war car was Rickett's in the 1½-litre class with ERA R1B in a time 42.80sec, 0.73sec outside his 1993 record. Here Dunn's s/c Riley was second (43.34sec) and the vintage victor was the GN Spider, Leigh coaxing it up in 47.65sec, with a rare Rally next, in 48.29sec. Jon Giles upheld AC/GN honour by taking the up-to-3-litre racing-car class (45.45sec) from the ERA/Riley (45.77sec), the vintage best having been done by the AC/GN as overall winner. It was left to Mark Walker in the class for the big racing cars to not only set FTD but to break his 1995 record with the 6-litre Cirrus-aero-powered Parker-GN (41.79sec), a rousing climb that vanquished Guy Smith's general record by 0.04sec. Mark even beat Boswell's time (43.33sec) in the 11-litre Bequet-Delage and the only post-vintage runner, Angela Hucke's exciting 4.9 4WD Type 53 Bugatti needed 55.62sec. The Parker-GN was too much for Gilbert's Cooper-Bristol by 2.74sec, one of only two contesting the post-war racing-car class.



PHOTOGRAPH: MARK BALLARD

Best Edwardian, as the Mercedes-Maybach and Schneider decently stood down as having aero-engines, was Lemon's Vauxhall (56.13sec), taking the Sam Clutton Award and the Peter Hampton Award went to Ian Dutton's T35 (46.13sec). The fastest girl was Mrs Sophie Walker in the 1929 sports Frazer Nash (49.59sec) with consistent ascents, from Mrs Tomlinson in the sports 2.7 Alvis (50.33sec).

In spite of being busy building his aero-powered Special "Mr Drake", Dr Owen had been able to repair his Morris-JAP "Jemima" after its Loton Park blow-up, Miss Peacop, in the 1100cc sports-car class, clocking 55.50sec in it. An interesting hybrid 1926 sports Donnet-Zedel recorded 66.01sec after a very slow first ascent.

The 1920 Calthorpe did 73.18sec, that Delage, both standard cars, 63.20sec, but the handicap winners in these classes were Hunt's Riley (53.42sec) and Toone's standard s/c 1750 Alfa Romeo (49.36sec). **W B**



PHOTOGRAPH: TOM THRELFALL

CARS **IN COURT**

A suggestion which I have made more than once in MOTOR SPORT, that someone should write a book about Court cases in which cars or motoring matters were involved, seems about to reach fruition from a well-known author of motor-racing books, although with the emphasis on crime rather than legal battles over technicalities.

That apart, a case which would be entirely suitable for such a book has just concluded, the daughter of the late Amherst Villiers having won against Rolls-Royce Motors for breach of contract, brought by her well-known father back in 1991. It arose because Villiers had asked Rolls-Royce to convert a 1937 Phantom III (DJJ 401), with Gurney Nutting-style saloon body, into a turbocharged version of this pre-war V12 model, to become what Amherst saw as the most fabulous R-R of all time, to be "a tribute to his friend Sir Henry Royce". The car was never finished in his lifetime, the engine was never turbocharged and the PIII was restored only to a condition described by the trial-Judge (Judge Prosser, QC, a Bentley owner who had been driven by Villiers in the Royce) as "well below standard". The case against R-R was exacerbated because they had agreed to turn out Villiers's car in perfect working order and "concours" condition free of charge by 1985, in return for the use of it for publicity purposes, a promise apparently made by former R-R Chairman Mr Richard Perry. In fact, R-R told Villiers he would have to pay for the work to be completed.

The case need never have been brought, the Judge said, if R-R had not decided to "brazen it out and fight tooth and nail" an old man who died of cancer during the trial. Amherst Villiers's daughter was awarded damages of £160,000 against Rolls-Royce Motors but the Judge would not be drawn over the suggestion that had the project been completed to Villiers specification the car could have been sold now for £500,000; he put a realistic figure as a possible £200,000 when the Classic Car market was at its peak, and £160,000 today. Not content with winning that sum in damages and interest for 3½ years for loss of use of the PIII, she is likely to appeal, hoping to get the anticipated £500,000. Rolls-Royce, who were represented by Michael Silverleaf, QC, may also appeal. It was said that the friendship with Sir Henry Royce began after Villiers had rather untidily applied a supercharger to a Phantom I R-R in 1926, although at the time a leading motor journal rather poked fun at this experiment as being very noisy and involving a separate engine of Villiers's design sitting on the Royce's running-board. Quite what publicity there would have been for Rolls-Royce from the turbo-PIII in 1985 is open to question, unless to promote turbo-Bentleys to be. Mr Michael Dunn, head of R-R engineering, said that turbocharging a PIII was doomed to failure, and the project was of no value to the company. In reply to which, Villiers, according to *The Times*, commented to his daughter that "The pin-striped cowboys have got under the wire at Crewe". The trial lasted 15 days. Miss Villiers was represented by Peter Irvin, QC.

Among those who gave evidence or advised were Barry Summerfield, Bob Burrell, who had just won a race with one of his supercharged PIII Bentley-Royces, and Donald Parker, whose PIII-engined Bentley Special survives in spite of a 9:1 c r.

Robin Young described Villiers in *The Times* as "Mr Supercharger", a reference to his association with Cook's TT Vauxhall, Raymond Mays's racing AC, and the blower-4½-litre Bentleys of which W O Bentley disapproved, so one sees why he was keen to have a turbo PIII. He also states that Villiers supplied Graham Hill with racing engines, (which is news to me but may refer to a stillborn plan to adapt a two-stroke, sleeve-valve R-R design), developed Sir Malcolm Campbell's LSR "Bluebird" (here there may be confusion with Leo Villa, although Villiers *did* design the 1927 chassis) and contributed to American space research. Amherst died of cancer on the third day of the trial. **W B**

V-to-C **MISCELLANY**

Awards in the STD National Rally, reported last month, were:

Rootes Age/Distance Award: T Grundy (9131 Sunbeam), 490 miles; runner-up, P Lester (1905 Sunbeam), 200 miles.

Grammer Trophy (Pride of Ownership): R Burton (Talbot 110).

Best Under-Bonnet Trophy: O Wilson (Sunbeam).

President's Rose Bowl: Jane Wignall.

Coombes Trophy: James Fack.

A reader who is writing a book about the Invacar/Greeves motorcycle business following the death of Bert Greeves in 1993 is anxious to obtain some background to Angus Cudden Fletcher, who raced MGs and an SS at Brooklands, and who co-operated with Mr Greeves in the design of an ingenious three-cylinder two-stroke engine in 1955, which they duly patented. Letters can be forwarded.

As a link with the paragraph above, it is remembered that Bert Greeves ran a Family Morgan with 10/40hp JAP engine (UY 507) which he ran in the 1927 Madresfield speed-trials, where he later rode a CS1 Norton.

A New Zealand reader who has a decidedly derelict 1926 Buick on his mother's farm is intending to turn it into a replica of the car of this make raced at Brooklands in 1928 by Capt (later Sir) Alistair Miller, Clowes, and the Vickers test-pilot "Tiny" Scholefield. The only problem seems to be that this Buick is though to have had a twin-cam engine, which no production Buick ever had. Its origins are unknown to me and if any Buick specialist can provide a background, it would be welcome. The car had a London registration, won two Surbiton MC races at the track, one at over 91mph, and was offered for sale in 1930 for £375. It was clearly not a semi-standard Buick but was possibly developed from an early 3346cc 20/60hp Buick Six; any information can be passed to the would-be constructor.

Godfrey Davis, the well-known car-hire people, are celebrating their 75th anniversary. It may not be generally known that as well as the car-hire business, they began in 1922 as agents for popular makes of cars, and the first they sold was a Talbot-Darracq, hence a video is to include a surviving example of this car. WB was a pre-war customer when finding himself otherwise without transport when about to report a motoring event. In those days the fee, if memory is correct, was about 15/- (75p) per weekday, increased to £1 on a Saturday and £1.50 on a Sunday, and for the benefit of theatre-goers Godfrey Davis kept Bentley and Rolls-Royce saloons which could be hired for a modest fee from 6pm to midnight or thereabouts. From such beginnings has grown the great and respected business of Godfrey Davis Contract Hire Ltd.

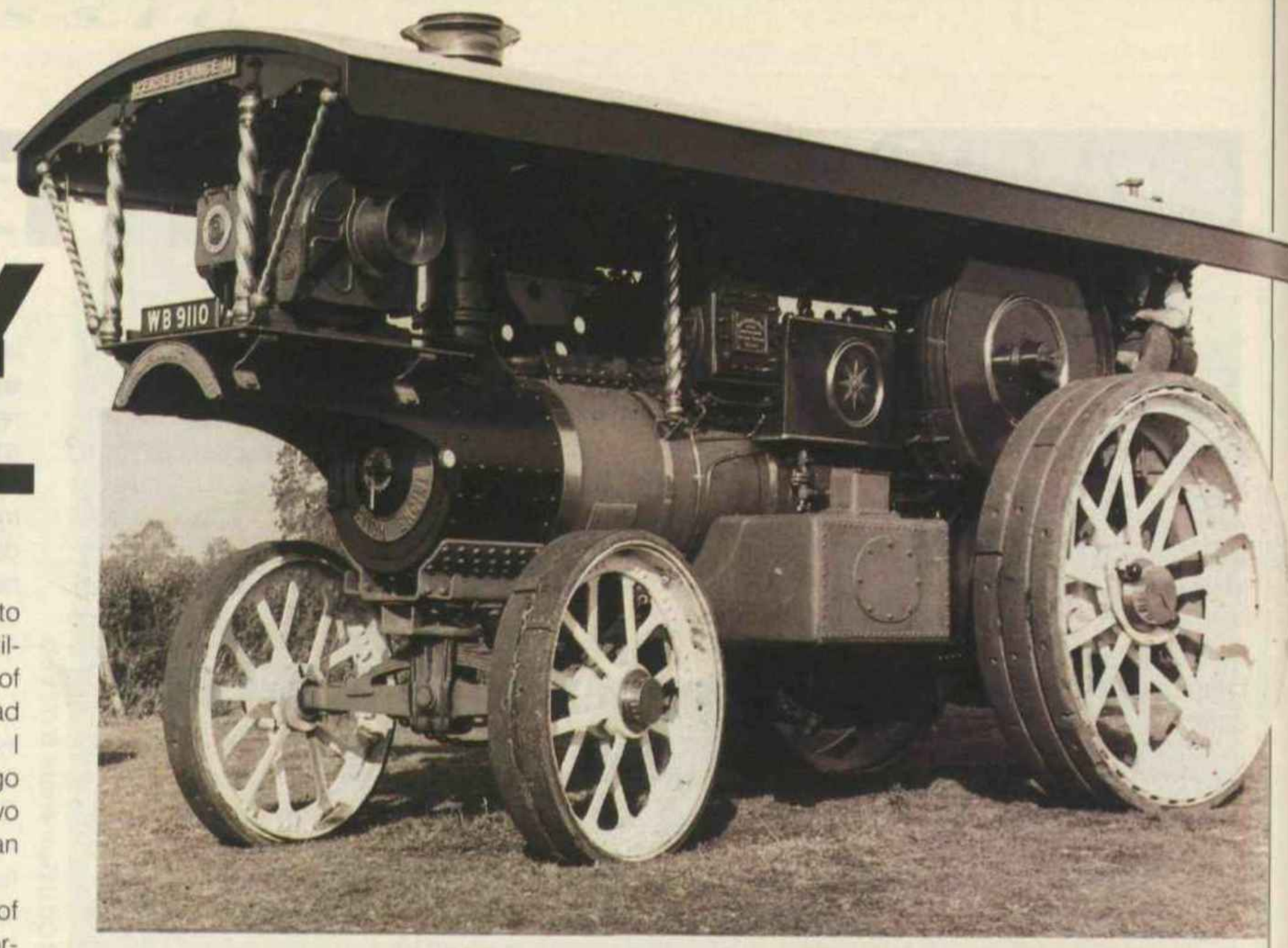
The Trojan OC has available to collectors a pack of four good photographs of early Trojans. It may be obtained from the Club at Thomas Blount Cottage, Hurcott Village, Kidderminster DY10 3PG (01562 747922) for £4 post free.

Another historic factory site that is in danger of development is the Globe works at Northampton, where Allchin steam tractors and waggons were made. Before it was too late a number of these engines assembled there and seven drove past the old factory at South Bridge. They were photographed there and at places used for publicity pictures by the company long ago, and outside a chemist's shop, still open, once used as a background by Allchin's photographer. Old plates dating back to 1903 still exist, for comparison. The oldest engines present dated from 1901 and 1903 and others came from Eire and the IoW.

This year's National Austin 7 Rally at Beaulieu had 189 entries. The main awards were won by a 1923 Chummy, a 1923 van, a 1923 doctor's coupé, a 1928 Swallow saloon and a 1929 GE Stadium two-seater. In all there were 33 such classes, from which the overall winner was Nick Turley's 1934 Speedy from Tadcaster. The best Ulster was that of Graham Beckett, the Wragg racer won its class and the winning foreign A7 was J Harris's 1929 BMW-Dixi, the best Ulster Replica was brought by B Higgins and the highest class award went to the aforesaid doctor's coupé; the distance prize went to an A7 from Windermere. Tony Silvey (1927 Chummy) won the driving-tests, in which best team performance was by the Dorset A7s.

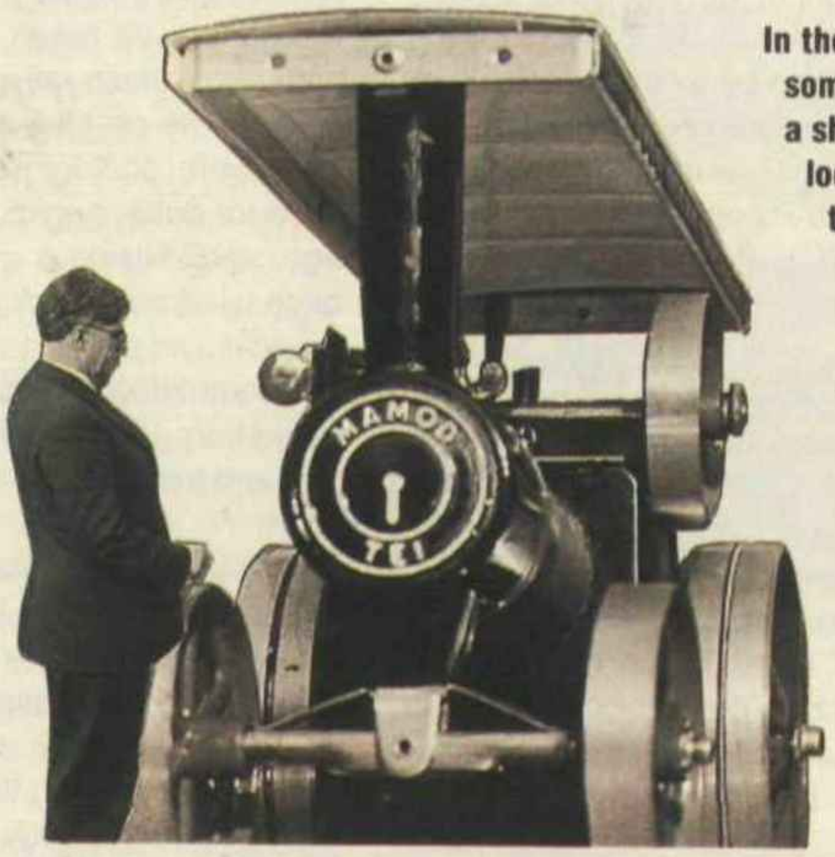
The little-explored matter of W O Bentley and the sports car he designed for Armstrong Siddeley Motors is to be the subject of a W O Bentley Society lecture by Bill Smith of the ASOC on October 12 at The Hunt House, Paulerspury, HQ of the R-R EC. Tickets from Ray Wiltshire, Southpark House, Helmingham, Stowmarket, Suffolk, IP14 6EP. **W B**

VERY HEAVY METAL



I venture to divert from motoring matters into very heavy metal, to the pastime of rebuilding, not veteran or even vintage cars, but of doing the same with, and operating, steam road vehicles. I have some excuse for this as I attended the very first such rally more years ago than I can accurately recall, when just two engines raced against one another for charity (an eye hospital), and a new hobby was born.

Since then it has grown to an undertaking of considerable proportions and of important historical significance. Racing traction-engines was seen to be of less value than assembling such steamers at rallies, driving them there and then demonstrating them to fascinated onlookers. It was easy in the 1950s to find such engines for restoration. Indeed, I could go out into the Hampshire lanes and by-ways and expect to find a number to photograph in one afternoon, some in use, others only recently derelict. As with vintage and Classic cars, those who sought them could acquire them if not exactly "for a song", then for something very close to one. In fact, it was possible still to see a majestic Showman's engine pulling a number of trucks to a fairground, and later, with the Suez crisis fuel restrictions, some laid-up steam-waggons were brought out again.



In the 1950s one still sometimes encountered a showman's road-locomotive hauling trucks to a distant fun-fair. Above is the Burrell "Perseverance II", then being restored. Left, the only traction engine WB has owned. . .

I encountered at this time a Foden steam-waggon in London, and in conversation with its driver, learned that it would soon be retired by the coal merchants it was serving, as he was himself retiring and it had been found less costly to run petrol or diesel trucks than to pay a drivers' mate which was then compulsory on such a steam vehicle. "If you're interested", I was told, "see the company manager — it should go for next to nothing, and it has recently had a new boiler certificate". I found it very hard to resist, especially as our then cleaning-lady's husband had been the local Council's steam-roller driver; as he was a third retirement, he might well have helped me to rally it. It was not to be, but having a soft-spot for steam waggons, as distinct from tractors or rollers, I was glad to hear that it was eventually saved by a member of the National Traction Engine Trust.

This digression has run into more words than intended but again I have the excuse that after attending that initial steam event I reported other such rallies, along with Air Displays, for MOTOR SPORT and wrote of going on two HCVC (now HCVS) Brighton Runs on Foden steam-waggons, without any reader protests. So I have no qualms about this piece, which is to tell you that unless you are otherwise engaged on a motoring happening, there is to be a re-enactment of the 1907 Steam Engine Trials on September 28/29, organised by the National Traction Engine Trust, based on the Hollowwell Rally Field, off the A50, at Creaton, Northampton. This will have road runs of 16, 28 and 53 miles, for engines of varying ages and types, so will be a chance to see them in their proper habitat. (In recent times most engines have been taken to and from rallies on transporters — but not all of them, as evocative pictures in *Steaming*, the journal of the NTET edited by Roger West, which can compete with any car-club magazine for quality and interest, proves. For instance, in the current issue we see a 1923 8-ton Wallis and Stevens steam-roller returning on the road from last year's Dorset rally, to the IoW, with living-van in tow.

Already the aforesaid September Road Run, for an entry fee of only £25, lists the NTET Chairman's Burrell "Conqueror", a Foden furniture-van, a Fowler agricultural engine, a 10hp Burrell and the Showman's Burrell "Nero", a rare Foster waggon, etc. The Road Roller Association will no doubt add the steam-roller element. Not all will leave the rally field but nevertheless this will be a one-off chance to photograph those engines that go out over the road routes, for which purpose, apart from a souvenir programme, a *Photographers' Guide to the Run* will be available from NTET Sales, 90 Devon Road, Loton, Beds LU2 0RL. Having told you this, the last thing the NTRT will need is congestion on the road-run routes, so please respect this and do not mingle vintage cars with the steamers or impede proceedings with modern vehicles. This would bring disrespect to the steam-engine movement as well as to MOTOR SPORT. The person to contact is Brian Gooding, c/o Bullimores House, Church Lane, Cranleigh, Surrey GU6 8AR (01483 274004).

BACK TO PETROL

After the above, I had better hasten back to cars! There is just space to say that the Riley Coventry Rally at Coombe Abbey went off well. The three Riley organisations, The Riley Register with which the VSCC is associating itself, the Riley MC, and the Riley RM Club, worked so well together that 658 people, including many from overseas, sat down to dinner on the Saturday. More than 700 Rileys of all kinds attended this Centenary Rally. (The Register's Secretary's 12/6 Lynx just failed to make it due to automatic clutch trouble, after having previously survived 700 miles from to and from Land's End.

Just one more example of the very healthy state of Club rallying and the V-to-C scene is general, in this country.

W B

Forthcoming Events

25TH AUGUST

THE AUSTIN SEVEN AND LAGONDA. Sunday Funday. This year for the twelfth time we shall be running our informal get together for prewar cars from eleven o'clock onwards in the field opposite the Seven Stars pum in Newark Lane, Ripley, near Guildford. Newark Lane is the B367 road running from the centre of Ripley towards Pyrford MR 186 040 570. All interesting cars and motorcycles are welcome, no pre-entry is needed and we will be organising some simple and lighthearted tests of skill and ingenuity in the field after lunch. The idea is to enjoy a pleasant day among like minded enthusiasts whilst again collecting over £1000 for deserving charities. Refreshments are available in the pub, though it can get rather busy, but mine hosts Rod and Sue Dean will be open all afternoon. Their beer is well kept and kept and the food excellent. If you are not driving please help to marshal for an hour or so, before you doze off in the sun! Do not forget, it is all for a good cause andyou will have even more fun if you get involved! Jope to see you all on Sunday August 25th: any doubts phone John Oliver on 01932 346359 or Nigel Coulter on 01483 768180!

25TH–26TH AUGUST

BREAMORE HOUSE CLASSIC CAR SHOW: Breamore, near Fordingbridge, Hants. Details: 01296 631181.

KNEBWORTH '96 CLASSIC CAR SHOW: Knebworth Park, Stevenage, Herts. 13,000 visitors and 2000 classic cars in 1995. Details: 01296 631181.

THE CRICH TRANSPORT GATHERING. 1996 at The NationalTramway Museum, Crich, Matlock, Derbyshire. Free entry. Contact Andy Cooper 01773 852565.

26TH AUGUST:

NOTTINGHAMSHIRE CLASSIC EVENT: Thoresby Park, near Ollerton, Notts. Details: 0113 285 4057.

SUPERCAR TEST DAY: Goodwood Motor Racing Circuit, near Chichester, Sussex. Details: 01444 455100.

VSCC RACE MEETING. Oulton Park, Cheshire. Details: 01635 44411.

GRAHAM HILL TROPHY SPRINT AND CONCOURS. Curborough, near Lichfield, Staffs. Organised by the Own Motoring Club and opento all makes andmodels up to the present day. Details: Tony Matthews: Tel 01905 23231 day, 01905 640137 evenings.

SHOWGROUND CLASSICS' NORTH MANCHESTER SHOW: At Heaton Park, Manchester, where clubs and individually owned classics welcome to concours or just display. Details 01234 325543.

WOKING CLASSIC CAR RALLY: No muddy fields for this one! Cars will be displayed in the pedestrionised town centre of Woking, Surrey. Details: 01483 729922.

27TH AUGUST–3RD SEPTEMBER

FOBELLO '96: Tour to Italy for the 75th birthday celebrations of the Lancia Lambda. Details: 01962 772427.

29–31 AUGUST

CLUB LOTUS 40TH ANNIVERSARY RALLY: Six start points on this run to the Lotus factory. Details: 01362 691144.

30TH AUGUST

DAIMLER AND LANCHESTER OWNERS' CUB CONFERENCE: At Jaguar Cars Ltd, Browns Lane, Coventry followed by the annual dinner at Chesford Grange, Kenilworth. Details: 01582 422200.

SEPTEMBER

1ST SEPTEMBER

VSCC MADRESFIELD DRIVING TESTS. Nr Malvern, Worcs. For further details contact David Franklin, 01635 44411.

5TH-8TH SEPTEMBER

ACOC INTERNATIONAL, Ireland. 01235 522561.

ACOC'S 19th INTERNATIONAL WEEKEND. There may still be time to enter. Contact Brian Gilbart-Smith, The Coach House, Borlases, Waltham St Lawrence, Berkshire RG10 0HE. Telephone 01734 343479.

6TH–8TH SEPTEMBER

THE BRUNEL RUN '96. Bristol MG Owners Club, Woodhouse Park. The Bristol Area MG Owners Club are to organise another Brunel Run. The format for the weekend includes a scenic run on Saturday, a barbecue and live entertainment in the marquee. Sunday is fun and games day with various games, positional driving test, walking treasure hunt and self judge competition. The cost for the weekend will be £7.00 to include Saturday camping, entertainment, rally plaque, a certificate for the first 50 entrants and entry to all the competitions, you just need to supply your own meat etc. for the barbecue, salads and rolls will be provided. For further information & booking details please telephone Trevor Scantlebury on 0117 970 1245.

6TH–8TH SEPTEMBER

THE GREAT BRITISH HAMPER HUNT. In aid of cancer research. Starts in York and ends in Exeter collecting part of the hamper contents at various places en route eg. Bakewell for a Bakewell Pudding, Taunton for cider, etc. Overnight accommodation organised. Details and entry forms from Meriel Hughes, FORCE Cancer Centre, Haldon View Terrace, Exeter, EX2 5DW. Tel 01392 4028754.

7TH–8TH SEPTEMBER

4TH GRAND PRIX DE CAMARET. This bi-annual event is organised by the local French club, Ecurie sand Chevaux, with the support of the Mayor of Camaret, a small town some 25 km distant from Mondragon. Supported also by the French Alvis Club there will be a class for prewar Alvis. Owners of post-war Alvis who have pre-war cars of other makes, especially cyclecars, will be able to enter these. For further details contact Peter Black, Chateau Vilbrequin des Genestes, F-84430, Mondragon de Provence. Tel: 9030 1396.

SIX HOURS OF SPA-FRANCORCHAMPS. The Six-Hours Endurance Race of Spa-Francorchamps – won by a British Team last year – will be hosted for the fourth time this year at the famous Ardennes Circuit on September 7th & 8th. The Endurance Race, for pre 1966 Touring and GT Cars, presents a unique opportunity for Teams to experience the atmosphere of 60s motorsport at its very best. The weekend is scheduled to be action packed with many other exciting support races for historic cars. If you are not able to take part in the racing, why not spectate and enjoy a weekend away, there are some lovely hotels in this area and camping is available at the circuit. Also, a special car park will be provided if you bring your classic car. Interested? For further information, contact Jane Bourne, telephone 01767 677031.

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

8TH SEPTEMBER

COPENHAGEN CLASSIC CAR CUP (CCCC). (Training Saturday 7th). This event is the culmination of events during 1996 celebrating the European City of Culture '96 in Copenhagen. There will be a "Street Race" (National EU Licence required, hay bales provided at edge of canals!!) and more relaxed "Presentation Runs", offering the public the chance to see as many different and unusual cars as possible. Discounts on ferries have been arranged, so contact +45 42 80 37 00 or fax +45 42 80 26 21 for details and entry forms.

CLASSIC CAR RALLY in aid of the Anthony Nolan Bone Marrow Trust. There will be 4 starting points in the Midlands area and the event will finish at the National Tramway Museum in Crick. Details from Shirley Randall 01405-815466, David Payne 01763-261675 or Bentley Drivers Club, WO Bentley Memorial Building, 16 Chearsley Road, Long Crendon, Aylesbury, Bucks, HP18 9AW. Tel: 01844 208233.

14TH SEPTEMBER

AYLESBURY MOTOR CLUB is organising the inaugural Abbeyfield Run of approximately 200 miles starting and finishing from the historic Abbey of St. Albans. In aid of the Abbeyfield Society which provides housing care for the elderly. Details and regulations from Dennis Hubble, Templepan Farm, Templepan Lane, Chandlers Cross, Rickmansworth, WD3 4NH. Telephone 01923 263768.

VSCC BRIGHTON SPEED TRIALS, Brighton, Sussex. For further details contact David Franklin 01635 44411.

14TH-15TH SEPTEMBER

SOUTH WEST CLASSIC CAR SHOW at West Point Exhibition Centre, Exeter, 10am to 6pm. Advance tickets from: Telephone 0117 970 1370.

COUNTRY FAYRE in aid of Wessex Children's Hospice to be held in Berwick St. John near Shaftesbury, Dorset. Entry forms for the exhibition are available from Glenn A Hunt Whitfield, Dairy House Farm, Berwick St. John, Shaftesbury, Dorset SP7 0HQ.

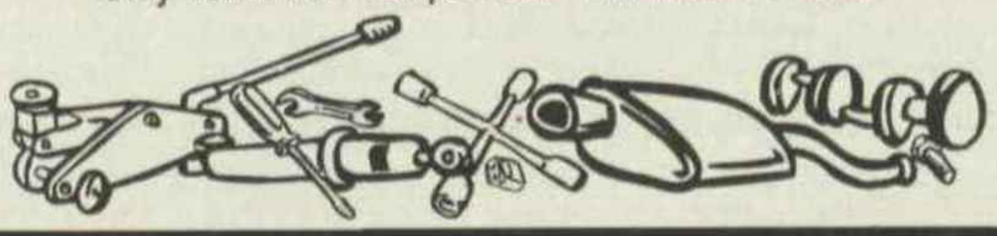
14TH–22ND SEPTEMBER

THE MERLIN EURO CLASSIC by Merlin Promotions. A Run to the Alsace region of France, in association with Stena Line. Including a visit to the French National Motor Museum (formerly known as the Schlumpf Collection). Contact Keith McGee on 01935 74630.

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Forthcoming Events

15TH SEPTEMBER

THE CHATSWORTH CLASSIC. Two routes around the Peak District visiting Lyme Hall and Chatsworth House. Full details from Geoff Shirt, Syda House Farm, Holymoorside, Chesterfield, Derbyshire S42 7HW. Telephone 01246 567206. Fax: 01246 567466.

FALLING LEAVES CLASSIC TOUR. The Haynes Motor Museum is pleased to announce the third Falling Leaves Classic Tour. 1996 sees yet another different route from that of previous years. Once again the tour contains a selection of entertaining roads, passes through dramatic countryside and visit a variety of venues, some of which were visited in 1994. The 120-mile route heads south to the Lulworth Military Ranges and follows the coast to the Sandbanks Ferry. There then follows a brief trip across the water to Poole, where a warm reception on the Harbour Quay awaits the tour. The route will be defined by easy to follow instructions containing information on places of interest along the route. The entry fee is £42.00 and includes free admission into all the venues visited by the tour. The event is open to all 'Classic' vehicles, whatever their date of manufacture. Awards will be presented for various classes of vehicle. Early registration is advised due to the popularity of this event. For regulations and further information please telephone the Haynes Motor Museum on 01963 440804.

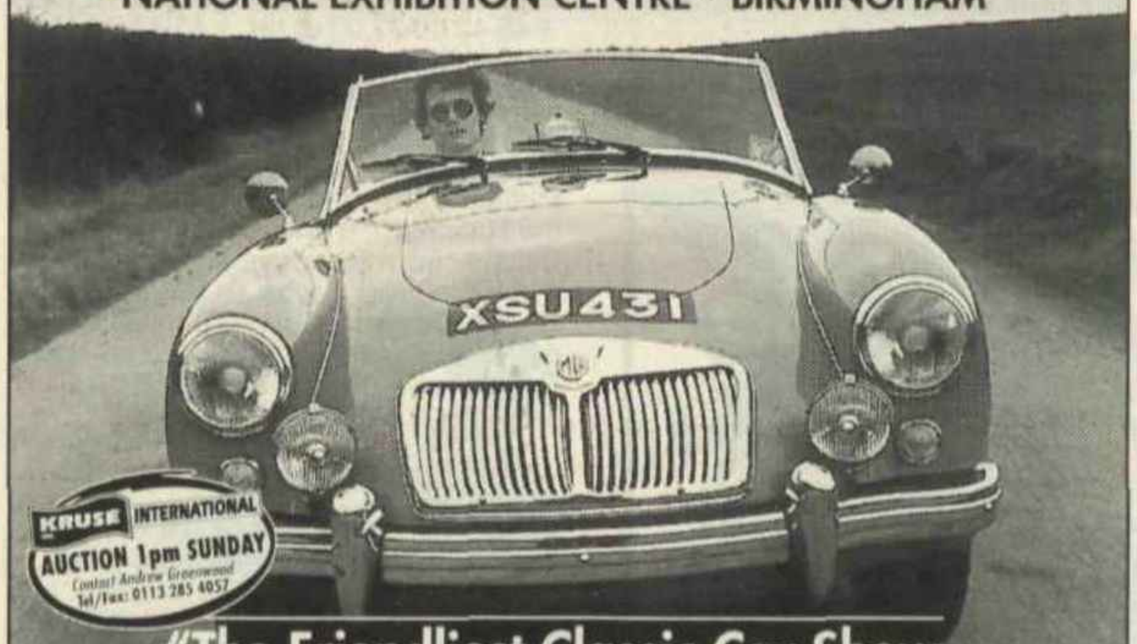
19TH-22ND SEPTEMBER

VSCC SPRINT, Hill Climb and Races, Isle of Man. For further details contact David Franklin, 01635 44411.

21ST-22ND SEPTEMBER

CLASSIC CUSTOM AND KIT CAR SHOW at Lancaster Leisure Park, Wrysedale Road, Lancaster. Details from Paul Thompson 01524 846697 or Julie Rosthorn 01254 389051.

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21ST–24TH SEPTEMBER

THE RACMSA EURO CLASSIC RUN. This event is now in its fourth year and is a mixture of museum visits and circuit visits, finishing on 24 September at the Nurburgring where all participants will have the opportunity of driving on both the old and the new motor racing circuits. Contact Malcolm Neill on 01753 681736 (fax 01753 682938) for details.

22ND SEPTEMBER

VSCC THE KENTISH RALLY, Maidstone, Kent. For further details contact David Franklin, 01635 44411.

28TH SEPTEMBER

VSCC LC & E DRIVING TESTS, Swindon, Wiltshre. For further details contact David Franklin, 01635 44411.

28TH–29TH SEPTEMBER

CLASSIC PROMOTIONS CLASSIC SPORTS AND PERFORMANCE CAR SHOW at Tabley House, Knutsford, Cheshire. Contact 0161 43f1 8191.
INTERNATIONAL CLASSIC SPORTS AND PERFORMANCE CAR SHOW. Details from Classic Promotions UK Ltd., Overbank, 216 Heaton Moor Road, Stockport, Cheshire SK4 4DU. Telephone: 0161-431 8191. Fax: 0161-442 3048.

29TH SEPTEMBER

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

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

5TH OCTOBER

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

6TH OCTOBER

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

6TH-13TH OCTOBER

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

13TH OCTOBER

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

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19TH OCTOBER

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

26TH-27TH OCTOBER

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

2ND NOVEMBER

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

23RD-24TH NOVEMBER

LEEDS – RAC INTERNATIONAL HISTORIC RALLY, Britain's round of the FIA European Historic Rally Trophy. Regulations available for Leeds-RAC International Historic Rally. The even, which is based in Leeds and sponsored by Leeds City Council, will run over selected stages of the 1996 Network Q RAC Rally on Saturday and Sunday 23rd/24th November. The new format offers two visits to the special stage at Croft together with around fifty miles of forest stages on Saturday. On Sunday the cars will visit Clumber Park and Donington running ahead of the Network Q RAC Rally, and will then have two runs over the Leeds stage at Temple Newsam prior to the event finish at one o'clock outside the Town Hall on The Headrow in Leeds. The Event, which is the final round of the FIA European Historic Rally Trophy, is open to cars complying with Appendix K of the FIA Year Book and registered before the end of December 1971. Further details and copies of the regulations are available from: Historic Rally Car Register, Tibberton Court, Tibberton, Gloucester GL19 3AF. Telephone 01452 790648. Fax: 01452 790649.

7TH-10TH DECEMBER

THE AA LAND'S END TO JOHN O'GROATS RELIABILITY TRIAL AND TOURING TRIAL for historic and classic cars. Come and be part of Britain's greatest motoring adventure. For more information, contact Andrew Bateman at the AA LE JOG Office on (overseas +44/UK 0) 1886-833505 or Fax (+44/0) 1886 833144.

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THE MONTE CARLO CHALLENGE now its 8th year, a higly authentic recreation of the real Monte Carlo Rallies ... 20 pre-war cars drove a 1930's route last winter and 150 classics drove a tougher course through blizzards in the Alps. *We have a seminar, film night and rally school - so novices outnumber expert old hands! (At Brookes University, Oxford, Nov 30 & Dec 1.)* Call Philip Young or Peter Browning at the Classic Rally Association for an information pack and join us for Europe's biggest historic rally - February 9-14.
The Classic Rally Association, Ashbrook Mews, Blewbury, Didcot, Oxon, OX11 9QA
Tel: 01235 851291 Fax: 01235 851292 Visit our website at www.carnet.co.uk/rallyoffice

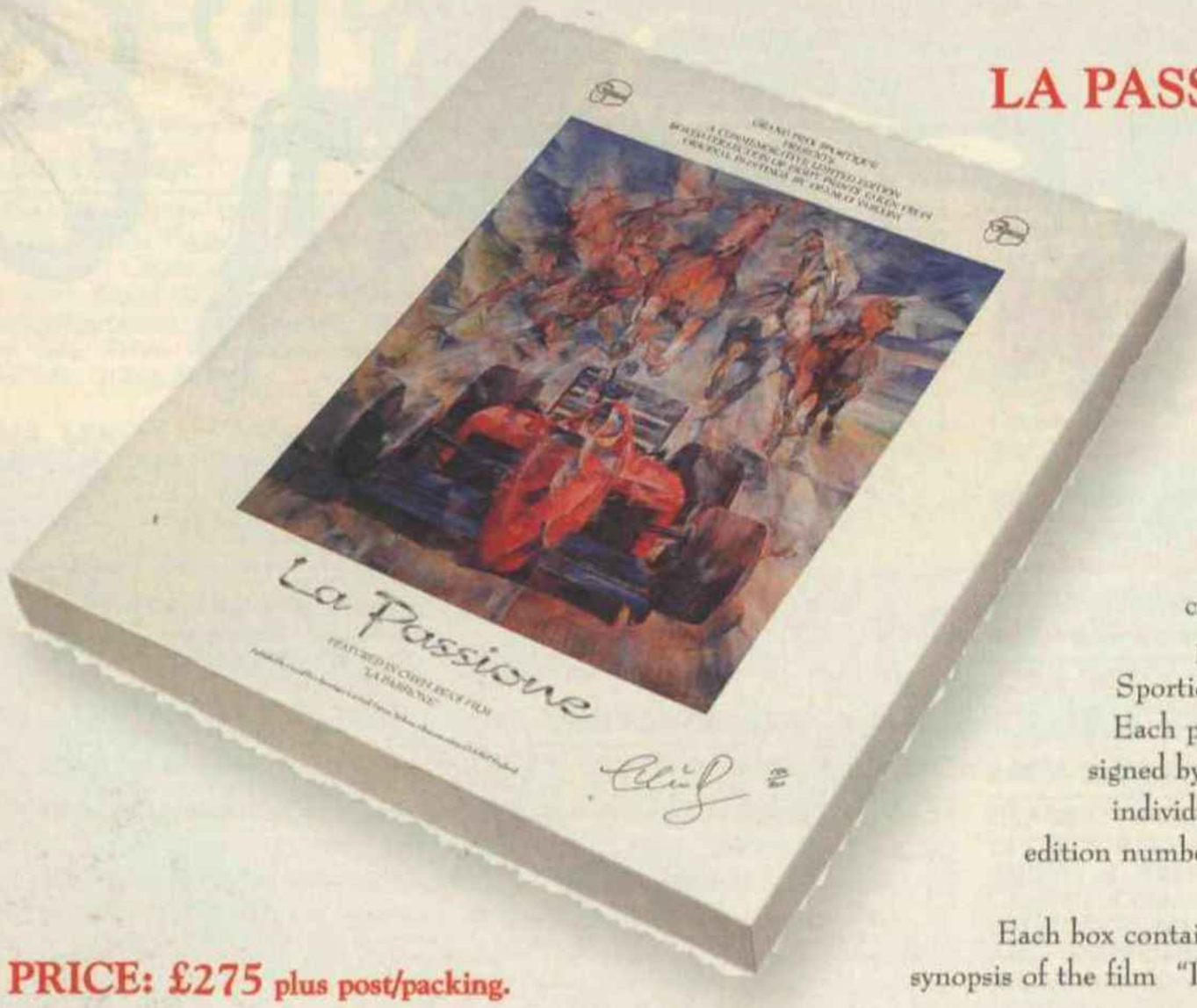
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"FERRARI TEAM MATES"

Baron Wolfgang von Trips and Phil Hill in the pits with Ferrari "shark nose" car No. 40 prior to start of the 1961 Monaco Grand Prix.

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Juan Manuel Fangio, with his Lancia-Ferrari D50, prior to winning the 1956 British Grand Prix at Silverstone.

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ENZO FERRARI'S MAGNIFICENT MACHINES

BY LAURENCE MEREDITH



French GP, 1971: with a historic 50th Grand Prix victory to start the season, Ferrari was back on a roll which would see the flat-12 engine notch up three Constructors Championships.

"Enzo Ferrari was famous as a custodian of every human emotion"



A complex man, few were ever allowed much more than a glimpse into the inner persona of the enigmatic Enzo Ferrari. But to understand his character properly, it is rarely necessary to look further than the nosecone of one his cars, and essentially from behind the steering wheel. For Ferrari the car was and remains Ferrari the man.

An automotive legend both enjoyed and burdened by the evocative Cavallino emblem, Enzo Ferrari was famous as a custodian of every human emotion, most being usually expressed in the stereotypical Italian manner. An incurable polemicist who really enjoyed the art of agitation — his relationship with the world's press proved a perpetually turbulent affair — his zest for producing fast, beautiful motor cars, whether for road or track, never left him for a minute.

A man of extremes, who in contrast with the extravagance of his cars led a frugal life, Enzo Ferrari never took holidays, ate and drank modestly and spent most of his time in his Maranello office, where he protected the dynasty he created with the resolve of a totalitarian dictator, relentlessly pursuing anyone, anywhere — through courts of law if necessary — who sought to misuse his name.

Fiery, temperamental, stunning, all-conquering, selfish, long-lived, peerlessly charismatic — all adjectives which apply equally to both the man and his machines. The cars are an inherent extension of Ferrari's personality, his *alter ego*, the metallic part of his metabolism. And there is little doubt that the cars, like their creator, have caused more heartache and soul-searching than almost anything or anyone else in the automotive world.

The sheer beauty of the cars — many are considered to be works of art rather than craft — has influenced generations of designers, and continues to fire the imagination of old and young alike, remaining a benchmark by which aesthetic automotive appeal is measured.

Among motoring and motor racing enthusiasts, Ferrari ownership is a powerful ambition and one that eludes most of us; but for the lucky few it provides an unimpeded route to the ultimate driving experience. Or, for those who don't enjoy driving, a thing of tangible beauty that lasts for ever, to be viewed as an icon, the very pinnacle of the motor manufacturer's art. This is simply because all Ferraris are great; not all were good — far from it — but all are truly magnificent in one way or another.

What follows, therefore, is a selective guide to the classic Grand Prix, sports racing and road cars, products of Maranello magic spanning nearly half a century. Lack of space precludes the inclusion of every model and variant, but it is hoped that many of those featured will recapture the golden days of Ferrari, which remains so clearly printed on the memories of fully paid-up members of the *tifosi* the world over.

At present, Maranello's Grand Prix effort, spear-headed by Michael Schumacher, has come under severe attack for a run of unfathomable mechanical failures, despite consistently outqualifying every team on the grid except Williams. This criticism, however superficially irrational, is perfectly understandable; the Ferrari name means so much to so many, that the only acceptable position of the car that carries the number one, is at the front — winning. And winning is, above all else, what the Ferrari name stands for.

ENZO FERRARI'S MAGNIFICENT MACHINES

THE GRAND PRIX CARS



125 (1948)

Third place in the Turin GP on its first outing with Sommer driving set the scene for future Ferrari success. The Colombo-designed V12 1.5-litre supercharged engine had a chain-driven single OHC and was reasonably reliable to 7500rpm. The bodywork, above, was uncharacteristically ugly, but Farina scored the new car's first victory at Garda on its second outing. The 125s were developed throughout 1949, highlight of the season being Ascari's win at the Silverstone *Daily Express* meeting, right.

4.5-litre V12 (1950)

Debuted at the Italian GP where Ascari finished second, the unsupercharged V12 effectively ended the GP supremacy of the supercharged Alfas. Producing 330bhp — raised to 370bhp with twin ignition — these cars were fast and reliable, but it wasn't until 1951 that they really showed their pace, Ascari winning the British, German and Italian GPs and finishing second in the Driver's Championship to Fangio in the Alfa. Alfa then withdrew from racing, and the GP rules changed for 1952 in favour of F2 cars.

F2 500 (1952)

A switch from 12 cylinders to a 2-litre four-pot for the F2 'GP' Championship paid dividends. A relatively simple car that was light, gave good fuel consumption (12mpg), and excellent handling helped Ascari to victory in the Drivers' Championship with six wins. Ferrari won every Championship round except Indianapolis. And it was the same in 1953 with this car, Ascari winning five GPs, the only non-Ferrari victories of the season being Indianapolis again and Monza, where Fangio won in a Maserati.

553 (1954)

The first 'spaceframe' Ferrari, nicknamed the Squalo (Shark) because of its wide, pannier-carrying body. A Lampredi-designed 2-litre four-cylinder engine (later increased to 2.5-litres), was fitted in a neat overall package, but most drivers preferred the earlier car, as the Squalo was far from reliable. Two Ferrari victories in 1954 were the British GP (Gonzalez) and the Spanish GP (Hawthorn).

625 (1954)

Similar to the 1953 two-litre car, the 625 was prepared for the new 2½-litre Formula of 1954. On Weber 50 DCOA3 carbs, it produced up to 250bhp, but it wasn't sufficient to keep pace with Mercedes-Benz or Maserati who were dominant throughout the season.





Lancia-Ferrari (1956)

Lancia's ailing fortunes saw Ferrari running the beautiful D50s at the end of 1955 in practice for Monza. The Supersqualo came good towards the end of that season, but it was too late; so for 1956 Enzo concentrated the team's efforts on the V8-engined Lancia-designed cars, which carried Prancing Horse badges. The Jano 2½-litre V8 was a gem and the bodywork handsome — another car with unusual side-mounted fuel tanks. The handling, however, was said by *some to be tricky, but Ferrari's masterstroke for* 1956 was in employing Fangio as Squadron Leader after Mercedes withdrew at the end of 1955. The maestro won three championship rounds and clinched his fourth driver's title.





555 Supersqualo (1955)

A modified Squalo with a new chassis frame that continued with pannier fuel tanks but much lower bodywork up front. Farina, Taruffi, Schell, Trintignant and Ferere expressed doubts about the car, Farina preferring the aged 625. Trintignant won at Monaco — the only non-Mercedes victory of the season — but it was an otherwise barren year for Uncle Enzo's Grand Prix team.

Lancia-Ferrari 801 (1957)

The Lancia was redesigned with a stronger chassis, tail-mounted fuel tank and a variety of spec changes for Hawthorn and Collins including rear swing-axles and De Dion tubes. Bodywork was also revised and resembled earlier Ferraris more closely. Ferrari had a mixed season with the 801 as it was no great improvement on the 1956 version. Despite the talent of the British drivers, Fangio had joined Maserati and it showed, the Argentine genius scoring four wins and his fifth Drivers' Championship, For the last race at Casablanca, Ferrari appeared with the V6 Dino, signalling the end for the V8-engined cars.

ENZO FERRARI'S MAGNIFICENT MACHINES





Dino (1958)

Ferrari built Dinos (so called in memory of his son) in F1 and F2 guises with 2½-litre and 1½-litre V6 engines respectively. In many ways they were fabulous archetypal Fifties' single-seaters — seductively beautiful, fast and well engineered — but Tony Vandervell, who hated Enzo's "bloody red cars", had got his Vanwalls working properly at last and Moss and Brooks gave the Ferrari drivers a hard time. The Drivers' Championship, which was ultimately between Moss (Vanwall) and Hawthorn (Dino) went to the wire, the outcome depending upon the last race of the season at Casablanca. Moss won, but Hawthorn finished second, sufficient for the dashing Hawthorn to clinch the title by just one point from Stirling.

Dino (1959)

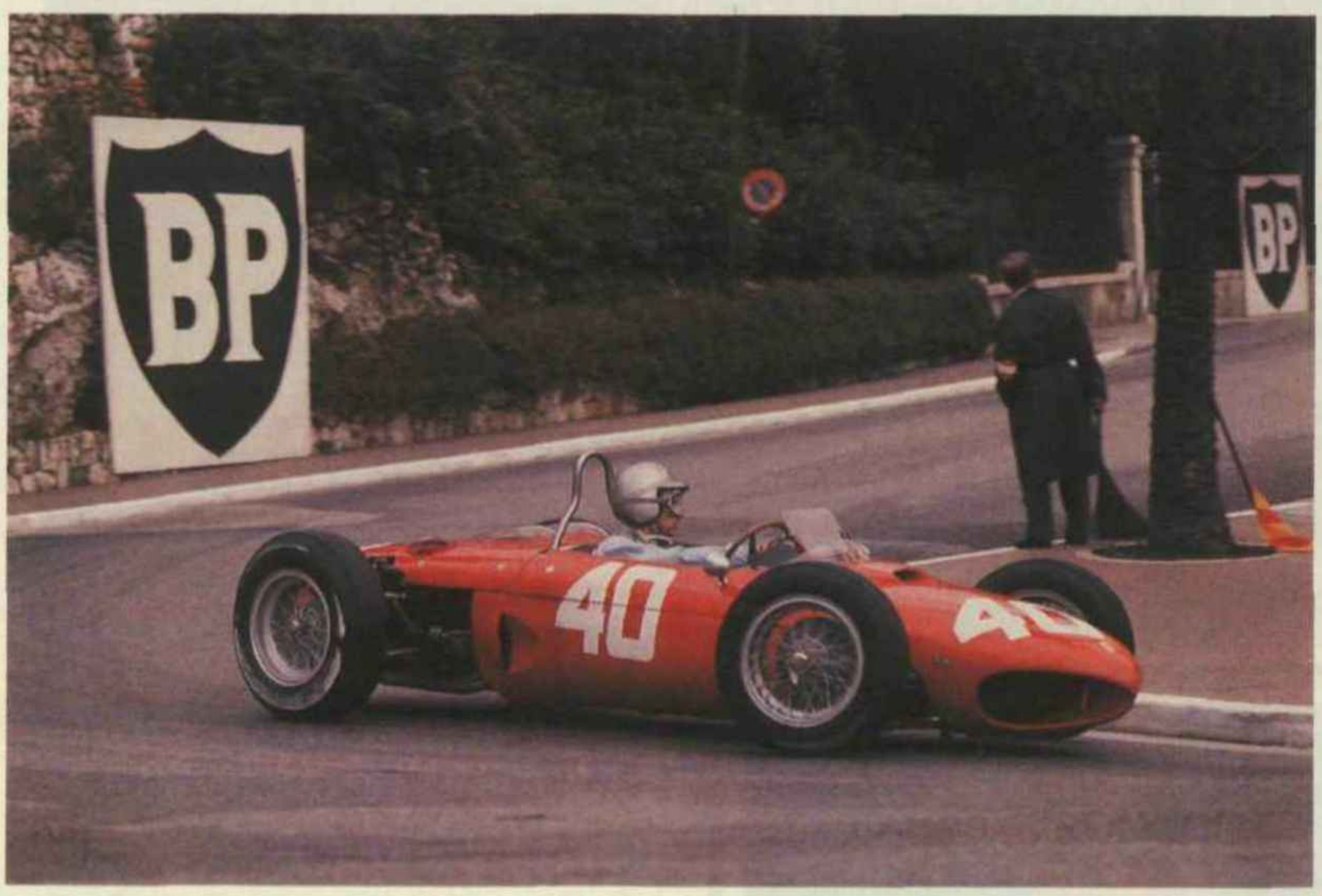
A more efficient exhaust system, revised bodywork by Fantuzzi, all-round Dunlop disc brakes and rear coil springs with Koni shocks all improved the Dino, but to no avail, as it was obvious from Jack Brabham's performance in the little mid-engined Cooper that the writing was on the wall for the front-engined dinosaurs. Brooks won for Ferrari at the fast circuits of Reims and Avus, but superior power alone was not sufficient to stave off the British cars elsewhere.

Dino (1960)

As Ferrari didn't really imagine that the future lay in mid-engined cars, the team stayed with the Dino for the final year of the 2½-litre Formula. The rear suspension was modified from De Dion to wishbones but little else was revised and the Scuderia had a predictably miserable season, with just one win in the form of Phil Hill's victory at Monza. Dinos were the glorious, glamorous Ferraris but, happily for Enzo, a new era was about to dawn. . .

156 (1961)

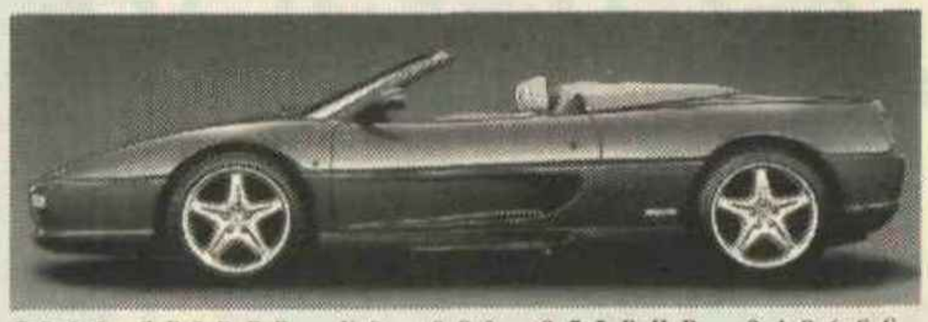
A new spaceframe chassis, Chiti-designed 180bhp V6 1.5-litre and a slim, ultra-smooth body were combined to produce a winner for 1961, not to mention a strong driver line-up which included Phil Hill, Richie Ginther and 'Taffy' von Trips. The 'shark-nose' car as it was dubbed also happened to be exceptionally beautiful, even by Ferrari standards. Around Monaco, the car proved inferior to Moss in Rob Walker's Lotus (the Englishman's greatest drive?) but, after the tragic death of von Trips at Monza, Phil Hill clinched the Drivers' Championship and Ferrari convincingly took the Constructors' title with five victories.



156 (1962)

Apart from a new 6-speed gearbox, the 156 was almost unaltered for the 1962 season, and a number of drivers all had a go including Phil Hill, Bandini, Baghetti, Mairesse and Rodriguez. But the biggest problem for the team was Sir Alfred Owen's threat to pull the financial plug on BRM if the British company's dismal performances of the previous years continued. This was a powerful incentive and Graham Hill saved the day for BRM by duly winning his and BRM's first championship.

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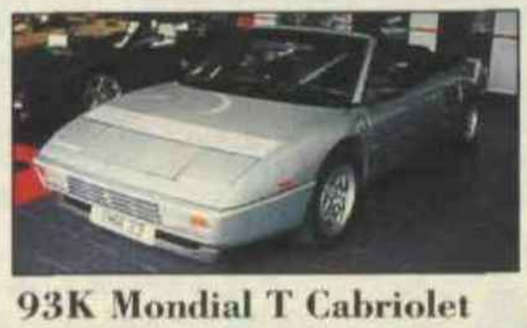
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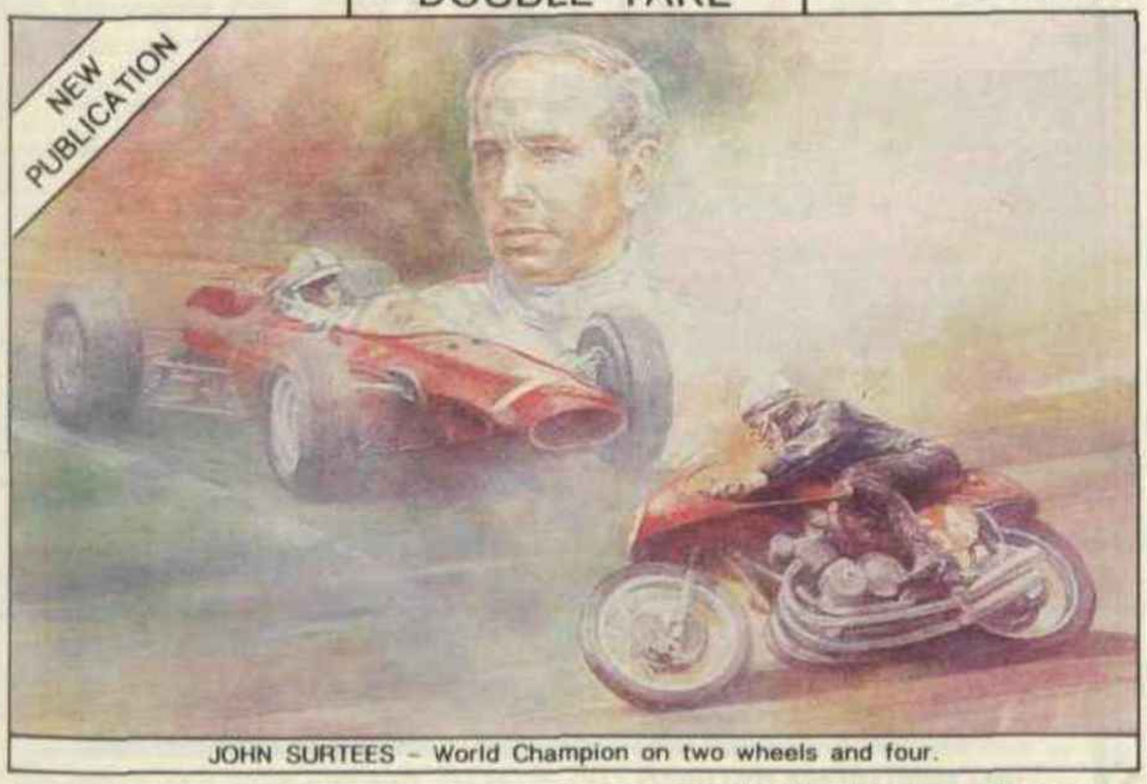


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ENZO FERRARI'S MAGNIFICENT MACHINES



156 (1963)

A new car, a new driver in the form of brilliant Big John Surtees and a new threat. . . the Lotus 25 monocoque car. Despite suspension modifications, a more compact chassis frame, Bosch high-pressure fuel injection and bodywork revisions, this was to be Jim Clark and Colin Chapman's year with a car that took GP technology several steps further. Best result of the season was Surtees' win at the Nurburgring, but Lotus won 7 out of the 10 rounds.

158 (1964)

A switch from six to eight cylinders and from spaceframe to semi-monocoque was a smart move, as was the retention of John Surtees' services, the ex-motorcycle champion winning the Drivers' title from Graham Hill in the BRM by just one point. And this despite three victories from Clark (Lotus) and two apiece for Hill and Surtees. With 210bhp at 11,000rpm, the 158 had a choice of five-, six-, or seven-speed gearboxes, but Ferrari also had a flat-12 engine in the wings.

158 (1965)

Not a good year for the *tifosi* as the V8 wasn't sufficiently powerful and the flat-12 in Bandini's hands wasn't a great deal better. Surtees was injured in a Can-Am accident in Canada, which didn't help matters, and Jimmy Clark wrapped the Championship up with six outright victories in the Lotus. No Ferrari victories in 1965, and the team wound up fourth in the Constructors' Championship, an ignominious end to the 1½-litre Formula for Enzo.

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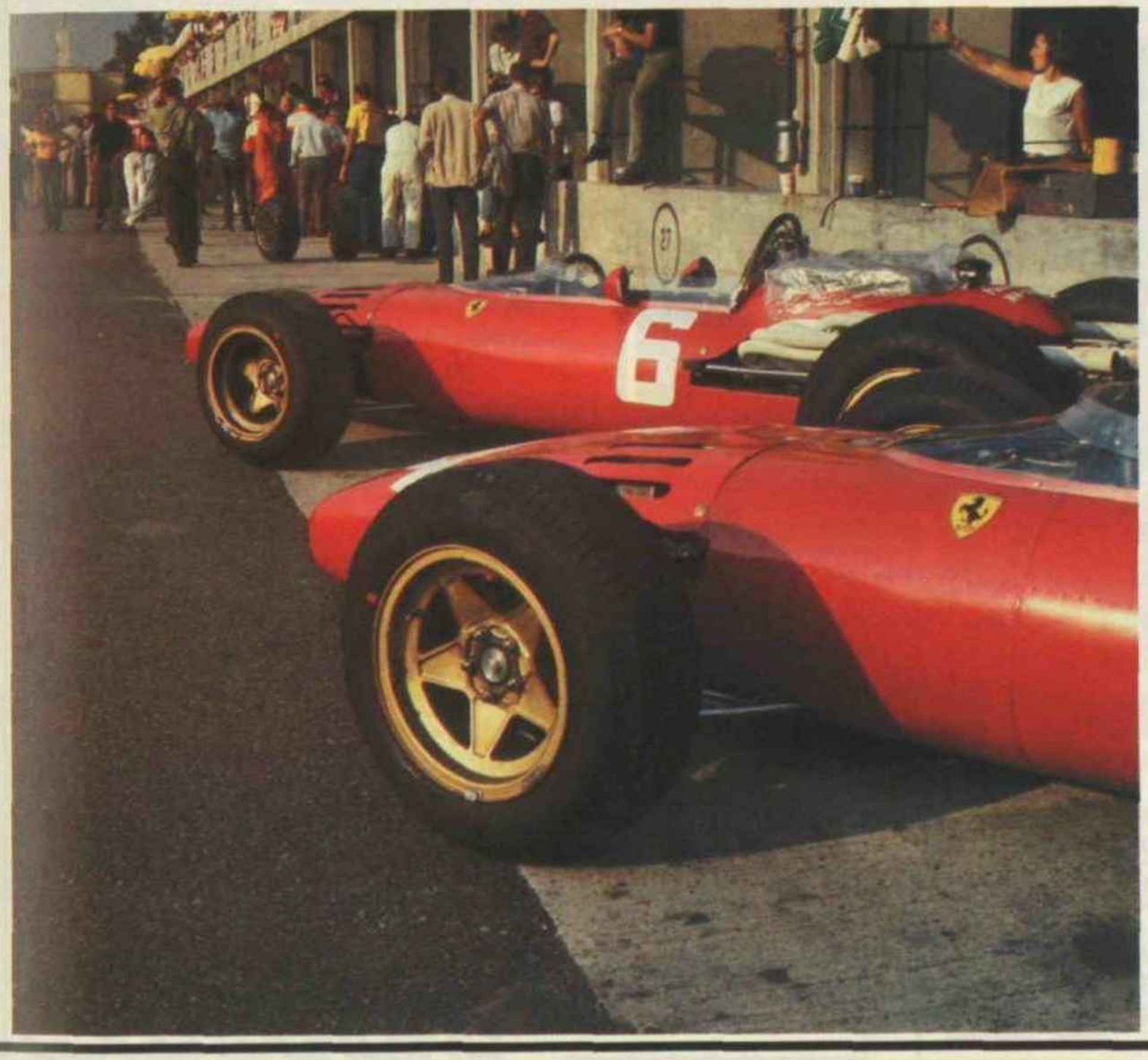
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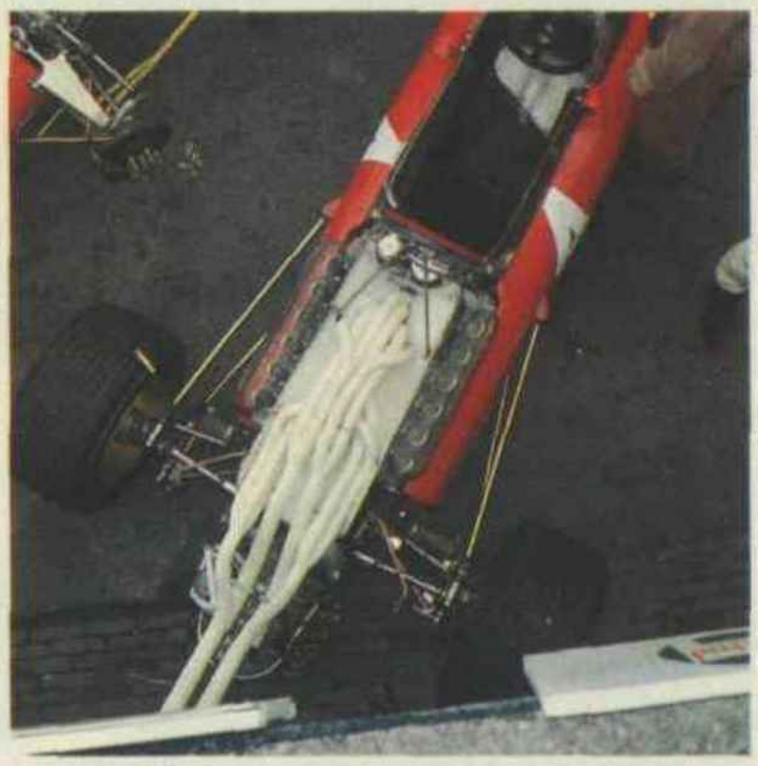
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312 V12 (1966)

A new semi-monocoque and a Forghieri-designed 60-degree V12 developing 360bhp at 10,000rpm for the new three-litre Formula. The original two-valve cylinder heads were eventually developed into three- and four-valvers. Surtees and Bandini made for a strong driver line-up, but this was an era in which British 'kit-cars' would dominate GP racing for a very long time. Best result was Scarfiotti's victory in the Italian GP.







312 V12 (1967)

A sour year for the Scuderia; Surtees had left for Honda and relatively minor modifications to the cars did little to improve their performance. Results didn't come and poor Bandini perished after a fiery accident at Monaco, Chris Amon's fine third place in this event being virtually forgotten today. A pretty Ferrari but not good enough against the Brabhams and Lotuses, Hulme taking the Championship in the Brab.

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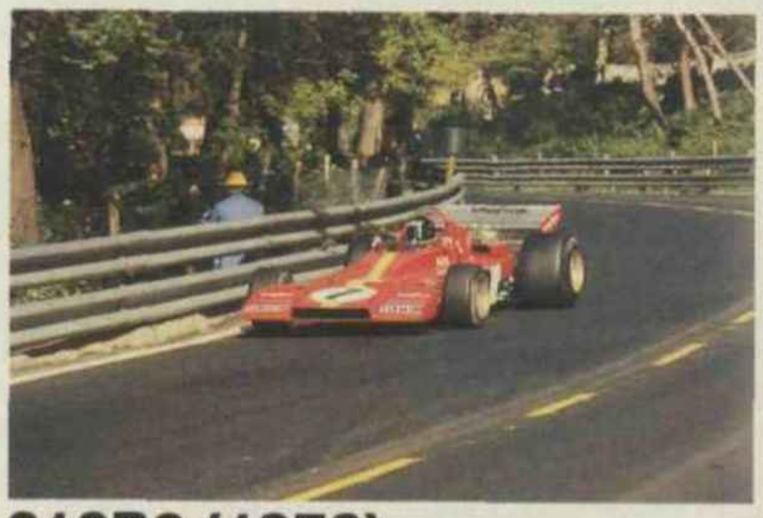


312 V12 (1968)

The year in which new-fangled devices called aerofoils were fitted, and they worked too as drivers suddenly found hitherto unknown levels of grip and stability. Forghieri experimented with different positions for the rear wings throughout the season but 1968 was another unsuccessful year for Ferrari. Despite employing the services of the Belgian genius Jacky Ickx, who scored the only victory of the season at the French GP, the Scuderia finished fourth in the Constructors' Championship.

312B2 (1972)

A revised car with a longer wheelbase, suspension changes and more power — 480bhp at 12,500rpm — but it was all to little avail. Not even the natural talent of Jacky Ickx (the world's best ever all-round racing driver?) and the ever-determined Regazzoni could do much about the season-long Lotus/Tyrrell battle. Ickx, however, set pole at the Nürburgring, and showed his true skill on the demanding track by scoring the team's only Championship win of the season.



312B3 (1973)

A brand new design, above, and Ferrari's first true monocoque chassis, which debuted at the fourth round in Spain fitted with a 485bhp version of the 12-cylinder boxer engine. A 312B3S version with a different shape to the monocoque appeared in time for Austria, but neither version was competitive even in Ickx's hands. A miserable year in which Ickx became a freelance driver and temporarily switched to McLaren for the German GP where he finished third.

312 V12 (1969)

One of Ferrari's worst ever seasons; now at the end of its development, the V12 became unreliable and even when the cars were actually going, they were well off the pace. The great Italian team was made to look like an 'also-ran' as the Cosworth-powered cars got better and better. Best result for Ferrari was Pedro Rodriguez's fifith place in the US GP. Enough said.

312B (1970)

A wholly new car, right, with a brand new 12-cylinder 'boxer' engine developing 480bhp at 11,500rpm, and Jacky Ickx, reinstated as number-one driver after a season with Brabham, saw Ferrari's fortunes change dramatically. Ickx won three and Regga won one GP, finishing second and third respectively in the Championship to Rindt's posthumous victory. The new 312 was a great car, and, along with Dan Gurney's Eagle, was arguably one of the best looking of the 3-litre Formula.



312B (1971)

Modified suspension, inboard rear brakes and a new wedge-shaped body, right, (*à la* Lotus 72), and a good start to the season with victory for number-three driver Andretti in the South African GP, Ferrari's 50th F1 win. And a further victory for Ickx at Zandvoort. But Uncle Ken Tyrrell's kit-car proved too much for everyone except Jackie Stewart, who took six victories and the Championship. A good year for Ferrari nevertheless.



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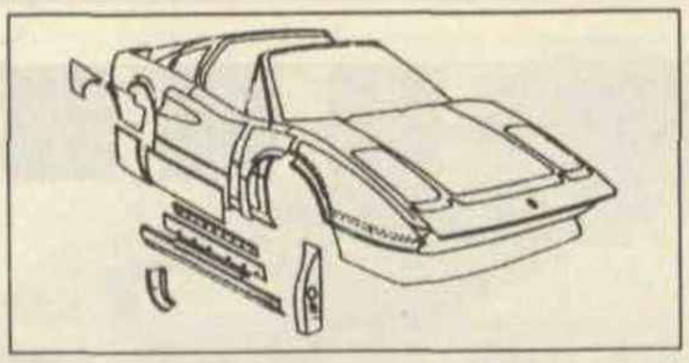


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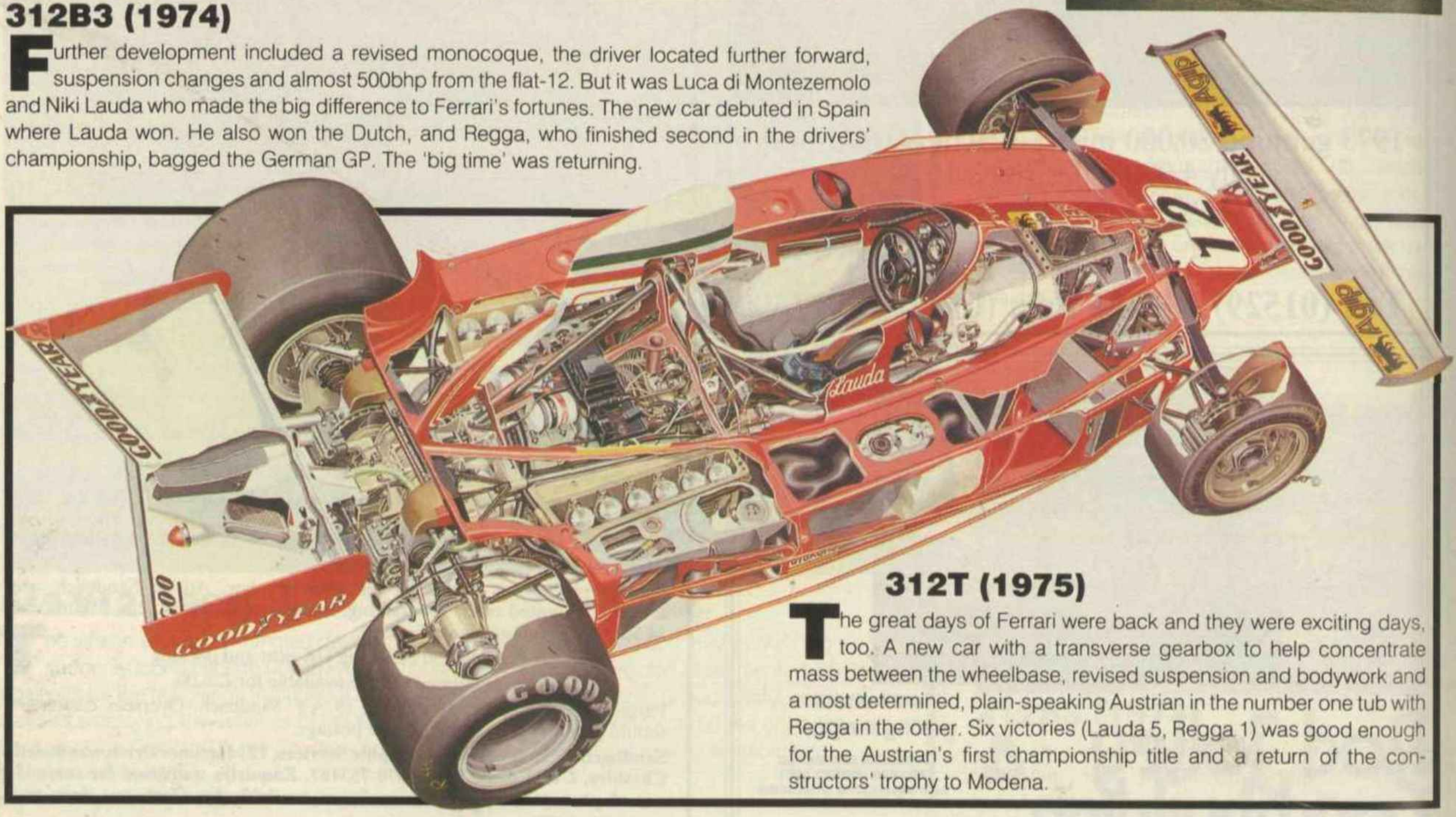
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312B3 (1974)

Further development included a revised monocoque, the driver located further forward, suspension changes and almost 500bhp from the flat-12. But it was Luca di Montezemolo and Niki Lauda who made the big difference to Ferrari's fortunes. The new car debuted in Spain where Lauda won. He also won the Dutch, and Regga, who finished second in the drivers' championship, bagged the German GP. The 'big time' was returning.



312T (1975)

The great days of Ferrari were back and they were exciting days, too. A new car with a transverse gearbox to help concentrate mass between the wheelbase, revised suspension and bodywork and a most determined, plain-speaking Austrian in the number one tub with Regga in the other. Six victories (Lauda 5, Regga 1) was good enough for the Austrian's first championship title and a return of the constructors' trophy to Modena.

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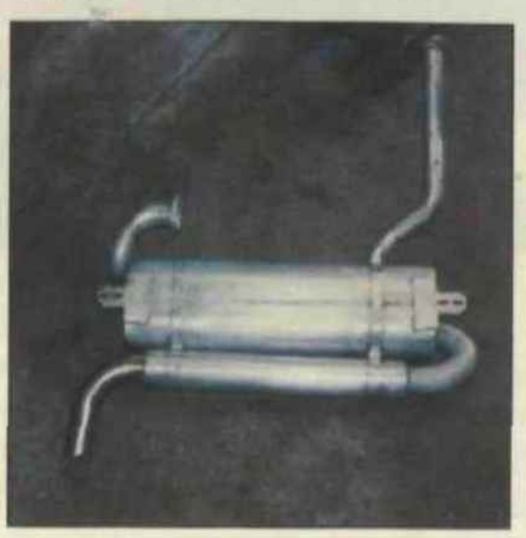
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312T (1976)

A narrower car with attractive 'nostril' air intakes at the front of the cockpit to replace the large airbox behind the driver's head, the '76 car was extremely pretty and effective. Lauda won the opening two rounds (Brazil and South Africa), Regga taking the third at Long Beach. Niki went on to win three more rounds before the Nürburgring crash which so very nearly claimed his life. A year of controversy and a championship win for James Hunt in the McLaren, but Ferrari retained the constructors' pot. Lauda would return. . .



312T2 (1977)

. . . and with a vengeance! Not that Ferrari had things all its own way. Opposition from Scheckter (Wolf), Andretti (Lotus), and Hunt (McLaren) was always lurking. Lauda won three rounds (South Africa, Germany and Holland), and took the drivers' title which, with Reutemann's win in Brazil, also gave Ferrari the constructors' championship. . . yet again.

But. . .

Apart from Jody Scheckter's Championship victory in the T4 Ferrari in 1979, Ferrari's future years would be lean indeed, despite the genius and charisma of Villeneuve (Snr), supreme talent of Alain Prost, dogged determination of 'our Nige' and more recently, the extraordinary talent of Michael Schumacher. But be assured, it's only a matter of time before the inevitable happens and the Scarlet Ferraris (as Murray Walker loves to call them) are back on top.

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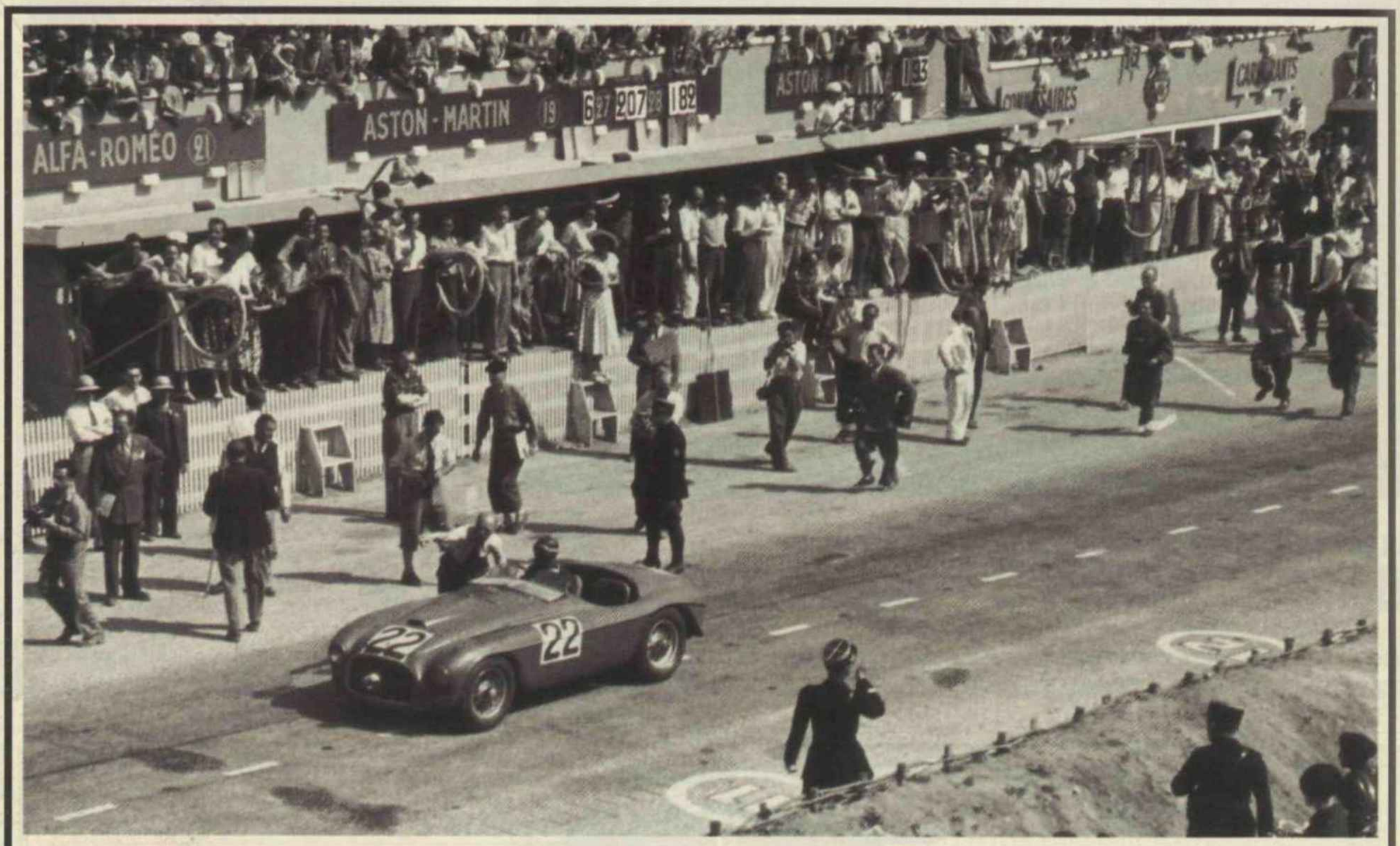
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166 (1948)

Bored out to two litres (166cc per cylinder), the 166's engine was initially placed in the 125's chassis, and then on a shorter chassis, which was used in conjunction with a variety of power units. Bodies had cycle wings but some were converted to 'full-width' bodies. A very successful little car, its most notable victory was on the 1948 Mille Miglia in the hands of Biondetti/Navone.



125 (1947)

The first V12 displaced just 1498cc, gave 118bhp at 6500rpm and scored seven wins in Italian events in its first season. A tubular steel chassis formed the basis, front suspension was independent by double wishbones and transverse leaf spring, the rear by semi-elliptic leaf springs and the two-seater bodywork was painted red and as ugly as sin. But it was from this car that future legends grew.

166 (1949-1950)

More power and further victories including the Le Mans 24 Hours, Spa 24 Hours, Targa Florio/Tour of Sicily and the Mille Miglia. Barchetta-bodied cars were beautiful — just one reason why they still command high prices today — and monotonously successful. Developed into the 2.3-litre 195 Sport with 180bhp, but few examples were built and the car wasn't a great success.

212 Sport (1951)

Similar to previous cars but with a 2.6-litre engine developing 150bhp. Modifications were 'under-the-skin' and included different gearing and a smaller fuel tank. In 212 Inter guise with revised bodywork and rear suspension, Taruffi and Chinetti won the 1951 Mexican road race at the spritely average speed of 88mph.

225 Sport (1952)

Engine capacity was again increased (up to 2.7 litres) and, with triple 36 DCF Webers, there was a respectable 210bhp on tap. A team of three 2.7-litre cars was entered for the Targa Florio along with a new 3-litre engined car (a bored out 2.7-litre). And it was Bracco's legendary outing with the latter that made the headlines as he thrashed the well-rehearsed Mercedes assault on the race. Five 2.7-litre cars were also entered for the GP of Monaco and filled the first five places when the chequered flag fell. Quite a car.

250 Sport/250MM (1953)

Fitted with the 3-litre V12 engine developing 250bhp on three 36DCF Webers, the Sport was eventually modified with different carbs, revised front suspension, a four-speed 'box instead of the previous five-speeder and was called the 250 Mille Miglia after Bracco's victory in the prototype coupé. The 250MM had coupé bodies by Pininfarina and Spider bodies by Vignale. A successful car in Europe and America.

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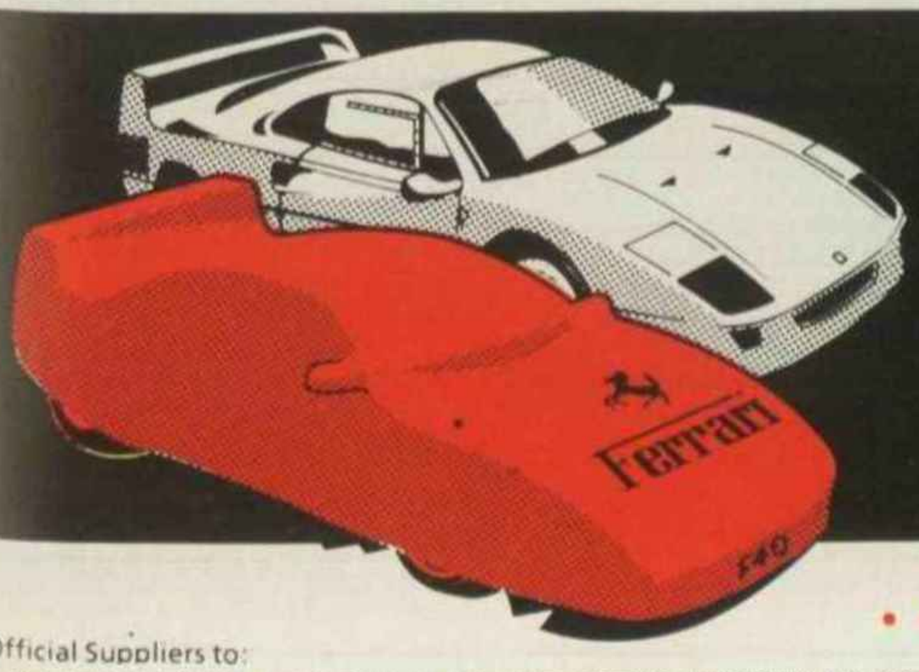
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ENZO FERRARI'S MAGNIFICENT MACHINES



375 Mille Miglia (1953)

Similar to the 340MM in most respects, except fitted with the 4.5-litre engine developing around 340bhp. Vignale made the first body with Pininfarina taking over thereafter. A hugely successful car and a very driveable machine, notable wins included the Spa 24 Hours and Pescara 12 Hours.

375 Plus (1954)

A 4.9-litre V12 with 345bhp and a De Dion rear axle. Three 4.9-litres were entered for Le Mans and went immediately to the fore with the Jaguars in hot pursuit. The Gonzalez/Trintignant car emerged victorious making it a truly 'golden' year for Ferrari with the Nürburgring, Buenos Aires and Agadir also under its belt. However, it was Le Mans that proved the sweetest win as the Scuderia had been beaten by Talbot, Jaguar and Mercedes since 1950.

750 Monza (1954)

The most successful of the 'alternative' four-cylinder Ferraris, the 3-litre 250bhp Monza debuted in 1954 at Monza, where it won. Similar to the 500 Mondial, four-cylinder Ferraris enjoyed a long career with many victories to their credit including Marrakech, Imola and the GP Supercortemaggiore, not forgetting the 1956 World Manufacturers' Championship.

290 Mille Miglia (1956)

As Mercedes had interrupted Ferrari's supremacy in the World Manufacturers' Championship in 1955, Enzo brought out the 3.5-litre 320bhp V12 290 and later the 315 (3.7-litre) and 335 (4-litre). The 290 basically replaced the 860 four-cylinder Monza and was successful straight out of the bag, with Castellotti winning the Mille Miglia and a number of other top events. Taruffi also won the 1957 Mille Miglia, an event marred by the death of de Portago in the 335 Sport, which brought the great race to an end.

Dino 206 (1958)

Although the TR formed the mainstay of the factory's efforts in 1958, the 206 (based on the F2 car) appeared with a V6 2-litre engine developing around 225bhp. Peter Collins won with this car at Goodwood on the car's debut. A further Dino, the 296, was also raced in 1958 at Silverstone, where Hawthorn brought it home in third place. Dinos were also raced during 1959.

246SP (1961)

A fresh design and Ferrari's second car to have the engine — a 2.4-litre V6 developing 275bhp — positioned behind the driver. The chassis was the familiar tubular framework and there was all-round independent suspension. The 246 was run concurrently with the Testa Rossa, but results were comparatively poor in 1961, the highlight of the SP's career coming in 1962 with victory on the Targa Florio. A V8 248 also appeared in 1962.

340 Mille Miglia (1953)

The big 4.1-litre car built for the 1953 Mille Miglia with Touring bodies for the factory cars and Vignale bodies for private customers. Pininfarina also produced a coupé for Le Mans. With 300bhp, these monsters were fast and furious, Giannino Mazotto winning the 1953 Mille Miglia with a Vignale-bodied car. Otherwise, successes were few as the 340 was a difficult car to master.



250 TRS (Testa Rossa Sport) 1957

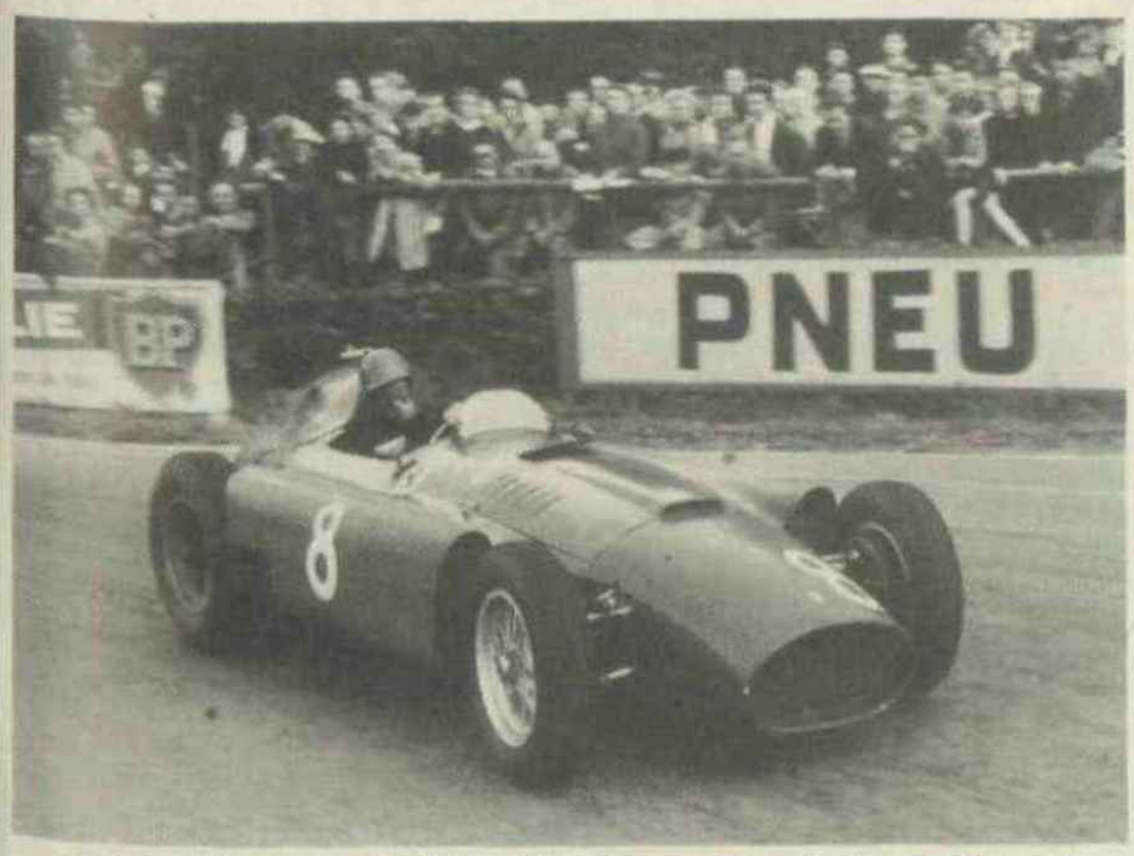
Another Ferrari success story, the V12 3-litre with its red-painted cylinder heads developed 330bhp on a half a dozen 40DCN Webers and debuted at the Nürburgring in 1957 driven by Gregory and Morolli, but got nowhere and, despite sporting revised bodywork, failed to finish at Le Mans. Developed over the winter, however, the TRS excelled in 1958, winning the Buenos Aires 1000km, the Targa Florio and Le Mans. The TR went on until 1961, by which time it had notched up another Le Mans (1960) along with the manufacturers' championship, Le Mans 1961 and the Targa Florio in the same year.



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ENZO FERRARI'S MAGNIFICENT MACHINES



250GTO (1962)

The last front-engined Ferrari racer, which came into being as a result of a rule change allowing GT cars into the World Championship. There were 3- and 4-litre V12s in three body styles, the original Pininfarina-designed, Scaglietti-bodied car forming what many regard as the most beautiful Ferrari ever. And it was one of the most successful, notching up dozens of victories and three manufacturers' championships on the trot. A legendary motor car, and one that regularly appears at historic events today, despite airliner values, exorbitant running and restoration costs and crowds of adoring fans. The definitive classic GT?

Ferrari also ran prototype sports cars through 1962 including the 246SP, 248SP, 330GT and the experimental 4-litre car in which Hill/Gendebien won Le Mans.

250P/330LMB (1963)

Two new cars, the rear-engined three-litre V12 and the 4-litre 330LMB GT coupé. A good start to the season at Sebring saw Ferraris in the top six places, Surtees/Scarfiotti winning in the 250P. Surtees made a repeat victory at Nürburgring and Scarfiotti/Bandini won at Le Mans. This was a golden period for Ferrari, the glorious red cars making sonorous tones and scoring victories on both sides of the Atlantic with regular monotony. Enzo was on top, and a certain Henry didn't like it. . .

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Peter Collins British Grand Prix 1958 (his last victory) Ferrari Dino 246. Title **"The Modest Man"**.





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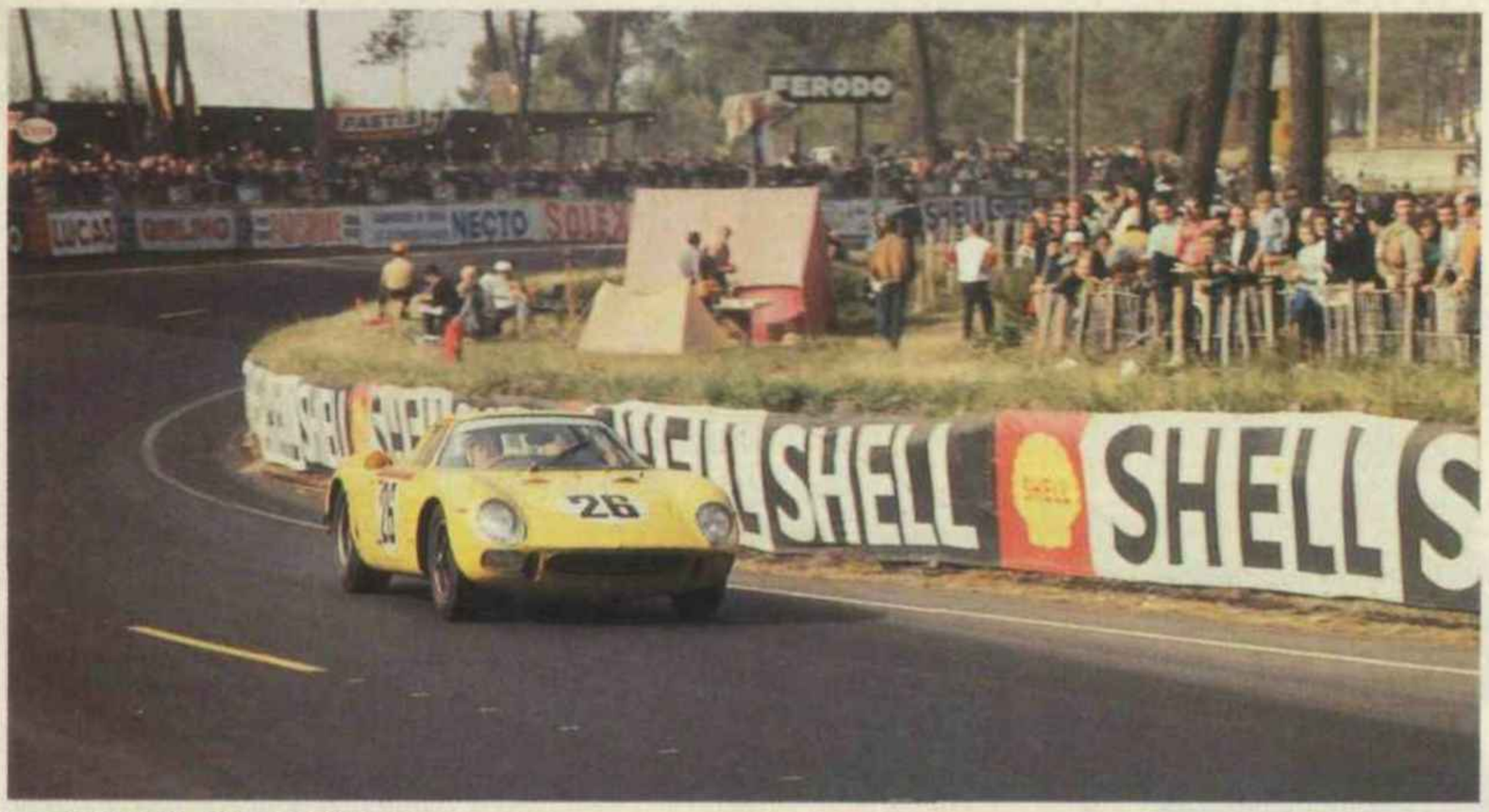
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ENZO FERRARI'S MAGNIFICENT MACHINES



250LM (1964)

The 'tin-top' version of the 250P with the 300bhp 3.3-litre V12, gorgeous Pininfarina bodywork and a shroud of controversy over homologation which ensured a long and distinguished career without a single works entry ever being made. The 250LM's greatest victory came at Le Mans in 1965 with Rindt/Gregory at the wheel, despite considerably more powerful opposition from Ferrari prototypes and Fords. A car that never outstayed its welcome, soldiering on in private hands until the late 1960s.

275P/330P (1964)

Enzo's new prototype sports cars with a 4-litre for the 330 and the 3.3-litre in the 275, both types with revised, more aerodynamically efficient bodywork. Mike Parkes won the season opener at Sebring in the 330, Scarfiotti cleaned up in the 275 at Nürburgring and Guichet/Vaccarella won at Le Mans. It was another super season's racing from Ferrari, but Ford was about to spend megabucks to change the tables.

330P2 (1965)

Another beautiful Ferrari sports prototype with a multi-tube chassis, but with alloy panels riveted directly to it. New four-cam engines were built in 3.3-litre and 4-litre guises and fitted to the 275P2 and 330P2 respectively. Ford won the opening round of the new season at Daytona as the Ferraris experienced a number of problems. . . The writing was on the wall. Honour was saved on the Targa Florio with a win by Vaccarella, Le Mans went to the 250LM and Nürburgring went to Surtees/Scarfiotti in the 4-litre car.

330P3 (1966)

A sensational new body by Drogo and a new, lightened fuel-injected version of the 420bhp 4-litre engine instead of the 5-litre that had been expected. Ferrari also had the delightful new 2-litre V6 206S for selected events. The P3 debuted at Sebring in the hands of Parkes and Bondurant and proved quick. But Gurney's Ford was quicker, and the Ferrari eventually retired with a broken gearbox. Surtees/Parkes won at Monza, Porsche took the Targa and Le Mans was a walkover, at last, for the big Fords. The winning McLaren/Amon Ford effectively ended the Commendatore's long held domination over the sport. Not that the old man was about to give up, of course.

1968

Ferrari took the year off in response to a rule change which limited prototypes to a maximum 3-litre capacity.



312 (1969)

Another wickedly exciting and beautiful racer, which was mechanically similar to Ferrari's 3-litre GP machines. But 1969 turned out to be a dismal year for Ferrari and, at the end of the season, the results table made depressing reading for the *tifosi*. The season opener at Daytona was won by a Lola and Sebring was won by Ford; for the other eight rounds it was Porsche all the way, the Stuttgart concern winding up the constructors' championship a full 15 points ahead of nearest contenders Ford.



330P4 (1967)

A brand new 4-litre V12 developing 450bhp on Lucas fuel injection and a new semi-monocoque construction chassis with a slightly revised body, which gave the world a breathtakingly beautiful car and, arguably, Ferrari's best-looking mid-engined sports car. P4s filled the first three places in the season opener at Daytona, which was encouraging, but the 'big one', Le Mans, went to Ford again, the Gurney/Foyt 7-litre demolishing everything in its wake. The Targa fell to Porsche and Brands Hatch was won by a Chaparral but, despite the upsets, Ferrari won the constructors' championship. . . by just one point.



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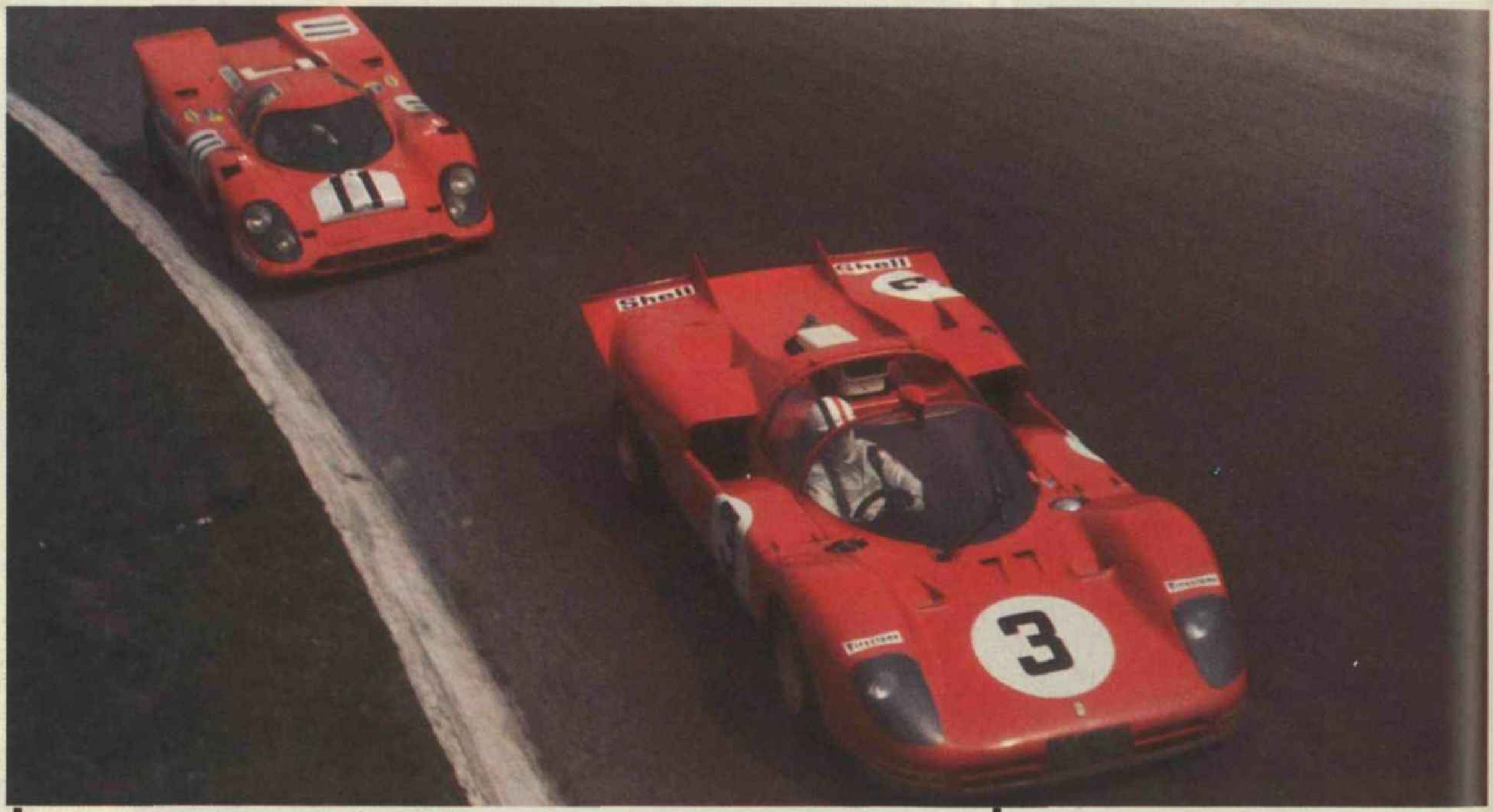
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Ferrari

ENZO FERRARI'S MAGNIFICENT MACHINES



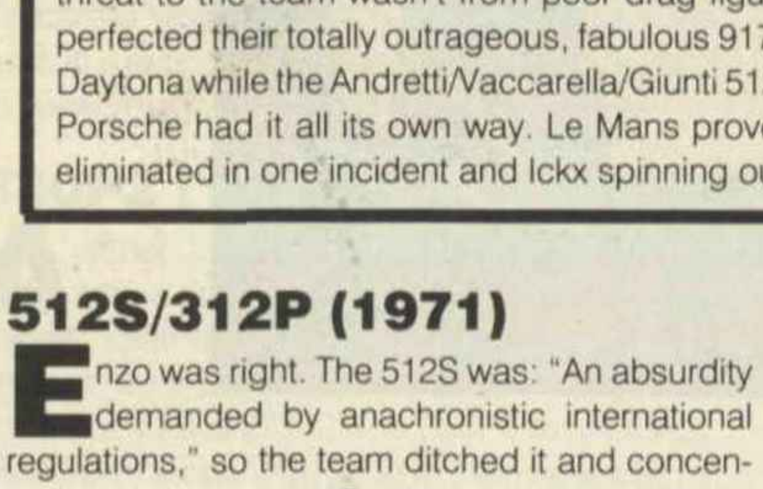


512S (1970)

A 'big banger' for the new season with a 5-litre V12 developing 550bhp at 8500rpm, and a body that neither looked right nor was right from an aerodynamic point of view. But the biggest threat to the team wasn't from poor drag figures, but from Stuttgart, where Porsche had almost perfected their totally outrageous, fabulous 917. The Rodriguez Porsche won the opening round at Daytona while the Andretti/Vaccarella/Giunti 512 took the second round at Sebring, but from then on Porsche had it all its own way. Le Mans proved to be farce of the year for Ferrari with four cars eliminated in one incident and Ickx spinning out in another. Not a good year.

512S/312P (1971)

Enzo was right. The 512S was: "An absurdity demanded by anachronistic international regulations," so the team ditched it and concentrated on the new 312P, which was fitted with the beautiful 3-litre flat-12 developing 440bhp. The chassis was a conventional tubular spaceframe with alloy panels riveted to it. The factory continued to support privately-entered 512s, but the 312P debuted at Sebring and led before retiring. The car proved to be fast but fragile in another season dominated by Porsche.



312P (1972)

After a winter of development Ferrari's fortunes changed dramatically. It was a brilliant year with Ferrari winning every race except Le Mans, which fell to the Matra-Simca of Hill/Pescarolo. The brilliant Jacky Ickx was in the winning 312 on no fewer than six occasions during the year, which partially made up for his frustration with the GP cars.



312P (1973)

A treat for sports car fans, the 1973 season involved a year-long battle between the revised 312P (longer wheelbase and an increase in power to 460bhp), and the ultra-competitive Matra-Simcas. It was a battle that Enzo eventually lost, but not before a glorious win at Monza — the Ferrari highlight — for Ickx/Redman, who swapped the lead several times with the Matras until the French cars developed mechanical problems. As a bonus the Reutemann/Schenken Ferrari placed second. Matra finished the season with 124 points to Ferrari's 115.

Daytona (1974)

The serious business of sports car racing was put on the back-burner while the factory's efforts were concentrated on the GP programme, and the Ferrari flag was flown in major events by privateers with lightweight, modified versions of the Daytona road car. With their 4.4-litre V12 engines, Daytonas were powerful sloggers and put up creditable performances, the Grandet/Bardini car finishing fifth overall at Le Mans 1974. Daytonas finished 13th and 14th at Le Mans the following year, and continued to be used, mostly for fun, through to 1978.

Boxer Berlinetta (1977)

The raucous mid-engined supercar that made a greater impression in road trim than it did when prepared for racing, the NART-entered team car of Migault/Guitteny finishing in an ignominious 16th place at Le Mans in 1977 and a similar car finishing in the same position a year later in the French classic. Five Boxers ran at Le Mans in 1979 with highly modified bodywork, but the effort came to nothing and, although Boxers appeared in a number of events in the ensuing years, their record was hardly distinguished. By the end of 1982 it was all over for Ferrari competition sports cars, although the astonishingly fast Group C Lancias were powered by Ferrari V8 engines, and there have been recent efforts with the 333SP. But the Stuttgart steamroller has proved overwhelming in recent years and shows little sign of abating.

THE ROAD CARS

166 (1948-1953)

Colombo-designed 2-litre V12 with fabulous sports and coupé bodies but indifferent chassis typified Ferrari roadholding for the next 15 years or so. Enzo's first road car (less than 100 were made all told), is historically significant, and desirable for this reason, but there are better 2-litre sports cars for the money.



212 (1951-1953)

More power from classic Colombo V12 pushed out to 2563cc and 150bhp maximum, plus a five-speed gearbox for fun. Again, less than 100 built. Styling was an improvement over the 166 and showed promise of greater things to come. Strong engine is usually reliable, but the rest of the drivetrain is a delicacy to be savoured on special occasions. Wonderful.

342/375 America (1951-1954)

Gargantuan 4.1- or 4.5-litre V12s; both make noises to inspire Ferrari addicts. Most made in coupé form and just 18 examples sold worldwide. Around 190bhp available in road guise, and 'muscle' styling an acquired taste, but an icon worthy of worship nevertheless.

410 Superamerica (1955-1960)

Just a baker's dozen of these magnificent, outrageous chariots found their way into the hands of the mega-rich, who enjoyed the delights of the 5-litre V12 and nearly 350bhp at the expense of 10mpg (if they were lucky), and an ever-decreasing bank balance. Coupé and drophead bodies are elegant but hardly pretty.

250GTB (1959-1963)

Same 3-litre V12 pushed out to nearly 300bhp, the famous Scaglietti SWB body still looks fabulous. Steel and alloy bodies, the latter fetching the big money today, this is the car that many rated as the most beautiful Ferrari. . . until the GTO, of course. Disc brakes help to harness 160mph-plus performance. A good investment, but better to drive.

250GT (1956-1964)

A Ferrari for the people with various body styles by Pininfarina including a 2+2 for the family man. The 3-litre V12 offered torque and performance, and there was coil-spring independent front suspension, which helped handling, but the rear end was conventional. Lots made and good value today. Available in the 1970s for less than the cost of a new Rover.



250 California (1959-1963)

Superb ragtop two-seater with most going to the sunnier parts of the United States. Based on GTB mechanicals but wind-in-the-hair aerodynamics keep top speed to around 145mph, and only then if you can fend off the flies. A styling masterpiece and rarely bettered, even by Italians.



ENZO FERRARI'S MAGNIFICENT MACHINES

400 Superamerica (1960-1962)

Another show of ultimate power with a 4-litre V12 and a choice of coupé, cabriolet or spider bodies. Up to 400bhp available and close on 170mph was impressive, but, mercifully, all-round disc brakes were capable of hauling this heavyweight back to sensible speeds. Not a car to chuck around but a great inter-city express.

Superfast (1964-1966)

Outrageous car and beautiful despite elephantine proportions. A dozen made, all with 5-litre 400bhp V12, which means nigh-on 180mph performance on an autobahn if you're brave enough to try. Luxurious, beautifully appointed cabin with delicate Ferrari touches all the way through, but in no way a car for wimps, or the impecunious.

275GTB (1965-1966)

Single OHC per bank for the 3.3-litre V12 in an evocative two-seater coupé body. Ferrari's first road car with IRS and the first, therefore, to handle 'properly'. Less than 500 made and rust has consumed a good many. Engine oil leaks are a pain, but you won't notice at 155mph. Cast alloy wheels are different.

275GTS (1965-1966)

'Ragtop' version of the GTB with altered Pininfarina styling and wire wheels instead of alloys. Arguably not as pretty as the 250 California, but much better to drive. Only 200 made and all are at a premium today. Check restoration work carefully before buying to avoid 'cruising with corrosion'.

330GT (1964-1967)

A big car with a big feel, 4-litre V12 sits in large 2+2 body, but no IRS and gearbox mated to engine rather than rear transaxle à la 275GTB. A Grand Tourer with a lot of style, but almost forgotten today except by those who appreciate real comfort and luxury.

365 California (1966-1967)

Long wheelbase two-seater 'ragtop' with 4.4-litre V12 with typical Pininfarina styling of beautiful proportions and expert penmanship. Retractable foglamps were novel and power steering a bonus but, just 14 examples made — all with five-speed gearboxes — and purchase prices and running costs are in keeping with rarity and usual Ferrari complexities.

330GTC and GTS (1966-1968)

Choice of pretty Pininfarina coupé or 'ragtop' bodies, these lithe two-seater are good alternatives to the 275GTB, with 4-litre V12 and IRS. Luxuries abound, inspiring exhaust note and good, useable performance, but few seen outside Ferrari concours today. Which is a pity because there used to be plenty in the car parks at VSCC events 25 years ago.

275GTB4 (1966-1968)

Glorious 4-cam version of the 3-litre V12 with half a dozen Webers, 300bhp and revised, much prettier two-seater coupé bodywork. The definitive 1960s Ferrari and the most beautiful of the road cars. Fanciable, practical and driveable. 165mph performance and they look great in red or yellow. Some spider versions too, but coupés are best for torsional rigidity. A real driver's car.



365GT 2+2 1968-1970

Handsome Grand Tourer with large 2+2 bodywork, the California's 4.4-litre engine and IRS. Fitted with air-con and power steering, both of which are most appreciated when they cease to function. Wire wheels an option but alloys are more in keeping with the late 1960s. A great car but underrated as a Ferrari.

365GTC/GTS 1967-1970

Another pretty coupé or 'ragtop' body on SWB 330 chassis with triple carb 4.4-litre V12 and IRS. The front-engined rear-drive theme was beginning to run out of development at this stage — or so everyone thought — but was still most definitely in vogue for those who didn't fancy the mid-engined 'seat-of-the-pants' Dino. A handsome GT that still looks stunning today.





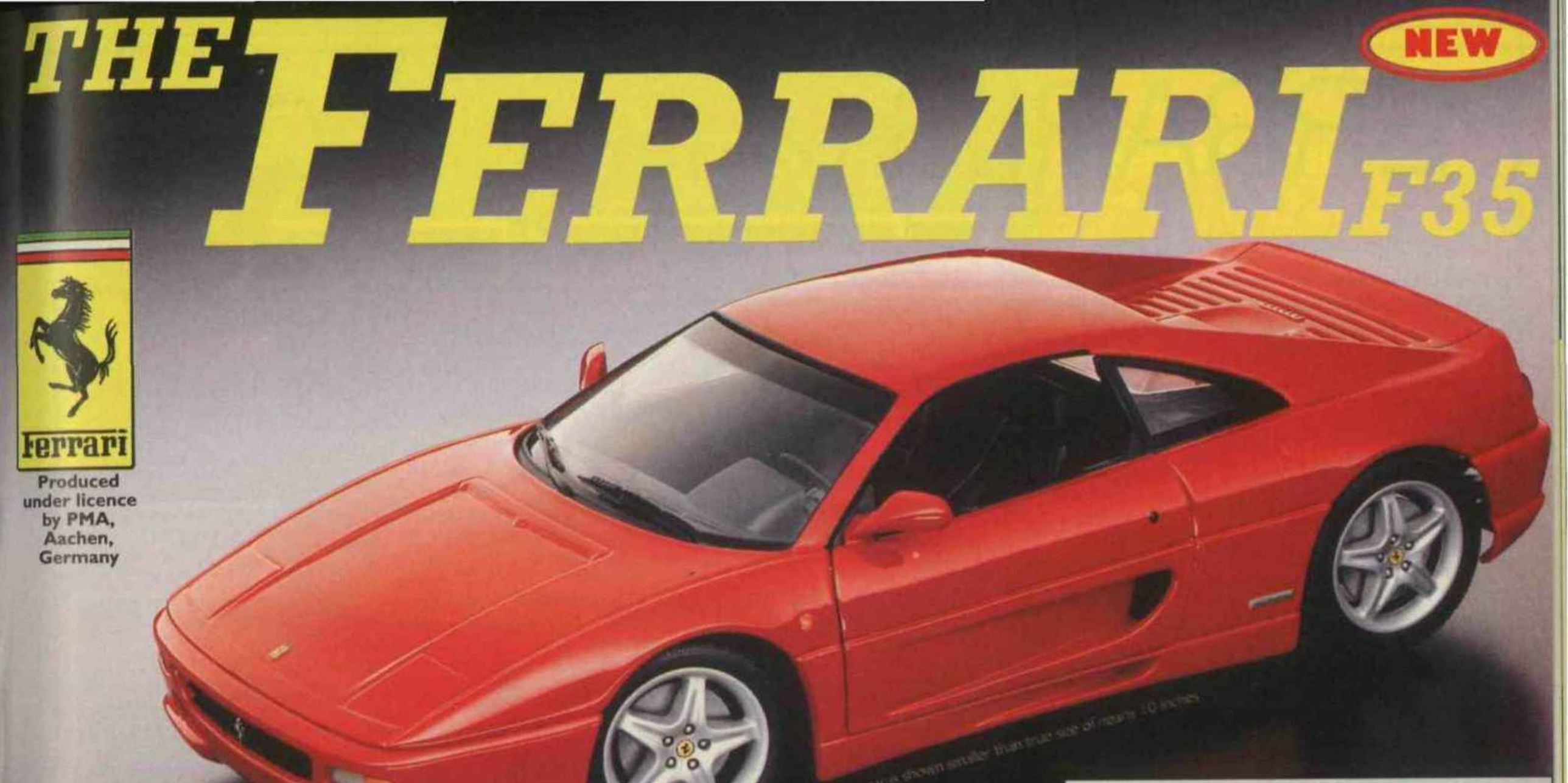
Dino 206/246 1968-1974

Wickedly cute styling, Ferrari's first mid-engined road car with the 2-litre V6 quickly being dropped in favour of the 2.4-litre. 150bhp top speed, five-speed transaxle and superb handling saw the Dino run rings around big V12s through the twisty bits. Spider version with removable roof panel from 1972. An intellectually superior Ferrari.

THE FERRARI F355

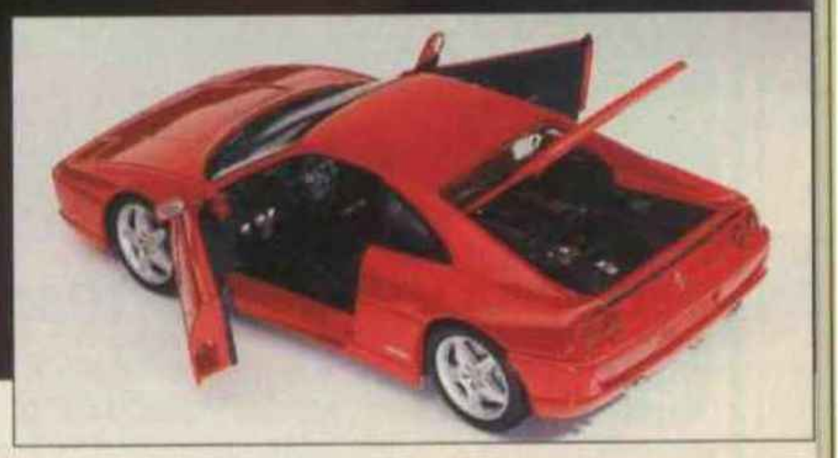
NEW

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Car is shown smaller than true size of nearly 10 inches

Available for the first time an exclusive new replica die-cast in metal in 1:18 scale



355...Numerals which have already passed into Ferrari folklore along with 246, 250, 275 and F40.

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This replica is available in either the Berlinetta Coupé or Spider configuration, but, just like the real thing, exclusivity is a major characteristic of these sought-after pieces, and we have recently taken delivery of our quota of just 500 Berlinetta Coupés, with a further shipment of 500 Spiders due in late August, for which we are taking orders now.

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MS/F355/9

ENZO FERRARI'S MAGNIFICENT MACHINES



365GTB4 'Daytona' (1968-1974)

Genuine 'supercar' and last of the great front-engined Ferraris with the possible exception of the recently launched 456GT. Around 360bhp from all-alloy 4.4-litre V12, genuine 174mph top speed and 0-60mph in 4.7sec. Gorgeous styling by Pininfarina with perspex headlamp covers until 1971, when replaced by less pretty retractable headlamps. Some Spider versions but just seven with RHD. The harder you drive 'em, the better they are, and Daytonas have a good reliability record too.



365GTC/4 (1971-1972)

The 'sensible' Daytona alternative with 4.4-litre V12, but less power and gearbox up front instead of transaxle arrangement. A handsome body with Daytona similarities, but ugly retractable headlamps as standard. 155mph performance with 15mpg and a good size boot. Prices are reasonable today and compare well with the Dino 246. A Ferrari that looks right irrespective of body colour.



Dino 308GT4 (1973-1980)

A practical mid-engined 3-litre V8 with four seats and unusual 'wedge' styling by Bertone. A versatile Ferrari but the aesthetics didn't appeal to all, which is why this 160mph 'baby' is usually good value today. A 2-litre version appeared in 1975, but solely for the home market.

365GT4 2+2 (1972-1976)

Handsome and almost a full four-seater with 4.4-litre V12 good for 150mph. But fitted with all 'mod-cons' this is no lightweight, and in any colour other than red, it could be mistaken for virtually any other large car of the period. Many were neglected during the 1980s and some sad, unrestored cars can be had for very little money today. Usual Ferrari running costs, though.

Boxer Berlinetta (1973-1984)

Mid-engined flat-12 with wonderful Pininfarina styling and very different from the Daytona it replaced; it was 10mph slower for a start, although 165mph is sufficient for most folk. Full 5-litre engine replaced 4.4-litre version from 1976. A raucous two-seater (strictly) that appears to go like stink. . . until you try an F40. A great car with hidden talent, the Boxer's appeal will live forever.

400GT (1976-1979)

Revised 365GT with 4.8-litre V12 and General Motors automatic gearbox as an extra-cost option, which caused a few cries of "heresy" among Ferrari purists. Auto shifting, however, made sense in view of torque available. A grand refined car in every respect; loves autoroutes, less happy with city life.



SALES SERVICE RESTORATION



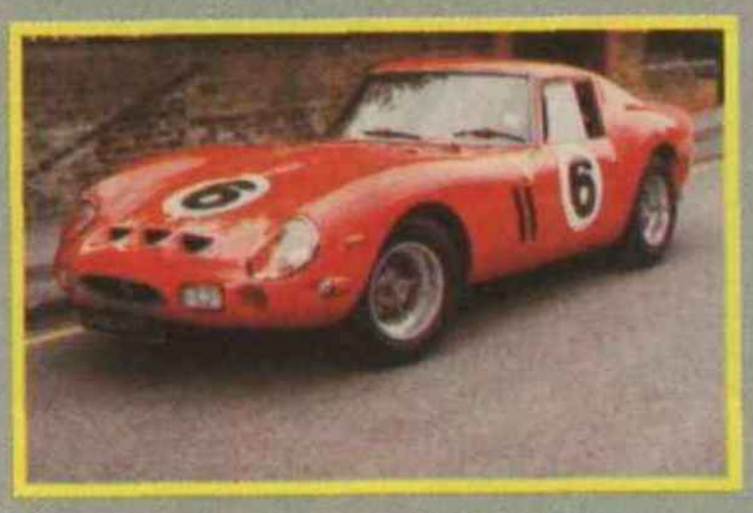
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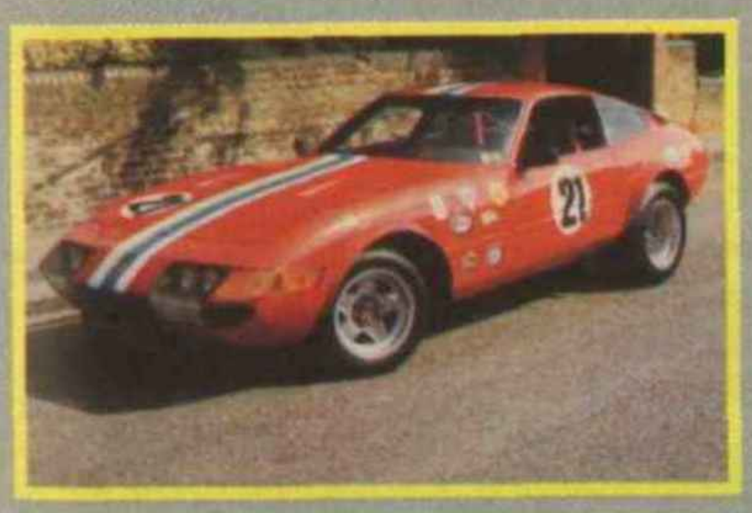
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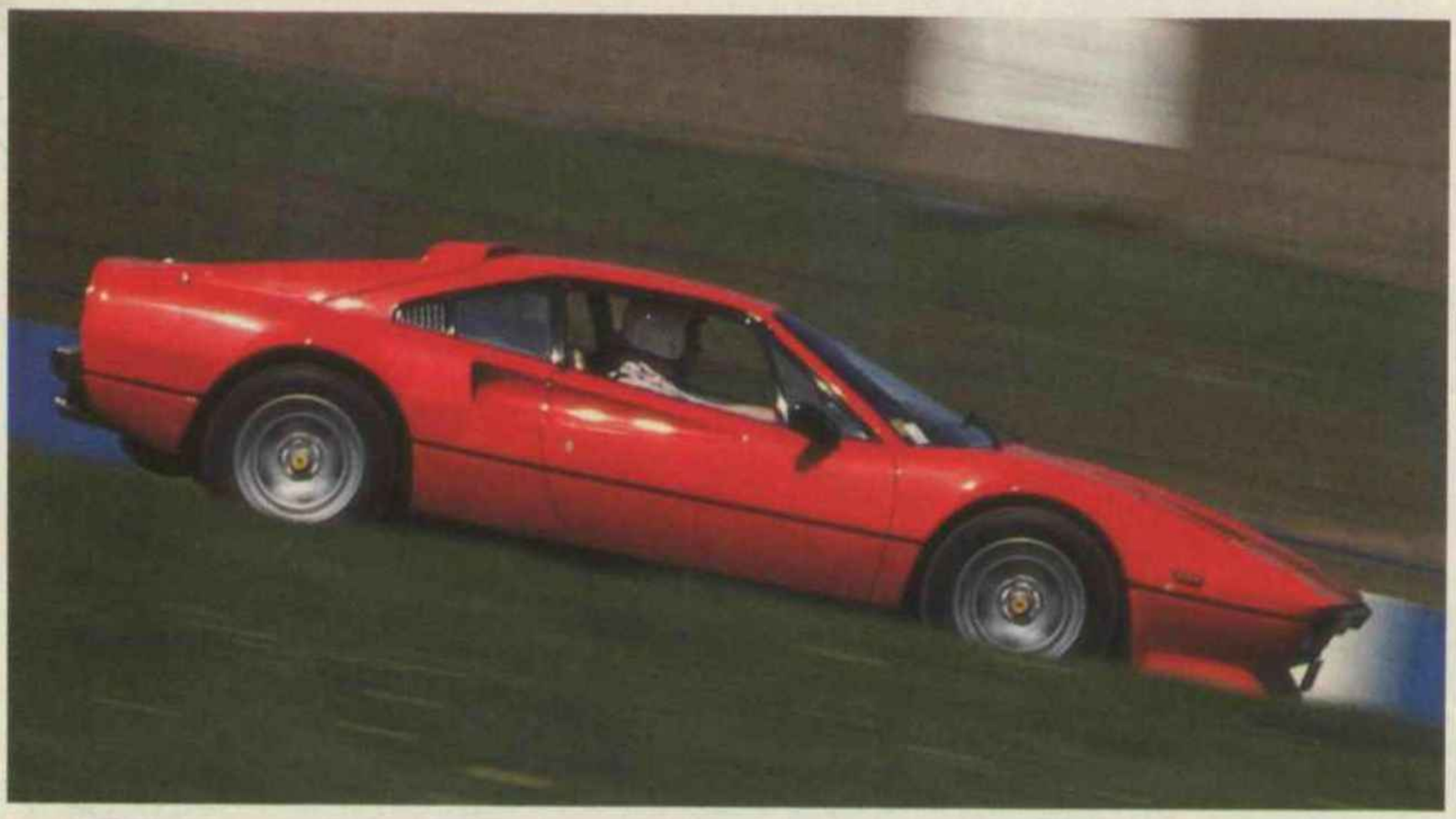
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ENZO FERRARI'S MAGNIFICENT MACHINES



308GTB/GTS (1975-1981)

One of the most popular Ferraris ever and deservedly so for its perfect, timeless styling alone. Original glass-fibre bodies replaced by steel panelling in 1977. Transverse, 3-litre, quad-cam V8 mounted amidships works with watch-like efficiency — a real gem. Superlative handling, 160mph performance and cheaper to buy than you think. Spider with detachable roof panel launched in 1978 is desirable, but real voltage comes with foot hard down in top gear in either version.

308GTBi/GTSi (1981-1985)

The same two-seater coupé and spider bodies as before, but the 3-litre V8 gained Bosch K-Jetronic fuel injection to reduce emissions, which saw a massive drop in power from 250bhp to 214bhp. This problem was solved later when the 4-valve heads were introduced on the quattrovalvole model, when power output was quoted at 240bhp. Such is progress in the engineering world.



328GTB/GTS (1985-1988)

Final incarnation of the 308 theme but fitted with a 3.2-litre version of the transverse 4-valve V8 developing a sizzling 270bhp. These cars are good for around 165mph and acceleration in virtually any gear is simply astonishing. Allied to its good looks and obedient road manners, this has to be one of the all-time great Ferraris.



288GTO (1984-1987)

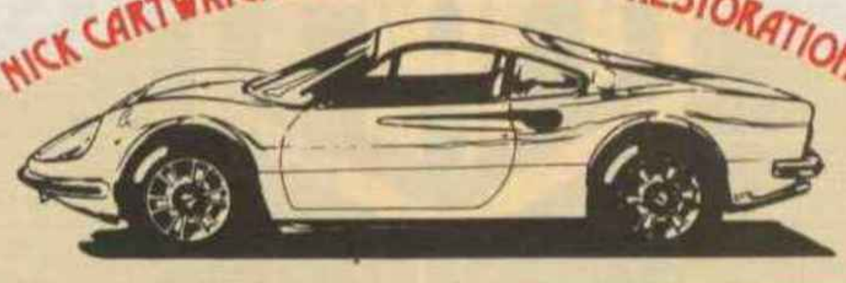
The racing 'homologation special' produced to compete in Group B with cars like Porsche's 959. But competition entries were thin on the ground, and the majority of the 273 produced were sold to private customers for road use. The longitudinally mounted twin turbo 2.8-litre V8 produced a whopping 400bhp which gave the car a top speed of over 190mph. Distinguishable from normal 308GTB by three louvres behind the rear wheel arches. Rare, and they don't often appear in the small ads.

F40 (1988-1992)

According to Walter Brun the 'standard' F40 was almost quick enough to compete with the Porsche 962 Group C racers. Built to celebrate 40 years of Ferrari, this stunning machine was fitted with the twin turbo V8 quad-cam developing around 480bhp, which was good enough for over 200mph. Fast, furious, expensive, noisy, exotic, the F40 still stands for everything that is great about Ferrari. Quite out of this world.



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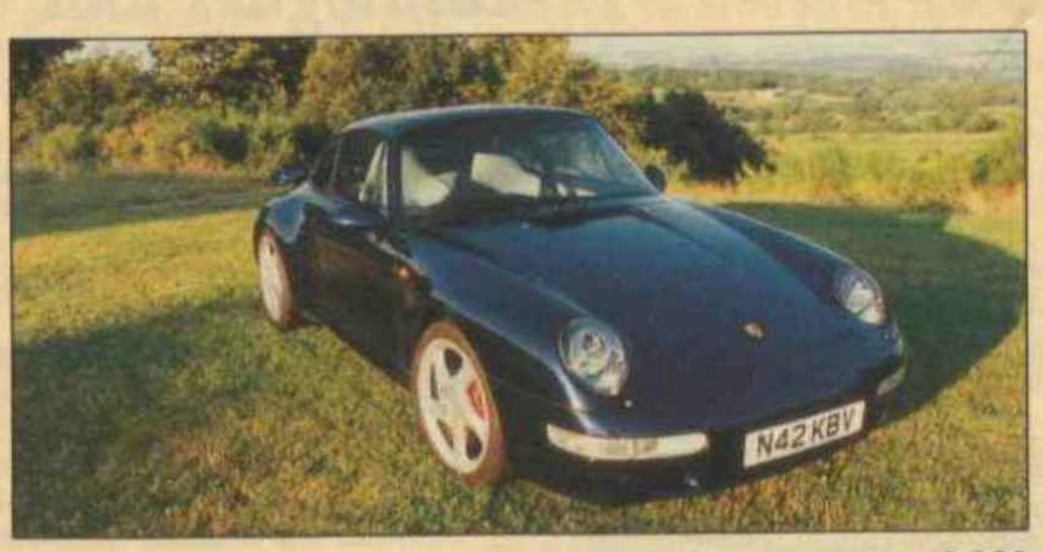
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Further entries invited

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1932 CHEVROLET INDEPENDANT 4 DOOR SEDAN LHD
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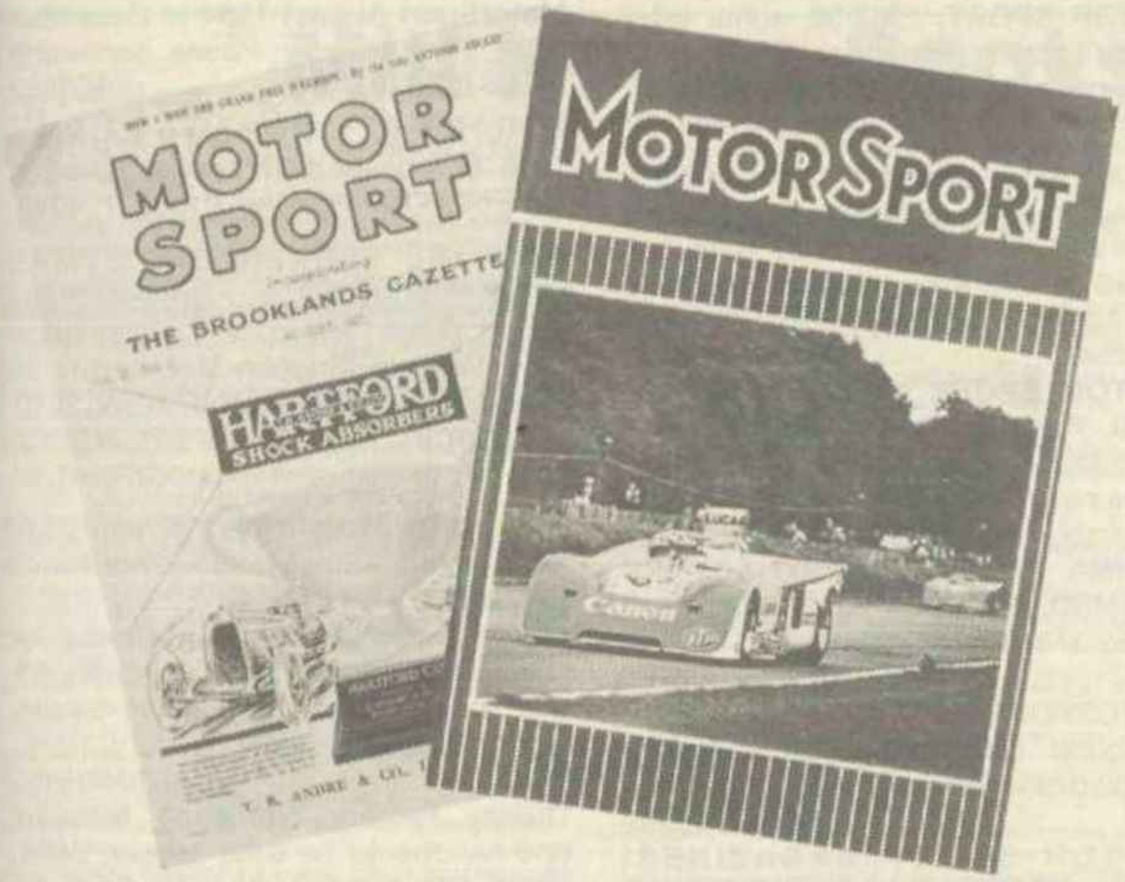
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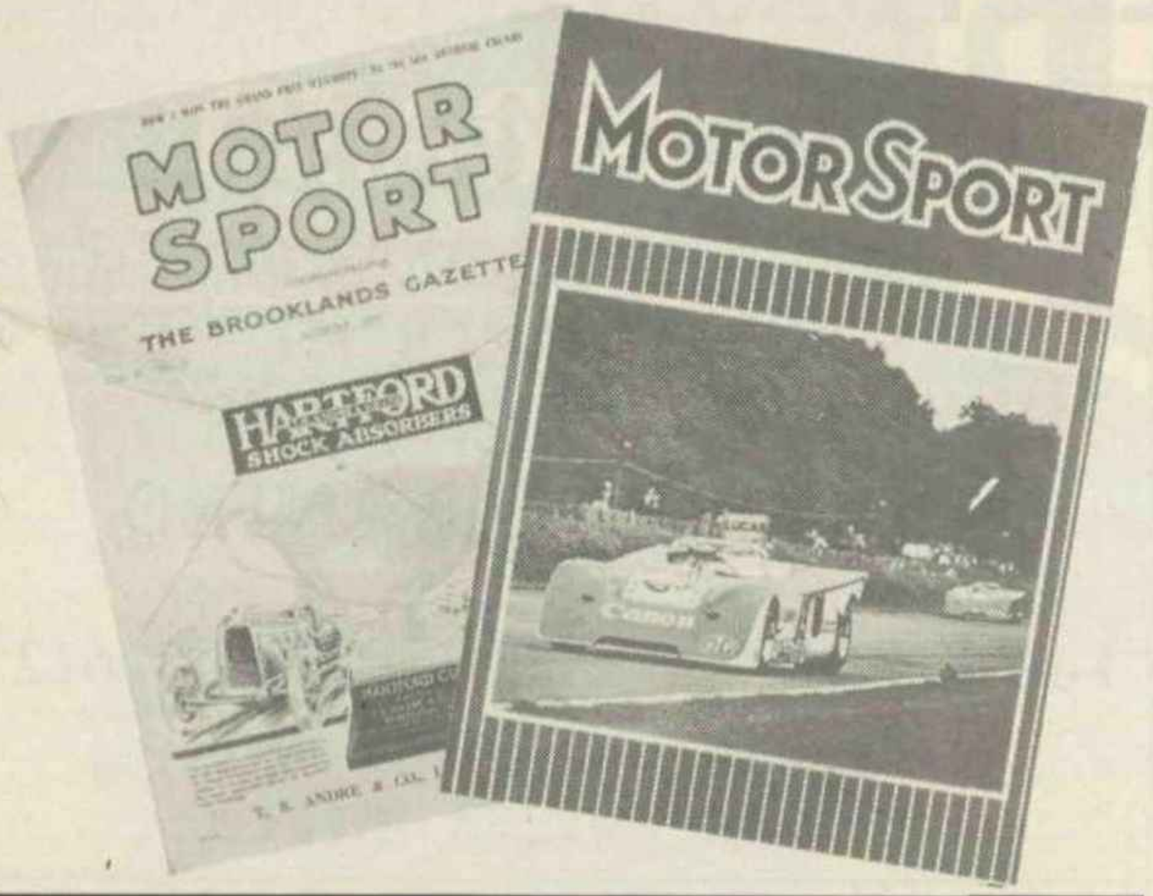
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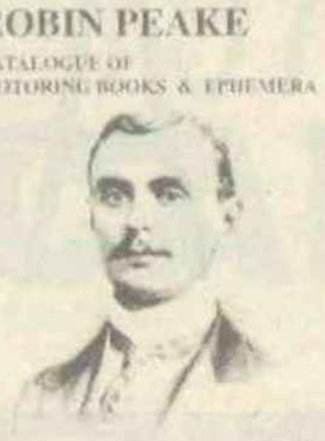
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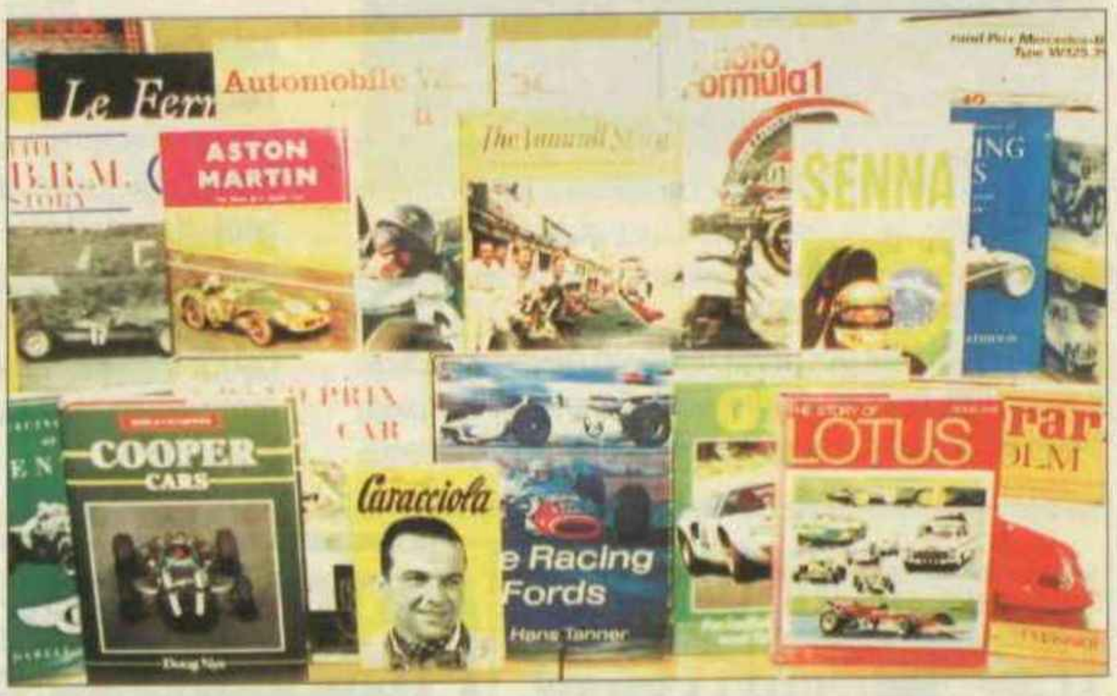
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Bespoke British sports cars with fine looks, excellent performance and, if you like crossplies, handling to match. Two engines — 1991cc AC unit and more powerful 1971cc 120bhp Bristol engine introduced 1956 — both 6-cylinders, both symphonic. Less than 700 produced all told, so rare now. Not cheap to buy and not to be left unattended at Sainsbury's. Top speed of around 118mph, but not if you want to hang on to your tweed cap.



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

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

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

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

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



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

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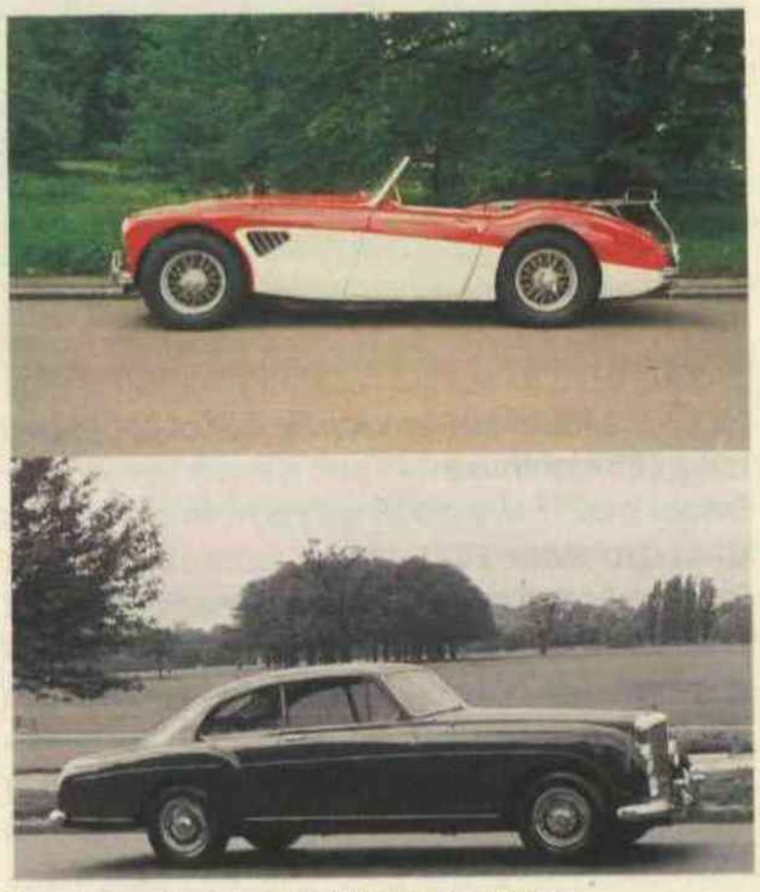


Aston Martin DB4 1958-1963
A wolf in wolf's clothing by Touring, the DB4 remains the classic Aston. Straight-six 3670cc engine comes in standard 240bhp, 260bhp Vantage or 300bhp twin-plug GT forms — not forgetting the pretty 314bhp Zagato. All-round discs, 'snappy' gear change and good in heavy traffic;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



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

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



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



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



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

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



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

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



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

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

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

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

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



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

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

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

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

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



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

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

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



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



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



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



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

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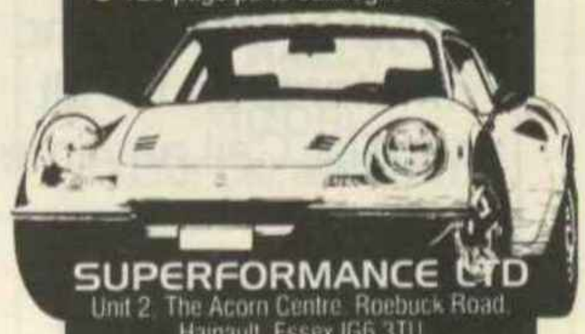
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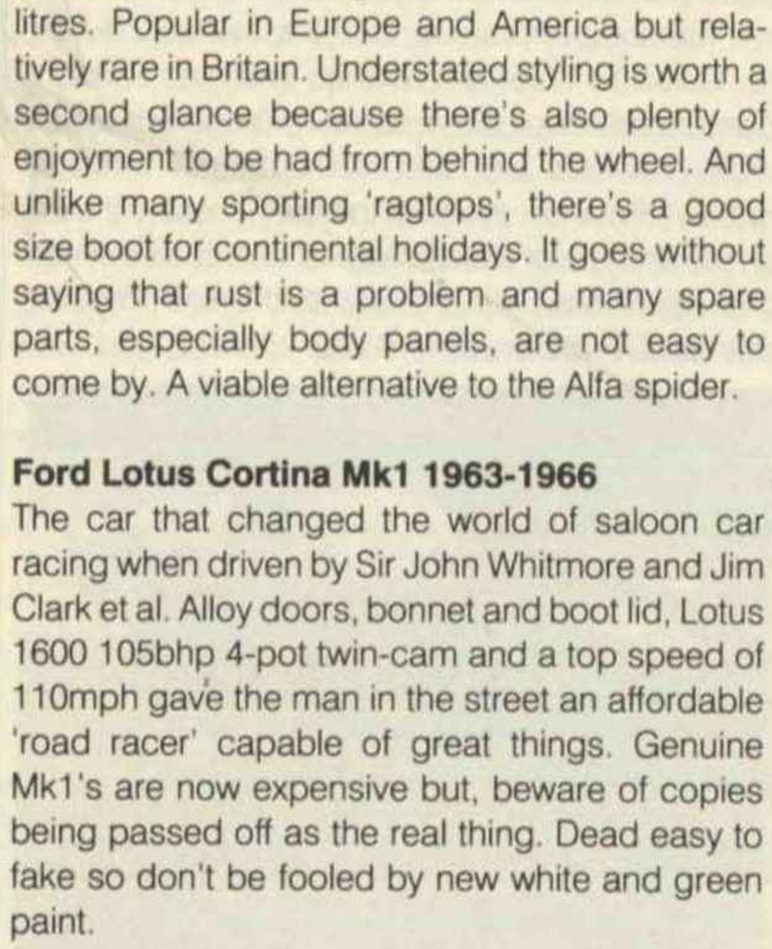
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Fiat 124 Spider 1966-1982
Various twin-cam engines from 1.4-litres to 2 litres. Popular in Europe and America but relatively rare in Britain. Understated styling is worth a second glance because there's also plenty of enjoyment to be had from behind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

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



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

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



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



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

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

Ginetta G4 (1961-1968)
A good looking two-seater coupé from the early 'kit car' brigade, and a useful one for 'clubbie' track events or road alike. Ford's 1500 four-pot was the preferred power unit, although some are believed to have been fitted with 'twinks'. Chassis was by tubular space-frame, and the conventional suspension gave leech-like roadholding. With less than 400 made, these desirable little cars are comparatively rare today, but there's nearly 120nph on tap if you can find a good 'un. Lightweight and as competent an example of the British special builder's art as you're likely to find from the mid-'60s.

Ginetta G15 (1967-1974)
Hillman Imp-based coupé with an impressive 55bhp from the diminutive 875cc power unit, G15s always seem to make good hillclimb cars — if their performance at Prescott and Shelsley is anything to go by. And there are disc brakes to harness progress through the twisty bits. Handling reasonable and the fun factor very high, but fewer than 800 built in a long production run. Still cheap to buy and run, but the styling was never in the Lotus Elan class. You pays your money. . .

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

Iso Grifo 1963-1974
Handsome Italian styling coupled with American 5.3 litre or 7-litre V8 muscle. A Grand Touring car rather than the racer Iso hoped for, but an interesting cocktail nevertheless. Shattering performance with 'oomph' all the way to 155 mph and

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the chassis wasn't bad either until the outer limits were reached — the front end could point in any direction it liked. The mechanical bits are obtainable but you'll regret bending the bodywork.



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

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



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

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

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

Jaguar XJ6 1968-1978
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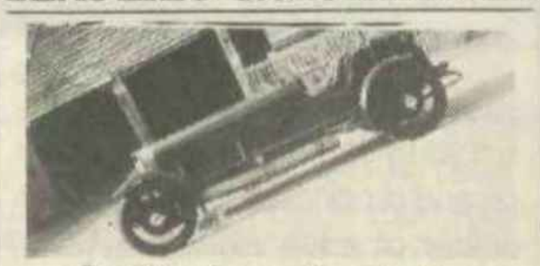
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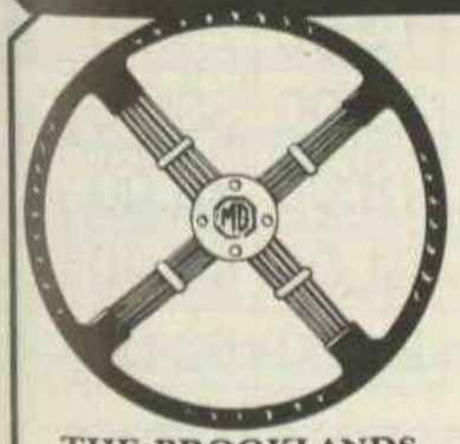
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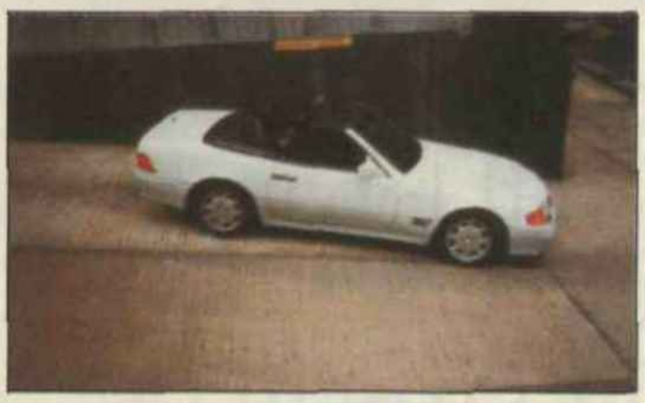
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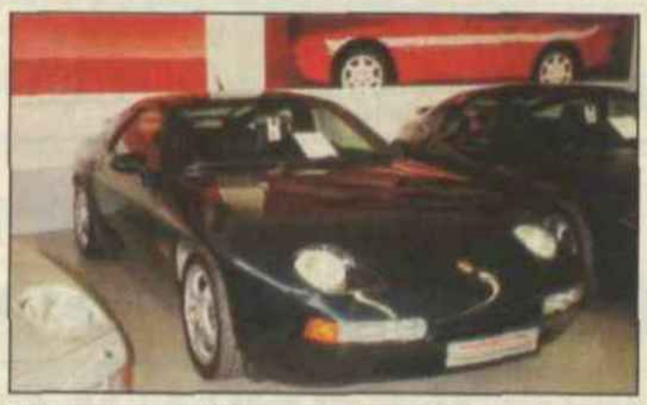




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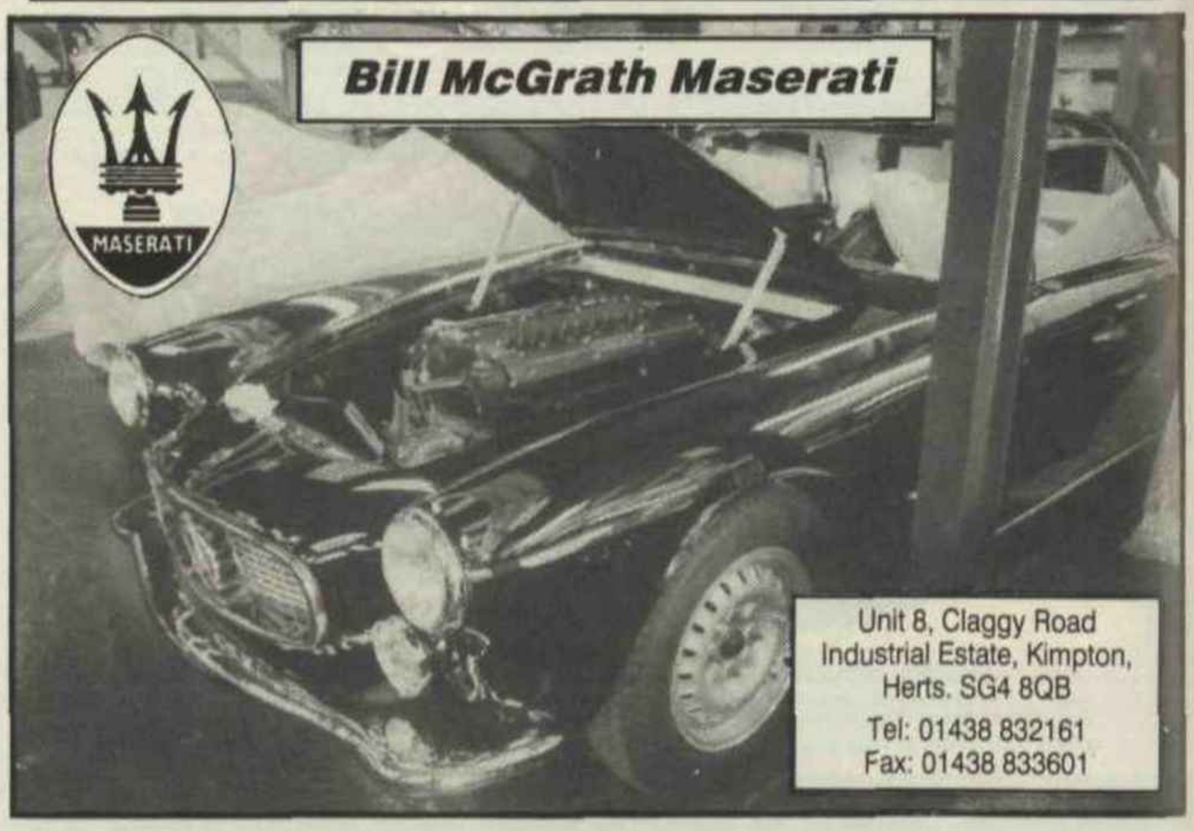
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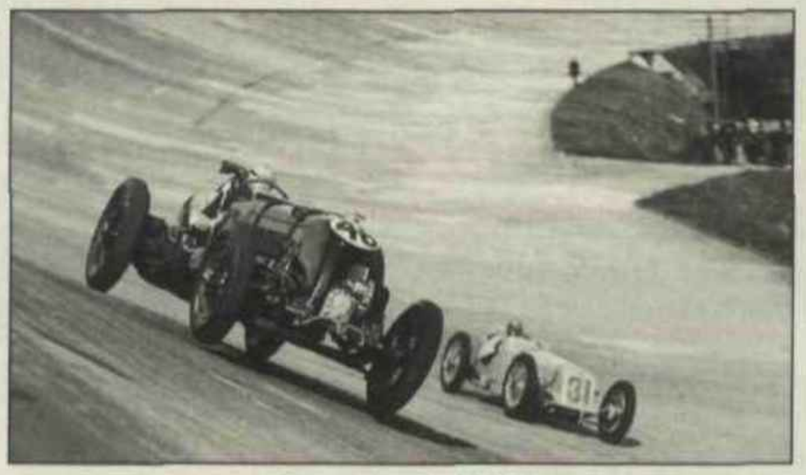
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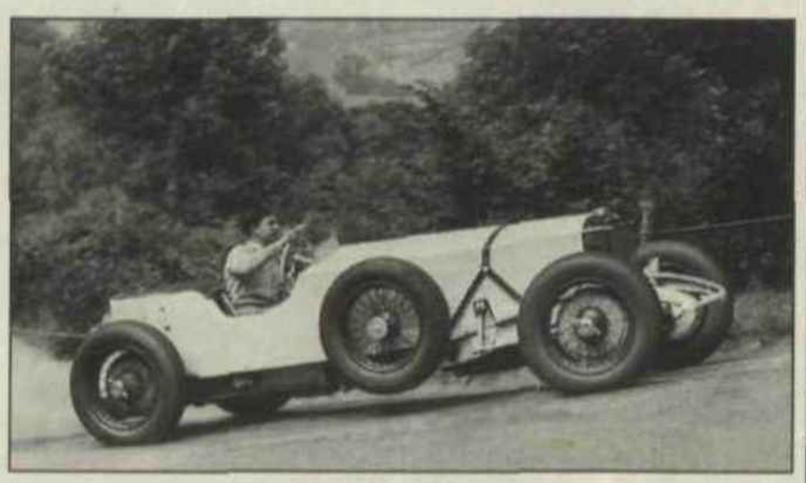
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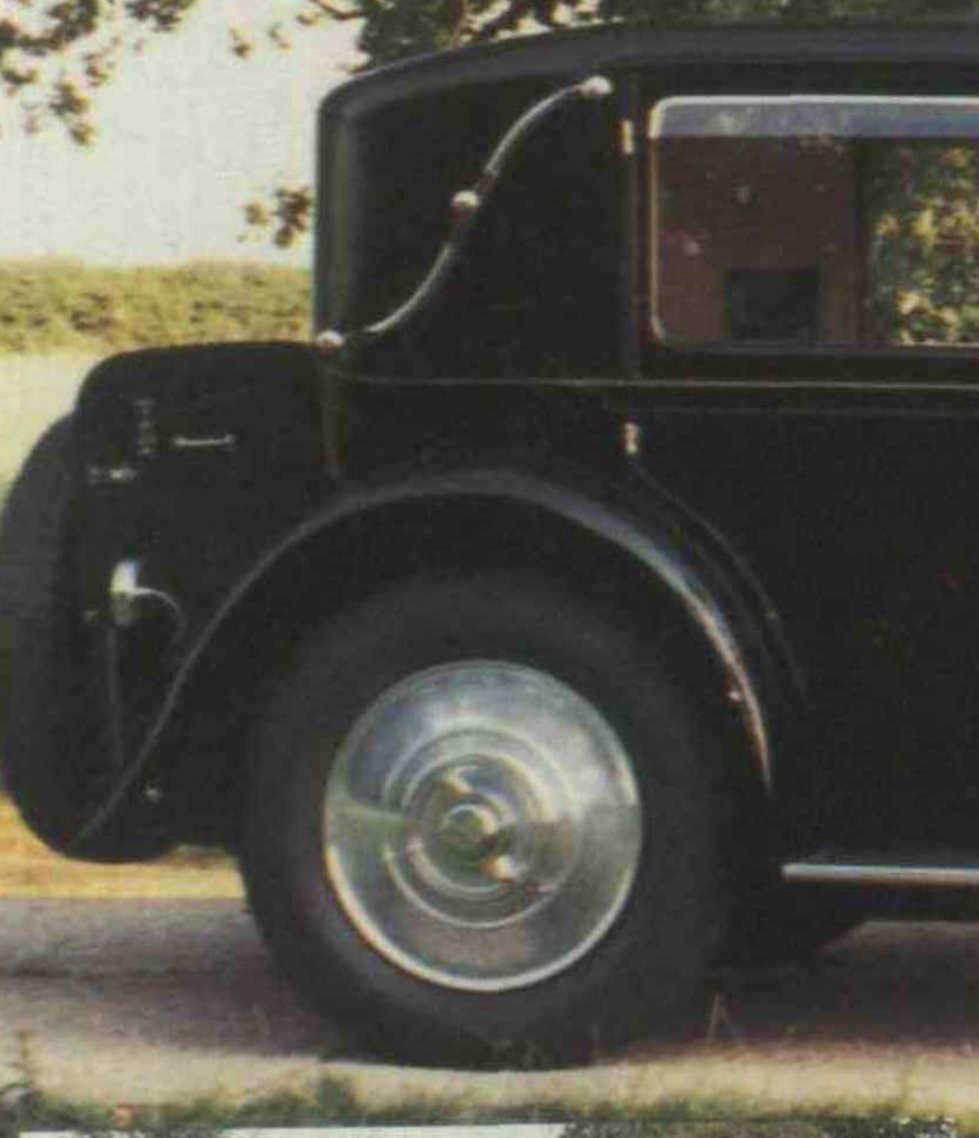
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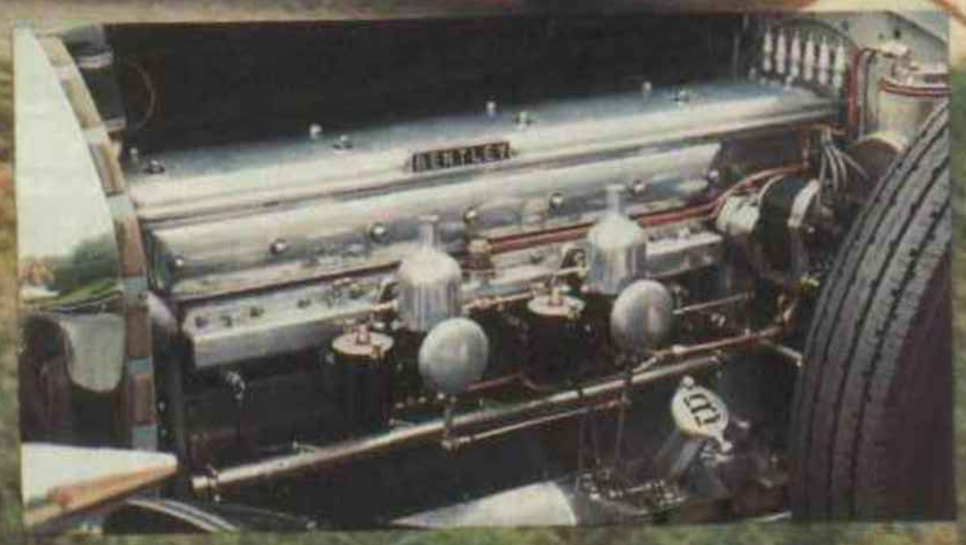
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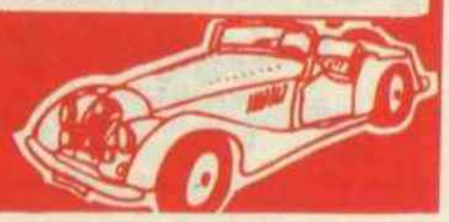
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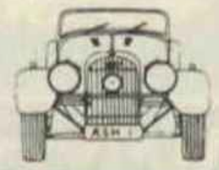
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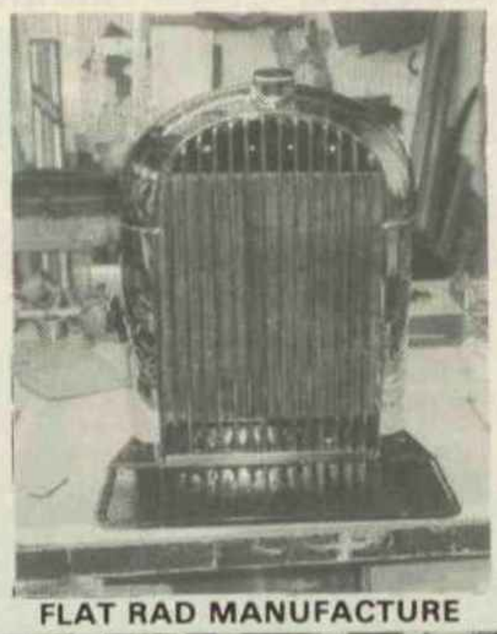


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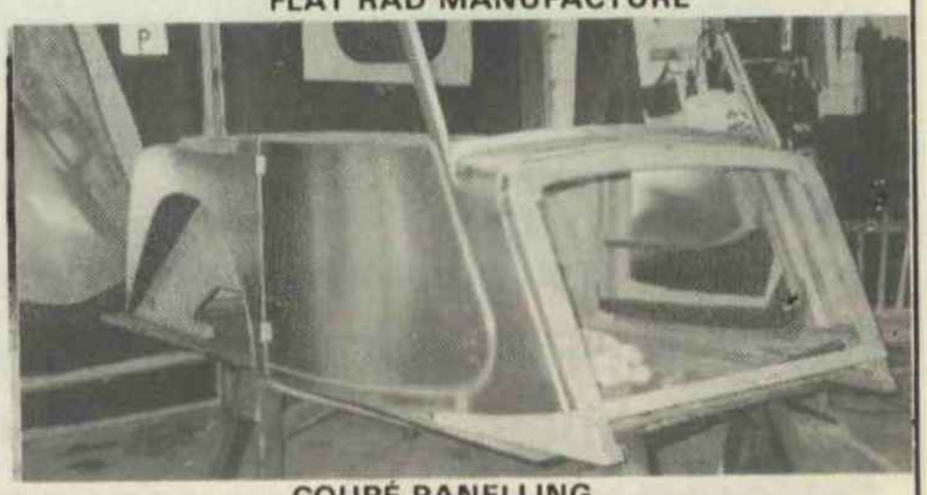
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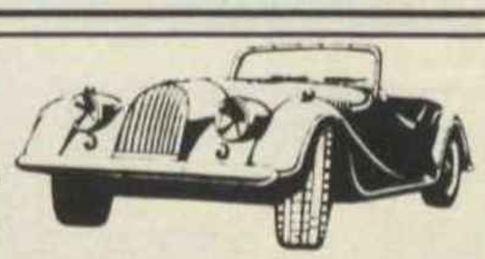
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41018	1973	R-R SILVER SHADOW	4 dr Sal.Flared Wheel Arch	Await final details	£7, 950
30505	1973	R-R SILVER SHADOW	4 dr Sal.Flared Wheel Arch	Cherished number plate	£7, 000
51033	1974	R-R SILVER SHADOW	4dr Sal. Flared Wheel Arch	Good recent history	£8, 000
40330	1974	R-R SILVER SHADOW	4 dr Sal.Flared Wheel Arch	Very good example	£9, 250
80203	1975	R-R SILVER SHADOW	4dr Sal. Harvey Bailey kit	54,000 miles 3 owners	£10, 500
51124	1976	R-R SILVER SHADOW	4dr Sal. Flared Wheel Arch	Even Orig.dash instructs	£7, 950
50203	1955	R-R SILVER DAWN AUTO	S/S Big boot 4.5 litre	Photo restoration file	£23, 000
50214	1955	R-R SILVER DAWN AUTO	S/S Big boot 4.5 litre	Quite simply superb	£27, 500
00631	1964	R-R SILVER CLOUD3 CONTI	2 door Fixed Head Coupe MPW	R-R promotional car	£39, 000
51005	1965	R-R SILVER CLOUD3 CONTI	2 door Fixed Head Coupe MPW	S/Steel exhaust system.	£22, 000
80721	1965	R-R SILVER CLOUD3 CONTI	2 door Fixed Head Coupe MPW	Extensively renovated.	£25, 000
80411	1963	R-R SILVER CLOUD3	4 door Saloon	£20,000plus restoration	£25, 000
30147	1965	R-R SILVER CLOUD3	4 door Saloon	£16,000 spent 1989	£30, 000
51208	1959	R-R SILVER CLOUD1 PAS	4 door Saloon late 4.9litre	2family owners.45,000mls	£27, 950
60409	1988	R-R SILV.SPIRIT ABS EFI	4 door Saloon	17,800mls.Many extrasFSH	£33, 000
60235	1984	R-R SILV.SPIRIT	4 door Saloon	Good report with car.	£14, 500
51031	1967	R-R MULLINER PARK WARD	2 door Fixed Head Coupe'	Bereavement sale.2owners	£13, 950
51209	1973	R-R CORNICHE CONVERT	2 door Convertible	4 owners - good history	£29, 950
51040	1981	R-R CORNICHE 27TH.LAST	2 door Fixed Head Coupe	R-R.E.C. concours winner	£44, 000
50922	1971	R-R CORNICHE	2 door Fixed Head Coupe	Subject RREC tech.semina	£15, 000
80730	1980	R-R CORNICHE	2 door Fixed Head Coupe	Very good recent history	£27, 000
41016	1981	R-R CAMARGUE	2 door Fixed Head Coupe	1 of 136 in RHD layout	£35, 000
51039	1937	R-R 40/50HP PHANTOM3	Touring Limousine by Barker	Described as excellent	£35, 000
30842	1929	R-R 40/50HP PHANTOM2	6 light Limousine by Hooper	Ex The King of Portugal	£27, 000
00446	1929	R-R 40/50HP PHANTOM2	Brougham De Ville.Wilkinson	Recently renovated	£45, 000
60627	1931	R-R 40/50HP PHANTOM2	Sedanca de Ville.HJMulliner	Concours d'Elegance win	£85, 000
60515	1928	R-R 40/50HP PHANTOM1	LHD Newmarket by Brewster	Superb. F.O.B. Detroit	£50, 000
60306	1939	R-R 25/30HP WRAITH	6light limousine Park Ward	Completely rebuilt.	£29, 950
40914	1937	R-R 25/30HP SWEPT TAIL	4lightTouring Limo.ParkWard	Botton end rebuild	£25, 000
40320	1938	R-R 25/30HP	4 door Saloon by Cockshoot	Owner driver saloon	£25, 000
40905	1929	R-R 20HP VERY ORIGINAL	Landaulette by Connaught	Even orig.licence holder	£29, 950
00617	1928	R-R 20HP RUNNING	ex Pickup conversion	Part exchange considered	£11, 750
40547	1928	R-R 20HP RESTORED	4 light Limousine by Hooper	Engine just run in.	£23, 000
60118	1928	R-R 20HP RENOVATED	Doctor's Coupe by Barker	Orig DHC,would reconvert	£27, 500
51218	1926	R-R 20HP O/HAULED ENG	Complete chassis+V5 reg.doc	New tyres,plans & parts+	£8, 000
60734	1926	R-R 20HP 3/4 CABRIOLET	Cabriolet by Royal Body Co	Total mechanical rebuild	
50504	1927	R-R 20HP	Cabriolet Saloon / division	Quite unique/original	£50, 000
60748	1928	R-R 20HP	2 door Coupe by Glassbrook	1st owner 50yrs, 2 since	£35, 000
60145	1929	R-R 20/25HP OWNERDRIVER	Sports Saloon by Barker	Good overall condition	£18, 000
30306	1935	R-R 20/25HP OWNERDRIVER	4dr Sports Saloon by Barker	Previous owner 30years	£22, 500
31018	1936	R-R 20/25HP OWNERDRIVER	4door Sports Sal. by Barker	Overdrive. 2nd ownership	£28, 000
60144	1933	R-R 20/25HP OWNED 10YRS	4lightTouringLimo by Barker	Only in 3rd ownership	£25, 000
51008	1933	R-R 20/25HP FOR REBUILD	6 Light LimoThrupp&Maberly	In need of restoration	£9, 500
50720	1932	R-R 20/25HP CABRIOLET	Origional All WeatherTourer	Many film appearances.	£44, 500
60211	1932	R-R 20/25HP (REBODIED)	11 seater woody Estate car	Ex prep school mini bus	£13, 500
60325	1931	R-R 20/25HP LIMOUSINE	6 Light Limo by Rippon Bros	8000ml since restoration	£26, 500
60636	1928	BODY OFF VINT. BENTLEY	Weyman pat. Gurney Nutting	Newly re-fabriced	£3, 750
51127	*1986*	*B TURBO R ABS EFI*	*4 door Sports Saloon*	*P & A Wood service hist.*	£19, 950
60746	1979	B T2	4 door Sports Saloon	VG history with 3 owners	£17, 000
60126	1968	B T1 THREE SPEEDER	4 door Sports Saloon	£5,500 spent last 3years	£7, 750
00632	1965	B S3 CONTINENTAL	2 door Convertible by MPW	Outstanding original	£80, 000
60222	1964	B S3	4 door Sports Saloon	Overhaul works completed	£17, 500
50624	1960	B S2 TWO FAMILY CAR	4dr Sports Sal.V Good value	Restored bodywork	£8, 950
00578	1960	B S2	4 door Sports Saloon	Very well maintained	£10, 000
50409	1956	B S1 THREE OWNERS	4 door Sports Saloon	Always well maintained.	£11, 750
60237	1957	B S1 PAS	4 door Sports Saloon	£8000 eng.job, to run in	£14, 000
30811	1959	B S1 PAS	4 door Sports Saloon	Full service history	£16, 950
30417	1956	B S1 LWB	Long Wheelbase / Division	No 23 of 25 made	£17, 000
40517	1956	B S1 EX EMBASSY PAS	4 door Sports Saloon	Fitted air conditioning	£12, 000
50617	1956	B S1 CONTINENTAL PAS	2 door F.H.C. by Park Ward	History back to 1978	£40, 000
60554	1957	B S1 CONTINENTAL PAS	2 door F.H.C. by Park Ward	Immediately usable, good	£29, 950
30310	1957	B S1 CONTINENTAL PAS	4 dr Flying Spur HJMulliner	R-R promotional car	£48, 000
40940	1958	B S1 CONTINENTAL PAS	4 dr Flying Spur HJMulliner	Engine rebuild P&A Wood	£37, 500
40655	1955	B R TYPE MANUAL CONTI	H. J. Mulliner Fast Back.	Restored factory finish	£135, 000
01120	1953	B R TYPE MANUAL	Sports Saloon S/S renovated	Very attractive	£22, 000
60619	1953	B R TYPE MANUAL	D.H.C. with Barker bodywork	Fitted with Barker body	£32, 000
51207	1953	B R TYPE MANUAL	4 dr Mulliner "Lightweight"	Full service history	£28, 000
60540	1955	B R TYPE MANUAL	4 dr Sports Sal.by Mulliner	Octogenarian owned	£17, 000
51244	1954	B R TYPE H J MULLINER	Spec.Lt/weightAuto Spts Sal	Detailed history	£15, 000
60552	1981	B MULSANNE	4 door Sports Saloon	Cherished number, alloys	£13, 750
51016	1949	B MK6FIXED HEAD COUPE	2 door F.H.C. by Park Ward	Recent major works.	£25, 000
60563	1951	B MK6 DROP HEAD COUPE	2 door D.H.C. by Park Ward	Complete engine overhaul	£37, 500
00502	1952	B MK6 COMPLETE RENOV.	4dr Spts Sal.Freestone&Webb	1 of 4 built.	£24, 000
51109	1949	B MK6 MALLALIEU	2 door Sports Special	A documented Mallalieu	£22, 000
21210	1951	B MK6 (RENOVATED)	Sports Saloon StandardSteel	Interest in pt.exchange	£13, 000
00681	1986	B EIGHT (MESH GRILLE)	4 door Sports Saloon	Updated features	£19, 950
50502	1986	B EIGHT (MESH GRILLE)	4 door Sports Saloon	With number 2 reg. no.	£17, 950
60331	1933	B 3.5 LITRE (DERBY)	2dr4seat tourer VDP replica	Replica Vanden Plas	£29, 000
00652	1924	B (WO)3LT BLUE LABEL	4 seat tourer total rebuild	Unusual African history	£80, 000
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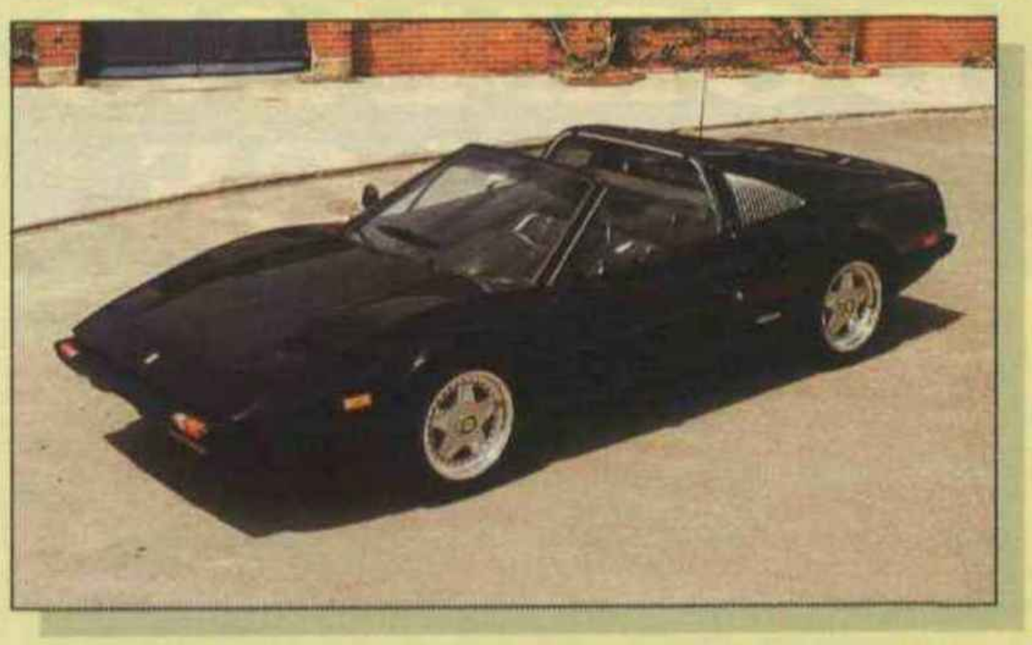
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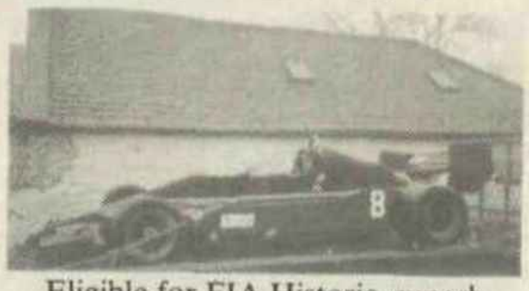


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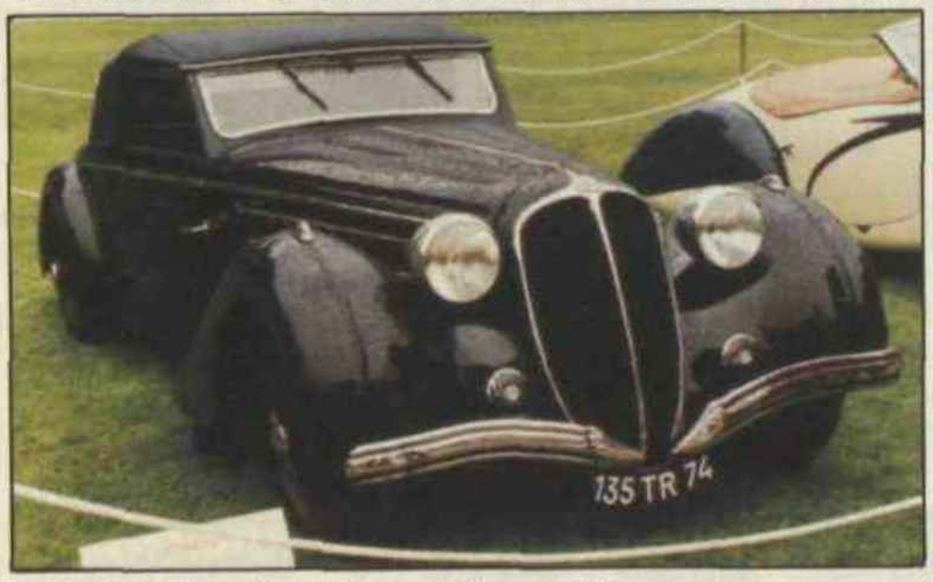
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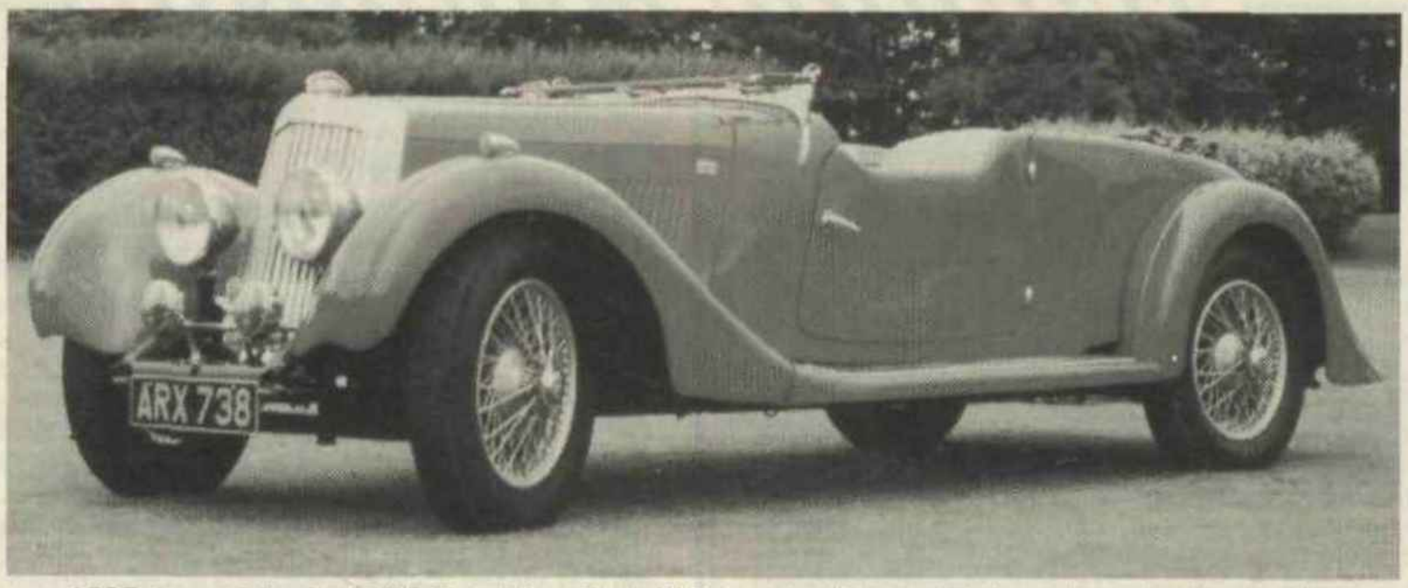
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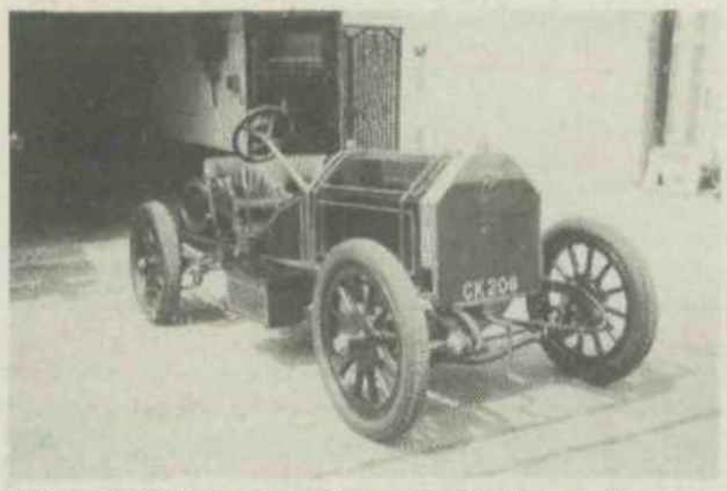
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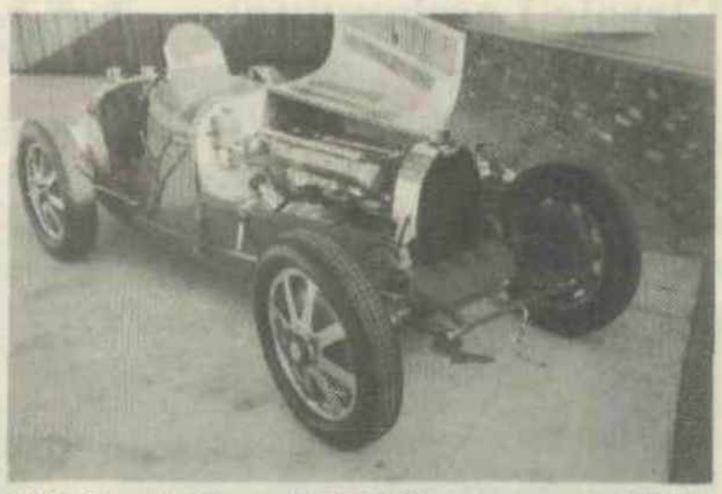
ESTABLISHED 1957



1905 STAR Gordon Bennett 10 litre racing 2-seater. Fully documented.



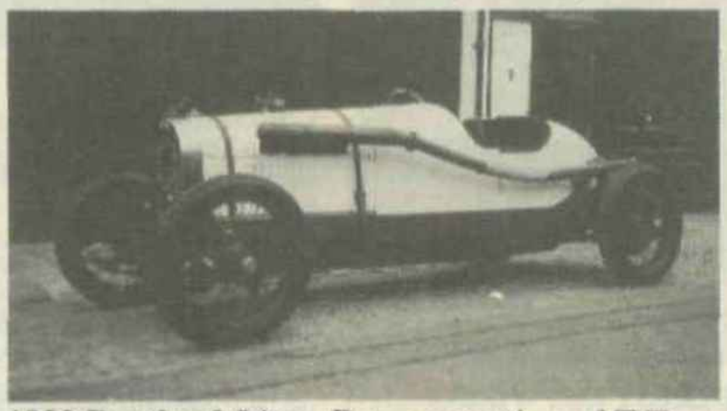
1936 Bentley 4¼ Litre GURNEY Nutting 2 door Coupé. All original fittings, exceptional.



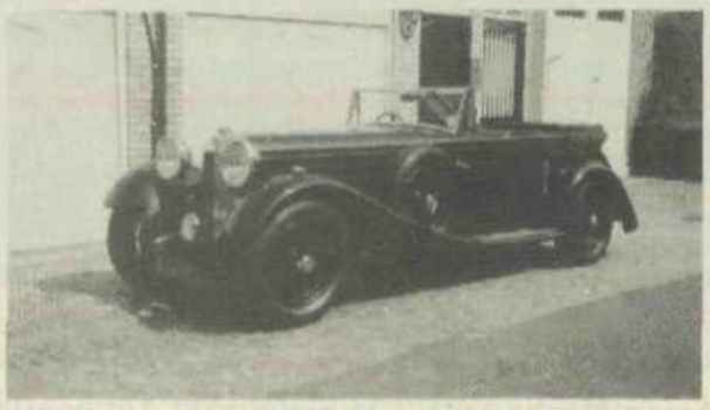
1931 Bugatti Type 51 GP. 2 seater, recent full restoration.



1931 Invicta 4½ Litre 'S' Type. Low chassis 2/4 seater. Well known car.



1922 Bentley 3 Litre. Reconstruction of T.T. car on original chassis.



1934 Lagonda M45 4½ Litre by Van den Plas. Recent restoration.

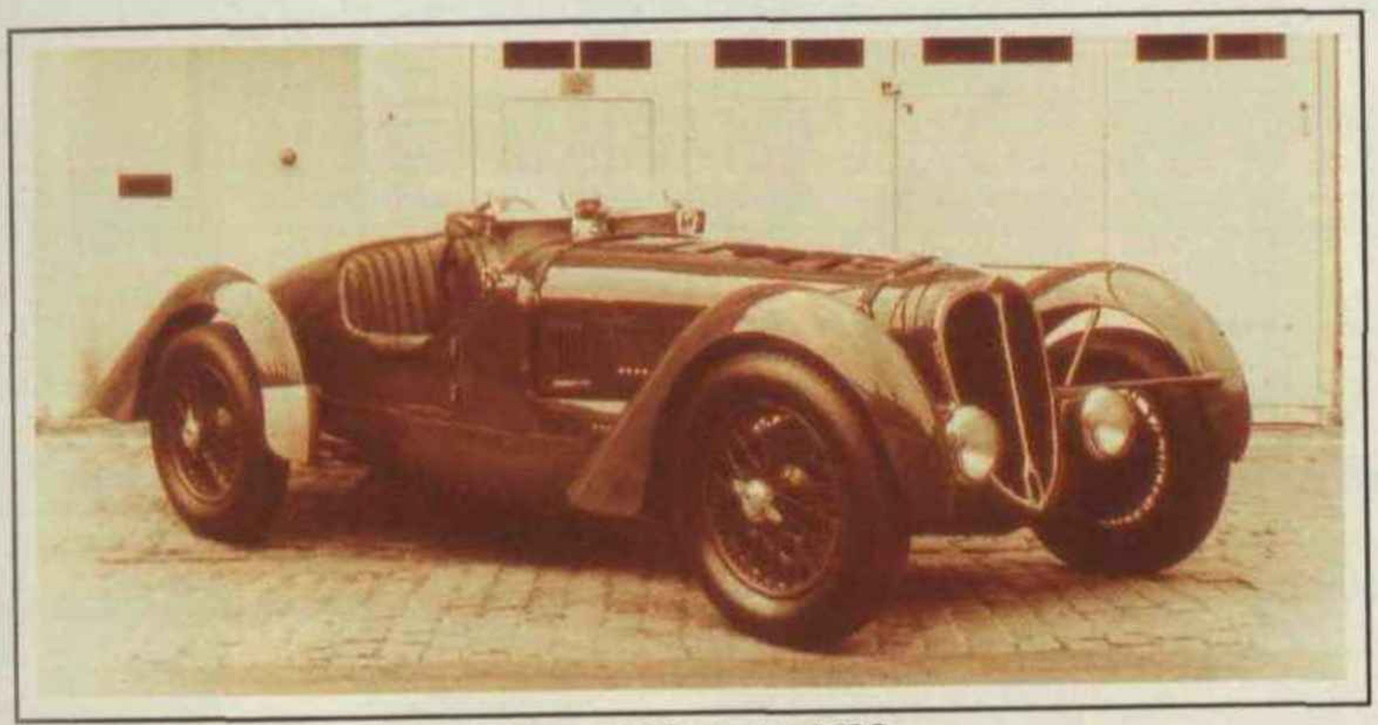
1924 Alfa RL Normale. Tourer for restoration.

1924 Bugatti Type 35/. Very original car with 35A engine.

Any vintage and classic car taken in part exchange.

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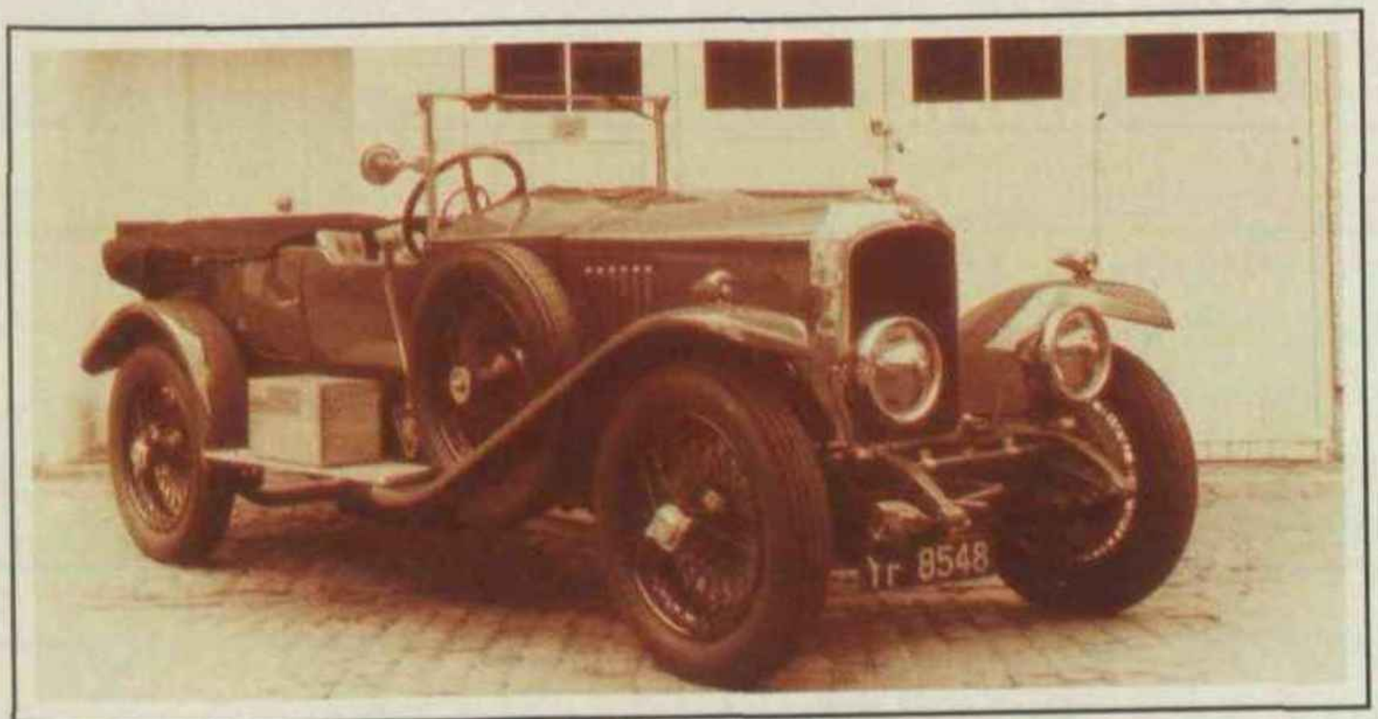
1937 Delahaye 135 MSC

This original Competition Delahaye was driven to second place overall in the 1937 Le Mans 24 Hour race by Joseph Paul and Marcel Mongin. It is finished in the traditional colour of Fench Racing Blue with red leather leather to the interior and is in excellent condition throughout. The car has current FIA papers and is ready for next years Mille Miglia.



1955 Bentley R Type Continental

This excellent R Type Continental Fastback by HJ Mulliner is finished in black with biscuit leather to the interior piped in black. Being a late D Series car it is fitted with the ultimate 4.9 litre engine and also a four speed manual gearbox. The car has been part of two major UK Collections and has been fastidiously maintained in both. A significant history file accompanies the car.



1927 Vauxhall 30-98

This late OE series car retains both its original engine and its original factory designed and built Velox open four seater tourer coachwork. Finished in red with tan leather to the interior the car is correct and original in all respects even down to the instrumentation and dual side mounted spare wheels. The car has been in the same collection for 25 years and is in excellent condition throughout.

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CARS IN STOCK

●

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

1952 Allard J2X

1950 Aston Martin DB2 Prototype

1927 Bentley 4½ Litre Short Chassis Vanden Plas Tourer

1928 Bentley 4½ Litre Vanden Plas Style Long Wing Tourer

1930 Bentley 4½ Litre Supercharged Birkin Le Mans Style Replica

1930 Bentley Speed Six Le Mans Style Tourer

1930 Bentley Speed Six Coupé by Freestone and Webb

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

1955 Bentley R Type Continental Fastback

1933 Bugatti Type 57 Galibier Pillarless Saloon

1937 Delahaye 135 MSC Le Mans

1957 Ferrari 500 TRC

1958 Ferrari 250 GT Tour de France

1960 Ferrari 250 GT Short Wheelbase

1930 Frazer Nash Super Sports

1924 Hispano-Suiza H6B "Dubonnet Tulipwood" Replica

1925 Isotta Fraschini Type 8A Open Tourer

1953 Jaguar C Type

1937 Lagonda LG 45 Fox & Nicholl Team Car Replica

1937 Lagonda LG 45 Rapide Replica

1956 Lotus Eleven Le Mans Works Team Car

1926 Maserati Type 26 Grand Prix

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

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

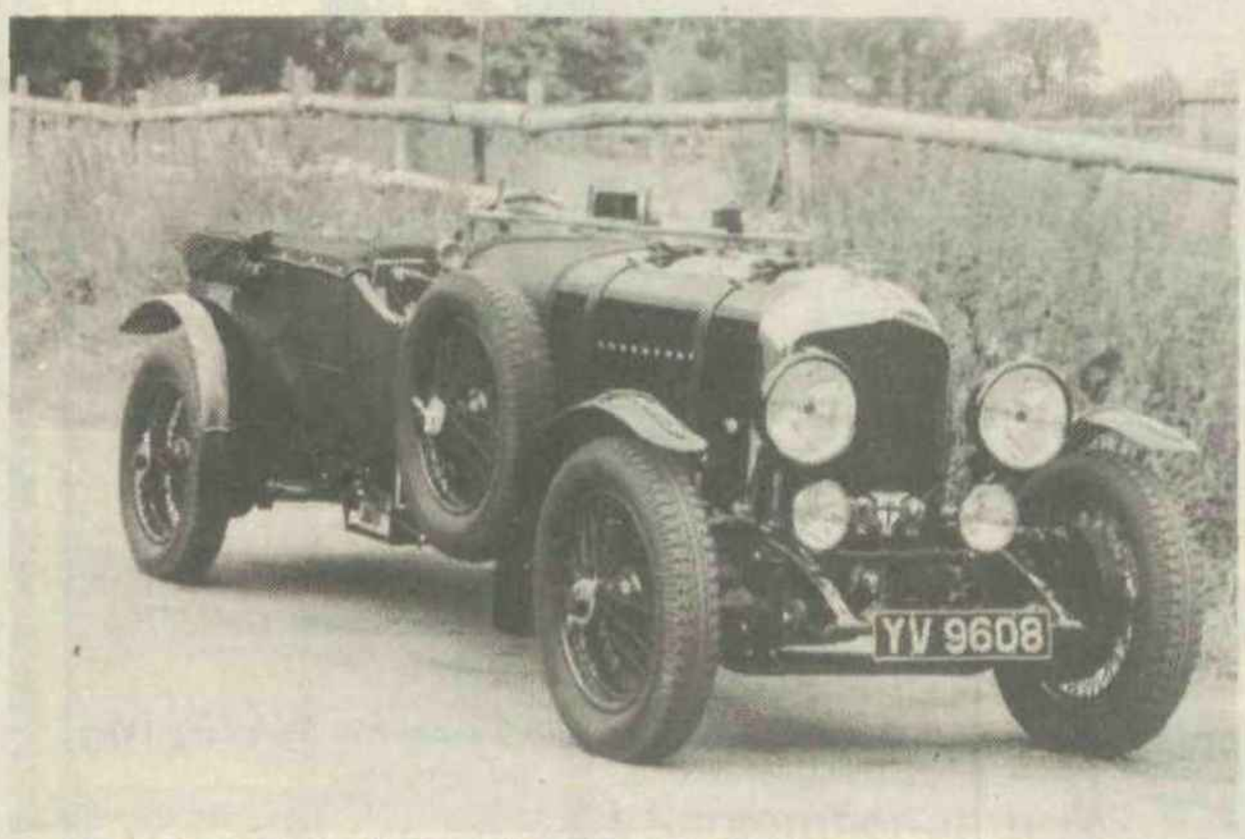
1954 Rolls-Royce Silver Dawn

1927 Vauxhall 30-98 OE Velox Tourer

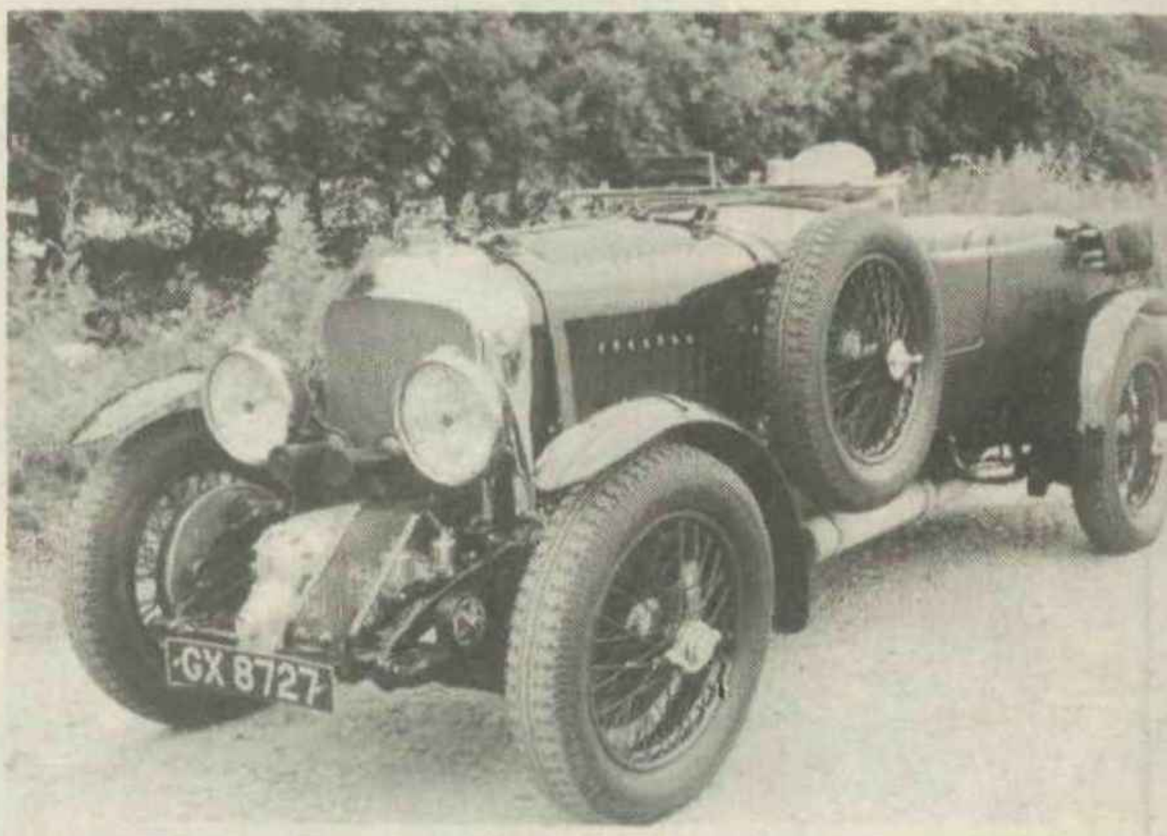
●

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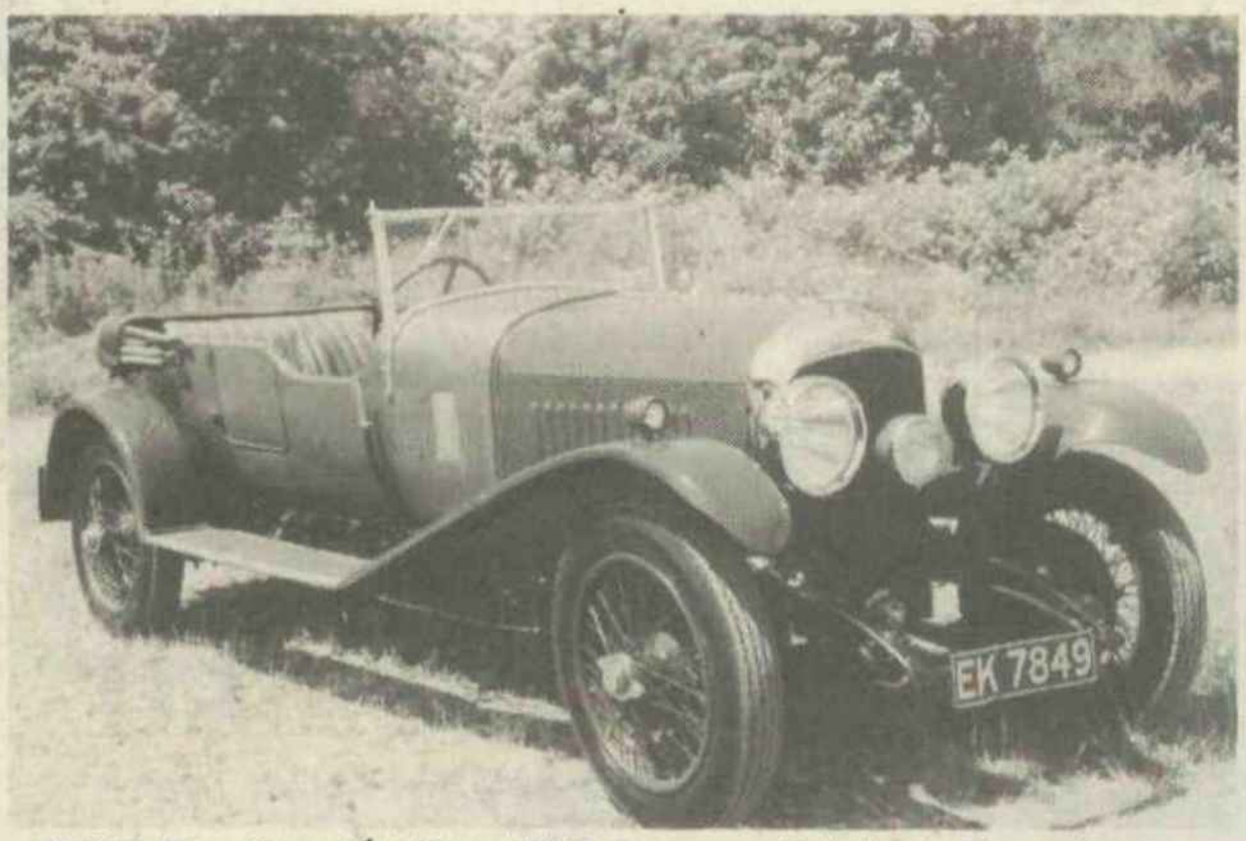
STANLEY MANN RACING



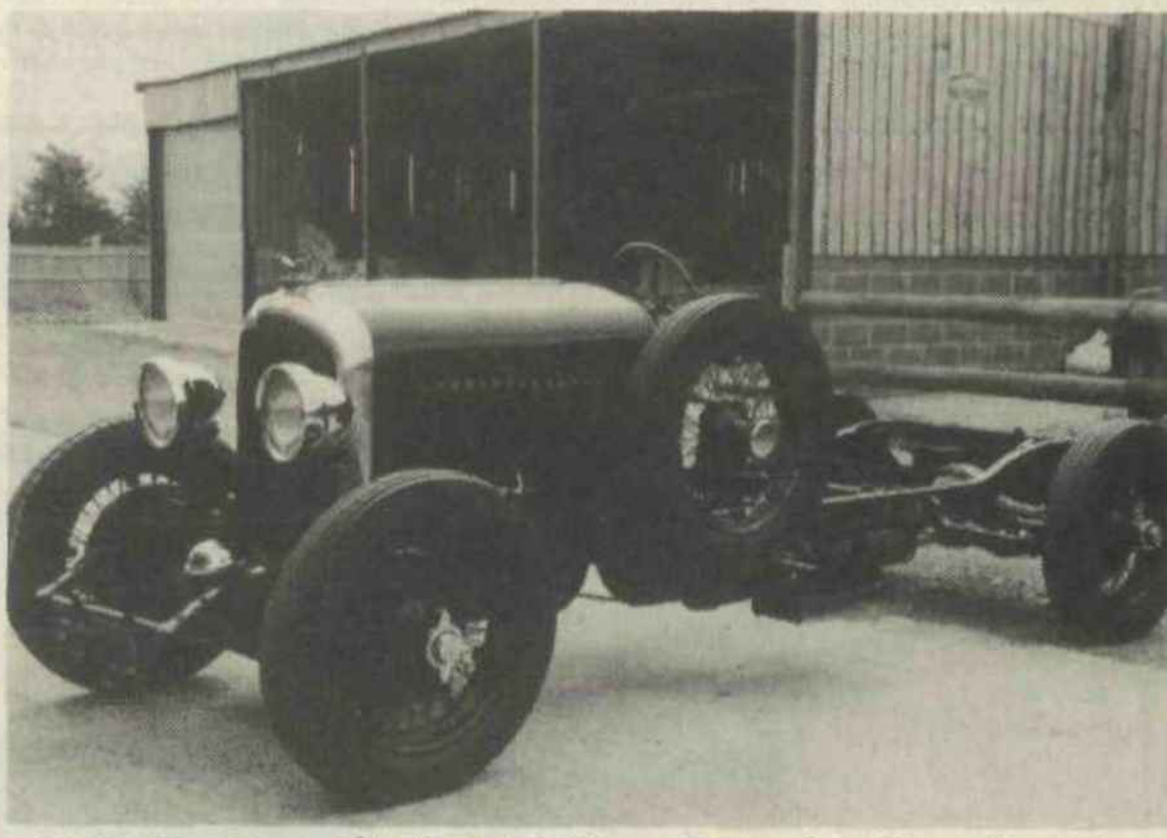
1928 Bentley 4½ litre Le Mans. Older restoration but has fully rebuilt bullet-proof engine. Goes like the wind. Definitely not for old farts.



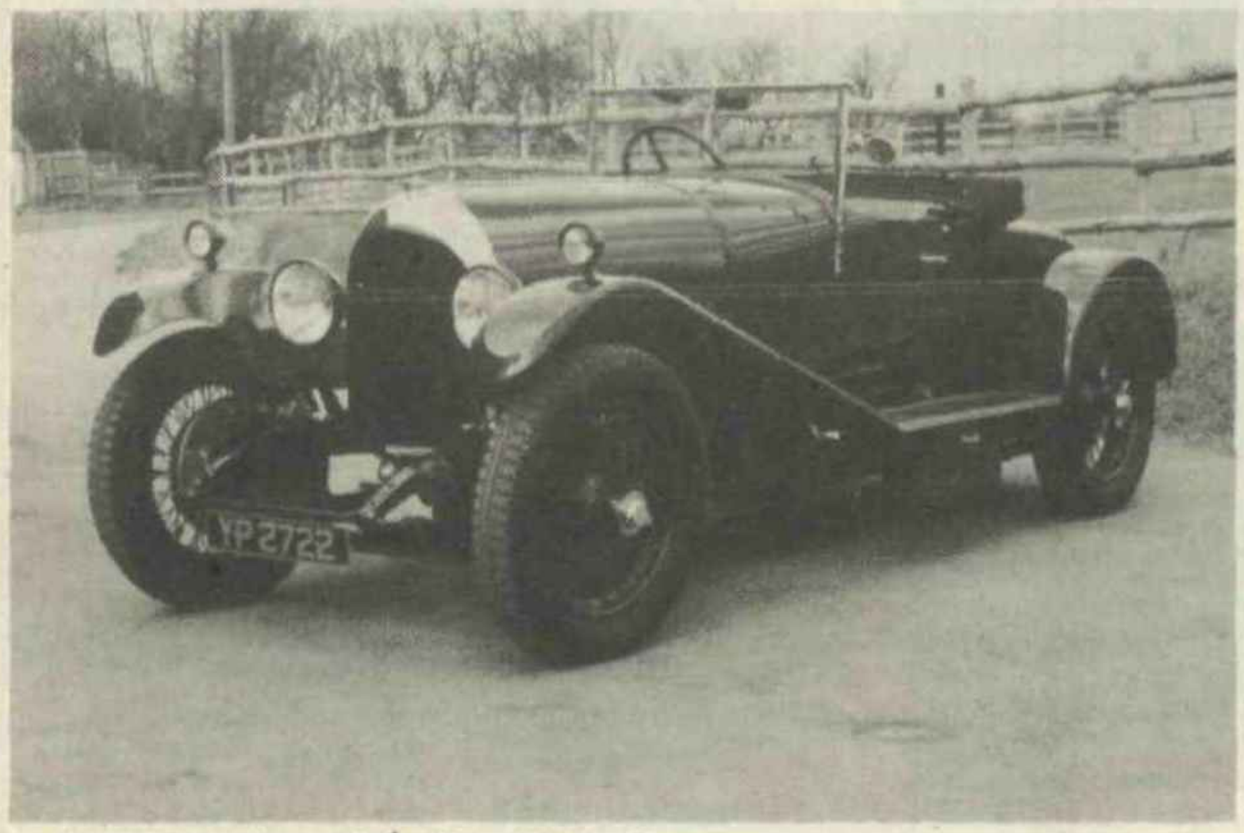
1931 Blower Bentley. Very smart, very quick and, unlike the other 49 of these originals, not silly money.



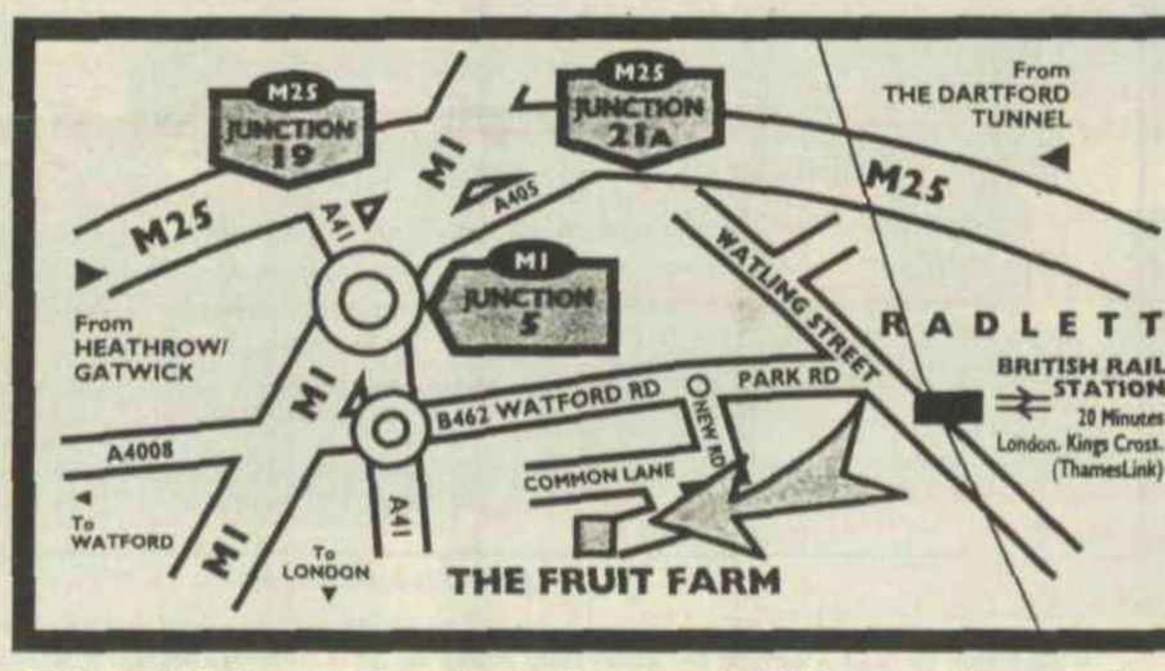
1930 Bentley 4½ litre VdP Tourer. Original. Superb car. Everything as it left the factory 66 years ago. Handsome and unspoilt. So when the salesman said to the first owner "Last you for years", he wasn't kidding.



1927 Bentley 4½ litre Rolling Chassis. Complete. Low mileage. Suit 'D.I.Y.' chap. Will provide a photo of a finished Bentley so you can say to the wife that classic Blue Peter line "Here's one I did earlier".



1926 Bentley 3/4½ litre VdP. Supreme touring car. Loads of grunt. Smooth as butter. True classic Bentley.



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1898 Léon Bollée 3hp Voiturette • 1936 Lagonda LG6 • 1930 Cadillac V16 Sedan • 1897 Horseless Carriage
1936 Rolls-Royce 25/30 Sedanca De Ville • 1921 Rolls-Royce Silver Ghost
1960 Bentley S2 Continental drophead coupe by Park Ward • 1926 Austin Heavy 12 open tourer (to restore)
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1925 Rolls-Royce Silver Ghost Open Tourer by Brewster. This Springfield tourer with its unique open touring coachwork is in superb overall condition, having been restored some 30 years ago and immaculately maintained since. A thoroughly genuine motor car in all respects with a detailed an impressive history.



1938 Lagonda V12 Drophead Coupé. A rare short chassis car restored on behalf of one of the worlds premier collection to concours standard. The recorded mileage is less than 60,000 and is considered to be genuine. Undoubtedly the finest example of its type available. Finihsed in Masons black with a tan lether interior.

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1926 Amilcar-Riley
1955 Aston Martin DB3S Coupe
1964 Aston Martin DB4GT
1966 Aston Martin DB6 Short Chassis Volante, Left Hand Drive
1922 Bentley 3 Litre Speed Model Tourer by Cadogan
1930 Bentley Speed Six Open Tourer by Corsica
1934 Bentley 3½ Litre DHC by Park Ward
1935 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1935 Bentley 3½ Litre Sedanca Coupé by Freestone & Webb
1937 Bentley 4¼ Litre H.R. Owen Sedanca Coupé by J Gurney Nutting
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1926 Bugatti Type 37A Grand Prix
1935 Bugatti Type 57 Stelvio Drophead Coupé
1935 Bugatti Type 57C Supercharged Stelvio Drophead Coupé
1932 Delage D6 Faux Cabriolet
1963 Jaguar E-Type Competition Lightweight
1965 Lamborgini 350 GT
1967 Lamborgini 400 GT
1968 Lamborgini Muira S
1933 Lagonda M45 T7 Tourer
1936 Lagonda LG45 DHC
1938 Lagonda V12 Short Chassis DHC
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1961 Mercedes-Benz 300 SL Roadster
1931 MG J/C Type Supercharged
1922 Rolls-Royce 40/50 Silver Ghost, Brewster Phaeton
1927 Rolls-Royce Phantom I Playboy Roadster
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

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