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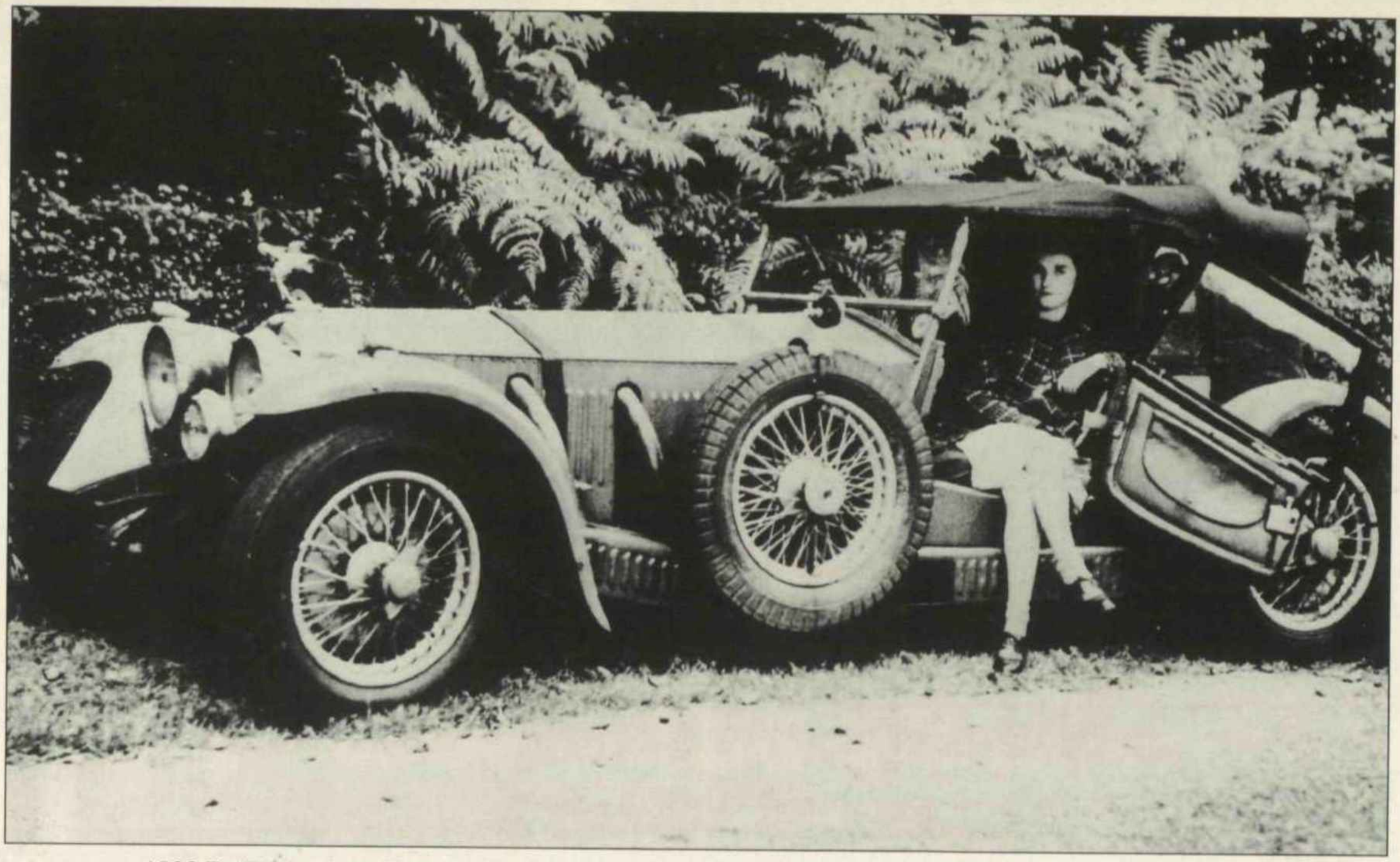
Hunt & Hill

Champions 20 years apart

Fuji '76
Suzuka '96

Jacques Villeneuve: better than Gilles?

PLUS Mercedes AMG E36 tested ★ Tommi Mäkinen ★ Death of the ITC



1932 Ex Team Low-Chassis Invicta, Chassis Number S139, Registration Number YG 5139

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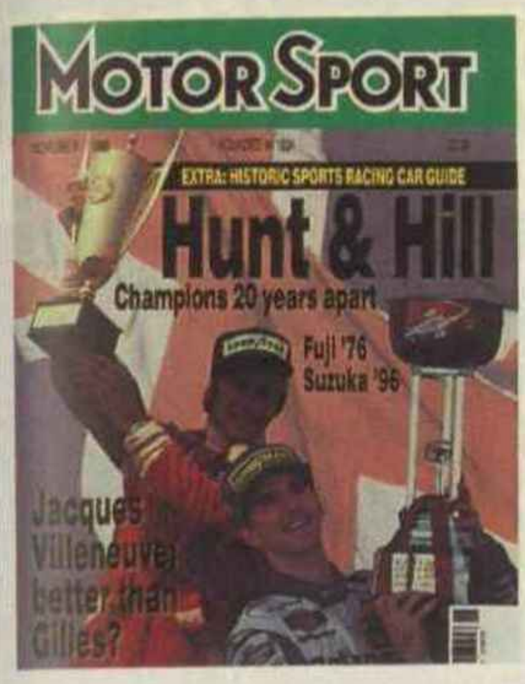
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James Hunt and Damon Hill: two British champions who clinched their titles in Japan.

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JACQUES AND GILLES The younger Villeneuve has received many favourable reviews. But is he as good as his dad?

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RETROSPECTIVE It is not unusual for the F1 title to be settled in Japan. Some 20 years before Damon Hill's finest hour, it was James Hunt's moment of glory. We look back at one of the most dramatic finales of them all.

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DIARY

THE MONTH IN MOTOR SPORT

SEPTEMBER

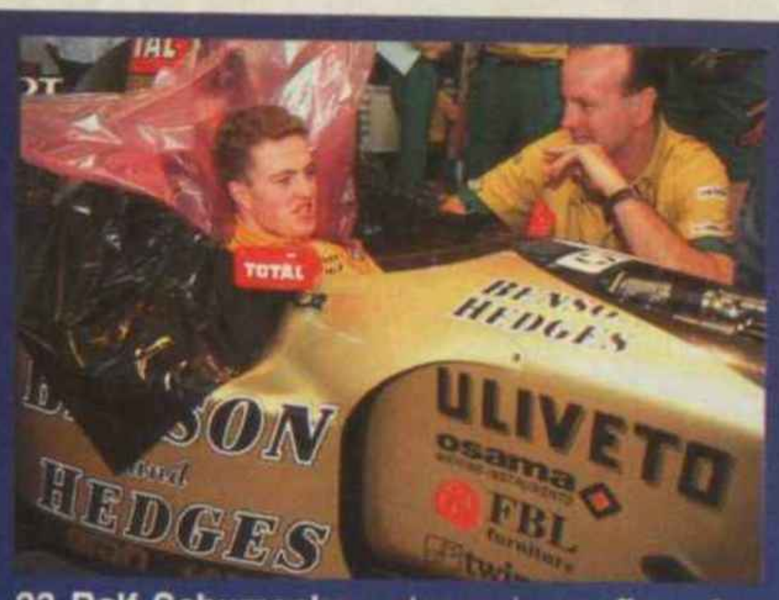
21 In the F1-supporting FIA F3000 race at Estoril, **Ricardo Zonta** takes his **first F3000 win**. **Jörg Müller** finishes **second** and **restores his series lead**.

22 Jacques Villeneuve puts in a storming performance to **win** the **Portuguese Grand Prix** at Estoril. The Canadian recovers from a disastrous start, pulling off a **fantastic overtaking manoeuvre** on **Michael Schumacher** at the circuit's final corner. He finishes 19s clear of Damon Hill, **forcing** the **World Championship** to a **final round decider**.

22 Porsche continues its **domination** of the **BPR Global Endurance** scene, as **Hans Stuck** and **Thierry Boutsen** score another **crushing victory** at **Spa**. **Ray Bellm** and **James Weaver** still **lead the championship** in their **McLaren**, however.



23 After weeks of speculation, **Murray Walker**, left, is confirmed as **ITV**'s choice to head its **Formula One coverage in 1997**. **No decision** is announced with regard to the accompanying **'expert role'**, although **Martin Brundle** has been connected with the position.



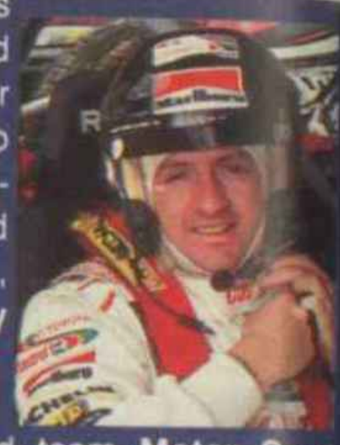
23 Ralf Schumacher, above, is **confirmed** at **Jordan Grand Prix**. The 21-year-old signs a **three-year deal**, with Eddie Jordan's team set to benefit from a reputed **eight million dollars** of **Bitburger sponsorship.** He immediately suggests that **Damon Hill** is his **preferred team-mate** . . .

23 Johnny Herbert secures his **Formula One future** with a **two-year deal** at **Sauber.**



23 Alain Menu and **Frank Biela** win the **final two rounds** of the **BTCC** at Brands Hatch, but the first race is **tarnished** by **Roberto Ravaglia**, above, who blatantly tries to **hold up** leader **Menu** on his final lap – despite being **several laps behind**.

24 Prodrive announces that **Colin McRae** and long-time co-driver **Derek Ringer** are to **split**. Rumours immediately name experienced Welshman **Nicky Grist**, right, as the most **likely replacement**.



24 Milton Keynes-based team **Motor Sport Developments** signs a **deal** to run **Peugeot**'s **BTCC 406s**, below, in **1997**. It is **expected** that **Tim Harvey and Patrick Watts** will be **retained** as drivers.



24 In a bid to clinch the makes' title, **Mitsubishi** signs **Didier Auriol** to contest the **Sanremo Rally**.

26 The **International Touring Car Championship** receives a **massive blow** when **Alfa Romeo and Opel**, right, **withdraw**, citing a lack **of television coverage** as a **principal reason**. **Bernie Ecclestone** reacts strongly, saying that the series **can continue** with **Mercedes' backing**.

CREDIT WHERE IT'S DUE



27 Tom Walkinshaw, above, clinches the **deal of the season** by persuading World Champion elect **Damon Hill** to drive for **TWR-Arrows in 1997**. "I believe the decision I've made is absolutely the right one," says Hill. TWR has a deal for **Bridgestone tyres** in the offing, and is **strongly tipped** to use **Yamaha engines**.

27 Prodrive signs a deal with **Honda** to run its **BTCC team next year**. **James Thompson** and **David Leslie** are expected to **retain their seats**.



There will doubtless be those who begrudge Damon Hill his championship success this year. Ever since he emerged in the Formula One spotlight, in 1993, the Englishman has been forced to endure a platoon of snipers, ready to blast away at his every mistake.

Has he enjoyed a car advantage? No question, the Williams FW18 has been the class of the field, and demonstrably so. That said, for the world champion to have a technological edge is not exactly anything new in motor racing, as the previous achievements of Alberto Ascari, Mario Andretti and Nigel Mansell, to name but a handful, readily testify

The facts are plain enough. Damon Hill is world champion because he won eight of this year's 16 races, twice as many as anybody else. Yes, he could have wrapped up the title earlier. You *could* blame that on his own error at Monza; equally, you could highlight equipment failures he suffered at Monaco and Silverstone.

Taking the year as a whole, Hill has done the best job, a fact which has been partly obscured by Jacques Villeneuve's form from Hungary onwards.

And more than being a deserving champion, he will also be a creditable one, for he remains, above all else, a sportsman in the true sense of the word.

As he prepares for a season which will not yield the same fruits, we wish him well. **S A**

28 Chris Mellors seals the **Mintex National Rally Series** with victory on the **Trackrod Stages**, his and Brian Goff's fifth success of the season.

29 Amidst confusion about the series' future, **Nicola Larini and Bernd Schneider** win the latest rounds of the **ITC** at **Mugello**.



29 Ralph Firman (above, right), takes the **British F3 Championship** with two points finishes at **Zandvoort**.

29 Armin Schwarz takes a dominant **victory** on the **Rothmans Rally of Cyprus**, giving him a **commanding lead** in the **European Championship**.

29 Ricardo Zonta, fresh from his Estoril success, scores another **F3000 victory** at **Mugello**.

30 Strong rumours link **Alister McRae** with a drive for **Volkswagen** on the **RAC Rally**. The Scot is expected to use a new **Golf kit car**.

30 Brands Hatch Leisure PLC announces a **share flotation** on the **London Stock Exchange**. The initiative is expected to raise around **eight million pounds**.

30 Plans are announced for an **English Rally Championship**, to be held in late 1997 and early 1998. The series will be open to **only English drivers** or those with English parents.

OCTOBER

2 F3000 ace **Jörg Müller** has his first proper F1 test with **TWR-Arrows** at Silverstone. Meanwhile, Volvo BTCC racer **Kelvin Burt** shakes down TWR's cars for the Japanese GP.



3 Stewart Grand Prix signs Danish hotshoe **Jan Magnussen** (above, centre), for its nascent F1 team. Magnussen, formerly a **McLaren test driver**, pens a **four-year deal** with the new outfit.

3 Lola announces its intention to build its **own engine** for Formula One. Rochdale-based company **MCD** is commissioned to build the **V10 powerplant**.



4 Jordan's new driver **Ralph Schumacher**, above, impresses the team with his pace over three days of **intensive testing** at Estoril.

4 Tyrrell confirms that **Ford** will supply **V8 engines** for its F1 programme in 1997.

4 Bernie Ecclestone summons the **BPR GT series directors** to the FIA to discuss **TV rights**. Ecclestone also hints that there will be **no further GP support races** for the FIA F3000 Championship, despite the demise of the ITC.

6 BPR GT racer **Soames Langton** is **critically injured** in the race at Nogaro in France, leaving him in a **coma** and with **spinal injuries**. The accident happened almost **11 years to the day** that his **father was killed** in a race at Brands Hatch. Out front, **Ray Bellm** and **James Weaver** clinch the BPR Cup with victory.

6 Craig Lowndes becomes the youngest ever winner of the **Bathurst 1000** when he takes victory for Holden, partnered by **Greg Murphy**.

6 Michael Schumacher wins a kart race! The double F1 World Champion is victorious in the **Monaco Kart Cup**, despite pressure from Holland's **Ricardo van der Ende** – brother of British Formula Ford racer Jacky.

6 Brazil's **Enrique Bernoldi** wins the Formula Renault Eurocup at Nogaro, while **Franck Lagorce** seals the inaugural pan-European Renault Spider crown.

7 Ray Mallock Ltd announces it is to split with **Vauxhall's BTCC effort**.

7 Seat reveals that Finnish star-in-the-making **Harri Rovanperä** will drive an **Ibiza kit car** on the RAC Rally.

7 The 1997 PPG **IndyCar World Series calendar** shows no date clash with the IRL's Indy 500 event, plus a **new 500-mile event** at Roger Penske's **California Speedway**.

7 Thirty-five years after the launch of the original **Mini Cooper**, Rover Sport is to build a **kit car version** of the 1275 Cooper for international rallying.

7 TWR confirms that its '97 F1 assault will be powered by **Yamaha** V10 engines.



11 Former Benetton star **Alessandro Nannini**, above, is to test for the F1 team again, it is revealed. "It is for **fun** and nothing more," Nannini states.

11 Subaru tests its '97-spec **World Rally Car** for the first time at MIRA.



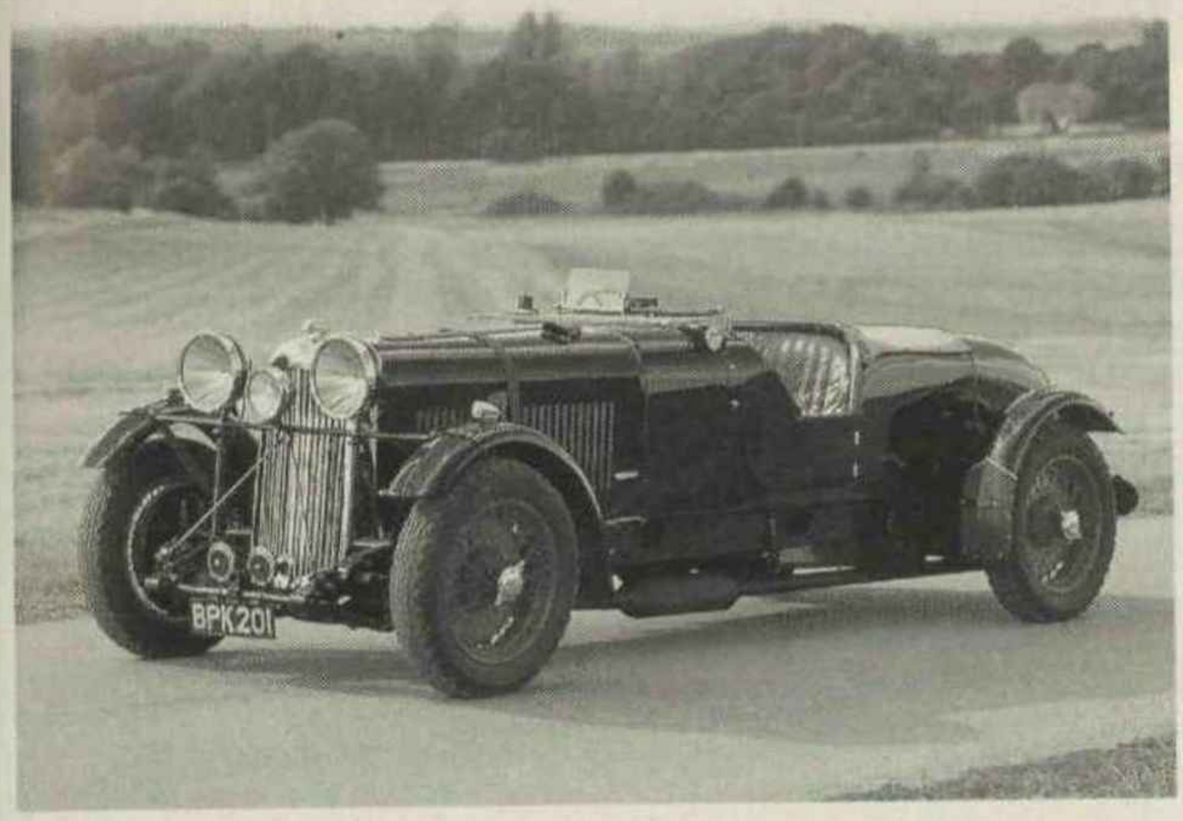
11 Pedro Diniz, above, is confirmed as **Damon Hill's team-mate** at **TWR-Arrows** for '97.

12 The **BPR Organisation** formulates plans to **stabilise** its GT Cup by **restricting the Porsche 911 GT1** supercar for '97.

12 Colin McRae extends his contract with **Subaru's World Rally Championship team** until the end of '98.

12 Alain Prost is expected to **part company with McLaren** unless he signs a **long-term deal** with the Woking concern.

12 The **RACMSA** announces **sweeping changes** to the **British Rally Championship**. The removal of Group A, four-wheel drive cars and **double header** rounds on the Ulster and Pirelli



1934 Lagonda M45R Team Car to be sold at Olympia on 2 December



1956 Mercedes-Benz 300SL Gullwing to be sold at Olympia on 2 December

London

The National Hall, Olympia, December 2

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

Brooks end-of-season sale is the highlight of the year with last year's sale seeing some £3 million worth of important motor cars sold. Brooks' traditional pre-Christmas sale has become recognised as the most important sale marking the end of the year and this year promises to be no exception. The '96 sale will take place in the splendid surroundings of the National Hall, Olympia, formerly the home of London's prestigious Motor Show, and significant entries already include:

1903 Darracq 8 hp Rear Entrance Tonneau
1913 Fiat Tipo 56 Open Drive Limousine
1921 Angus Sanderson 14.3 hp De Luxe Tourer
1923 AC Acedes Tourer
1923 Austro-Daimler 60 hp Skiff Bodied Two-Seat Tourer
1926 Delaunay Belleville P4B Open-Drive Limousine
1929 Isotta Fraschini Tipo 8A Sedanca de Ville
1929 Pierce Arrow Four-Light Sedan
1929 Pierce Arrow Club Coupe
1934 Lagonda M45R Team Car
1938 Lagonda V12 Drophead Coupe
1953 Lancia Aurelia B20 GTS Competition
1955 Mercedes-Benz 300 SL Gullwing
1956 Mercedes-Benz 300 SL Gullwing
1959 Lotus Elite SI
1963/84 Wingfield Jaguar D-Type Replica

Further entries are invited.

For further information concerning these or any other Brooks sale, or any aspect of entering a car for auction please call Malcolm Barber, James Knight, Stewart Skilbeck or Michael Worthington-Williams on 0171 228 8000. Catalogues will be available price £20 UK/£25 overseas. Please call 0171 228 8000. Credit cards accepted.

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OLYMPIA, NOVEMBER 11
A SALE *of* ROLLS-ROYCE *and* BENTLEY MOTOR CARS, RELATED SPARES, LITERATURE *and* MOTORING ART

Brooks annual London sale of Rolls-Royce and Bentley motor cars at Olympia will once again present a wide selection of vehicles from these famous stables. Entries already include:

1921 Rolls-Royce Silver Ghost Sedanca de Ville by Hibbard and Darrin
1930 Rolls-Royce 20/25 hp Two-door Drophead Coupe by Windovers
1934 Rolls-Royce 20/25 hp Two-door Sedanca de Ville
1935 Rolls-Royce 20/25 hp Four-door saloon by H.J. Mulliner & Co.
1937 Rolls-Royce Phantom III Touring Saloon by Barker
1949 Bentley MkVI Drophead Coupe by Park Ward

Further entries are invited.

SYDNEY, AUSTRALIA, NOVEMBER 25
A SALE *of* COLLECTORS MOTOR CARS, MOTORBIKES *and* AUTOMOBILIA

Entries include a 1955 Jaguar D-Type XKD-510 Sports Racing Car, a c1957 Aston Martin DB2/4 Mk II, a c1927 Salmson Val 3 Series 6 Grand Sport and a c1947 Airbus.

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events is aimed at encouraging the **growth** of the **Formula Two category**.

12 The **Kent-powered Formula Ford Festival** is to move to **Castle Combe** from '97 onwards.

13 Damon Hill ends his Formula One season in the best possible way by **winning the Japanese GP** and the **World Championship** at Suzuka. Hill's title rival **Jacques Villeneuve** makes a slow start from pole and eventually **crashes out** when his **right rear wheel comes off**. Hill becomes **Britain's eighth World Champion**, adding to his late father Graham's two titles. **Michael Schumacher**'s second place clinches the **Constructors' Championship runner-up spot** for **Ferrari**.

13 Germany's **Jörg Müller** is the provisional **FIA F3000 Champion** after a stormy finale at Hockenheim. Müller **collides** with **championship rival Kenny Bräck** as the two dice over the lead of the race and the title. With Müller out, Bräck continues in the lead but **ignores a black flag**, which was being shown to him for **alleged dangerous driving**. Bräck's **Super Nova** team **appeals against the decision**, and the matter is referred to the **FIA World Motor Sports Council**.

13 Manuel Reuter retakes the lead of the ITC at Hockenheim, despite the fact Opel team-mate **Klaus Ludwig ignores team orders** and wins the opening race.

13 The **FIA** threatens **Opel** with a **worldwide ban from motorsport** over the German company's **withdrawal from the ITC**. Meanwhile, **Bernie Ecclestone** is to hold talks with the manufacturers in a bid to **rescue the series**.

13 The final round of the **British F3 Championship** is won by Frenchman **Nicolas Minassian** at Silverstone.



14 Toyota confirms its commitment to the **World Rally Championship** by entering **Juha Kankkunen**, **Armin Schwarz** and **Ian Duncan** on the **RAC Rally**. It will be the **first works Toyota entry** since the marque's **12-month ban** for using **illegal turbo restrictors** in '95.

14 Ari Vatanen is to contest the **RAC Rally** in a Malcolm Wilson-built **Ford Escort Cosworth**.

15 Vauxhall confirms that **Derek Warwick** is at the centre of its new **BTCC Vectra team** entitled **Triple Eight Race Engineering**. Williams-Renault's **Ian Harrison** is also involved, but no second driver is announced to partner **John Cleland**.

15 After parting with Vauxhall, **Ray Mallock** announces that his team will run the **works Nissan assault** on the **BTCC** in '97. **Anthony Reid** is to be joined by **shock Honda refugee David Leslie** in the driver line-up.

16 Colin McRae wins the **Sanremo Rally** for Subaru, ahead of Ford's **Carlos Sainz** and **Bruno Thiry**. Newly-crowned **World Champion Tommi Mäkinen** rolls out of the event within **500 yards** of the **start**.

MOTOR SPORT changes hands

This month's copy of MOTOR SPORT celebrates the World Championship success of Damon Hill, and it also represents a milestone for the magazine.

Along with its weekly sister, *Motoring News*, MOTOR SPORT has become part of Haymarket Magazines Ltd, joining a motoring portfolio which also includes *Autocar*, *Autosport*, *F1 Racing* and *Classic & Sports Car*.

We are intensely proud of a heritage dating back to 1924, and which flourished under the patronage of our late proprietor Wesley Tee, who purchased the title in December 1936.

We look forward to building on this in the future, as we maintain the great tradition of MOTOR SPORT.

NOVEMBER **FIXTURES**

Date	*Venue*	*Event*	*Type*
Nov 3-6	Lloret de Mar	Catalunya Rally	INT
Nov 9	Silverstone	F First, Special GTs, Minis	R
Nov 10	Suzuka	ITC	INT
Nov 17	Macau	F3	INT
Nov 17	Snetterton	F First, Special GTs, Minis	R
Nov 24-27	**Chester**	**RAC Rally**	**INT**
Nov 24	Brands Hatch	F First, Special GTs, Minis	R

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LAND OF THE RISI

There are striking similarities between the careers of Damon and Graham Hill, but the new World Champion is very much his own man reckons Paul Fearnley



The role of sporting 'son of' can be fraught: progeny either fail to live up to expectations, have any success they might achieve put down simply to the advantages awarded them via their birthright, or 'disrespectfully' exceed their parent's exploits.

Damon Hill's father was a sporting icon, beloved of the nation, motorsport fan or otherwise, yet Great Britain's latest Formula One World Champion avoids any of the above pitfalls with aplomb.

Like his 1996 Williams team-mate Jacques Villeneuve, another famous 'son of', Damon makes it clear that he races on his own terms. It is true that his crash helmet is bedecked with the London Rowing Club colours that his father made so famous, and that he dedicated his 1994 British Grand Prix victory to his father, for this was a race he never won, but that's it. This season was about Damon Hill and Damon Hill alone; the father/son scenario is simply a hook for the media.

"I've read a lot about trying to live up to my father's record. I don't know where that comes from – I'm not in competition with my father," insisted Damon during his recent triumphant press conference at Selfridges. "I simply adored him. I thought he was fantastic and I've never wanted to take anything away from him. He died 21 years ago – that's an awful long time and I've long since handled that emotion.

"This season was completely something that I wanted to do, something I'd set up – I'd got myself into the situation. I had set out on this task of winning the championship, doing it for me, and for all the reasons that were relevant in 1996 – not for any other."

To be the son of a Le Mans-winning, Indy-conquering double World Champion is to have your future mapped out for you. That is the assumption. It is a theory, however, that played little part in Damon's struggle to the top of his high-profile trade. He was just 15 when Graham and four other members of his fledgling Hill Formula One team perished in a plane crash on the approach to Elstree aerodrome. Legal and financial complications in the aftermath of this tragedy ensured that Damon had the name but very little else when he took his tentative first steps into motorsport. And this only brought extra pressure.

It certainly didn't bring sponsors flooding in. His early *two-wheeled* racing career (a punk music-loving teenager bucking the trend, much to mother Bette's concern) was funded by three hazardous years as a London dispatch rider. Ten years ago he was buzzing about the capital delivering other people's messages, now he was

East London 1962 and Suzuka 1996: Graham Hill (left) and Damon Hill (right) clinch their first World Championships.

NG SON

"I'm not in competition with my father. I simply adored him. I thought he was fantastic and I've never wanted to take anything away from him"

just "buzzing" as he delivered his own message.

The buzz is of the sort that only a World Champion can experience, and the message is concisely and wittily put. He is undoubtedly Graham's son. He may play them down, but the startling similarities are too many to ignore . . .

A spell as a Lotus mechanic was a means to an end for Graham. He badgered for drives and eventually proved his skills to an initially sceptical Colin Chapman. Damon's early career was similarly chequered, but given an opportunity as a Williams test driver, he so impressed the team with his commitment, speed and concise feedback that he was chosen as Nigel Mansell's replacement to race alongside Alain Prost in 1993.

"When that happened I thought, 'Well, I'm in with a shout here'," says Damon disarmingly. "I had got my hands on a machine that could win races. I thought, 'There's nothing going to stop me now', but it took a few more years than I thought."

Of course, there are contrasts: Graham's first GP win came at his 34th attempt (the 1962 Dutch for BRM); Damon had already chalked up five victories at the same point in his F1 career. But the similarities continue to stack up. At 32, Damon was a late starter in F1, while Graham was six years older than Jim Clark and four older than John Surtees, his major contemporary rivals.

Both Graham and Damon have been labelled – perhaps unfairly – as drivers who have had to work hard at their games to replace a shortage of natural talent.



Both men nursed their teams through the loss of the greatest drivers of their era – Clark and Ayrton Senna – showing great dignity yet boosting morale with their continued, indeed increased, competitiveness. Had Damon avoided Michael Schumacher's wayward Benetton at Adelaide in 1994, he would have repeated his father's World Championship win in his most difficult of seasons, 1968.

These shows of fortitude greatly raised both men's stock with the general public. In 1994, Damon was voted the BBC's *Sports Personality of the Year*. Surprisingly, this was an award never bestowed upon Graham, yet he regularly held viewers of this programme spellbound thanks to his double-act with Jackie Stewart; the Scot was the straightman as Hill gave a display of dazzling Bob Hope-style timing and razor sharp wit. His

Last round K-Os

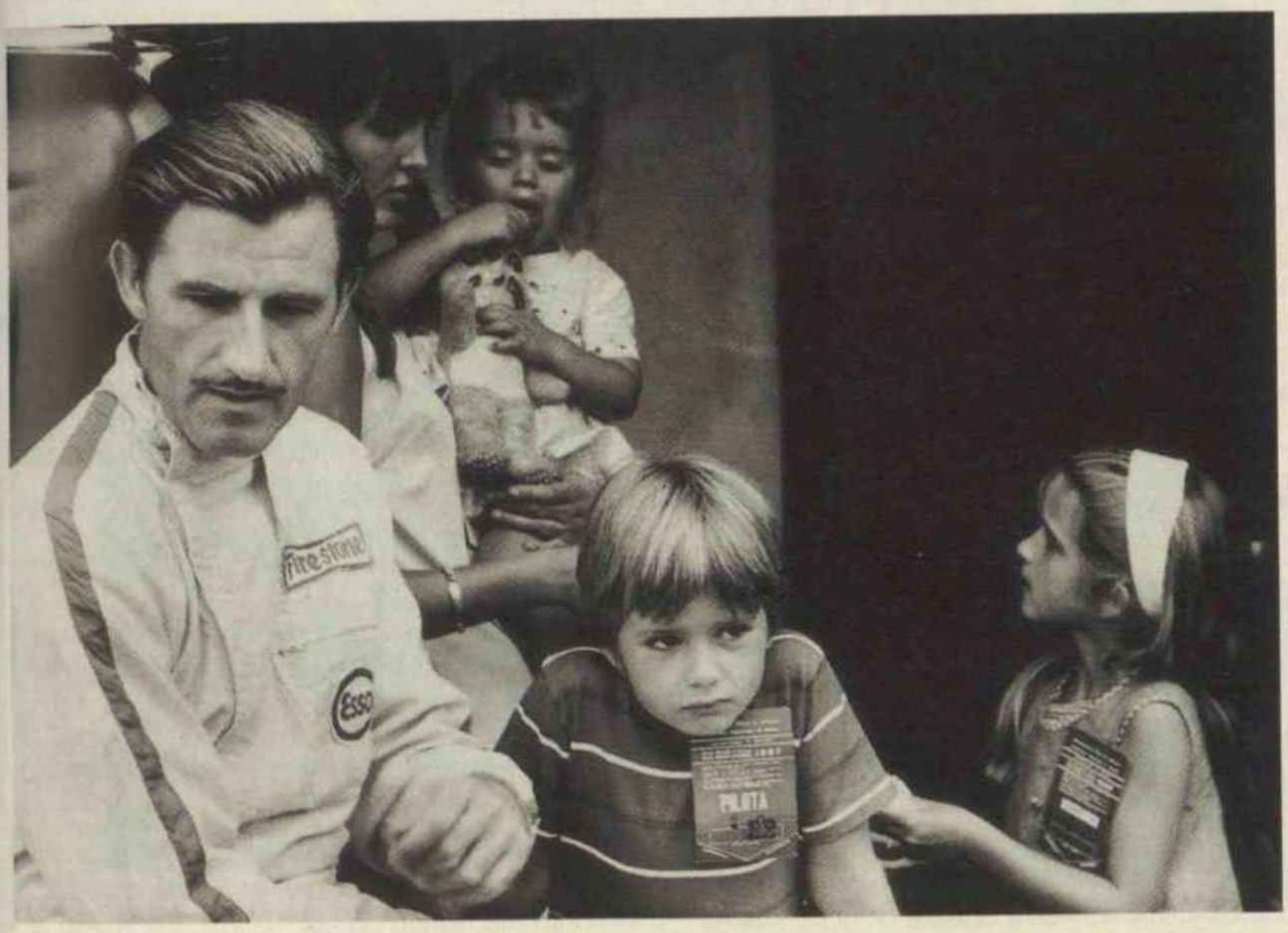


Damon Hill kept his fans on the edge of their seats right to the bitter end; so too did his double World Champion father – twice. Paul Fearnley recollects Graham's championship showdowns

appeal is easy to appreciate.

Damon is more low-key. He is, however, by no means the corporate automaton that the sport's paymasters increasingly demand. His father would have approved of his post-Suzuka party stunt of riding a moped into the hotel's foyer, although Graham might just have ridden it up the stairs and parked it in somebody else's bath tub.

"His father would have approved of his post-Suzuka party stunt of riding a moped into the hotel's foyer. . ."



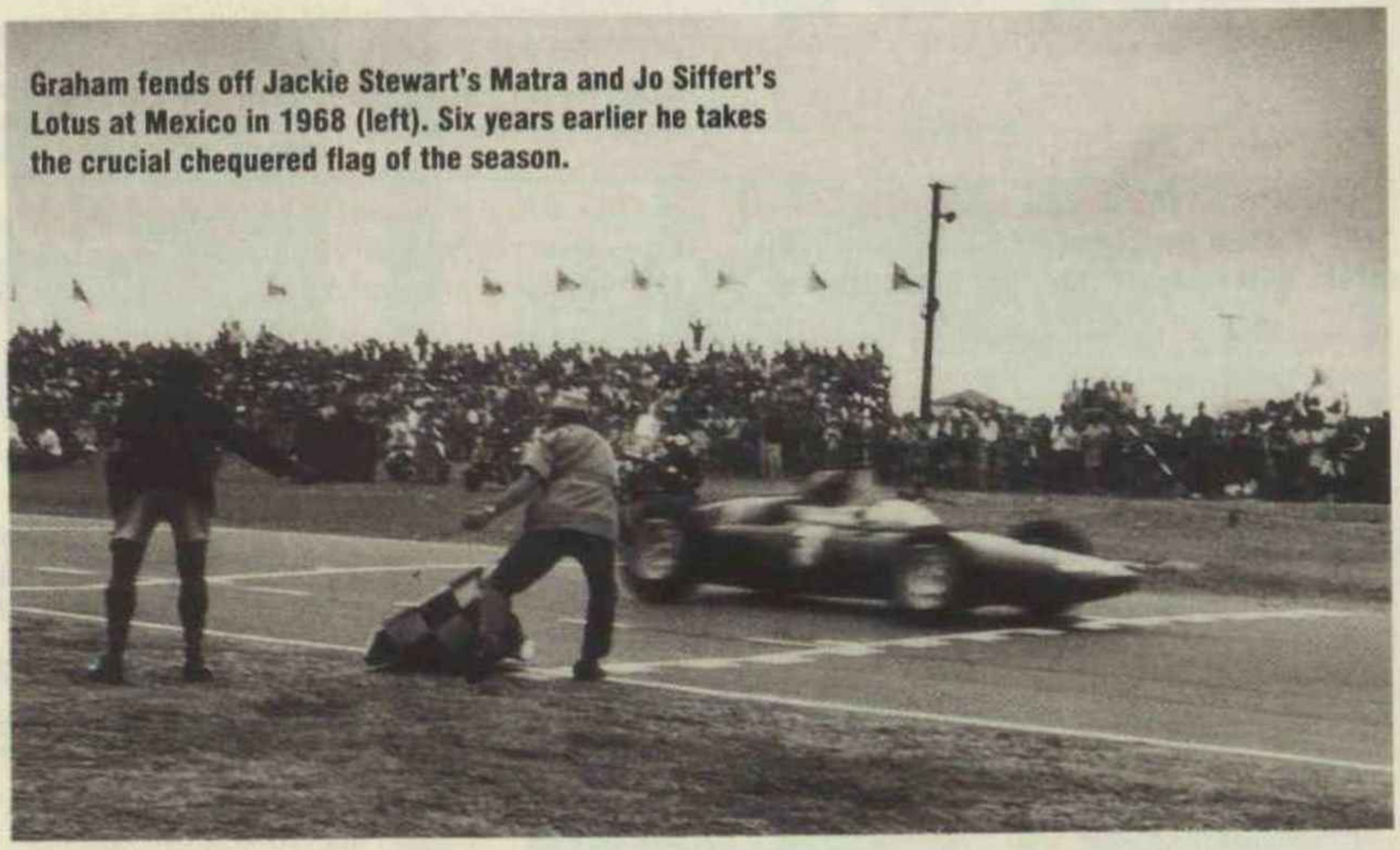
His father had a darker side, however, which would have given today's press a field day. He never came under the media scrutiny his son is subjected to. It was only last season that they were labelling Damon a whinger. He had given some honest answers and these had been turned against him. There was talk of him being replaced at Williams – by Heinz-Harald Frentzen no less – and his confidence and form appeared to crumble in the face of the impossibly self-assured Schumacher.

But a two-week self-exploratory Bali holiday saw a new Damon Hill breeze into Adelaide to dominate the final Grand Prix of 1995.

This were the beginnings of the man we see today. A man who is holding court to the nation's assembled media – a man it is impossible to dislike. The pressure is off. He's relaxed, easy-going and amusing. He certainly wins the PR battle with Williams hands down. He is euphoric, of course, but his answers are measured and considered. If his Suzuka win was one-in-eye for the team, then he is

Damon's wife, Georgie, (far left) has been an unstinting supporter, just as Bette was for Graham (inset). Damon was clearly thrilled by his fathers exploits. . . He joins Graham and the rest of the family in the Monza pits in 1968 (left).

Graham fends off Jackie Stewart's Matra and Jo Siffert's Lotus at Mexico in 1968 (left). Six years earlier he takes the crucial chequered flag of the season.



The Hills, *père et fils*, have both lost World Championship showdowns. In 1964, a Mexico City clash with Lorenzo Bandini's Ferrari cost Graham the chance of a second title with BRM; 30 years later, the suspension of Damon's Williams was irreparably damaged as he attempted to dive by Michael Schumacher's out-of-shape Benetton at Adelaide.

Between them, however, they have prevailed in three final round nail-biters . . .

The first of these was in 1962, when Graham, as did Damon at Suzuka, took a nine-point advantage into the last race of the season. This, however, was not the comfort zone that it first appears. The best five results from that season's nine races were to be taken into account, and so Hill could only add to his total if he won the South African Grand Prix at East London. The man chasing him was his perennial rival, Jim Clark. If the Scot won, the pair of them would be equal on points and the Lotus man would lift the crown because of his four victories to Hill's three.

So the scene was set, but the wait was a long one, for the race took place on December 29. The agony of it!

Colin Chapman's pencil-slim monocoque Lotus 25 was undoubtedly the design of the season, but the BRM P57 penned by Tony Rudd was only a half-pace behind it. Hill, meanwhile, had been a model of both speed and consistency, winning in Holland, Germany and Italy and finishing second in Belgium and the United States. He had also lost substantial leads in Monaco and France because of mechanical failure.

Clark, in contrast, had tended to either win or retire. There had been pole positions aplenty – South Africa provided him with his sixth of the season – but the failures had ranged from clutch to suspension to transmission . . . to engine. Hill's fear was that the Lotus would make an early break and dominate thereafter.

"So the scene was set, but the wait was a long one, for the race took place on December 29. The agony of it!"

The tension was high, Graham was shaking off a spell of sickness and Jim shot away into an ever-increasing lead. There was nothing Hill could do – the points system was going to work against him and he was about to lose the championship even though he had accumulated more points than the champion . . .

Then it happened. Clark came past the pits trailing smoke. The oil pressure in his V8 Coventry-Climax plunged in the blink of an eye, forcing him



Damon celebrates his title with members of the Williams team he is now to leave.

his letting his fans do the jabbing. Damon's is the hand of friendship.

"It wasn't quite the pat on the back I had been expecting!" he joked of his Williams P45 scenario. "I've grown used to it now – every season there is some kind of drama in the middle to try and put you off your balance. I just carried on and put it out of mind. The only thing from this season was to win the championship – what happened after the last race I'd almost dismissed as being irrelevant. I never even looked beyond the end of the season, I just started out with the intention of winning it this time. While it was a bit of a blow not to come back with the team after I've been doing so well, I wasn't going to let it affect me; I'd rather go away with something rather than without the drive and without the championship . . .

Everything's come up roses. The challenge of Arrows lies ahead, but a relaxing Christmas with the family comes first.

A man with a famous name, who has made it off his own bat. A man like Graham Hill, only different.

Last round K-Os

Jim Clark's 1962 challenge goes up in smoke. Graham gives local radio the benefit of his wisdom. BRM designer Tony Rudd (right) looks on.



to pit two laps later. The mechanics fell upon the car, but the cause of the problem was not immediately apparent. It was hidden by the exhausts' heat shield. A tiny hole. So obscure that a spare engine had to be checked to discover exactly what had gone awry. A missing locking washer had allowed the jack-shaft bearing locating bolt to work loose and eventually drop out. Clark's race was run.

In Suzuka, after Villeneuve had lost his wheel, Damon was left with 17 pressure-free laps to enjoy his victory and the ensuing title; Graham had 20 such tours at East London.

The latter's second world championship success, in Mexico City six years later, was more reminiscent of his son's Suzuka drive, in that he won from the front, wearing down his title rivals in the thrilling early stages.

By this time, Graham had joined Team Lotus, which was then rocked to its foundation by Clark's death in April. Hill had finished second to the Scot in the South African Grand Prix, and then boosted ebbing morale with back-to-back victories in Spain and Monaco. This handed him a comfortable lead in the championship, only for it to be eroded by four retirements in five starts. He fought back with a fourth place in Canada and chased Jackie Stewart's American Grand Prix-winning Matra home.

There was no escaping those Scots; JYS was just three points behind Hill when they arrived in Mexico. This, however, was to be a three-way fight for the title. Reigning champion Denny Hulme had pressed his claim with consecutive victories in Italy and Canada, and the McLaren driver was six points behind Hill.



The New Zealander, however, was the first to crack. Or rather his suspension was, plunging him into the Armco on lap 10. Hill had made a storming start to lead from the second row, but Stewart was tracking him, and the pair had passed and repassed before Hulme got the chance to step out unhurt from his smoking wreck.

The title contenders were running strongly, but not as strongly as Jo Siffert, who had put the Rob Walker-run Lotus 49 on pole position. He squandered this via a tardy start, and it took him 22 laps to wrest the lead from Hill. 'Seppi' was in commanding form and, in the space of three laps, had opened out a handy lead. His hopes were dashed, however, when the throttle linkage collapsed, leaving him to pit and then post a memorable, lap record-setting recovery charge to sixth.

His departure from the frame restored the race's winner-takes-all scenario. The pressure was on Stewart to win. There was a strong parallel to the East London affair; if the Scot won and the Englishman finished second, the title would go north of the border on the account that Jackie had four victories to Graham's three . . .

The crowd was so excited that it had left the edge of their seats to sit on the edge of the track! But the spell was broken when the chasing Matra began to misfire because of fuel surge on lap 37 of 65. Stewart's challenge was over and he gradually slipped back to seventh. The cause of his problem could not be pinpointed after the race, but a crack was found in the Matra's rear suspension that had been the root of some fairly wayward handling.

The immense pressure had finally been released, but Hill, now assured of his second title, did not relax his efforts on a track made treacherous by dust, and his winning margin was over a minute. It had been a superb performance – one his son would match 28 years later.

Hills, three; fate, luck and circumstance, two.

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This important picture was reproduced in both the *Motor Racing Sketchbook* 1954, and *The Big Race,* published 1955. Estimate: £2,000-2,400.

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Which member of the Villeneuve dynasty is best?

JACQUES AND GILLES

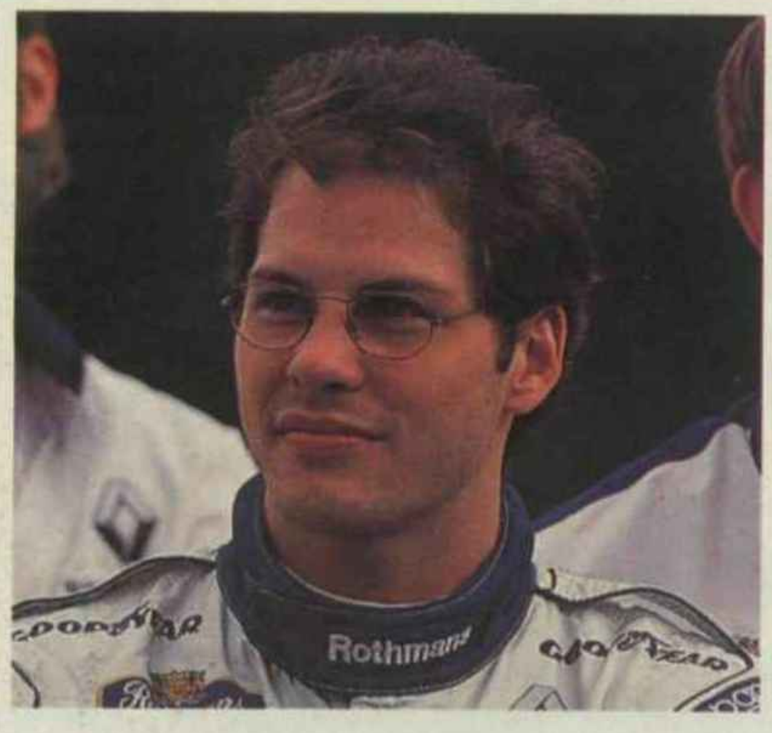
Mark Hughes illuminates the debate


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JACQUES AND GILLES

At his first attempt, Jacques Villeneuve has already enjoyed a more successful Grand Prix year than his legendary father, Gilles, ever did – notwithstanding the four-and-a-bit years Villeneuve Snr spent dazzling the F1 fraternity as possibly its most exciting performer ever.

There is a paradox in those bald statistics: there are paradoxes everywhere you look in the Villeneuve family's legacy. Take Gilles: he polarised opinion like no driver before or since. You either thought him too wild and undisciplined to be ranked among the greats, or you saw in him the purest, most sublime essence of what a racing driver is, towering over his contemporaries.



It has been said that Jacques lacks his father's adventurous driving manner; the evidence doesn't always support that (below).

Or look at the paradox of his son. So overshadowed by his father's fame as a child that he became nervous and clumsy in his presence, he went on to become not just a racing driver, but one of F1's coolest (and fastest) customers – after fulfilling a similar role on the 200 mph-plus ovals of Indycar. He may have inherited some of his father's speed genes, but he utilises them in a totally different way: smooth, undramatic, learning by playing himself in gently. Yet there's even a paradox there because, very occasionally – his slide across the grass in Adelaide, or most memorably of all, passing Schumacher round the outside at Estoril – he does something that leaves Gilles' fans all dewy-eyed with nostalgia.

A commonly held contemporary view is: Gilles – fast, but wild and undisciplined; Jacques – unflustered, Prost-like, the complete package. An alternative view is: Gilles – the quickest, most daringly talented driver the world has ever seen; Jacques – a competent pilot who has benefited from the best equipment in every formula, thus creating a false perspective. And in this year's Williams, he has generally not qualified as well as Damon Hill. Where does the truth lie?

The paradoxes hint that truth does not reside in a definite place, and that it may change in time. Yet each of these viewpoints have their adherents. Both Emerson Fittipaldi, one of the few drivers to have raced against both Gilles and Jacques, and Jackie Stewart have been quoted as saying they believe Jacques to be the more complete driver; Stewart maintains that, "his thinking is better compartmentalised" than Gilles'. Certainly, whatever criticisms have been levelled against Villeneuve Jnr during a season which, best car or not, has been a remarkable debut in F1, they do not include rashness.

This is something about which the man who has worked closest with him year – his race engineer, Jock Clear, is quite adamant. "He's still on part of a steep learning curve," says Clear.



In control. Gilles heads Alan Jones at a soaked Watsons Glen, 1972

"He's a very bright bloke and he's quickly worked out that driving the best car in the field, he doesn't need to be pulling off the sort of adventurous moves you might see if he was in a McLaren or a Benetton, say. With the car he's got, there's no need: he has the capability and obviously the car has the capability of winning races, so why take the risk?

"If you look at it from his side, the only thing which would have jeopardised his future at Williams is not even poor performances, it would solely be doing stupid things in the car. Even if his performances had been less impressive than they have been, we'd still be saying, 'Oh well, he's a rookie, let's give him another year and see what he's made of'. If he'd been trying to keep up with Damon every qualifying session and putting it in the barrier every time, his position would have been looking a bit shaky.

"He's pretty sharp in working out where he wants to be at any given time in his career and he doesn't want to run before he can walk."

So will he get faster then? "Towards the end of this season – and certainly at Estoril – I think he's started to realise that he can actually run a bit faster than he thought he could. That manoeuvre round the outside of Schumacher was just the first glimpse of some of his confidence which I think will come through next year. Estoril is the circuit that he knows the best – he's done 3,000



kilometres round there – so he was in a position where he had absolute confidence in what the car was going to do and was quite happy to take chances other drivers weren't. Next year, when he knows all the tracks, you'll see that much more often."

That dramatic overtaking of 'The World's Fastest Driver' at Estoril was part opportunism (Lavaggi had compromised Schumacher's entry into the corner) and partly the result of weeks of planning. The latter lends some credence to Stewart's point of view.

"One of his biggest strengths is that he thinks about a lot more aspects of racing than any driver I've come across," adds Clear. "He thinks about all sorts of weird what-ifs – he'll talk over possible pace car situations, for example, all the time – and 99% of the time they don't come to be, but sometimes they do and when they do he's ready. We'd talked about setting the car up for that corner onto the straight at Estoril for two weeks. He'd said: 'I want to be able to pass people round the outside there'. We'd agreed how to set the car up that way and because he'd already gone through the scenario, when the moment came he didn't even have to think about it."

In that move, he did something to Schumacher that Hill has been unable to manage in four seasons of wheel-to-wheel racing with the German – make a genuine passing manoeuvre that stuck. In fact, there are other indications that his approach is closer to Schumacher's than to his team-mate's, such as the way in which he sets a car up.

Clear: "Jacques' preference is to run the car a lot stiffer than Damon. When Damon and Jean-Christophe (Bouillon, the Williams test driver) have tried Jacques' settings, they've found it virtually undriveable. When Jacques tries a Damon set-up it's less critical, but there tends to be too much understeer for him, it's less responsive. We don't really know what Michael used to do at Benetton in absolute terms, but we all know that if you talk to Herbert, Verstappen or Berger, the Schumacher set-ups are supposed to be undriveable and swap ends too quickly.

"These sort of comments tie in more with Jacques, and this was part of my and Jacques' arguments for persevering with this route – at the end of the day, if you ended up with a car similar in set-up to Michael's, you wouldn't be so alarmed. It can be made to work."

So there you have the pro-Jacques view. A driver quick enough to make very effective use of the best car in the field straightaway, thanks to a combination of natural talents and astuteness. A driver who looks to be getting quicker all the time, yet who already shows signs of greatness.

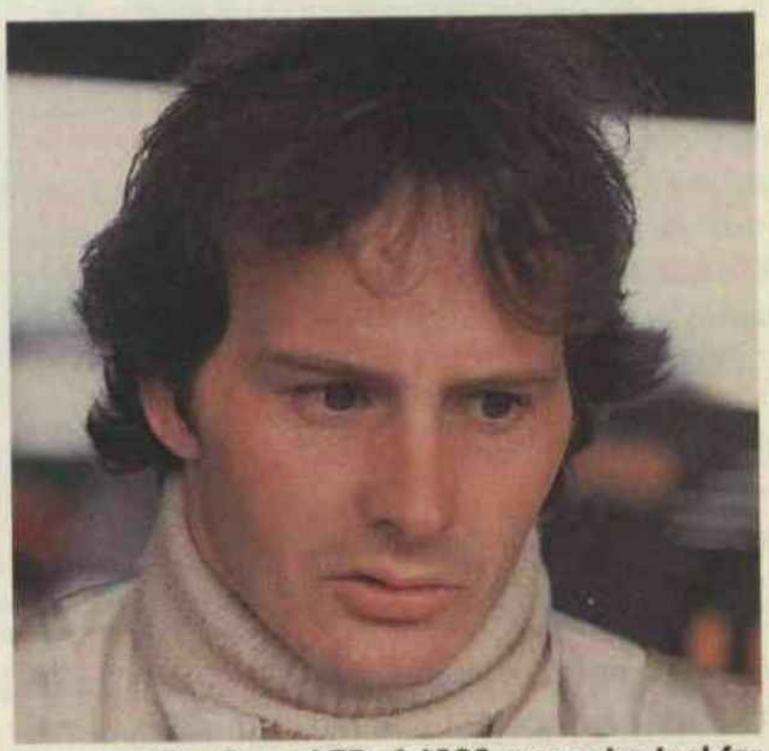
And there's more. Mario Andretti raced against both generations of Villeneuve (his final season in Indycars, 1994, coincided with Jacques' first), and was impressed by the son's mental acuity. "He's demonstrating his focus and abilities, but the impressive thing from such a young man is how he's learned from his mistakes," he says. "By that I mean that when he came to IndyCar there were a few pretty big accidents. Like the one in Phoenix, where he wasn't used to seeing yellow lights and he ploughed into a situation where it could have been the end of everything. But he learned from those sorts of things very quickly.

"He's also been intelligent enough to see certain opportunities such as with Williams, and made certain demands which have assured him of good support. In this I think he learned a lot from Michael's situation," he adds, referring to Michael Andretti's brief and unsuccessful spell with McLaren in '93.

Yet contained within these words are a germ of the reasoning which those less impressed with Jacques repeatedly use: namely, that his name and thus his backing have assured him the best equipment in every team he's ever driven for, and a controlling say in how things are done around him. He is bound to look good, they say, racing against others without access to such luxuries.

These same people tend to be fervent Gilles Villeneuve fans, admirers of his spirit against the odds. Sure, he sometimes had a competitive car – and when he did he was invariably impeccable, a point often forgotten – but more often he didn't, and yet still achieved things with them which should not have been possible. Cars like the 1981 Ferrari 126C, of which then-Ferrari designer Harvey Postlethwaite has said, "I *know* how bad that car was . . . it had literally about one quarter of the downforce of the Williams or Brabham." This and appalling throttle lag didn't stop Gilles winning in the tight confines of Monaco, or holding off a train of superior cars for almost the entire distance

"He did something to Schumacher that Hill has been unable to manage in four seasons"



The Ferrari T5 of 1980 was not a tool for optimists. Despite its inherent shortcomings, Gilles never once gave up trying. Fifth in Canada equalled his best result.



JACQUES AND GILLES



Jacques has made good use of the best equipment, leading for Williams in Melbourne and winning four Grands Prix in his first season.

to win at Jarama.

They are the sort of performances on which the whole Villeneuve legend rests. Virtually every time he stepped into a car he added lustre to the folklore. In wet qualifying at Watkins Glen 1979 he was fastest, ahead of his (World Champion) team-mate Jody Scheckter, by *11 seconds*. Or that seminal moment at Trois-Rivières in '76 when, as a Formula Atlantic driver unknown outside North America, he had guesting World Champion elect, James Hunt, as his team-mate. Dissatisfied that he couldn't get near Villeneuve's first session time, Hunt asked if they might swap cars. When they did, Gilles was even further ahead . . .

Predictably, Villeneuve took victory, beating not only Hunt but fellow F1 visitors Alan Jones and Patrick Depailler. Hunt subsequently raved about the French-Canadian's potential to McLaren, which set Villeneuve on the road towards Grand Prix fame and fortune.

To hear of an F1 star eulogising about a rival may sound odd, but Hunt was by no means the only driver left struggling for superlatives. Recorded quotes from contemporaries of Gilles at the time include the following: "He was the fastest and the best driver of all." (Niki Lauda); "The fastest driver there has ever been." (Jody Scheckter); "No human can do a miracle, but Gilles, you know, sometimes he made you wonder . . . He's on a different level from the rest of us." (Jacques Laffite); "I don't know what it is that makes some drivers just that little bit more special, I just know that Gilles had it." (Patrick Tambay).

The racer who can surely offer the most insight, however, is a third Villeneuve – Gilles' younger brother, Jacques Villeneuve Snr. Earlier this year, on the eve of the Canadian Grand Prix, he fed some pointed comments to the press, regretting that his nephew no longer kept in touch and suggesting that young Jacques was not the sort of driver his father had been. This was seized upon and interpreted as sour grapes from a driver who hadn't made the grade – which is to underestimate just how talented Jacques Snr was.

"Jacques could be as good as Prost. But then I don't see why people are so impressed with Prost!"

As well as giving as good as he got racing head-to-head with Gilles in snowmobiles, he went on to star in Formulae Ford and Atlantic, winning two consecutive North American titles (in 1980 and '81) just as Gilles had. His only two F1 opportunities came with one-off drives – in a second-string Arrows in '81 and a hopelessly uncompetitive Ram March in '83. Entering Indycars the following season as the reigning Can-Am Champion, with a team new to the series, he grabbed pole at Phoenix. In '85 he won at Elkhart Lake and in the second half of the season was on the pace everywhere. These are not the accomplishments of a second-rater, and his attitude was very reminiscent of his brother's: all-out attack.

As recently as 1992 Jacques Snr climbed into an Atlantic car at Trois-Rivières, and without testing proved himself the fastest man in the field. A field that included Jacques Jnr . . .

In that race Villeneuve Snr was closing on the leader, having established a new lap record, when he retired. His nephew, making his Atlantic debut, was third. "After that race," remembers Uncle Jacques of the reception Jacques received, "Everyone is saying 'isn't he great? He's the next Gilles'. He did OK, but he wasn't Gilles; nothing spectacular, but that's what everyone wants to see in him. He's a different person, that's all, not Gilles. He's not doing it the way Gilles was doing it.

"He'll maybe get quicker because he'll know the circuits and the car, but he'll never be a spectacular driver: he will never try to make a difference the way Gilles did. He is more like Prost. I have no doubt in my mind that Jacques could be as good as Prost: he's smart enough to be able to do that sort of job with the right equipment, just as Prost always had. But then I don't see why people are so impressed with Prost! Put them in a shitbox and you wouldn't see them carrying the car on their shoulder, trying to make a difference. Senna was a guy who would try to make a difference, Schumacher is, Gilles was probably the most impressive of them all at that sort of thing."

Listen carefully. It sounds more like the impassioned reasoning of one who admires the no-compromise approach of a Gilles Villenueve or a Senna than it does bitching about the boy who doesn't write home. His nephew may well become statistically more successful than his revered brother, but that tells us little as far as many observers are concerned.

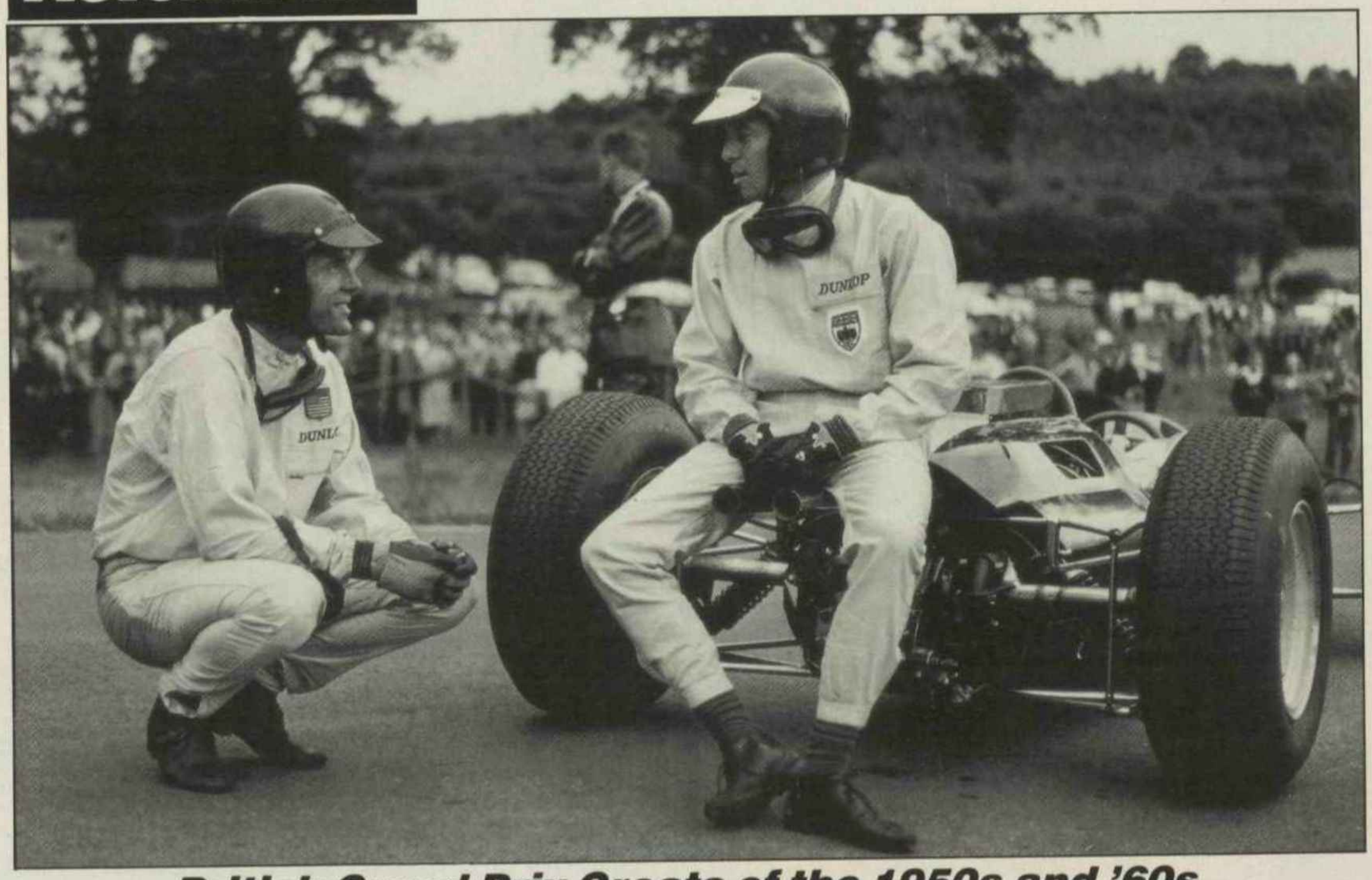
In the end, who is better rather depends on the measure of greatness. Some might say it is about success, in which case Jacques Jnr is on the verge of a remarkable career. Others might say that if you impose a mathematical framework on the contest and a driver as patently great as Gilles Villeneuve doesn't figure prominently, then that framework (that is, the World Championship) cannot have any serious worth. That sort of greatness – drama, striving for the stars – has far more real meaning than any totting-up of numbers. There's the paradox.



Gilles making good use of less than satisfactory equipment, holding off Laffite, Watson, Reutemann and de Angelis, Jarama 1981.

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It is 20 years since James Hunt clinched the World Championship in one of the tensest Formula One finales. Simon Arron recalls Fuji 1976

THE WATE

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THE WATERBOYS

"I really thought we'd blown it with that pit stop. When I came into the pits after the race, I didn't know where I'd finished, but I was convinced that Niki had retained the championship. I was heartbroken."

The speaker? The late James Hunt, October 24 1976.

The event? The Japanese Grand Prix, the first World Championship race in the Far East and epoch-making in several other ways. This was the race that helped introduce the wider general public to motor racing, the most widely publicised motor racing event of all time to that point.

"It was this race which persuaded the BBC to televise the sport," confirms Murray Walker, at the microphone then as he was for the BBC's recent swansong, at Suzuka, and as he will be when ITV assumes control in 1997. "I remember they opened up the studio at four in the morning, which was something they never normally did.

"Regular TV coverage didn't start until 1978, because it took time to sort out the question of cigarette advertising, but it was the Japanese race which started the ball rolling."

Put most of the ingredients into a movie script, and they would have been dismissed for being too far-fetched.

There was Hunt, the English former public schoolboy with a hell-raising reputation. A man whose career appeared to be on the skids at the start of the year, but rescued from the job centre when Emerson Fittipaldi conveniently quit McLaren in favour of his own family's fledgling team. A man whose later career as a TV commentator kept him at the forefront of popular culture, until his untimely death from a heart attack in June 1993.

There was Niki Lauda, pragmatic, calculating, the reigning world champion . . . but a man bearing the severe physical scars of his fiery accident at the Nürburgring. Read the last rites in the first week of August; finished fourth in the Italian GP on September 12.

Lauda missed only two races, in which Hunt scored 12 points, and James's twin success in Canada and the USA left him only three adrift of the Austrian as they travelled to the foot of Mount Fuji for their Japanese showpiece.

After a season marked by a series of controversies (Hunt having been excluded, then reinstated, in Spain, and disqualified at Brands Hatch), Fuji held several more surprises in store, not least the weather.

"The conditions weren't difficult, they were just about impossible," recalls John Watson, who had qualified his Penske fourth fastest. "When you get rain in Japan, it's not rain as we know it, it's more like a monsoon. The entire main straight looked more like the Serpentine than a race track. It was just deep puddles, and even in those days our cars were doing 175-180 mph by the end of the straight. The pools were quite deep. Much, much deeper than a tyre would have a chance to clear.



The drivers discuss the wisdom of taking the start. . .

"The thought of starting a race in those conditions had everyone very concerned. The track had a number of fast sweeping corners around the back, raising the prospect of drivers being unsighted if someone went off."

Although a cancellation would have finished his championship hopes, Hunt himself was firmly against the idea of racing.

"We wandered back and forth up to the race headquarters several times," remembers Teddy Mayer, director of McLaren's racing operation at the time. "We conferred with Bernie Ecclestone and the Japanese officials. The drivers were not all that anxious to race, James particularly so. Every time we went up there he'd say, 'No, no. I'm not going to run.' I'd say, 'You do whatever you want, James', knowing full well that when the moment came he'd climb in the car. He was saying it's too dangerous, really silly, a joke, and what have you, even though he knew that he couldn't win the title if he didn't go out. I just told him to do what he felt was right when the time came, and not to feel under any pressure.

"Eventually, if we'd left it much longer it was going to get dark, and the officials decided that

"He'd say, 'No, no. I'm not going to run.' I'd say, 'You do whatever you want, James'"



. . . which they undertook – against Niki Lauda's better judgement. Here he plunges into the spray of Hunt and Mario Andretti's Lotus. The American recorded his first win for Colin Chapman in this race.



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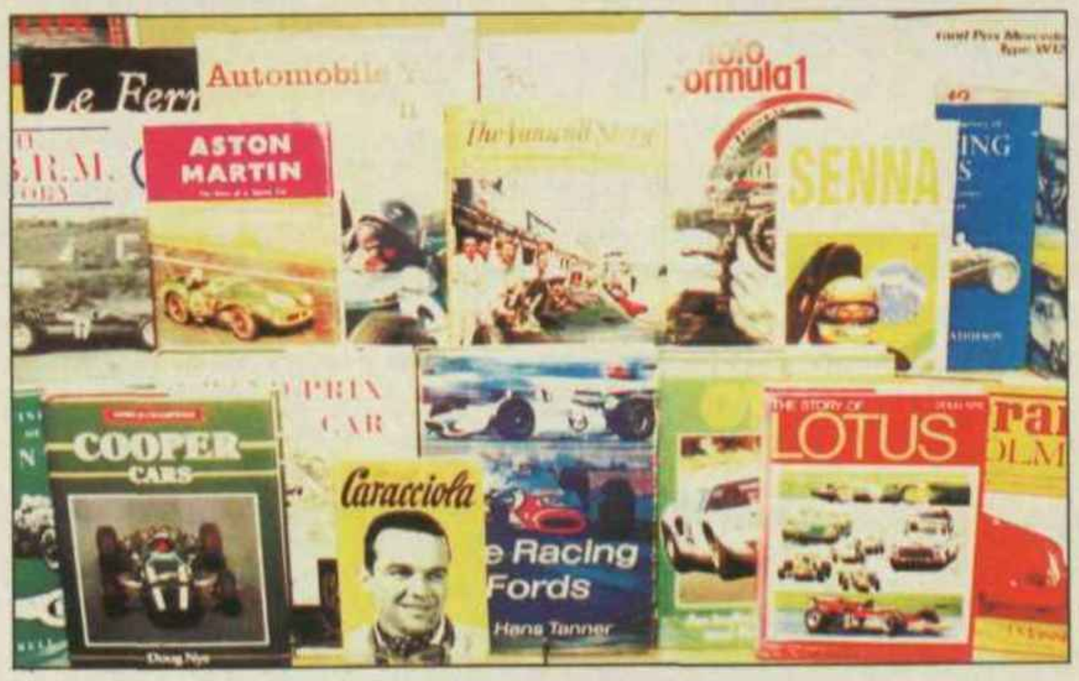
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THE WATERBOYS

there was going to be a race, whether the drivers liked it or not. If they wanted to show up, fine; if they didn't so be it. Of course, they all did."

"As soon as one car goes out, then everybody goes," smiles Watson. "That's the fallibility of a racing driver. The situation is unchanged. It existed then, it exists today and it will exist in the future.

"When you accept the role of a Grand Prix driver, and you're paid to do the job, there is a responsibility, partly to yourself but also to the public and the TV audience. There may be circumstances you are personally unhappy with, and there may be times when you want to step out, and people will respect you for that, but I believe that it is right to start the Grand Prix.

"The stronger drivers are always the most resistant, and the weaker drivers will always follow the example of the strong. It happened in Barcelona in '75, South Africa in '82, Dallas in '84. At the end of the day, I do believe that a racing driver has an obligation to get on to the grid and start a Grand Prix. He can then stop at the first corner, the end of the first lap, whenever he likes, but if it's possible to start, if there isn't 10 ft of water on the track, then it ought to take place. There has to be that commitment. The show has to go on.

"Clearly, there was a commitment from the teams to the Japanese organisers, and from the Japanese organisers to the public and the TV companies. The whole world was watching."

"They eventually started off, about two hours late," recalls Mayer, "and James went storming into the lead. After a while, [team-mate] Jochen Mass was quite tight on his gearbox. I could tell that James didn't like that, and it was a bit silly to be that close, but there wasn't much we could do about it. We kept trying to get Jochen to back off and give him room, but he wouldn't. Eventually, he fell off, which was a relief to be honest, because it was a bit damn stupid. He was being like drivers were, you know, 'I'll show you I'm as good as this guy in the wet, even though he's winning the championship and I'm not.'"

And what exactly were the conditions like in those opening stages?

"Being on the second row, my visibility was considerably better than those behind me," remembers Watson, "but by the end of the lap I was unsighted, and I did a 360 or something in the middle of this bloody lake. You couldn't see where you were. You were totally disorientated. Anybody in the middle of the grid wouldn't have a bloody clue what was going on. You had to rely totally on instinct, and to an extent on whatever peripheral vision you could pick up. Conditions were as bad as I ever had to race in."

And certainly too much for Lauda to contend with. The Austrian lost touch with the leaders on the opening lap, after a big moment in one of the puddles. At the end of the second, he slowly entered the pits, and climbed out.

Ferrari team manager Daniele Audetto was happy to invent a mechanical excuse, but the Austrian wanted none. "Frankly, I think the guy was shitting himself," says Watson, "and quite understandably too.

"You were approaching these 'lakes' on full throttle on the straight, and as you get off the throttle, when the water's like that, you get this torque reaction from the engine which effectively locks up the rear wheels, and the car gets lifted up. If you imagine a couple of planks of wood, four inches wide, you could water ski on those at say 25 mph. We had four of those, and the ones at the rear were at least three times as wide, and we were doing at least six times that

"I did a 360 or something in the middle of this bloody lake. You couldn't see where you were. You were totally disorientated."

Lauda calls it a day after just one lap, and watches the title slip from his grasp from the 'relative' safety of the pit wall.



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THE WATERBOYS



speed . . . You can imagine what it's like.

"Niki had just come through hell, and he didn't want to revisit it. On top of that, he had an advantage in the championship, and he took a gamble. In those circumstances, no one could predict what would happen. For James to finish third or higher, which he had to do with Niki out, you could still get odds on that."

The weather provided the first twist of the day, Lauda's sudden withdrawal the second. Yet there were more.

"It stopped aquaplaning about three laps into the race," explained Hunt, talking to *Motoring News* after the race, "and the car was perfect apart from the tyres. Just after half distance I realised I was in trouble and was waiting for the pits to take the decision for me to come in, but they were waiting for me to decide. I wouldn't make the choice; I wanted them to tell me."

Mayer: "We could see that his tyres were wearing out quite badly. We sat there and talked about it on the pit wall, Alistair [Caldwell, team manager] and I. We didn't know *how* bad the tyres were, we couldn't see them, he could. We were trying to get James to decide whether to come in, because we didn't have radios in those days, and he was trying to get us to tell him. We really weren't as good a judge of that as he was, but the decision was eventually made for him because the front left wore out and punctured. He came in and we had quite a good stop considering we couldn't get the jack under the car, because the tyre was completely flat. Howard Moore picked the corner of the thing up and literally manhandled it onto the jack. The change wasn't too bad, 15-16s as I remember, which was OK by the standards of the day."

His fading tyres had dropped him to third place, and with five laps to go he rejoined in fifth. On the 71st lap of 73, he passed Clay Regazzoni and Alan Jones in quick succession, the latter slowed by a puncture. He was back in a title-winning situation, and he didn't have a clue . . .



The conditions at Fuji were appaling. Hunt ponders the situation. Clay Regazzoni was an obstinate opponent – usually. But he put up surprisingly little opposition as Hunt recovered from his tyre swap. This was to prove crucial.



"He was back in a title-winning situation, and he didn't have a clue. . ."

"When he came in he thought he'd lost the title. He was screaming and yelling at us, 'Why didn't we bring him in earlier?' and all this stuff. I was trying to tell him that he'd won, and he couldn't hear me and was getting quite vociferous.

"It was probably only a few seconds or something like that, but you know how James could be when he was angry, screaming and yelling. Fortunately, he had his helmet on, so you couldn't really hear what he was saying. But I think we got the idea pretty easily. Eventually he did hear, and all was sweetness and light."

Hunt's name seldom crops up in lists of 'greats'. Was he, in Mayer's view, a worthy champion?

"Absolutely. He really could drive a car very, very quickly. He wasn't a bad test driver, though he wasn't wonderful because he didn't *like* doing it. But when he did test he could tell you what made the car better and what didn't. He probably drove around most problems rather than spending time thinking about how to solve them, although he was very canny about tyre choice and trying to get the car set up. When he was focused, he was pretty good.

"His weak points were that he felt that being a racing driver was a pretty dangerous job. It still is, but it was a lot worse back then. That worried him all the time, no question about that, knowing how far he was sticking his neck out. He really had a lot of other things in life he wanted to do, like play. He wasn't always focused. For a team manager, that made it difficult to get him to some of the off-track functions he was supposed to be doing, or at least to get him to do them properly."

Hunt the party animal emerged late that Sunday evening. Mayer admits that he can't recollect many details, other than that it involved drink, music and slumping on the floors of hotel rooms. "There was a great post-race celebration," confirms Watson, "though I don't know that I saw very much of James. The one person who had the worst time of all was poor Daniele Audetto. There were 'phone calls being made from one hotel room to Audetto's bedroom, 'Pronto! Pronto! Audetto! Audetto! Ferrari! Ferrari!' This sort of thing went on all through most of the night. It was clearly a euphoric evening on the one hand, but for Niki, Daniele . . . "

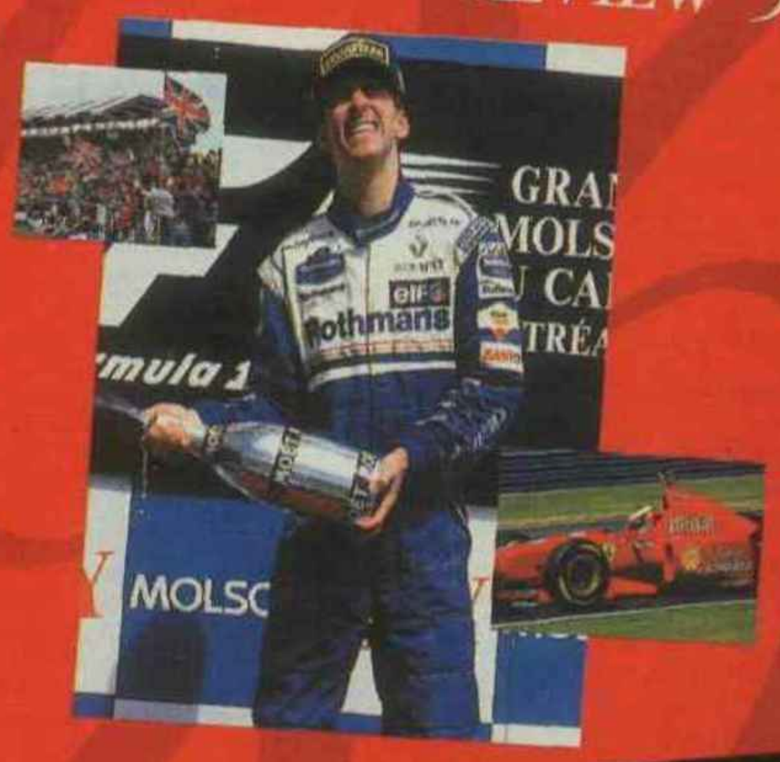
If there was sympathy from Watson, there was less from the McLaren camp. "To be honest, the two of them were pretty good friends," admits Mayer, "but James took umbrage at some of Niki's comments after the hearing in Paris over the British race. I think for a while it got a bit tense. Sure, they both wanted to win. They both felt they'd been cheated, which is normal, but most of the time they were mates.

"I have to say, when Niki pitted we thought it was wonderful," he chuckles, "that it served the bastard right. Motor racing can be like that . . . "

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PORTUGUESE GRAND PRIX

Estoril, 22 September 1996

70 laps of 2.709-mile circuit (189.63 miles)

FLASHBACK: 1995



1 David Coulthard (Williams-Renault)	1h 41m 52.145s	
2 Michael Schumacher (Benetton-Renault)	+ 7.246s	
3 Damon Hill (Williams-Renault)	+ 22.121s	
4 Gerhard Berger (Ferrari)	+ 84.879s	
5 Jean Alesi (Ferrari)	+ 85.429s	
6 H-H Frentzen (Sauber-Ford)	+ 1 lap	
Winner's average speed:	113.29 mph	
Pole: David Coulthard	1m 20.537s	
Fastest lap: Coulthard	1m 23.220s	(117.188 mph)

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64	6	5	1	3	2	4	15	14	12	9	19	18	8	16	21	20				
65	6	5	1	3	2	4	15	14	12	9	19	18	8	16	21	20				
66	6	5	1	3	2	4	15	14	12	9	19	18	8	16						
67	6	5	1	3	2	4	15	14	12	9	19	18	8	16						
68	6	5	1	3	2	4	15	14	12	9	19	18	8							
69	6	5	1	3	2	4	15	14	12	9	19									
70	6	5	1	3	2	4														

FIA Formula One World Championship

Winner Jacques Villeneuve
Winner's average speed 113.339 mph
Conditions Warm and dry
Fastest lap Villeneuve, 1m 22.873s on lap 37, 117.673 mph

Round 15

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Jacques Villeneuve	CDN	Williams FW18-Renault V10	1h 40m 22.915s	1m 22.873s	37
2	Damon Hill	GB	Williams FW18-Renault V10	+19.966s	1m 23.762s	37
3	Michael Schumacher	D	Ferrari F310-Ferrari V10	+53.765s	1m 24.059s	38
4	Jean Alesi	F	Benetton B196-Renault V10	+55.109s	1m 24.331s	5
5	Eddie Irvine	GB	Ferrari F310-Ferrari V10	+1m 27.389s	1m 25.206s	25
6	Gerhard Berger	A	Benetton B196-Renault V10	1m 33.141s	1m 24.647s	47
7	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	+1 lap	1m 24.869s	24
8	Johnny Herbert	GB	Sauber C15-Ford V10	+1 lap	1m 25.786s	18
9	Martin Brundle	GB	Jordan 196-Peugeot V10	+1 lap	1m 25.028s	36
10	Olivier Panis	F	Ligier JS43-Mugen Honda V10	+1 lap	1m 25.008s	58
11	Mika Salo	SF	Tyrrell 024-Yamaha V10	+1 lap	1m 26.199s	44
12	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	+2 laps	1m 26.447s	44
13	David Coulthard	GB	McLaren MP4/11B-Mercedes V10	+2 laps	1m 25.362s	49
14	Ricardo Rosset	BR	Footwork FA17-Hart V8	+3 laps	1m 26.863s	3
15	Giovanni Lavaggi	I	Minardi M195B-Ford V8	+5 laps	1m 28.911s	2
16	Pedro Lamy	P	Minardi M195B-Ford V8	+5 laps	1m 27.754s	48
Rtd	Mika Hakkinen	SF	McLaren MP4/11B-Mercedes V10	52 laps – accident damage	1m 24.747s	24
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	47 laps – spin	1m 25.913s	36
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	46 laps – spin	1m 25.791s	43
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	41 laps – spin	1m 24.954s	18

CHAMPIONSHIP POINTS

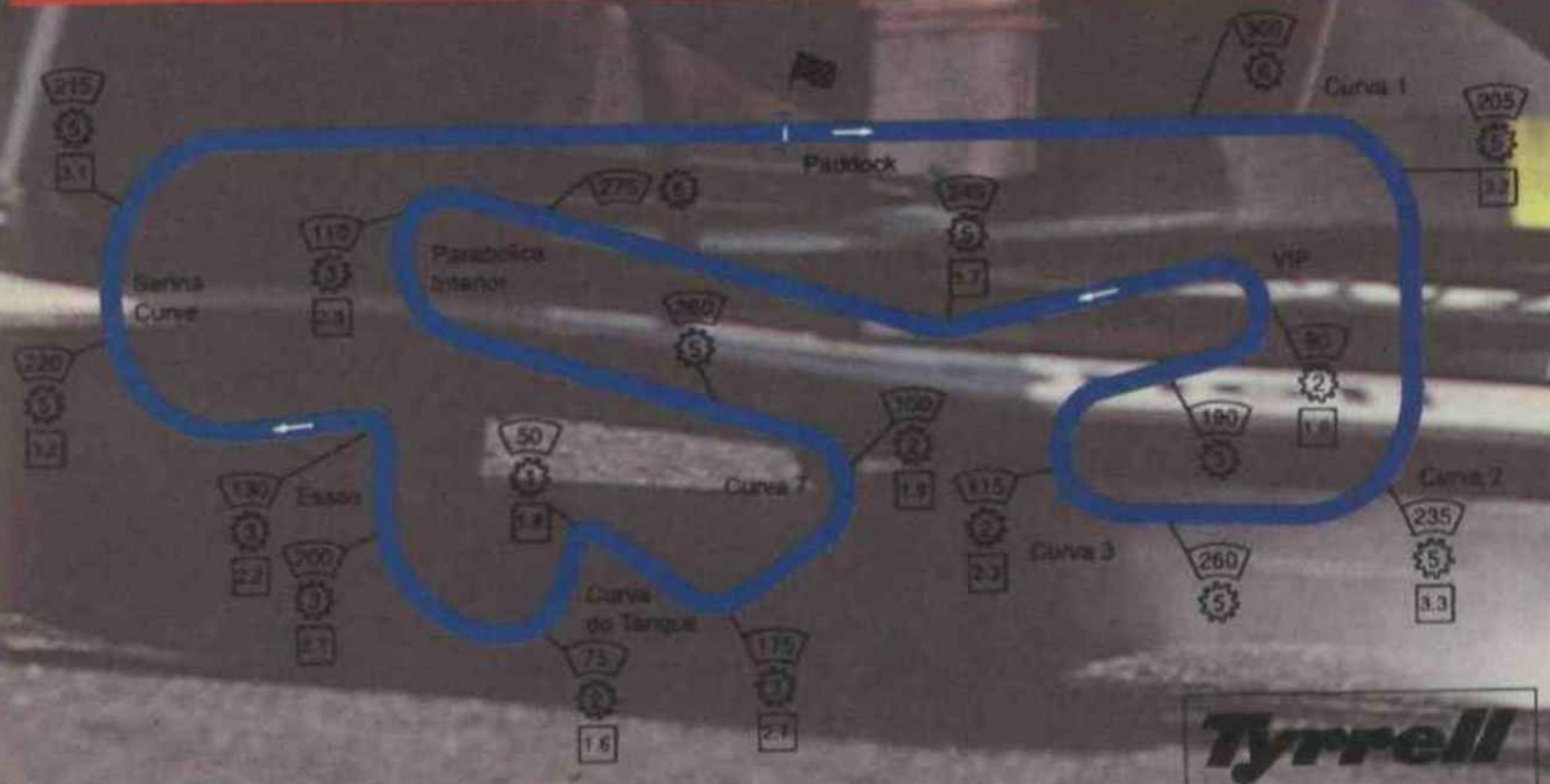
DRIVERS

1	Hill	87
2	Villeneuve	78
3	Schumacher	68
4	Alesi	47
5	Hakkinen	27
6	Coulthard	18
=	Berger	18
8	Barrichello	14
9	Panis	13
10	Irvine	11
11	Frentzen	6
11	Brundle	6
13	Salo	5
14	Herbert	4
15	Diniz	2
16	Verstappen	1

CONSTRUCTORS

1	Williams-Renault	165
2	Benetton-Renault	85
3	Ferrari	64
4	McLaren-Mercedes	45
5	Jordan-Peugeot	20
6	Ligier-Mugen Honda	15
7	Sauber-Ford	10
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT



113 Speed (km)
3 Gear
1.9 G Force
Circuit length: 4.360 km / 2.709 m

Tyrrell YAMAHA

THE RACE IN BRIEF

In sharp contrast to recent racess, **Hill** gets away cleanly and robustly repels the flying **Alesi** to lead into the first corner. **Villeneuve**, conversely, **makes a poor start**, and is **demoted to fourth by Schumacher**. The Minardi of **Pedro Lamy stalls** – he gets going a couple of laps later.

Hill increases his lead remorselessly. He heads **Alesi, Schumacher, Villeneuve, Berger and Irvine** – a group which holds formation until lap 16, when **Villeneuve passes Schumacher** in a **stunning manouvere round the outside** on the right-hander leading onto the pit straight.

The **routine fuel stops** begin a lap later. **Hill** is the **first of the leading runners** to pull in, followed by **Villeneuve, Schumacher and Berger**. The reshuffled pack is now **Alesi, Hill, Irvine, Coulthard and Hakkinen**. But the **McLarens fall back** once they have taken on fuel.

Alesi stops on lap 22, handing **Hill** a sizeable advantage. But this is **eaten up by traffic**, as **Villeneuve moves up the order** from the seventh place in which he languished after his stop.

It quickly becomes apparent that the **fight for victory** is between **Hill and Villeneuve** – and the latter is **closing fast**. Hill holds sway, albeit with a **reduced advantage**, after the pair make their **second stops**, while **Schumacher drops to fourth** behind Alesi as the Benetton driver goes the **two-stop route**.

The spinning **Barrichello** becomes the **race's first retirement** – on **lap 41**! He is joined during the next six tours by **Diniz** and **Verstappen**, both of whom spin.

Villeneuve latches onto Hill's tail, as **Alesi and Schumacher swap positions** during their **second and third** stops respectively. The **World Champion eases away** to a lonely **final podium slot** thereafter.

The **McLarens tangle** in embarrassing fashion – **Coulthard spins** onto the kerb, while **Hakkinen pits** for a new nosecone before departing the fray with **accident damage**. His sparring partner subsequently makes the **first of several stops** to change a puncture, spiralling down to **13th**.

Hill's increasingly shaky lead finally ends when he **pits for a third time**. Moments later, **Villeneuve's stop is fractionally quicker** and he **exits in front**. It is all the incentive he needs. The Canadian **heads off into the distance**, his advantage extended to **nearly 20 seconds** when Hill has **clutch bothers** in the closing stages.

The **top six** of Villeneuve, Hill, Schumacher, Alesi, Irvine and Berger has a settled, uneventful look about it. And it stays this way from **mid-distance onwards**. Toad Cattle aside, not one for the album.

JAPANESE GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Suzuka, 13 October 1996

52 laps of 3.642-mile circuit (189.352 miles)

FLASHBACK: 1995



1 Michael Schumacher (Benetton-Renault) 1h 36m 52.930s
2 Mika Hakkinen (McLaren-Mercedes) + 19.337s
3 Johnny Herbert (Benetton-Renault) + 83.804s
4 Eddie Irvine (Jordan-Peugeot) + 102.136s
5 Olivier Panis (Ligier-Mugen-Honda) + 1 lap
6 Mika Salo (Tyrrell-Yamaha) + 1 lap

Winner's average speed: 119.525 mph
Pole:
Schumacher 1m 38.023s
Fastest lap:
Schumacher 1m 42.976s (127.976 mph)

STARTING GRID

6 VILLENEUVE 1m 38.909s
5 HILL 1m 39.370s
1 SCHUMACHER 1m 40.071s
4 BERGER 1m 40.364s
7 HAKKINEN 1m 40.458s
2 IRVINE 1m 41.005s
15 FRENTZEN 1m 41.277s
8 COULTHARD 1m 41.384s
3 ALESI 1m 41.562s
12 BRUNDLE 1m 41.600s
11 BARRICHELLO 1m 41.919s
9 PANIS 1m 42.206s
14 HERBERT 1m 42.658s
18 KATAYAMA 1m 42.711s
19 SALO 1m 42.840s
10 DINIZ 1m 43.196s
17 VERSTAPPEN 1m 43.383s
20 LAMY 1m 44.874s
16 ROSSET 1m 45.412s

DID NOT QUALIFY

21 LAVAGGI 1m 46.795s

LAP CHART

LAP POS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	5	4	7	1	2	6	12	11	15	9	14	10	17	18	19	8	20	16
2	5	4	7	1	2	6	12	11	15	9	14	10	17	18	19	20	16	8
3	5	4	7	1	2	6	12	11	15	9	14	10	17	18	19	20	16	8
4	5	7	1	2	6	12	4	11	15	9	14	10	17	18	19	20	16	8
5	5	7	1	2	6	12	11	15	9	14	10	17	18	4	19	20	16	8
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7	5	7	1	2	6	12	11	15	9	14	10	4	17	18	19	20	16	8
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17	5	7	2	1	6	4	12	9	14	11	15	17	19	8	18	16	20	
18	5	7	2	1	6	4	12	11	15	9	14	17	19	8	18	16	20	
19	5	1	7	6	2	4	12	11	15	9	14	17	8	19	18	16	20	
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21	5	1	7	6	2	4	12	11	15	9	14	8	17	18	16	20		
22	5	1	7	6	2	4	12	11	15	9	14	8	17	18	16	20		
23	5	1	7	6	2	12	4	11	15	9	14	8	17	18	16	20		
24	5	1	7	6	2	12	4	11	15	9	14	8	17	18	16	20		
25	5	1	7	6	2	12	4	11	15	9	14	8	17	18	16	20		
26	5	1	7	6	2	12	4	11	15	9	14	8	17	18	20	16		
27	5	1	7	6	2	4	12	11	15	9	14	8	17	18	20	16		
28	5	1	7	6	2	4	12	11	15	9	14	8	17	18	20	16		
29	5	1	7	6	2	4	12	11	9	15	14	8	17	18	20	16		
30	5	1	7	6	2	4	12	11	9	14	8	15	17	18	20	16		
31	5	1	7	6	2	4	12	11	9	14	8	15	17	18	20	16		
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35	5	1	7	4	6	2	12	15	9	11	14	8	17	18	20	16		
36	5	1	7	4	6	2	12	15	9	11	14	8	17	18	20	16		
37	5	1	7	2	4	12	15	9	11	14	8	17	18	20	16			
38	5	1	7	2	4	12	15	9	11	14	8	17	20	16				
39	5	1	7	2	4	12	15	9	11	14	8	17	20	16				
40	5	1	7	4	12	15	9	11	14	8	17	20	16					
41	5	1	7	4	12	15	9	11	14	8	17	20	16					
42	5	1	7	4	12	15	9	11	14	8	17	20	16					
43	5	1	7	4	12	15	9	11	14	8	17	20	16					
44	5	1	7	4	12	15	9	11	14	8	17	20	16					
45	5	1	7	4	12	15	9	11	14	8	17	20	16					
46	5	1	7	4	12	15	9	11	14	8	17	20	16					
47	5	1	7	4	12	15	9	11	8	14	17	20	16					
48	5	1	7	4	12	15	9	8	11	14	17	20	16					
49	5	1	7	4	12	15	9	8	11	14	17	20	16					
50	5	1	7	4	12	15	9	8	11	14	17	20	16					
51	5	1	7	4	12	15	9	8	11	14	17							
52	5	1	7	4	12	15	9	8	11	14								





FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 122.719 mph
Conditions overcast, warm
Fastest lap Villeneuve, 1m 44.043s on lap 34, 126.062 mph

Round 16

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 32m 33.791s	1m 44.753s	30
2	Michael Schumacher	D	Ferrari F310-Ferrari V10	+1.883s	1m 44.445s	18
3	Mika Hakkinen	SF	McLaren MP4/11B-Mercedes V10	+3.212s	1m 44.852s	35
4	Gerhard Berger	A	Benetton B196-Renault V10	+26.526s	1m 44.350s	24
5	Martin Brundle	GB	Jordan 196-Peugeot V10	+67.120s	1m 45.882s	37
6	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	+81.186s	1m 46.407s	7
7	Olivier Panis	F	Ligier JS43-Mugen Honda V10	+84.510s	1m 45.347s	19
8	David Coulthard	GB	McLaren MP4/11B-Mercedes V10	+85.233s	1m 45.613s	38
9	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+101.065s	1m 46.339s	16
10	Johnny Herbert	GB	Sauber C15-Ford V10	+101.799s	1m 45.932s	19
11	Jos Verstappen	NL	Footwork FA17-Hart V8	+1 lap	1m 46.977s	31
12	Pedro Lamy	P	Minardi M195B-Ford V8	+2 laps	1m 49.220s	18
13	Ricardo Rosset	BR	Footwork FA17-Hart V8	+2 laps	1m 49.263s	35
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	39 laps – accident	1m 45.798s	20
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	37 laps – engine	1m 47.518s	50
Rtd	Jacques Villeneuve	CDN	Williams FW18-Renault V10	36 laps – lost wheel	1m 44.043s	41
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	20 laps – engine	1m 49.372s	5
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	13 laps – spin	1m 48.495s	5
Rtd	Jean Alesi	F	Benetton B196-Renault V10	0 laps – accident	no time	

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CHAMPIONSHIP POINTS

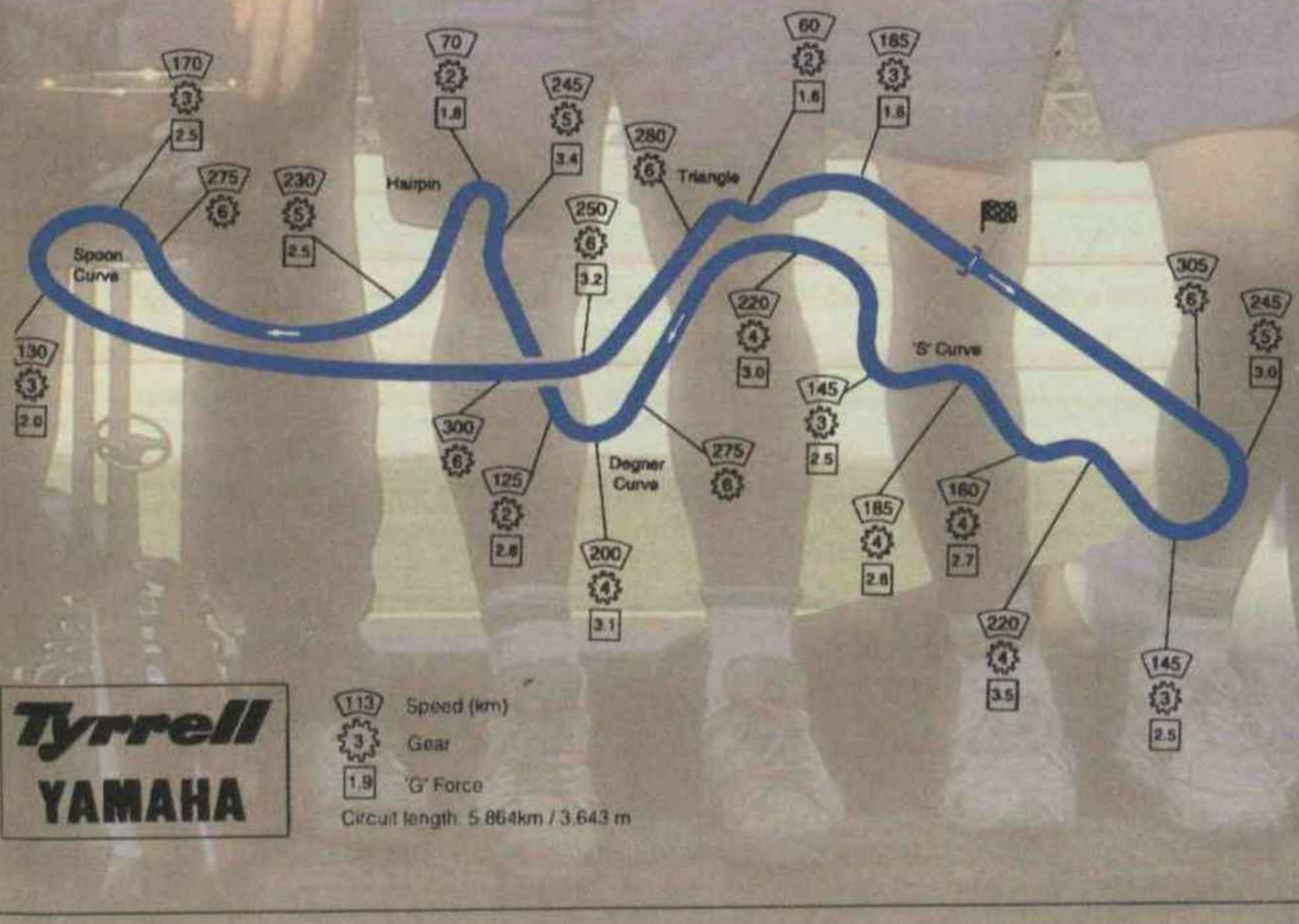
DRIVERS

1	**Hill**	97
2	**Villeneuve**	78
3	**Schumacher**	59
4	**Alesi**	47
5	**Hakkinen**	31
6	**Berger**	21
7	**Coulthard**	18
8	**Barrichello**	14
9	**Panis**	13
10	**Irvine**	11
11	**Brundle**	8
12	**Frentzen**	7
13	**Salo**	5
14	**Herbert**	4
15	**Diniz**	2
16	**Verstappen**	1

CONSTRUCTORS

1	**Williams-Renault**	175
2	**Ferrari**	70
3	**Benetton-Renault**	68
4	**McLaren-Mercedes**	49
5	**Jordan-Peugeot**	22
6	**Ligier-Mugen Honda**	15
7	**Sauber-Ford**	11
8	**Tyrrell-Yamaha**	5
9	**Footwork-Hart**	1

THE CIRCUIT



Circuit length: 5.864km / 3.643 m

THE RACE IN BRIEF

The **pole-sitting Villeneuve** goes to the grid knowing that only victory will do. Even if he is successful, **Hill still needs only a point** to become **champion**.

The **start is aborted** when Coulthard, wary of Suzuka's sloping grid, **elects to use a hand clutch** for only the second time this season – and **stalls**. He **reverts to a foot clutch** for the second start, which he takes at the **rear of the pack**.

As **Hill makes a clean getaway to lead** the field, **Villeneuve bogs down** and enters the first corner **sixth** behind his team-mate, Berger, Hakkinen, Schumacher and Irvine. **Alesi, squeezed out by the Ferraris, catches the kerb and** spins heavily into the wall.

Benetton's hopes of fending off Ferrari's bid for **second in the Constructors' Championship** take a further **dive** on lap three. **Banking on Hill to capitulate**, the three-stop **Berger takes a big dive** down the inside of the leader at the **chicane**. **Hill holds his line** and the **Austrian pits for a new nose** on the next lap, having damaged it whilst taking **evasive action** on the kerb.

Pressured by the **committed Villeneuve**, who is **quicker** through the daunting **130R bend**, **Irvine** finally **allows the Canadian into fourth** on lap 12. Jacques is the **first of the frontrunners to stop**, two laps later.

Having **trailed Hakkinen**, unable to pass, **Schumacher** makes his **first pit stop** on lap 16. **The Finn responds** two tours later but the **time surrendered** on his 'in' and 'out' laps **costs him second**. **Hill retains the lead** at his own stop.

Schumacher, Hakkinen and Villeneuve cover each other's final pit calls on lap 32, **emerging in the same order**. **Schumacher closes to within 1.5 seconds of Hill** when the champion-elect makes his **final stop** on lap 34. But **Damon**, although **driving well within himself**, quickly re-establishes a **four-second buffer**.

Villeneuve's title hopes end dramatically on lap 37 as his **right rear wheel comes off** and beats him into the second corner. Only a **second layer** of **debris fencing** prevents spectator **injury**. **Hill knows he is champion**.

Yamaha's association with Tyrrell ends in fitting fashion on lap 38 when **Katayama's engine fails** at a stop-go penalty meted out for blocking. **Salo's unit** has already **long expired**.

Berger punts off Irvine's Ferrari at the chicane on lap 40. In the wake of the collision **the Ulsterman's engine is not running**, and he is not happy. **Berger continues to fourth** place and earns a **one-race suspended ban** for the assault.

Hill takes his eighth win of the season at the end of lap 52, finishing **1.8s ahead of Schumacher**. **Hakkinen**, who **nearly capitalises** on the opportunity presented by a **back-marking Minardi** in the closing laps, finally has to **settle for third**. **Berger is fourth from a hard-charging Brundle**, while **Frentzen** fends off Panis' advances to scoop the **final point in his last race for Sauber** before heading for Williams. Delayed by a stop for a new nose (after nudging Diniz under braking on the opening tour), **Coulthard** recovers to take **eighth from Barrichello and Herbert**.

INTERNATIONAL TOURING CARS ◐ THE END OF ITC

TOURING



The paddock at a race track is normally a hive of activity: people on the move, meeting and greeting, bustling from place to place. Mugello's International Touring Car race on September 27 was strangely different, characterised by clusters of people earnestly embroiled in conversation. No hustle and bustle, no life.

The reason? Only two days before, Opel had joined Alfa Romeo in announcing its withdrawal from the ITC, a body blow which signalled the effective demise of the series. As a result, championship regulars found themselves contemplating a future darker than a black hole in Calcutta.

It was all strangely reminiscent of another time, another place: the World Touring Car Championship round at Calder Park, nine years earlier, when news filtered through that the series would be axed at the end of its first year.

The ITC and the WTCC had little in common, bar the fact that both died in their infancy and that FIA Vice President Bernie Ecclestone played a hand in each. To assume that the Formula One supremo's role in both was destructive, however, is to be ill-informed.

The WTCC evolved at a time when touring car racing was benignly controlled by the FIA via a single series, the European Touring Car Championship. Through the complex and often contentious Group A regulations structured around three classes, Ford, BMW and Alfa Romeo ran cars which competed in the same races but rarely

CARNAGE

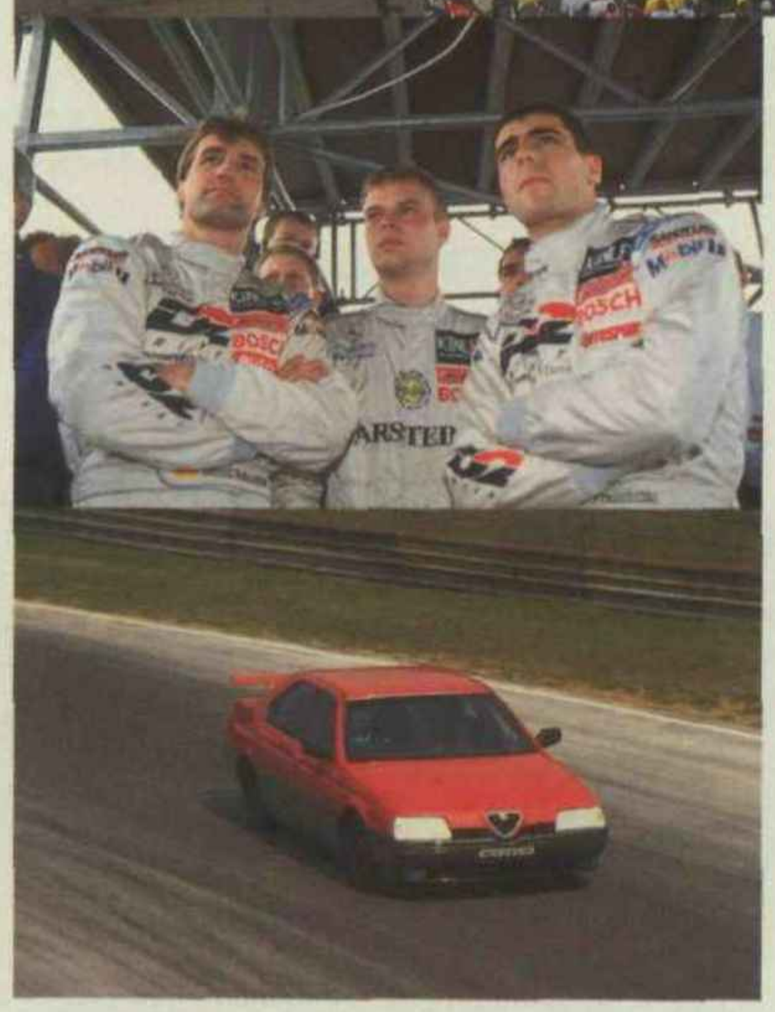
The ITC's collapse mirrors that of the World Touring Car Championship nine years ago. But who is really to blame? Gwyn Dolphin reports

raced against each other. Track battles were strictly inter-class: Eggenberger Ford versus Rouse, Wolf, Moffat or works Holdens Down Under; Schnitzer's BMW operation against the CiBiEmme, Linder and Bigazzi teams, followed by factory Alfas and Snobeck-prepared Mercedes'; privateer Toyotas in internecine squabbles lower down.

The WTCC emerged from its European forerunner at a time when Ecclestone wanted it to hold back. He told Ian Gamble, the Kiwi promoter pushing for a world series through his Strathmore Group, that 1988 would be a more suitable first year. However, a groundswell of support built up behind the initiative, and when Strathmore entertained FISA President Jean-Marie Balestre at the 1986 Wellington street race, he used the occasion to announce the creation of the series.

If Balestre wanted it, though, Ecclestone was unhappy. As the teams prepared for the season, he asked for a $60,000 bond per car for race promotion, with a simple ruling: no bond, no points. The upshot was that at the opening Monza round, only 16 of the 40 entries were eligible to score in the championship! Four were BMWs, most of which were declared to have illegal bodywork after the race. The factory Fords





The ITC drew huge crowds – the Helsinki races (top) were hugely popular; it has big names – (left to right) Jan Magnussen, Bernd Schneider and Dario Franchitti; it was based on Ecclestone's Procar dream – Riccardo Patrese drives the Alfa 164 V10 at Monza (below). But it failed.

had already been thrown out during qualifying! The race finally went to Allan Moffat and John Harvey in a non-registered Holden, whilst the first points-scorer was down in 14th. Nobody got to see it on TV anyway . . .

At least the ITC did not have such chaotic beginnings to contend with – Ecclestone and the FIA championed the series from the start. The WTCC never had such high-profile promotion from FIA staff, championship co-ordinators and stewards. And the new incarnation of global touring car racing, spawned from Germany's Class 1 DTM series, came from a much stronger powerbase than the WTCC.

However, when approached to run a global championship (perhaps with an eye to 1987), Ecclestone and the FIA demanded a three-year commitment from the three manufacturers – Mercedes, Alfa and Opel – supported by an $8 million penalty clause. Armed with guarantees, Bernie set about making the ITC work.

The biggest obstacle was not television – he struck deals with ITV in the UK and RAI in Italy to show ITC races, with the Italians agreeing to start this year – and there was no lack of international media support, as it attracted strong pan-European and Japanese coverage. In reality, the problems lay in Germany, where both the fans and the press felt that they were being deprived of their baby, the DTM. The manufacturers persuaded the FIA that an F1-style closed paddock should not be the ITC's way. Ecclestone agreed, and at the Hockenheim opener in April, the track was bursting at the seams.

But there was still disquiet from some quarters in Germany, and these disagreements emerged at Nürburgring's second race, when the circuit

"The end arrived swiftly, almost without warning"

made little attempt to promote the race. Ecclestone stepped in to make it happen but, coming just a few weeks after the European GP at the same track, crowds were sparse.

By now television coverage in Germany was suffering. The DTM had given its coverage away, just as the BPR Organisation does now, and *Eurosport*, amongst others, was a willing taker. The German ITC deal had already been done by Hans-Werner Aufrecht, Ecclestone's associate in the new company running the series, but it was far from ideal for the fans. Only those with access to the *Vox* satellite channel could see the races, and Ecclestone was squarely blamed.

The end arrived swiftly, almost without warning. It was clear that Alfa Romeo had felt the weight of the Fiat Group upon its shoulders when it announced its official withdrawal, citing wide-ranging cuts in competition expenditure. But it was the pace with which Opel jumped on the bandwagon that brought down the final curtain.

Complaining of a lack of TV coverage, concerned over dropping crowd figures and a lack of brand recognition, GM's European arm withdrew – and unwittingly entered into a war of words with the FIA. Ecclestone retaliated by producing figures to show that TV coverage outside Germany had increased and that the non-German crowd figures – those not supported by the three manufacturers purchasing huge numbers of tickets – were on a par with previous years. In return, Opel proffered more detailed criticisms: correspondence it had entered into with Ecclestone and his lack of response to its suggestions. Angered, Bernie threatened to go public with all their dealings, while FIA boss Max Mosley mooted a two-year ban on GM from FIA events for breaking the ITC agreement.

Perhaps the greatest irony is one that goes all the way back to the WTCC. In May 1987, Balestre told a concerned Moffat on the grid at Dijon that the series was safe. Six months later it was dead. When the FIA announced its winding-up, and the return to the European Championship the following autumn, the real agenda swiftly emerged. Ecclestone was working on another touring car formula tentatively called Procar. This was to based around silhouette racers such as the Alfa 164 that Riccardo Patrese demonstrated at the 1988 Italian GP. It gained little support from manufacturers, however, and the plan was quietly shelved.

Yet nothing comes closer to that Procar concept than Class 1 1996-style. Multi-cylinder engines, wide use of carbon-fibre, high-tech masterpieces: they match Ecclestone s original vision perfectly. Given his faith in the idea, which he called a NASCAR for Europe, and with lower technology levels and thus costs on the drawing board for 1997, it seems hard to believe that the man from Princes Gate wants to see this championship end.

Instead, look hard at the motives of some of the manufacturers (who wrote the technical rules), and their desire to make the DTM the biggest race series outside of Formula One. Look at the way they drove up costs by resorting to ever more expensive technology, ran without commercial sponsorship – and reached the point at which national-type budgets gave way to F1 levels of funding. Look at the way they expected dramatically increased publicity after just one full season.

Ecclestone, Mosley and the FIA may not have the best reputations in the world, but as far as the ITC is concerned, perhaps they are the good guys.

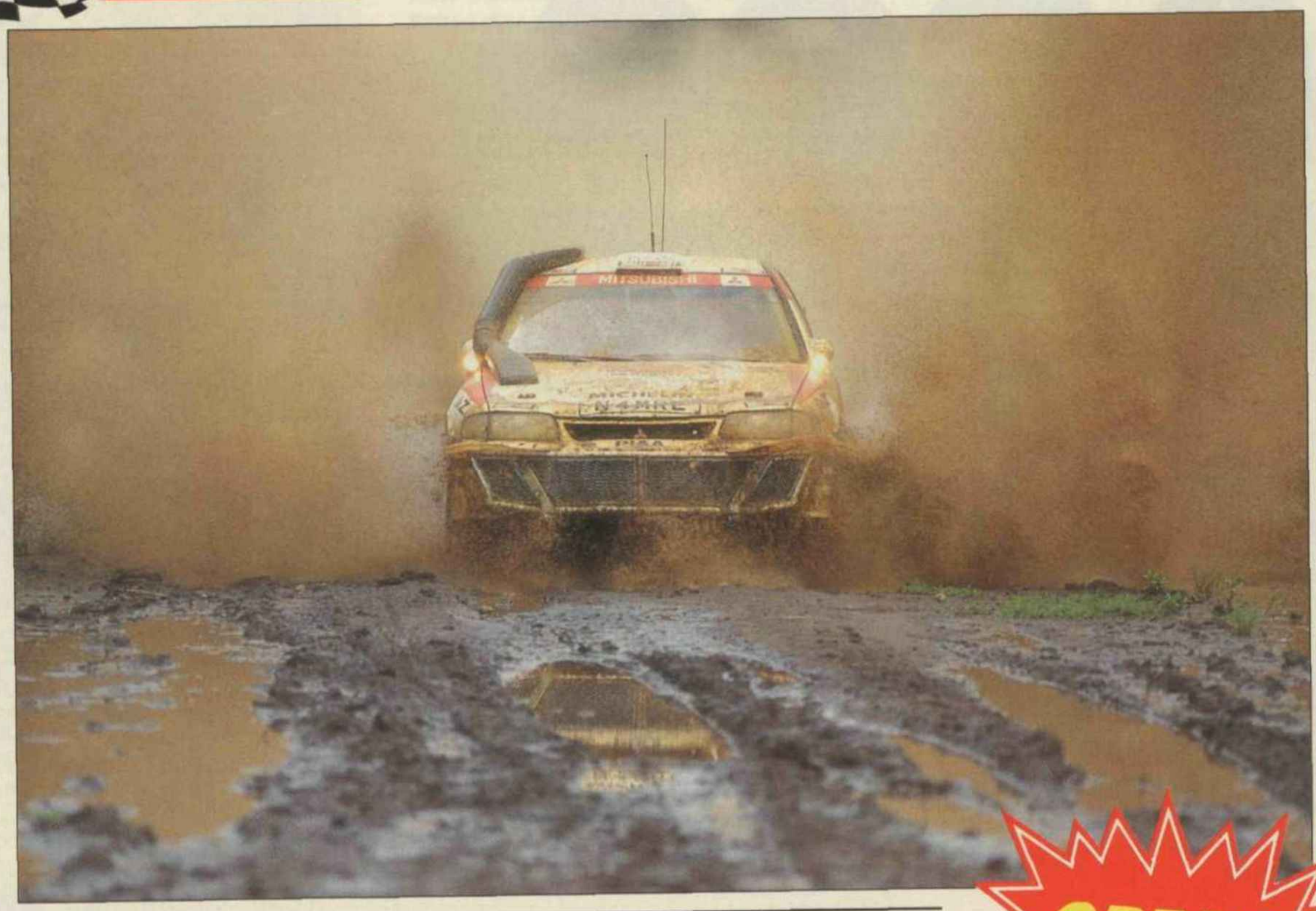


The WTCC had big names too: Niki Lauda chats to Franz Klammer (below); it had spectacular cars such as the flame-spitting Sierra Cosworths (bottom). But it collapsed as well.

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A fistful of Aces



Tommi Mäkinen (right) and Seppo Harjanne reflect on five (from a possible seven) World Championship rally victories

Overnight success for Mitsubishi is the result of years of experience, says David Williams

Andrew Cowan and Phil Short, the men who run Ralliart Europe, are cautious, sober-sided characters, no more likely to take a wild gamble than make a joint entry for the Eurovision Song Contest; which may explain why Cowan seemed almost taken aback by Tommi Mäkinen's crushing victory in this year's World Rally Championship. Clinching the title with five wins in seven starts – two on rallies that neither team nor driver had attempted before – exceeded Mitsubishi's wildest dreams, not to mention every promise that the wary Scot had made to his masters in Japan and to his lead driver.

"It's unbelievable, even to me, how easy he makes it," reflected a beaming Cowan at the finish of the Rally Australia. The Asia-Pacific title that is ostensibly Mitsubishi's chief target may have gone to Kenneth Eriksson after his defection to Subaru, but every other gamble the team had taken had paid off. Mäkinen's three accidents (that's as many as Colin McRae this year) were understandably, even rightly buried in a wave of title-winning euphoria. Most of them had been on rallies that didn't count – not in Tommi's eyes, at any rate.

More remarkable still, this was the first time that either Mitsubishi or Mäkinen had contested the World Championship in full. Probing deeper uncovers the old truth that statistics are apt to mislead, because success wasn't *quite* instantaneous. Ralliart Europe has been a major World Championship player since 1989, a year in which it won more World Championshp rallies than Toyota, and Mäkinen first made an impact on the world scene as long ago as 1990, driving a Group N Galant. While the latter has struggled long and hard to get a plum works drive, Mitsubishi's problem (as opposed to Ralliart's) has been one of focus and commitment. Put simply, one stands a much better chance of winning a championship by turning up for every round of it; sometimes, success is just a question of mathematics.

It is also a matter of experience. The Lancer E3 was the team's mainstay in 1995 and Mäkinen one of its drivers, yet neither showed this degree of dominance. The car is undoubtedly the pick of the bunch: its motorcycle-derived Ohlins shock absorbers are almost infinitely adjustable and their independent reservoirs give them an unrivalled ability to ride bumps and enhance traction. The latest turbo rules have played into Mitsubishi's hands, because the smaller 34mm turbo restrictor has magnified the importance of low-rev torque and, alone of the top four-wheel drive cars, the Lancer has an unfashionable long-stroke engine. Rival teams have been gloomily contemplating that suspension travel and encroaching chassis rails won't let them change the bore and stroke ratios of their 1997 cars, which indicates the extent of the advantage. The Lancer also has the biggest intercooler and cooling apertures.

All this applied last year. The biggest change has come within Mäkinen himself. In 1995, his natural amiability was often submerged in squabbling with his team-mate or team management, and his desperation to succeed led to a string of accidents. This season, he has been positively serene. His confidence has grown with each victory, to the point where he seems as invincible as Hannu Mikkola or Miki Biasion in their prime.

"Last year I was nearly everywhere first time and it is so much easier this year. I can do it easily without any bigger risk," he explained. His coolness under pressure has astonished his team, but the remarkable switch in his fortunes also highlights the significance of the recce restrictions which now limit drivers to three runs over most stages. It's a fraction of the mileage covered by newcomers and established stars alike in the past.

As he acknowledges, Mäkinen's title is also the product of failure or absence elsewhere. The ban on Toyota Team Europe ensured that several of the world's finest drivers, notably Didier Auriol and Juha Kankkunen, have spent much of the year on the sidelines. It has also prompted Michelin to devote much more attention to Mitsubishi. However, Colin McRae has conspicuously failed to withstand the weight of expectation of being World Champion, or come to terms with fighting a superior car. Instead, he has wrecked three Imprezas and Prodrive's exasperation will lead to a co-driver swap from Derek Ringer to Kankkunen's partner, Nicky Grist, in 1997. Meanwhile, Carlos Sainz (probably still the finest all-round driver) has been hampered by Ford's uneven performance and lamentable unreliability.

The rotation system has also played its part. Mäkinen is at his weakest on asphalt, but the demotion of the Monte Carlo Rally and the Tour of Corsica to two-wheel drive status this year meant that he had buttoned up the title before tar entered the equation. He expects 1997 to be more difficult.

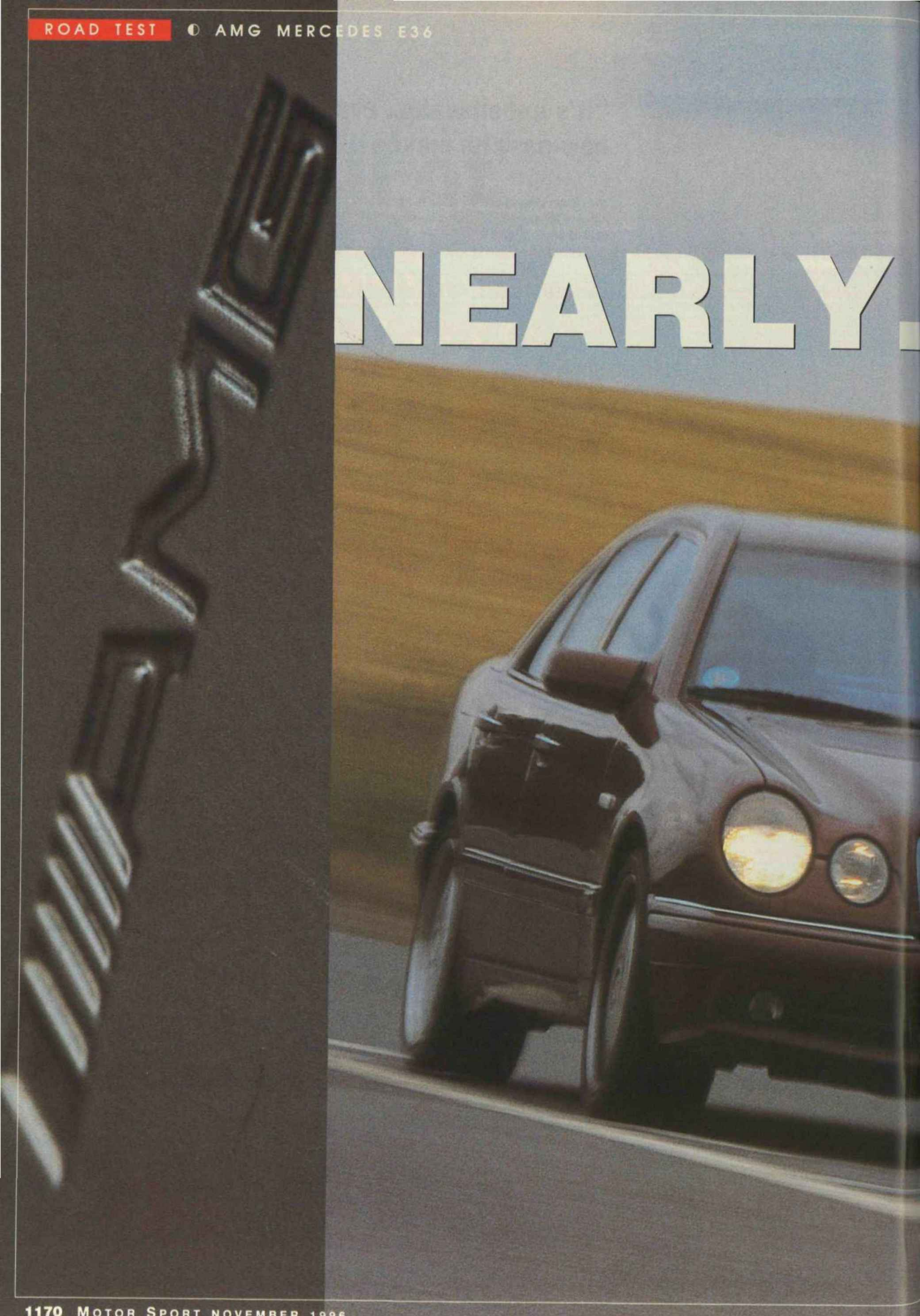
It has been the most one-sided championship since Lancia used to run rings round the Japanese, for which some credit should go to the FIA. That isn't a back-handed compliment. By insisting that participants should contest the World Rally Championship in full, as they do in Formula One, the FIA forced Mitsubishi to take the championship seriously for the first time, even if it did take some ingenious re-negotiating of Ralliart's brief from Cowan and Short. Neither the lesson nor the opportunity will be lost on manufacturers contemplating their prospects under the forthcoming World Rally Car rules.



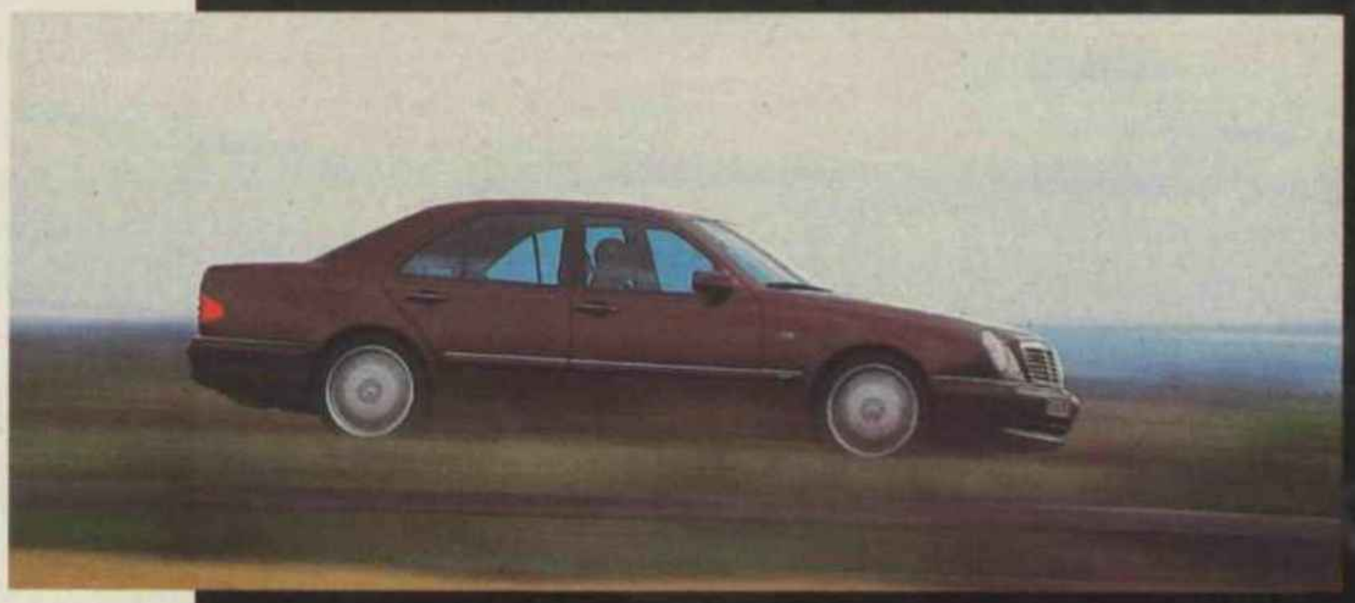
"It's unbelievable, even to me, how easy he makes it"

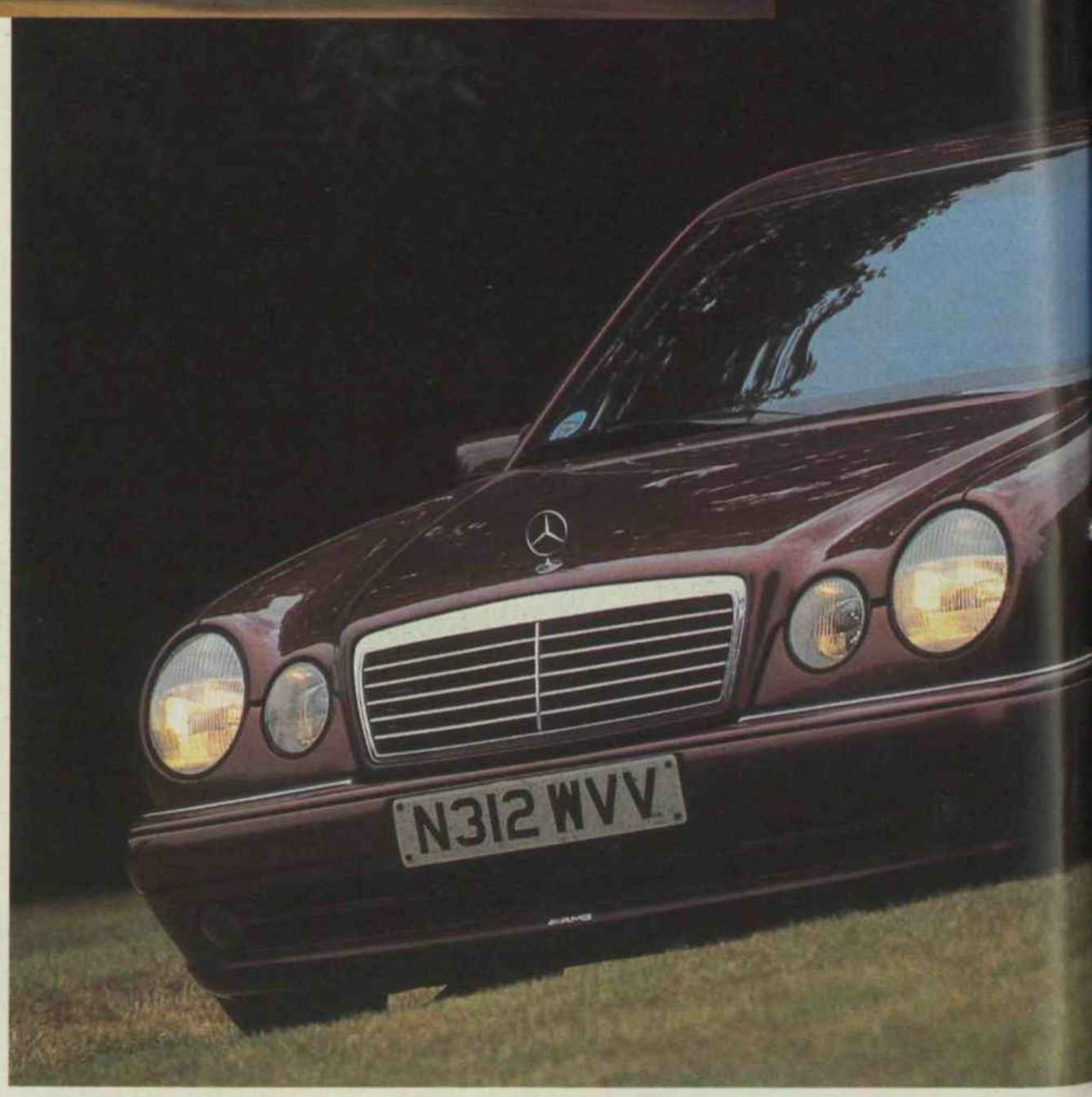
The Lancer (below) can lay claim to be the pick of this year's WRC crop. Allied to Mitsubishi's increased commitment to the series, Mäkinen and Ralliart often seemed unstoppable.

NEARLY...



. . .but not quite. For all its sporting pedigree, Mark Hughes emerges a tad disappointed from AMG's interpretation of the E-class





Everyone knows that you cannot buy a more solid, long-lasting car than a Mercedes. The bloke in the street knows, German cab drivers know, second-hand car traders certainly know. But excitement, that's a different thing. No, there's no excitement in noting that after 20 years every switch and control feels rock-solid, little quickening of the pulse when you're reminded that the seat runners operate with well-oiled precision and tailor for perhaps the widest range of drivers shapes and sizes of any car. You appreciate a Mercedes over a long period of ownership; for its convenience, its reliability, its financial sense and its strong upper-crust image. But there's little or no instant attraction, no lust. They did once make a car like that – just take one look at a 300SL Gullwing and if you've any car soul at all, you'll begin salivating – but that's from the days of black-and-white, far too long ago to add any sparkle to that three-pronged star today.

That car, like other even earlier exciting Mercs, drew heavily on the company's motorsport background. It's a lesson that's been remembered now that the company has realised its image needs a polish once again. AMG Mercedes models – like the new E36 featured here – are now part of the official Mercedes line-up. AMG is a race and tuning company inextricably linked to Mercedes products. The quality of its work is such that long ago Mercedes gave its conversions a sort of under-the-counter blessing, and of course it has long been the competition arm of Mercedes-Benz in touring car racing. But as for the road-going AMG models; well, they've always been officially non-official.

AMG style is notable for its relative restraint; huge 18in alloys are biggest clue to hidden depths; interior is Stuttgart's own "Avant-garde" sporting trim, with leather an expensive option.

Until now. As the sporting variants within the mainstream line-up, AMG Mercs now carry the sort of company sporting branding of BMW's M-series. Pukka models, but something a little bit special. You can begin to appreciate just how special when considering how the E36 – for now one of just two AMG models in the Mercedes UK line-up, alongside the SL60 AMG – comes into being.

It begins life on the Mercedes production line as a conventional E-class (the mid-size model introduced last year, notable for its odd-looking high-density headlights and for finally ditching the company's traditional recirculating ball steering in favour of rack and pinion). Plucked from the line as an E320 Avantgarde – denoting that it has the sportiest of the three standard trim levels – it's then transported to the AMG factory. Here, it has its 3.2-litre straight six replaced by a 3.5-litre version with 272 rather than 220bhp, complemented by lowered and stiffened settings on a front wishbone/rear multi-link suspension which ought to lend itself well to such sporting treatment.

Bigger brakes, lower profile tyres (235/40 18s), a set of beautiful alloy wheels and a restrained body kit complete the car's rebirth as an E36 AMG. Back then to the Mercedes factory, where it undergoes the same intensely rigorous final quality inspection as any other Merc.

If that sounds like an expensive operation, then you won't be too surprised to learn that Mercedes UK asks £53,500 for the final product. That's around £10,000 more than BMW asks for its similarly priced and powered 540i, which is almost certainly why the E36 flows into the UK at the rate of just 10 per month.

Those 10 customers though will get a car with all the traditional Mercedes quality values, plus a look of brawn not normally associated with the marque. Looking deeply menacing, especially when finished in a dark colour, it sits low on those wide wheels and tyres. Combined with high-tech external details like the single wiper arm with its trick articulation, those headlights and their power jets which slide proud of the body to do their stuff before slotting back in, it gives the E36 a futuristic, post-apocalypse Robocop look. There's no Jaguar-like flowing grace about it, but rather a powerful aggression.

Paintwork is deeply luscious, panel gaps are uniformly minute. The door handles have a feel which couldn't be anything other than Mercedes, stiff and solid with a two-part action, not swish, soft and smooth like BMW or Lexus. Pull on them, having activated the infra-red locking, open the heavy door and you'll be confronted by an interior which has less in the way of performance cues than the exterior. It's pretty much standard E-class Avantgarde inside. Which means a big, unsporting steering wheel inside which is a full-size airbag. There's another bag in front of the passenger but this one will only trigger on impact if the seat sensor tells it that someone is sitting there, thus saving the unnecessary cost of replacement in the event of a driver-only accident. There are yet more airbags in the side of each front door, doors trimmed in leather and highly polished dark wood which also appears in





the centre console.

The seats are wide but have lots of bolstering in both the squabs and the back and are electrically adjustable from three buttons placed conveniently at the top of the doors. Surprisingly, leather is an option at £1900. You will not be wanting for leg or headroom in either front or rear, and the cabin is traditional Mercedes in how upright and commandingly it places you. Ergonomically, it's impeccable with big, clear controls and instruments, logical and easy and with little touches like the self-dimming rear-view mirror. A typical Mercedes detail is the big, solid stalk controlling the wiper and flash functions which feels at least three times as strong as that on any comparable car. You just know its action will still feel exactly the same when the car finally goes to the crusher many decades from now. But it also means that its operation is not for delicate fingers, requiring as it does a very firm hand.

Ventilation is brilliant, with myriad vents in all the right places and a big, wide band of direction, while the auto climate control can get you from greenhouse to fridge and back again in a remarkably short time. Like most things about the car, it always feels as though there's capacity in reserve.

Such a feeling is reinforced on the move when even the standard-fit four-speed automatic transmission cannot disguise the constant, ready surge of power. It's not pin-you-in-your-seat quick (if you want that in an E-class package, you'll need the five-litre V8 E50 AMG as a private import, left-hand-drive only and the thick end of £70,000), but it's eager and responsive. The twin-cam, 24 valve six plays a raspy tune with its special AMG exhaust and has grunt enough to push what is a fairly heavy car (1640 kg) to 60mph in well under 7s. Although it doesn't have quite the low-down, gut-wrenching torque its mean looks promise (its 284lb peak is developed at a highish 4250rpm), it goes a good way to making up for this by how readily it revs, and if you'd never experienced the uncanny high rev smoothness of the latest BMW sixes, you'd be pretty impressed by how unflustered the Merc engine is at its red line. Against its Bavarian rival powerplants though, it's a little frayed round the edges. Furthermore, the cheapest, V8-powered BMW 540i actually has more muscle.

Although the quality of the engine note is sporting, the volume is well subdued from inside, definitely more Mercedes than performance car. Similarly, its relative frugality is at odds with a big, fast car. Even during our heavy-footed testing period it achieved an easy 24 mpg which combined with its generous 17.6-gallon tank gives it the sort of long range desirable for a high speed cruiser.

"Against its Bavarian rival powerplants though, it's a little frayed round the edges."

It has the sort of braking performance borne from the demands of flat-out *autobahn* users too, capable of shedding speed extremely quickly without the slightest hint of drama.

The automatic's ratios are ideally chosen to get the best from the engine, but in such a performance-orientated machine the lack of some sort of semi-auto facility (like BMW's Steptronic) seems a glaring omission. Electronically-controlled shifts give it impeccable smoothness going up through the 'box on either part or full throttle, and you can barely feel the downshifts. But neither its Economy nor Sport mode is ideally suited to general use. In the former it feels somewhat unresponsive, too reluctant to change down at anything other than big throttle movements. But switch to Sport and it becomes rather too snatchy. Combine this characteristic with a strongly wound-up torque converter and a throttle pedal which is soft in its initial movement but firm and solid thereafter, and in town traffic you tend to progress in a series of aggressive squirts.

A state-of-the-art traction control (ASR in Mercedes-speak) working on brakes and engine

is a standard part of the powertrain but, unlike less sporting Mercs, it can be switched off at the press of a button. In the dry the system has very little work to do; those wide tyres, efficient suspension geometry and the lack of real low-end grunt combine to ensure that traction is rarely broken anyway.

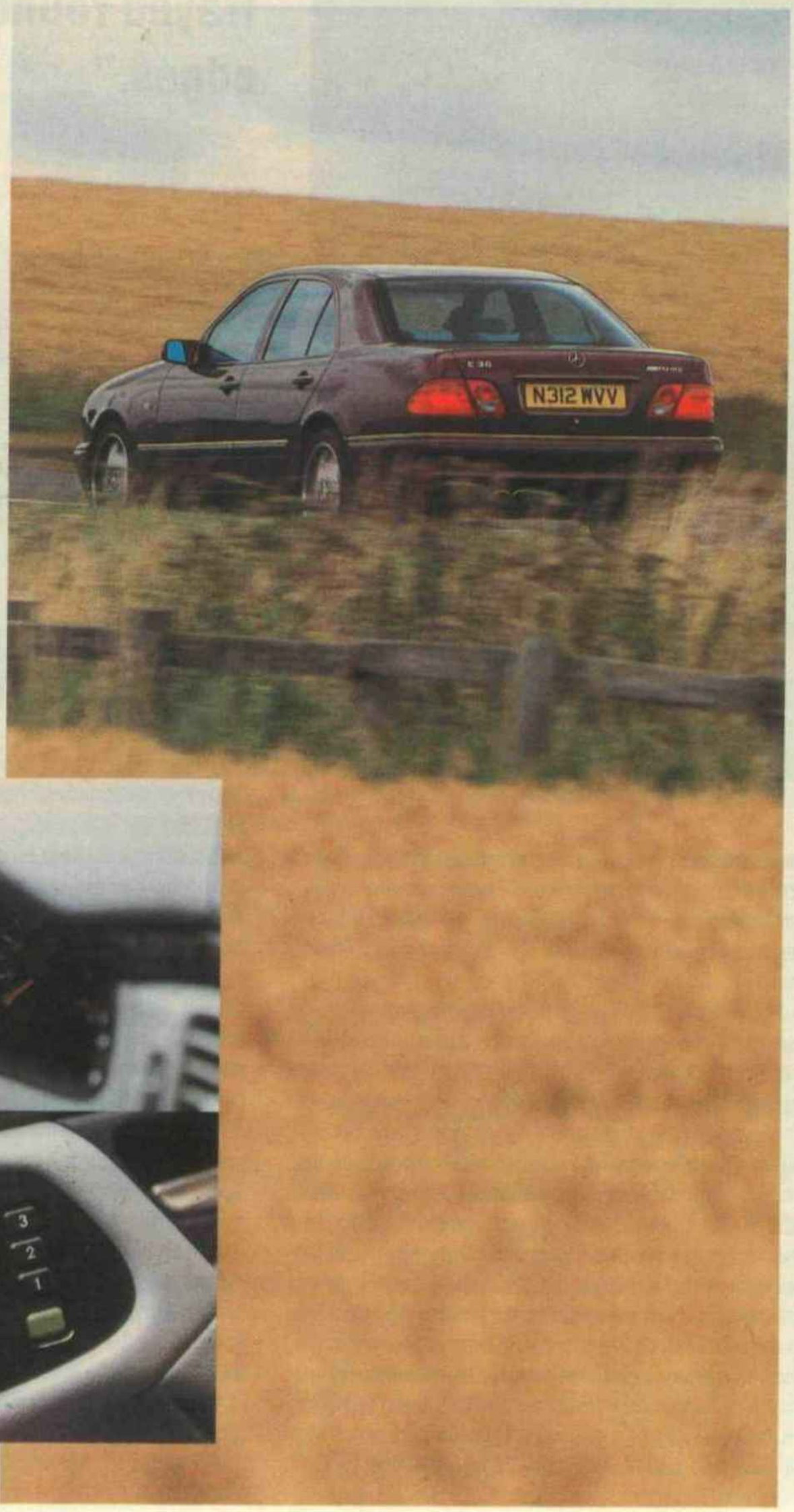
It that doesn't sound like the sort of speed machine suggested by its looks and labelling, the firmness of its suspension should reassure you. It isn't harsh – it never crashes over bumps – but it's decidedly stiff. Forget limo-like low speed smothering of bumps, it ain't going to happen. Something like a Mondeo will give a more cosseting ride to passengers than this, and on the sort of coarsely-surfaced motorways that are very common in the UK there is simply too much road noise for a car of this class. That's a penalty of those big tyres, sure, but others have shown it's not an insurmountable one. On the upside, its body control over varying road contours at high speeds is excellent.

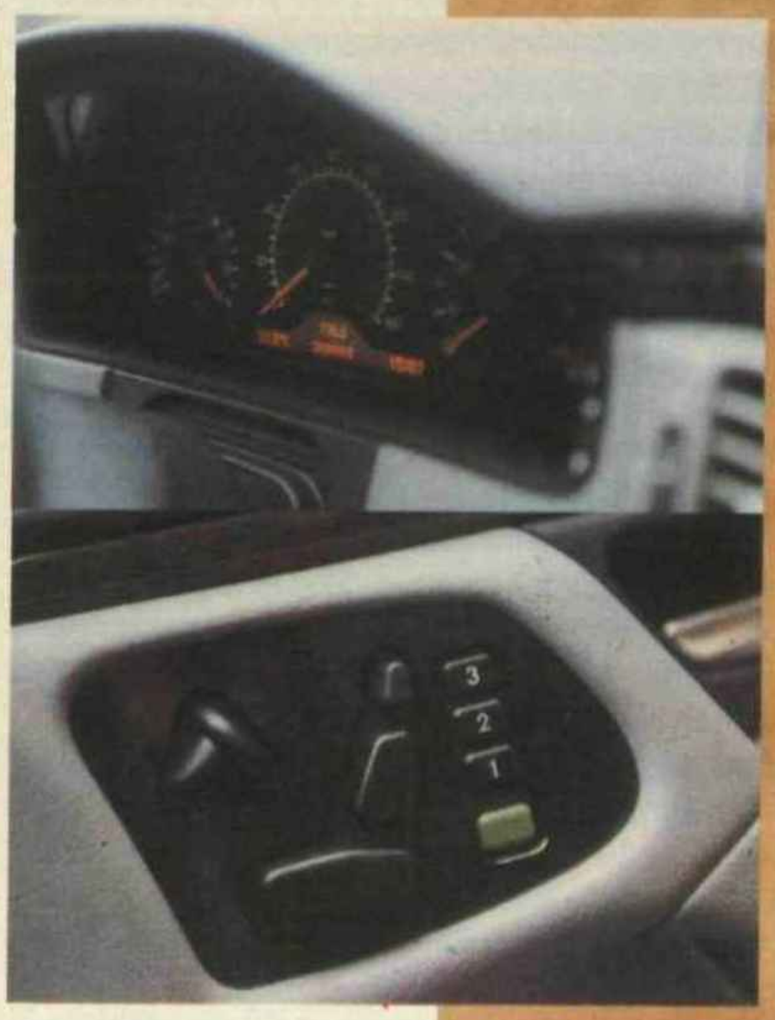
All of this translates to the handling front too. For a big car it stays impressively flat during cornering, helped in this by that wishbone front suspension. Combine the suspension spec with the big tyres and wide track and it's no surprise that the E36 is very well endowed with sheer grip, particularly through fast sweepers where it feels wonderfully secure. The limit is signalled by the onset of steadily increasing understeer, something which a lift of the throttle corrects without drama, though it really is a characteristic that will go largely undiscovered, such is the grip.

The Servotronic steering is decently direct around the straight-ahead position, without that characteristic vagueness of even very recent Mercs, and gives the drivers a fair idea of what the front tyres are up to, though ultimately it's probably a tad too tight at speed for a sporting car.

Which is a recurring niggle with the E36. It's not quite as sporting, not quite as fast, not quite as awesome as you're expecting. Yes, it helps give the Mercedes image a bit of an aggressive cutting edge whilst still maintaining all the traditionally Mercedes values. But the car itself, considering its looks, its billing and above all, its price, is ever so slightly underwhelming. In this light, 10 cars per month is perhaps understandable.

"It's not quite as sporting, not quite as fast, not quite as awesome as you're expecting"





Internal appointments are arguably world's best: superb instrument layout, exceptional quality of even tiniest button. Enlarged to 3.5 litres, engine is strong, but loses out to V8 rivals.

SPECIFICATION
AMG MERCEDES E36

ENGINE



Location	longitudinal, front-mounted
Cylinders	in-line six
Bore × stroke	91 x 92.4mm
Capacity	3606cc
Compression ratio	10.5:1
Valve gear	dohc, four valves per cylinder
Power	272bhp/5500rpm
Torque	284lb ft/4250rpm
Fuel	unleaded, 98 RON

TRANSMISSION

Type	four-speed automatic, rear-wheel drive

SUSPENSION

Front	double wishbones, coils, anti-roll bar
Rear	multi-link, coils, anti-roll bar

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2833mm
Overall length	4890mm
Overall width	1799mm
Overall height	1418mm
Kerb weight	1640kg

PERFORMANCE

0-60 mph	6.5s
Maximum speed	155mph

FUEL CONSUMPTION

Government figures, mpg:	
Urban	21.1
Steady 56mph	33.7
Steady 75mph	28.3

LIST PRICE	£53,500
INSURANCE GROUP	20

Obesity

Sir,

Transport technology reached a zenith when, with the invention of the bicycle, the addition of just 25lbs to a man's weight quadrupled his speed. Since then we have become progressively less efficient.

Rummaging in the loft recently shook the dust from a few elderly magazines, which led me to check a theory. For many years a mid-sized family car weighed a ton, or thereabouts. My Alvis 12/50 is a shade over, the postwar Austin Somerset was about a ton, a 1981 Cortina or Cavalier or Maxi was almost exactly a ton. In the mid-eighties I used a Sierra station-wagon which weighed just over a ton.



Polo – upward mobility in the class system.

At the end of last year, your contemporary *Autocar* published a comparative test of four mid-sized cars, whose weights ranged from 1255kg to 1412kg. It concluded that the Peugeot, at 1412kg, was the best of the bunch. After 60 years at about a ton, the family car now weighs 1.3-1.4 tons.

Another such article, though I don't recall from which magazine, compared cars in the "super-mini" class. My 1981 source quotes the Metro at 1620lbs (735kg) and the Polo at 1510 (686kg). The recent test claimed the Polo was the best in its class, and I don't doubt it. I merely ask, at a kerb weight of 990kg, to which class they are referring?

I applaud the research which has enabled Audi body shells to be made of aluminium, but still find it hard to raise three cheers for a "lightweight" car which weighs more than a ton and a half.

The growing weight of non-renewable resources which we are building into each car is requiring a growing weight of safety provisions largely to combat the car's own momentum. This compounding of the weight increase is increasing the consumption of fossil fuel and the production of pollutants. We do seem to be going out of our way to provide ammunition for those who would restrict the use of the private car.

Motor manufacturers generally achieve their design aims. In the Sixties and Seventies, when performance and handling sold cars, huge improvements were achieved. In the Eighties, for a while, it looked as though there would be a serious attempt to improve fuel economy, and my hard-driven Sierra gave over 30mpg. The comparative test of modern mid-sized cars I refer to above showed disappointing overall consumptions in the 25-28mpg range. Isn't it about time that manufacturers started to take weight reduction seriously?

R D B Wilkinson,
Orcop, Hereford.

Hillclimb Ferrari

Sir,

John Hickman enquires (Readers' Letters, October) whether the 212 European Hillclimb Championship-winning Ferrari driven by Peter Schetty still exists. I am sure that it does!

At the end of 1970, having completed two successful seasons hillclimbing a 250M (see April issue), I was looking for something even faster, preferably a Ferrari, and the late Col Ronnie Hoare was kind enough to open negotiations with the current owner of the 212E — the well-known Italian *Ferrarista*, Dre Lualdi.

I was not aware of Lualdi having competed with the car — at any event he had scored no significant victories in it. Those who had seen the 212 in action described it as a) light to the point of flimsiness, and b) horrendously noisy, and we were all gung-ho to get our hands on a car which might have been 40bhp down on the LM, but probably weighed about half as much!

Nothing came of the negotiations, and I was therefore a bit surprised to see the car, 18 months later, in the collection of Pierre Bardinon at Mas du Clos. I should not be surprised to learn that it is still there.

At that time it was extremely unusual for Ferrari to let their works racers be sold on, and it may be that there was a 'no competition use' condition imposed, which would not have troubled Pierre.

Mr Hickman and other readers may be interested to know the sort of price that might have been involved in those distant days: my recollection is that Ronnie had advised an opening offer of around £13,000. . .

Jack Maurice,
Olney, Bucks.

Rumour Scotched

Sir,

I was most interested to read "Rich Rumour" in October's issue. Having had access to official Mercedes archives, I am able to establish with a fair degree of certainty that the remains of Dick Seaman's crashed Mercedes are *not* buried in the grounds of Pull Court, near Tewkesbury.

This has nothing to do with any pro- or anti-German feelings of Mrs Beattie Seaman, but to the fact that Mercedes Rennabteilung was too well structured and organised to allow one of its cars to be "smuggled at night", even to the estate of one of its bemoaned drivers.

Amid my extensive documentation on the topic, I have a report, issued on July 8, 1939, titled "Findings on the cars after the Belgian Grand Prix", and signed by Krauss. Pages four and five are subtitled "Findings on Seaman's car after the accident; car no 5, engine no 14, run for 652kms". It details the state of the car's various components, this being valid proof that the car was taken back to Unterturkheim and analysed in the racing workshops, as was the usual procedure. It says:

1) Chassis no 5: damaged through accident and useless. Torn away in the middle through bending.
2) Front axle: still useable in spite of heavy accident. Parts will be tested in view of possible re-use.
3) Gearbox no 6: has suffered little, and may be re-used.
4) Rear axle no 11: totally unuseable following severe crash.
5) Clutch: still useable.
6) Steering: in order and atill useable.
7) Radiators: all in good order. Oil tank: crushed and unuseable. Fuel tanks: saddle-tank unuseable, but rear tank just had mounting ripped off. Engine and front end of body have no damage, and will be re-used.

Later reports show that engine no 14 was used for the German GP in the training car, kept throughout the war, run in Argentina, and finally scrapped in 1955. I have no evidence of gearbox no 6 seeing further service.

Thus we know the wreck was dismantled, analysed, and some parts placed as spares after the usual thorough testing.

An inventory of the Unterturkheim workshop dated October 17, 1939, gives 10 cars and eight serviceable engines, not 10 supplementary engines!

I agree fully with the doubts you have over the accuracy of these rumours; are they perhaps worded to give some authenticity to some recreation out of a hidden workshop? It has happened several times in motor-car history! Thank you for keeping the flag of history flying with pride.

Yves Kaltenbach,
Lyon, France.

Starting a Trojan

Sir,

In the October issue you enquired if the side-handle starting arrangement on Chris Piercy's Utility Trojan was a standard feature. I can inform you that it was not. This particular Trojan was previously owned by Tony Carlisle, who was very successful with it on previous VSCC trials, as indeed is the present owner. The side starting arrangement was devised by Tony on the same basis as his GN, which was fitted with this form of cranking handle.

The benefit of the side crank is that it turns the engine over compression more than once, which is not the case with the infamous "mechanical seat starter which requires no effort and does not exhaust the battery".

The rear-engined Trojans were fitted with a starter dog on the near-side end of the crankshaft, but a wheel had to be removed to use it. The RE cars also had electric starters and a driver's starting handle connected to the engine by a wire rope. I wonder of there are any other cars with three separate means of starting the engine?

Eric Rance,
Trojan OC, Ilkley.





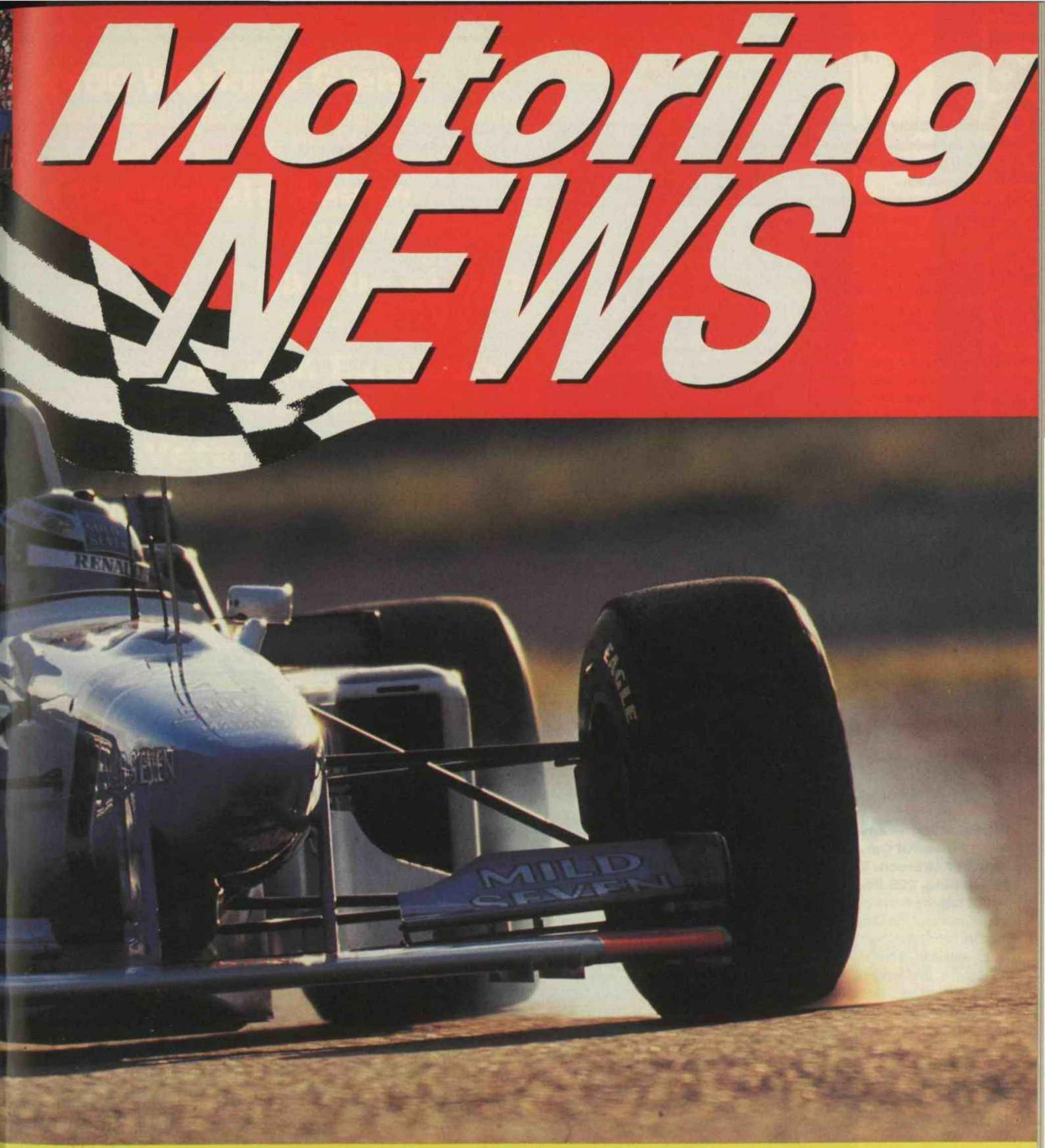






EVERY WEDNES

Motoring NEWS



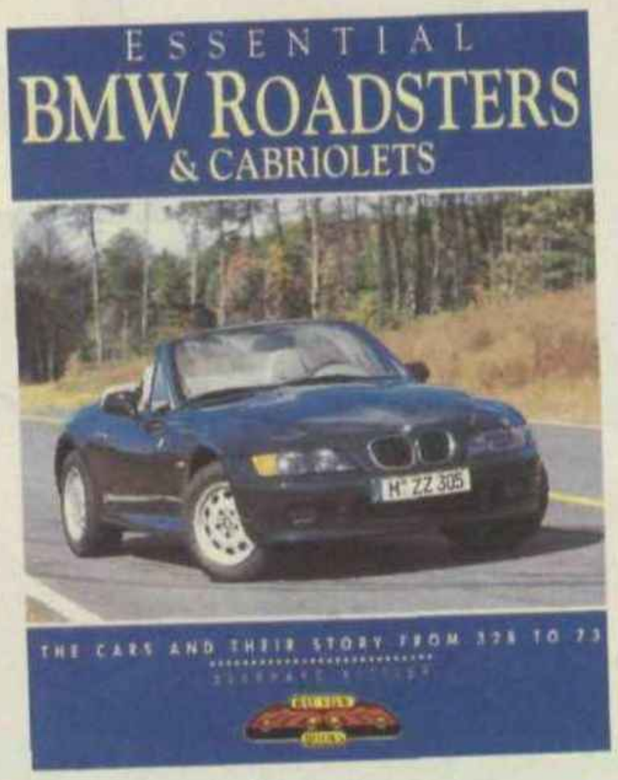
★ THE BEST NEWS COVERAGE

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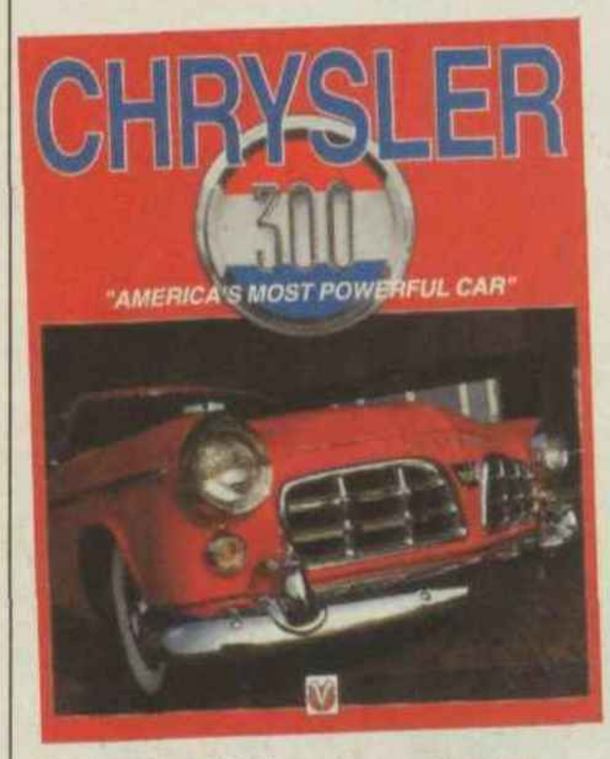
★ THE BEST VALUE

DAY: ONLY £1.10

Essential BMW Roadsters and Cabriolets, by Eberhard Kittler. Bay View Books, £9.95.



I found much of interest in this soft-back on open BMs. The 328 and Z3 hardly need a PR agent, but here are elaborate 501/503 variants, pretty 327s, Loewy and Colani one-offs, the whole 507 story, all the convertible saloons, and good coverage of the sensational Z1, a much more innovative vehicle than the current rather fey-looking Z3. Kittler describes competition machines from Wartburg and Veritas, and the MM 328, as well as the 507's hillclimb career. Workmanlike text and generous crisp pictures make this a good tenners-worth. **G C**



Chrysler 300 — America's Most Powerful Car, by Robert Ackerson. Veloce Publishing, £25.00.

Veloce provide in this book a useful review of the Chrysler 300 models from 1955 C-300 to 1965 300L, with lead-in history, production figures, performance data, model options, etc. Beautifully produced with fine illustrations, this will go very well with American car buffs. **W B**

Ferrari — the Battle for Revival, by Alan Henry. Haynes, £14.99.

Quick off the mark, as befits an *Autocar* columnist, Alan Henry has written a long account of Ferrari's turnaround in fortune since 1990, with a foreword by Niki Lauda, explaining another chapter in the history of the *marque*, and all very recent at that. Henry is technically conscientious and accurate, so I recommend this Haynes book. **W B**

●Shire Publications have reprinted **The Vintage Motor Car** (£2,25), an idea for Christmas presents, along with their other range of motoring **Shire Albums.** **W B**

Volkswagen Beetle — The Rise From The Ashes Of War, by Simon Parkinson. Veloce Publishing, £14.99.

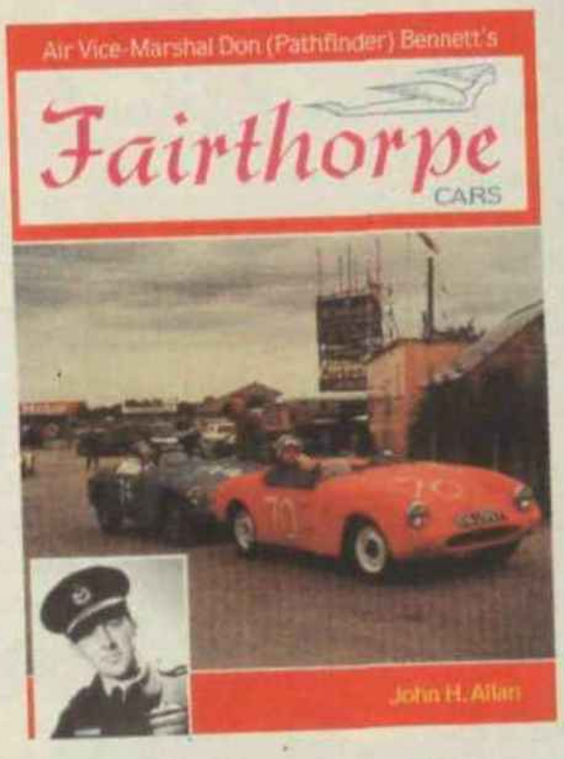
Here is the extraordinary story of Wolfsburg as it developed so miraculously after the war, a sort of extension of that scooped years ago in *Safer Motoring*. Absolutely fascinating, although the many pictures are mostly darkly dreary, obviously unavoidably. Great detail, so another addition to possibly bulging VW bookshelves. **W B**

●Following the book on Porsche 911s reviewed by GC last month, Veloce have published also a luxury, art-paper, 160-page volume on the 356, by Brian Long. It is an essential occupant of Porsche bookcases; the price is £25.00. **W B**

Roads to Oblivion – Triumphs and Tragedies of British Car Makers 1946-56, by Christopher Balfour. Bay View Books, £24.95.

I suppose a book on dead makes is less morbid than a book on dead drivers, but I'm not sure why these potted histories should be assembled together merely in consequence of their demise. However, Balfour is good at placing each make in context with its rivals and the market, and the 24 defunct make entries are succinct and well-written. Equally the introductory overviews are brisk and authoritative, and instead of uncritically lamenting the passing of, say, Invicta and Allard, Balfour takes the refreshing stand-point of "well, things change". He prefers to emphasise the British input to the whole picture of interdependent motor-manufacturing world-wide, and it makes a nice change to see a positive forward view in an historical work. **G C**

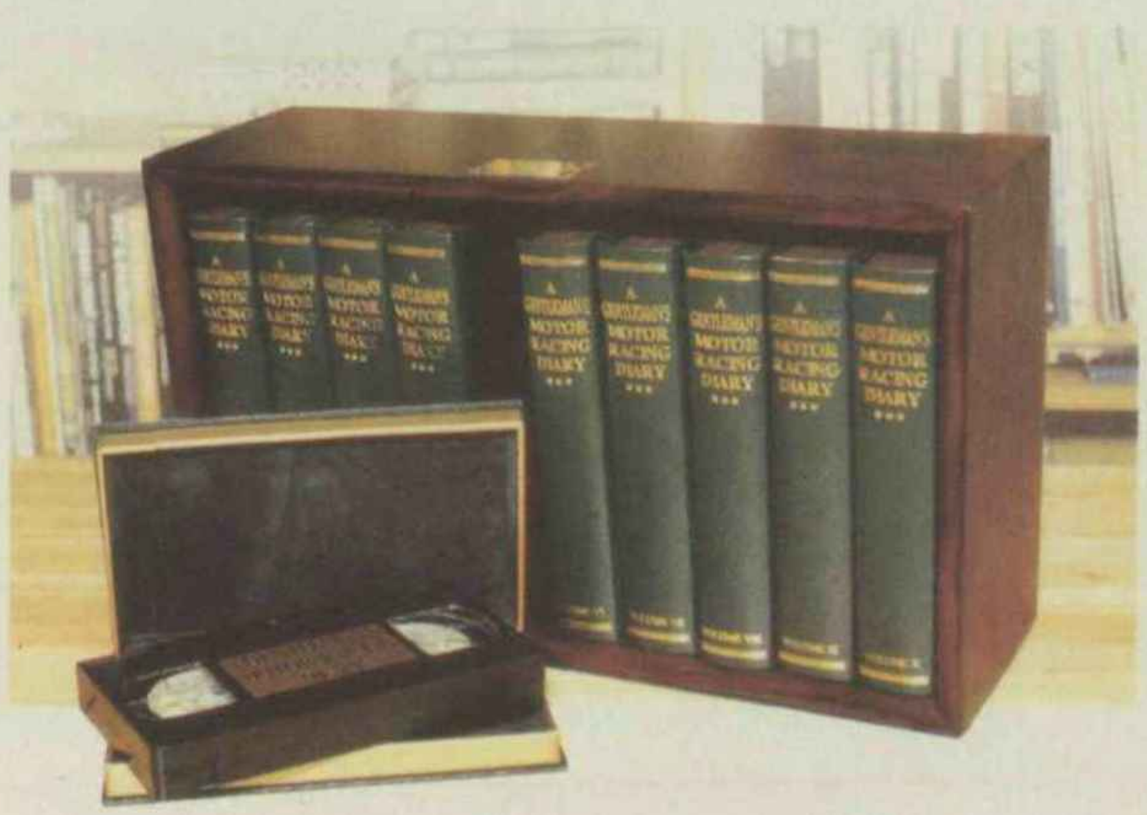
Fairthorpe Cars, by John H Allan. Bookmarque Publishing, £24.99.



It is good that the lesser makes among those sports cars which have given enthusiasts pleasure in the past, have books written about them, as do the great makes from the big manufacturers. This one, about all the Fairthorpe models, small-output but fun, is a welcome addition to such one-make contributions. It is not another book about the accomplished Air Vice-Marshall Don (Pathfinder) Bennett, whose cars these were and who has had a number of books about his varied and remarkable career.

Only one of these biographies has a (two-page) mention of Fairthorpe cars, and like the others neglects the car-side of the equation. The new work describes all of them — the Electron, Electron Minor, the EM Mk 2, the Minors, the Zeta, Electrina, Rockette and Phoenix, most of which get a chapter each. (I cannot now remember in which one I once ventured out for a few laps of Goodwood on a GMW Test Day). Competition and Club links are included, there are masses of good pictures and only 1000 copies are to be printed. So, Fairthorpe followers, you should hurry to the shops. **W B**

A Gentleman's Motor Racing Diary. World Action Sports Productions (Tel: 01606 49723), £295



Compiled from the private films of Johnny Tate and with a narration derived from his notes, this 10-volume video set has an engaging informal quality which offsets the amateur camerawork.

Tate was present at many events across Europe from the Fifties to the Seventies, and turned his camera on the teams at play and in the pits, capturing moments otherwise lost. Some scenes from the two sample volumes we have seen: the Aston team painting the numbers onto the DB3S team-cars; shaky but gripping in-car footage of Brooks around the 'Ring; a pass-less Salvadori in his Moggie convertible is rebuffed by a Monza gateman; Moss tries a Ferrari for size at Monaco; Klemantaski perilously perched on a wall; 'Go Home Yank' chalked across Gurney's pit at Monza.

F1, sportscars and vintage clubbies all feature, though the actual races are often less interesting than the scene-setting; I could have watched Clark at Charade for hours, but handicaps at Silverstone do pall.

As contemporary *reportage* it would have fallen short; as nostalgia it succeeds cheerfully. But you can only have the complete set of 10 in fake-book boxes in a mahogany case, so it's no stocking filler. **G C**

1180 Watkins Glen
The Grand Prix circuit invented to allow a youngster to race his MG

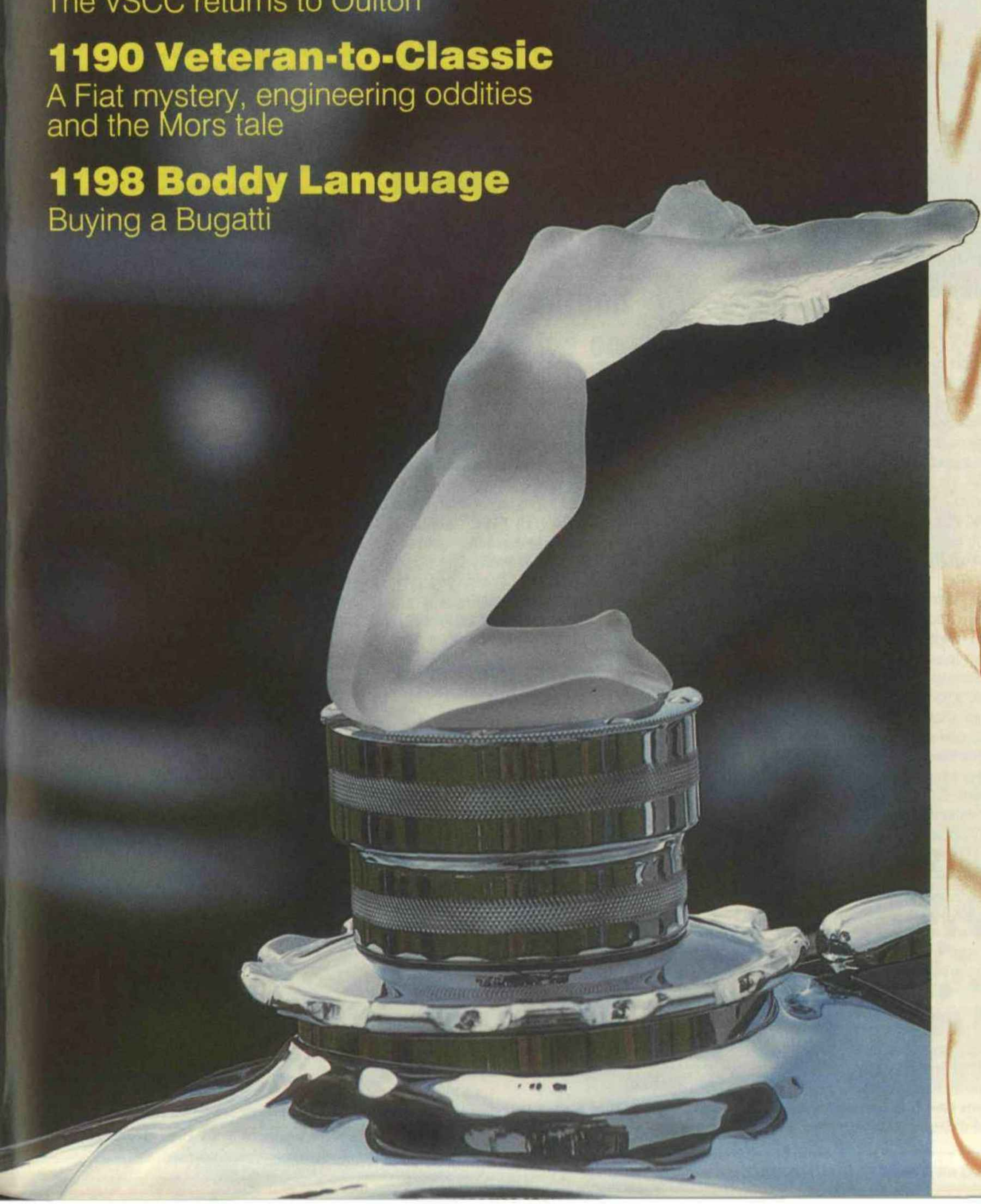
1184 Pebble Beach
The most glamorous concours there is?

1185 Formula One at Brno
The Historic circus goes East

1189 Northern Exposure
The VSCC returns to Oulton

1190 Veteran-to-Classic
A Fiat mystery, engineering oddities and the Mors tale

1198 Boddy Language
Buying a Bugatti

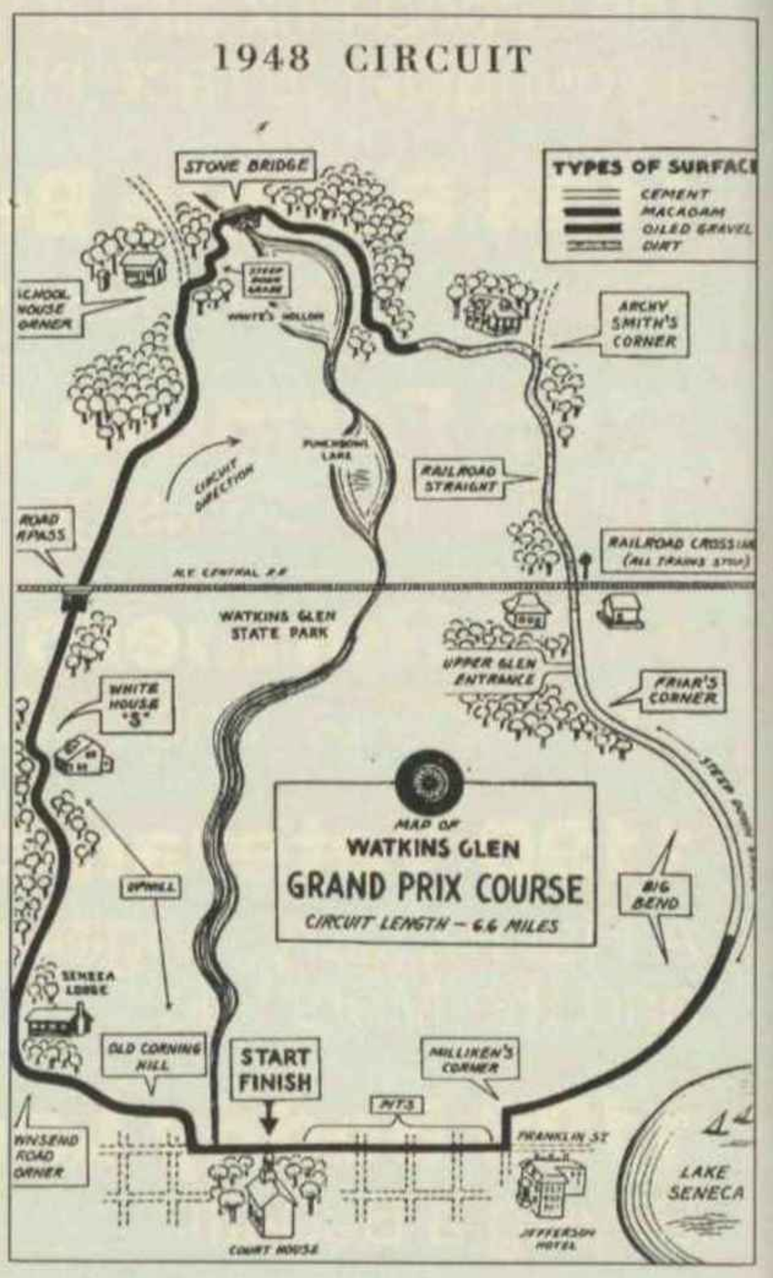


MOTOR SPORT

The Glen



Randall Barnett relates how one man's enthusiasm created a Grand Prix venue in New York State.



Germany's original Nürburgring was launched in 1927 to help create prosperity in the impoverished Eifel Mountain area north of Cologne.

The Paul Ricard circuit in Southern France came about because the Pastis tycoon Paul Ricard saw it as a good investment — a safe track in an era that put the stress on safety.

Silverstone track, meanwhile, emerged from a redundant World War II airfield, with runways and taxiways making up the circuit.

And America's Watkins Glen track in upstate New York?

That one got started because of a university student's concern about where he could race his newly acquired bright red MG-TC sportscar. There were other reasons, too, but that was one of them.

Cameron R Argetsinger, who still lives near the village of Watkins Glen, was certain that the area would make a perfect setting for challenging road-racing in the European manner. And he was right. Through his efforts, and those of his colleagues in the Sports Car Club of America (SCCA), the first-ever Watkins Glen "Grand Prix" was flagged off on October 2, 1948.

Why Watkins Glen? With a population of only 3000 or so, it takes some hard looking to find it on a map.

It was picked because Argetsinger had spent his summers there as a boy while visiting his grandparents, and he later became, as he put it, "one of the summer people who stayed all winter".

Although he thought that the Watkins Glen terrain would be perfect for road racing, he wasn't looking at it strictly from an organiser's viewpoint.

"My real concern, a selfish one I admit — was where to race my MG-TC," he says. "I had always thought a Watkins Glen circuit would be the ideal set-up because it would have everything in the way of challenge. I had even laid out a course during the winter of 1947 and '48 on our living room rug in my home in Youngstown, Ohio", where he was attending the university.

Through the efforts of Argetsinger, who became one of the most distinguished personalities in the history of American road racing, Watkins Glen became famous.

He was instrumental in organising that historic first event which was won by Frank Griswold of Wayne, Pa, in a now-classic 8C 2900B Alfa Romeo. It was the first post-World War II road race held in the United States.

Argetsinger, who finished ninth overall and fourth in class in that first race aboard his red MG-TC, received the 1948 Woolf Barnato Trophy for his role in that first "Grand Prix of Watkins Glen." The trophy is the highest honour for meritorious service awarded by the Sports Car Club of America. Many years later, Argetsinger served as the SCCA's Director from 1974 to 1977.

A graduate of the University of Youngstown and the Cornell University Law School at Ithaca, N Y, (near the village of Watkins Glen), he and his wife Jean have nine children, two of whom have raced in international events and now race in the United States.

Going back to those heady days when seatbelts were unheard of and Nomex underwear was some 30 years in the future, we discussed



Cameron Argetsinger, top, planned the Glen circuit, and drove his MG TC in the 1948 race, above.

Argetsinger's career recently in his comfortable lodge on Lake Seneca.

He was born and raised in Youngstown, as was his wife Jean, who played a prominent role in the Watkins Glen racing "success story." Argetsinger's father was a highly successful corporation lawyer, and he also had a home in Burdett, only three miles from Watkins Glen, hence the connection. Cameron and Jean occupy the home today, and call it "The Farm."

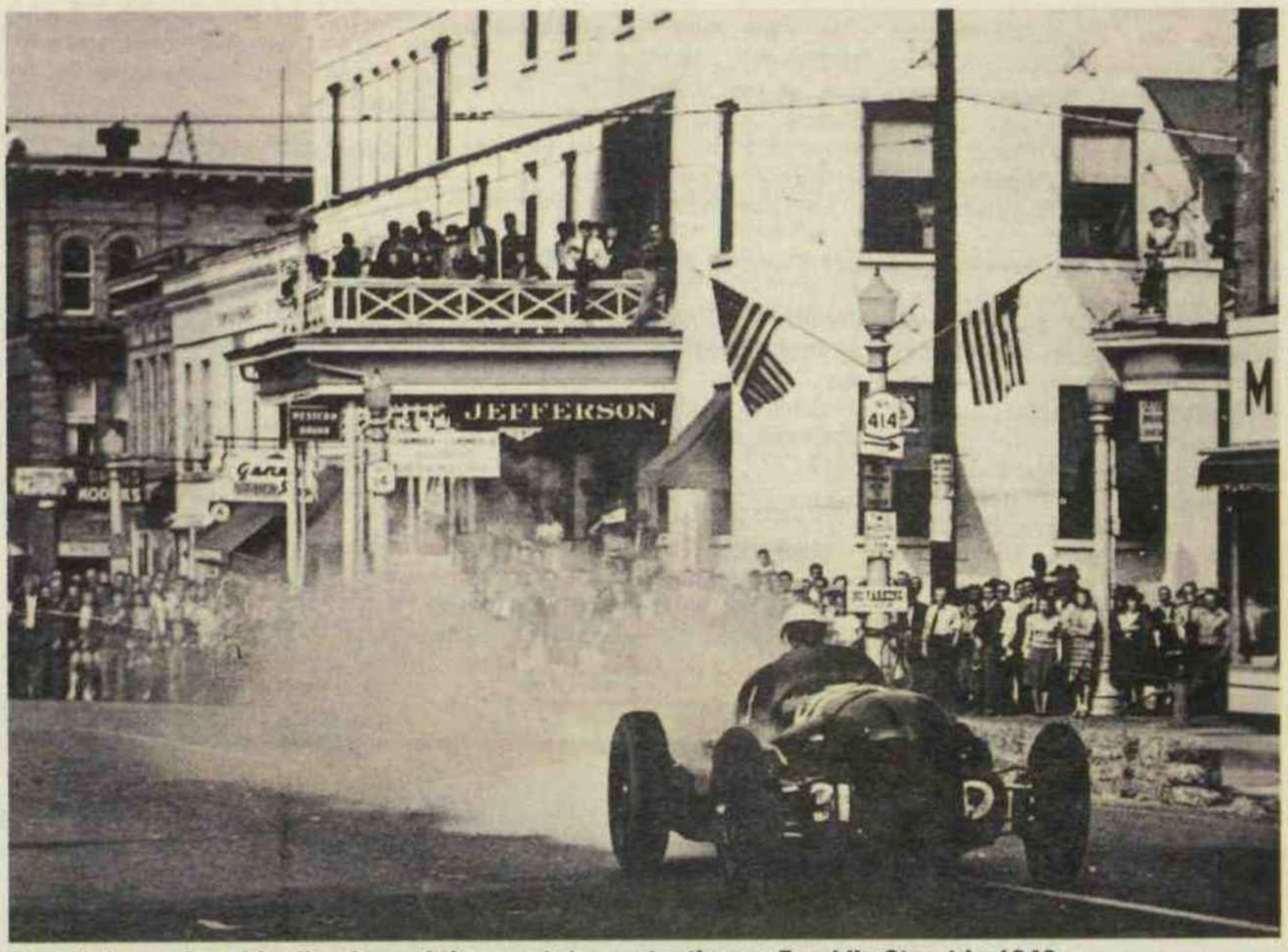
Their pre-Grand Prix parties at "The Farm" during the 1960s and early '70s were a pleasant part of the weekend programme, with the Formula 1 drivers always present.

"I was always interested in cars, right from the beginning, and with good reason," Argetsinger says. "My father, a very generous man, by the way, always loved fast Packard cars. He was a Packard enthusiast, and he sparked my interest in cars."

After his discharge from the Army in December of 1945, Argetsinger bought a Duesenberg, and he also became a member of the Sports Car Club of America.

"In those days," says Argetsinger, "you had to have a sportscar to become a full member, and the Duesenberg didn't count. So I became a 'Subscriber Member,' and this meant that I could pay dues and receive 'Sportscar' magazine.

"I sold the Duesenberg and later bought an MG-TC from J S Inskip of New York, who was also a Rolls-Royce dealer. This was early in 1948, and because the MG counted as a sportscar, of course, I became a full member of the SCCA inJanuary of 1948."



Strawbales and a white line formed the spectator protection on Franklin Street in 1948.

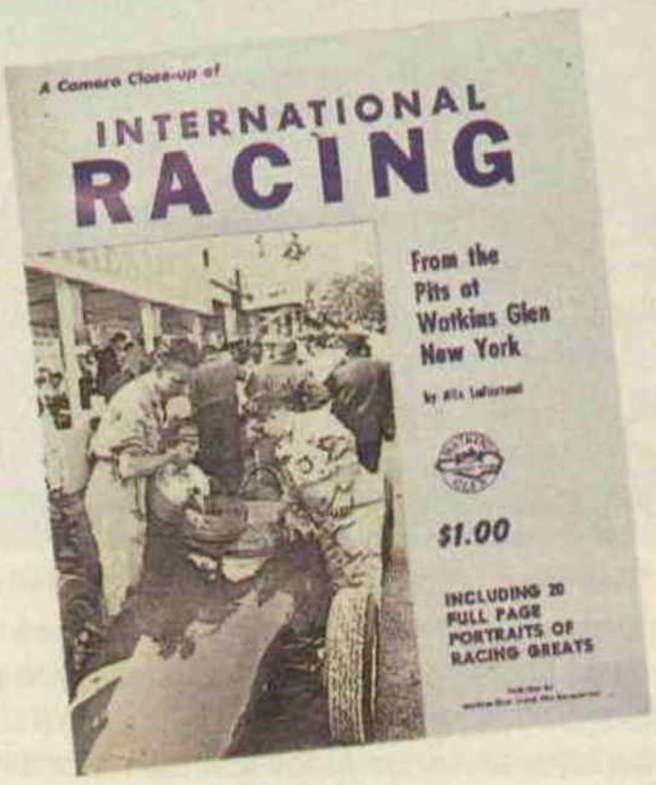
"New York Central Railroad agreed to stop its trains on race day."

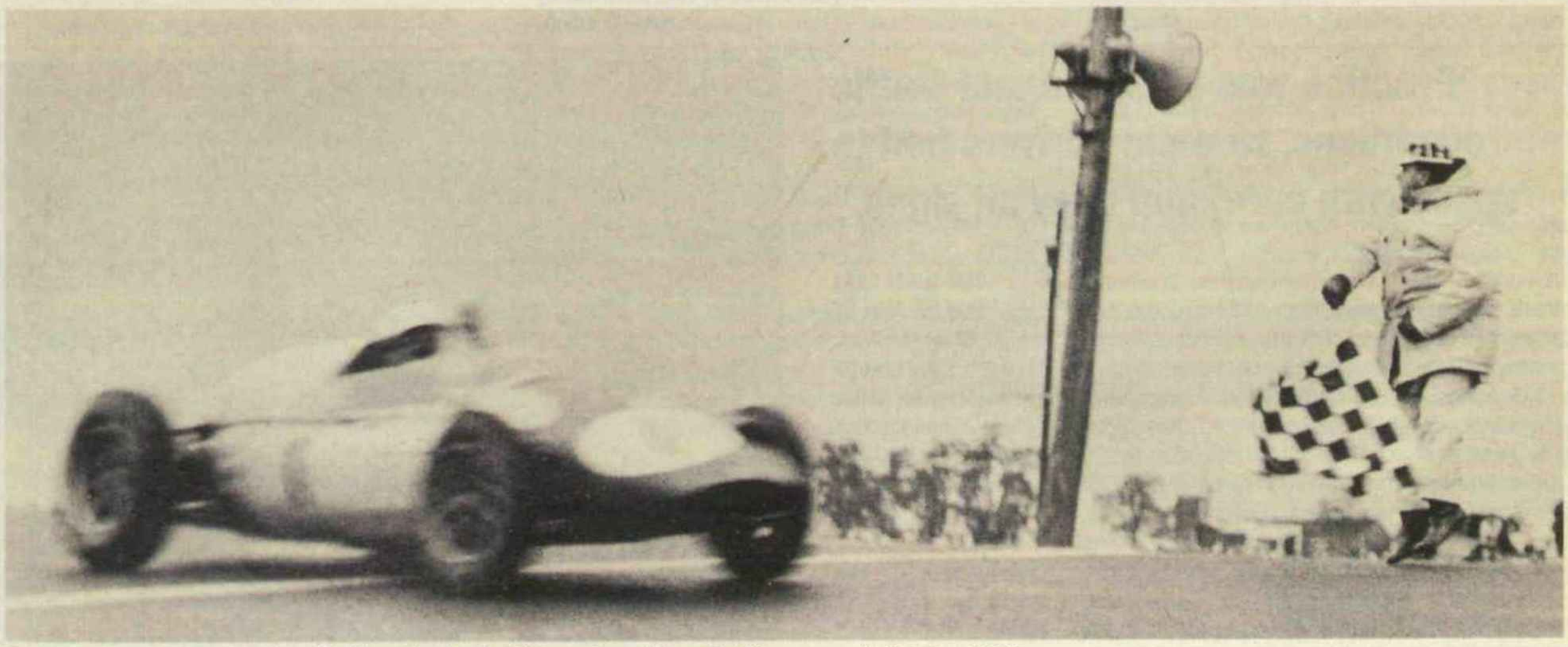
The Watkins Glen racing saga dates back to that very time.

To launch his project, Argetsinger contacted newspaperman Arthur H Richards who immediately saw the tourist potential for a late-autumn race in his village. Both Don Brubaker, president of the Watkins Glen Chamber of Commerce, and Mayor Allen Erway agreed on the value of the project, and on April 1, newsman Richards told Argetsinger to make plans for "bringing on the cars."

In May of 1948, the SCCA scheduled a dinner meeting at Indianapolis on the night before the annual 500-mile race, and Argetsinger discussed his proposed circuit and plans for the "Grand Prix of Watkins Glen" with the members present.

"I described the circuit — 6.6-miles around with its hills, curves and straightaways — and the




Before its Grand Prix elevation, Watkins Glen hosted International Formula Libre races. In October 1959, Stirling Moss came home first in a Cooper-Climax, saying it was the first race he'd won in a snowstorm.

members loved the idea. Their response was tremendous," Argetsinger says, "and the SCCA said they would support the race if we could bring it off. So we went to work immediately, setting the race date for Saturday, October 2. We didn't want a Sunday race-date because of possible conflicts with the churches."

The SCCA appointed Argetsinger as general race chairman, and he accepted the job with the proviso that his duties would cease on race-day morning so that he could participate in the first Grand Prix of Watkins Glen.

"So far so good," Argetsinger says, "but now came the matter of setting up the track and bringing the SCCA people in on the whole thing. It was a fairly simple matter of getting together in those days, because there were so few members we could talk about our problems at a breakfast meeting."

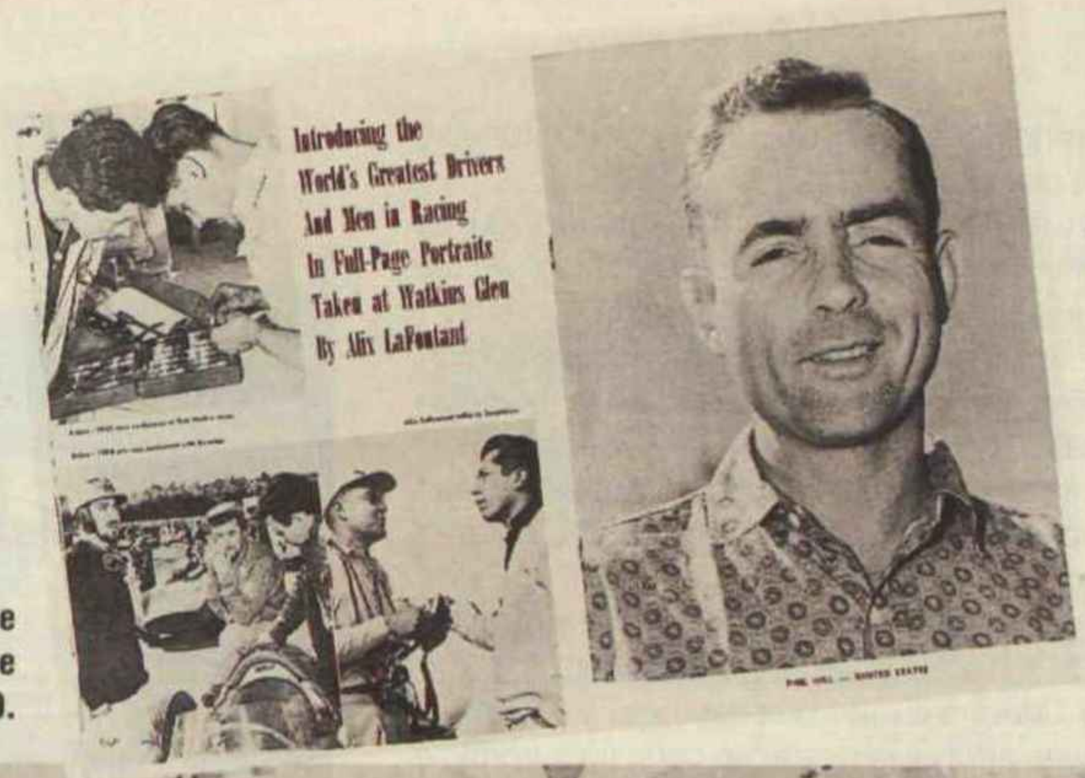
The course that Argetsinger had set up was a difficult 6.6-mile layout that ran on the streets of the village and on the roads above town. It included cement, macadam, oiled gravel and dirt surfaces. A stone bridge and railroad tracks were also featured. In those days, road racing was just that.

With public roads involved, permission to use them had to be obtained from nine different authorities, including the New York Central Railroad, which agreed to stop its trains on race day. The police and fire departments and the entire business community of Watkins Glen were mobilised through the Chamber of Commerce. The Boy Scouts and the American Legion also pitched in.

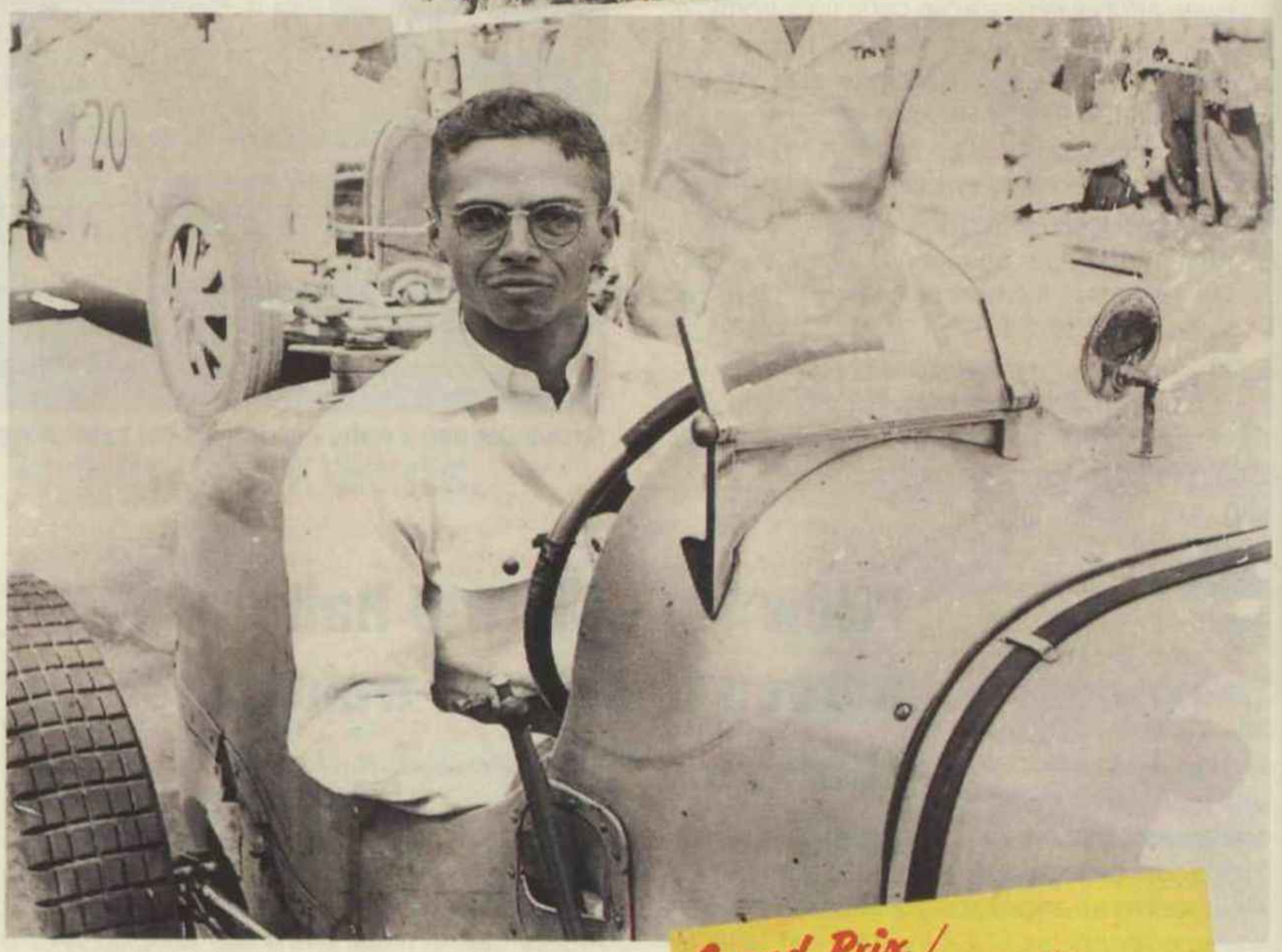
There was no practice for the entrants except under normal traffic conditions, so racing drivers had to "speed with care" and obey all signs. As there could be no official practice or qualifying, the starting positions were determined by lot, with the larger displacement classes at the front.

"The first race drew 10,000 spectators," Argetsinger says, "and there were 35 entries with 15 cars finishing. There were lots of spills and crashes but luckily, no one was hurt. We used straw bales and snow fence to protect spectators and somehow it all worked out."

The following year, the second Grand Prix of Watkins Glen drew 50,000 spectators, and the racing continued on the original circuit until 1952 when a spectator fatality brought it to an end.



Grids in the early days were eclectic – Argetsinger drove a Type 35A Bugatti in 1949.



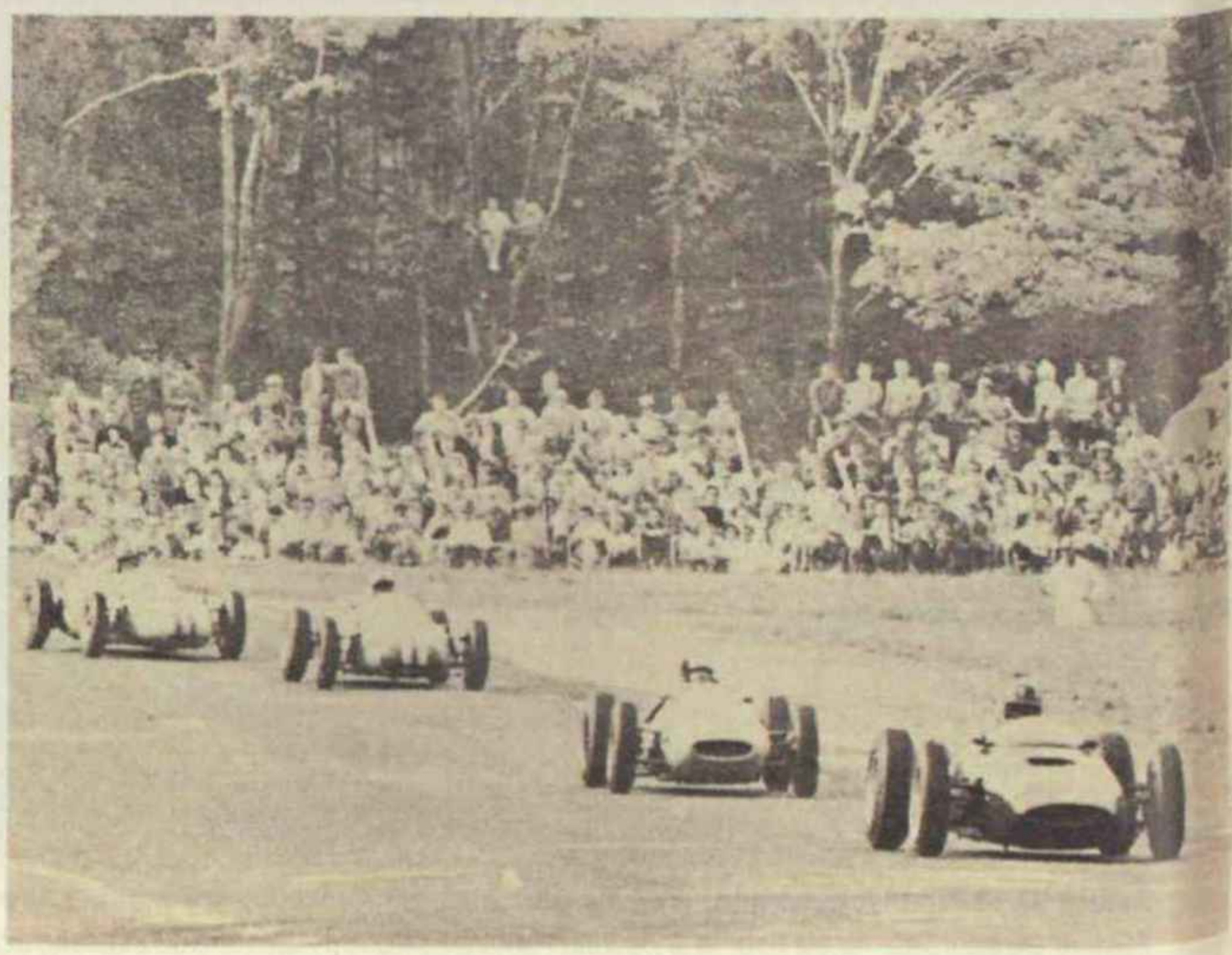


Opened in 1956, the new purpose-built scenic track above Lake Seneca allowed Watkins Glen to reach the big league. Here, Brabham (Cooper) leads Moss (Lotus) on lap one of the 1961 US GP, opposite. 1958 programme, right, features 250F Maserati mixed with Testa Rossa and DBR2 Astons; Bonnier's win was first post-war by non-US driver.

"Practice was under normal traffic conditions, so racing drivers had to 'speed with care' and obey all signs."

But the annual race continued on an interim track, which was used from 1953 to 1955, with attendance figures climbing sharply. A permanent circuit was created above the village in 1956, and this one (with many modifications over the years) eventually became the home of the SCCA-sanctioned U S Grand Prix (the first in 1961) and today's annual round in the NASCAR Winston Cup championship series for stock cars, as well as IMSA World Sportscar events and other races.

With the exception of the 1952 race, Argetsinger continued in the key leadership role in organising the Watkins Glen races during the mid-'50s, and he became Executive Director of

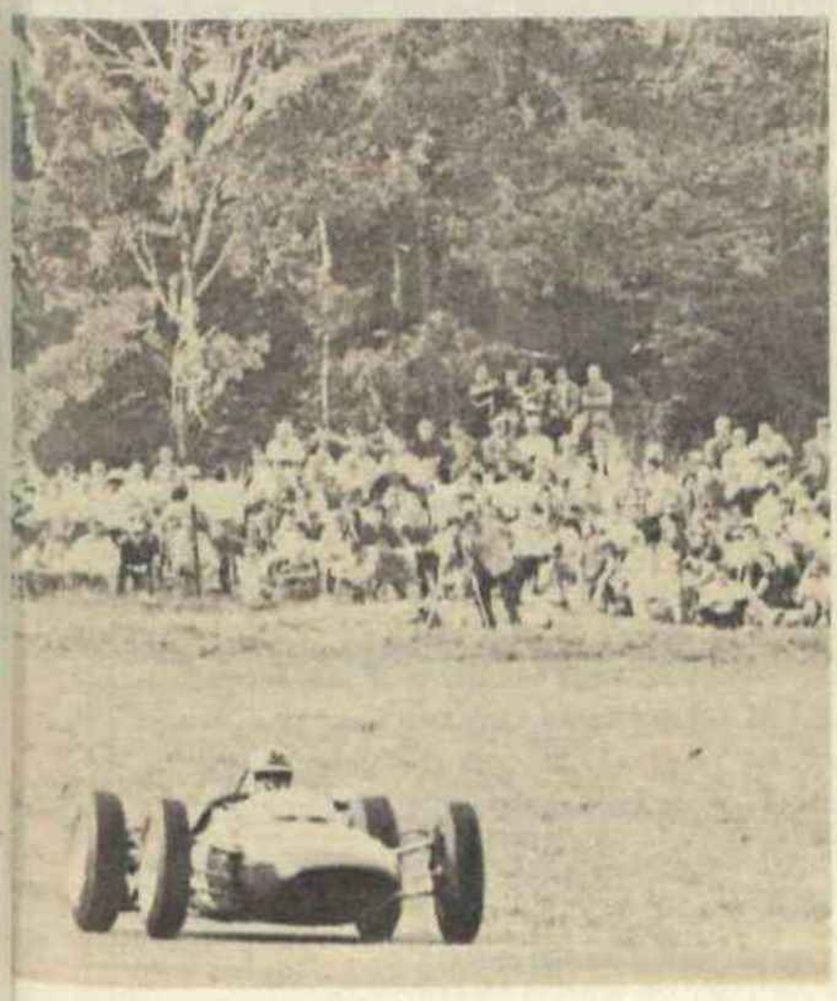


Hat-trick: 1961 saw the first US GP at the Glen, the first GP victory for Lotus, and the first and only for Innes Ireland.

the Watkins Glen Grand Prix Corporation in 1958.

"At that time, I realised that to continue the racing successes at Watkins Glen we needed to go international," Argetsinger recalls. "It had long been my dream to bring legitimate Grand Prix racing to America, and we immediately began working in that direction."

Argetsinger organised successful international



"Formula Libre" races at Watkins Glen from 1958 through to 1960, attracting mixed fields of Formula 1 cars and the top sports racing cars of the era. Among the drivers were such big names as England's Stirling Moss, Sweden's Joakim Bonnier, the Australian Jack Brabham and the Americans Phil Hill and Dan Gurney.

Argetsinger's dream of full Grand Prix status for Watkins Glen was realised in 1961 when he received the go ahead for the first United States Grand Prix at that track. (Previous U S grand prix races had been staged at Sebring, Florida, in 1959 and Riverside, California, in 1960.

All of the U S Grand Prix races for Formula One cars held at Watkins Glen (from 1961 to 1980 — 20 consecutive years) were conducted under SCCA sanction.

That first world championship round in 1961 was won by the popular Scottish driver Innes Ireland, who piloted a Lotus-Climax. It was Ireland's first and only Grand Prix victory, but it was historic in nature. The great British driver Moss had already won three Grands Prix in privately-entered Rob Walker Lotus cars, but Ireland's victory at Watkins Glen marked the first one ever for a Colin Chapman Team Lotus works entry.

Discussing the very early days — the 1948 to 1952 era — Argetsinger says he felt that the races at Watkins Glen became a turning point in U S road-racing history and SCCA history as well because "people who wanted to race came to Watkins Glen and they joined the SCCA to do so.

"This would have happened somewhere in the United States in due course," he said, "but it did happen here (Watkins Glen) and it all acquired an international aura and a certain style.

"In those early days, the SCCA was a social club," Argetsinger says, "and there were some wonderful people involved — Briggs Cunningham, Alec Ulmann, Colonel George Felton, Sam and Miles Collier, Bill Milliken, the New Yorker cartoonist Charles Addams, and Frank Griswold, to name only a few."

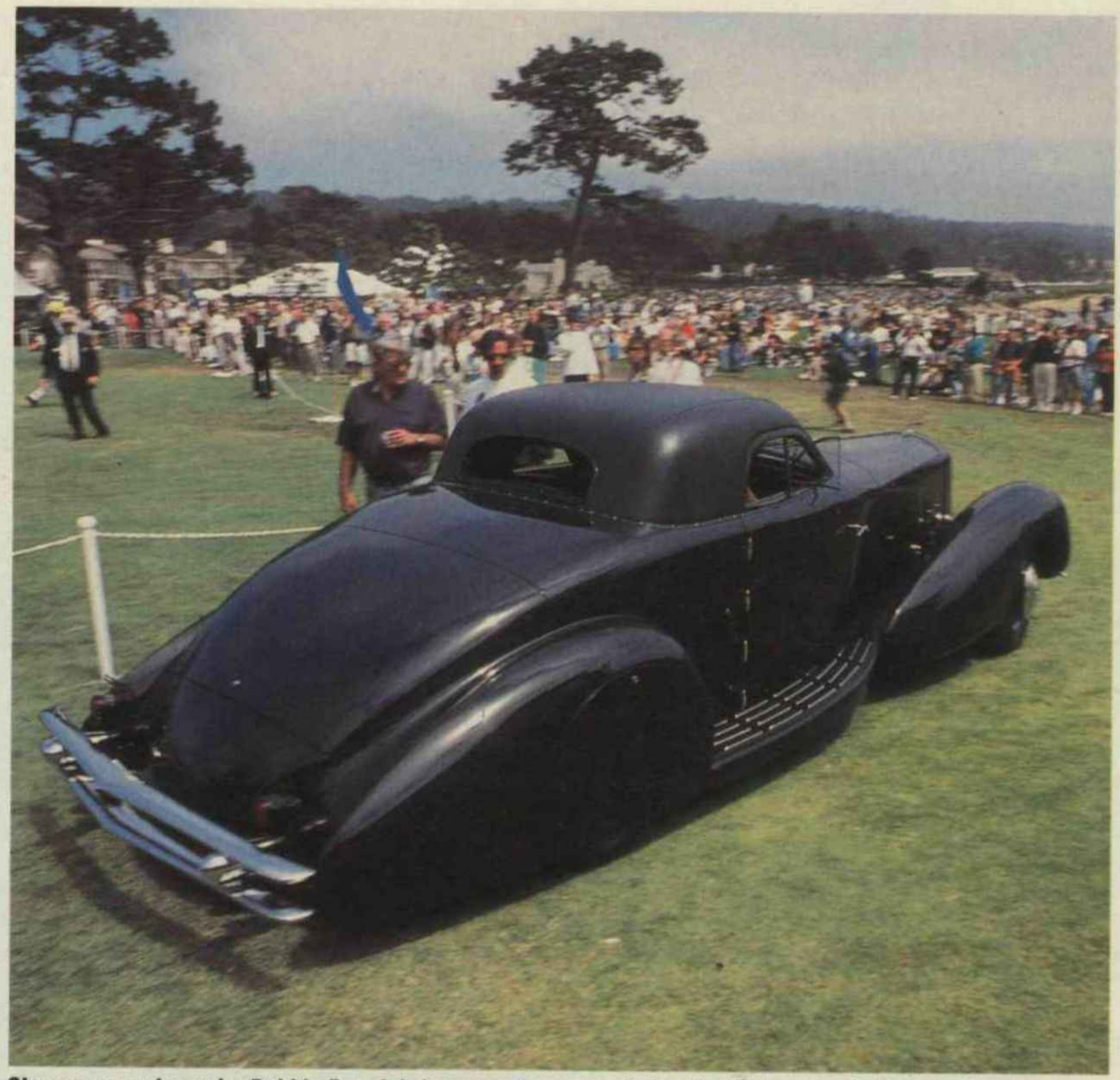
Argetsinger, who organised 23 years of racing at Watkins Glen (from 1948 until 1970), drove in several of those races himself — his cars, respectively, being the MG-TC, a Bugatti Type 35A, a Silverstone-Healey and a Jaguar XK-120M.

Anyone who visits Watkins Glen today should drive the original 6.6-mile circuit and marvel that one of the Briggs Cunningham cars achieved an average of 80mph on its extremely difficult stretches. The course is well marked, and one may obtain a map at the Watkins Glen Chamber of Commerce office. Going around this wonderful old circuit is a grand experience which evokes a classic sense of nostalgia.

It was our pleasure to do so as passengers of Cameron Argetsinger, who pointed out every marker and detailed every bump in the road, with special emphasis on the railroad tracks and the stone bridge — all still there.

The Allure of Pebble Beach

In August, US collectors head for The Beach; Jonathan Stein went too

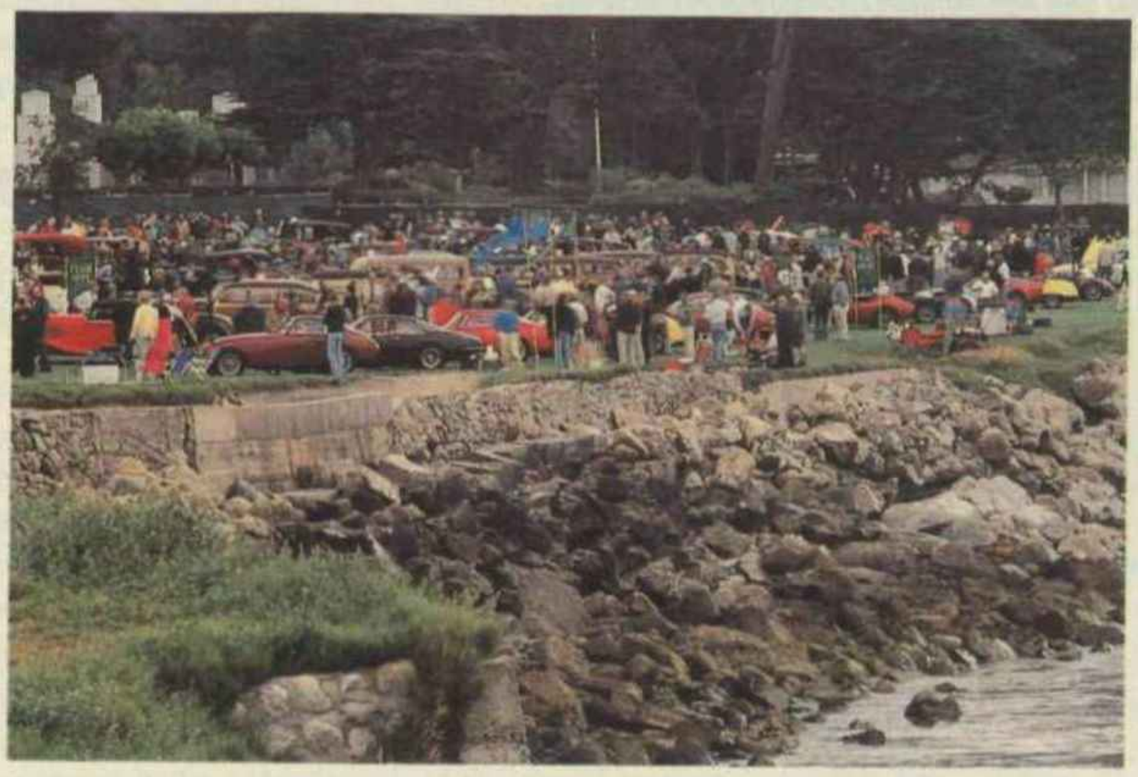


Glamorous and scenic, Pebble Beach brings out the unusual, like the Walker-bodied Duesenburg of celebrity collector Jay Leno, above; Delage D8-120 was Best of Show, below.



According to John Steinbeck, "Cannery Row in Monterey in California is a poem, a stink, a grating noise. . . a dream." The same could be said about nearby Pebble Beach, especially during the third week in August every summer. The stink comes from unburned fuel, oil, fresh paint and leather; the grating comes from starters and racing engines and tractor trailers as they unload their precious automotive cargoes. These magnificent automobiles certainly qualify as dreams to the thousands of spectators who flock to see the fairways of the Lodge at Pebble Beach flooded with the most glorious automobiles ever to be built and over-restored.

For 1996, as in prior years, a marque and a coachbuilder were featured. Lincoln was the car and Zagato the *carrozzeria*. 19 Lincolns were registered, from a 1922 Model L through to the 1996 Sentinel show car, with 20 examples of Zagato coachwork, from a 1930 Alfa Romeo 1750 to the current Raptor from Zagato offshoot, SZ Design.



Many of the cars presented at the event — even magnificently built Duesenbergs, Maybachs and Bentleys — are finished to a degree that their meticulous builders never imagined. But they are a wonder to behold, not only in their splendour, but in their sheer numbers. Six Duesenbergs, seven pre-war Rolls-Royce, four V-16 Cadillacs and twelve Ferraris; add to that a smattering of Bugattis, Delahayes, Packards, and esoterica like Abarths, a Le Mans Adler, a Pegaso, and even the famous 1925 Duesenberg "Banana Wagon" of racing great Pete DePaolo. There may be paint and chrome aplenty, but Pebble Beach isn't short of variety.

There is far more to the Concours than just beautiful cars. Beautiful people abound, drinking champagne and smoking expensive cigars. There are dinners, private luncheons and receptions. The annual Automotive Fine Art Society exposition offers the greatest selection of current automotive painting and sculpture seen in one location, with further enticement offered by the incredible Monterey Historic Races at nearby Laguna Seca, and the spectacular *Concours Italiana*, held at Quail Lodge in neighboring Carmel Valley, two days before the main event at Pebble Beach.

And at Pebble no class was harder fought than that of the Duesenbergs. A freshly restored ex-George Whittel Murphy coupé owned by Lee Harrington pipped the unusual and elegant Walker coupé owned by TV titan Jay Leno. In both cases, top flight restorers laboured until the final moments to prepare perfect automobiles. When talking about winning at Pebble Beach, multiple dollar signs usually figure, as in the case of Duesenberg, Ferraris and multi-cylinder big classics. So, it was particularly refreshing to see the postwar custom coachwork class won by Jack Vopal's Pegaso Z102/103 by Touring. Dismayed by estimates of $24,000 (£16,000) just to restore the engine, Vopal and family tackled the car themselves, topping one of the nicest Arnolt Bristols ever to roll across a golf course.

Top honors went to Sam and Emily Mann's 1938 Delage D8-120 De Villars Cabriolet, which survived comparison to 25 other class winners to secure the coveted "Best of Show" award, which to concours competitors is the crowning achievement. Another 17 special awards were meted out for everything from historical significance to the "Most Elegant Sports Car".

Say what you will about the excesses of restoration and conspicuous consumption, one simply hasn't lived until one has seen the early morning fog burn off to reveal several hundred magnificent vehicles fronting one of the Pacific's most spectacular views. Fight the traffic, fight the crowds and damn the expense — but pay a late August visit to Pebble Beach at least once before you die.







Brabham at Brno

Double winner: Serge van Havre's TVR, top left; Simon Hadfield's victorious BT49, bottom right. Main pic: Chiles' March exploring the attractive Czech circuit.

A far-distant finale for the FIA Cup; Steve Lydon reports

The final round of the FIA Cup for Thoroughbred Grand Prix Cars, supported by MOTOR SPORT, was held at the majestic Brno circuit in the Czech Republic over the weekend of September 28/29. Superbly promoted by well-known historic racer Peter Hannen and his partner John Pickworth, the event attracted a huge crowd and drew universal praise from competitors.

The main event was of course the final round of the FIA Cup. A very strong entry of 25 cars turned up, and once again Bob Berridge (Ram 01) stamped his authority on practice. However, Simon Hadfield, racing the Erreuno Brabham BT49 of Bernie Eccleston for the first time in place of regular pilot Ermanno Ronchi, was just 0.29sec adrift. John Fenning (Willans Harness Williams FW07) lined up third, 0.19sec slower than Hadfield, with Donington winner Steve Hitchins (Lotus 78) fourth. Wido Roessler (Williams FW08) was a very competitive fifth, while Richard Eyre, having a second outing in his Tyrell 011, was pleased with sixth on the grid.

There was major drama for Michael Schryver who needed to secure two points to tie up the championship — a gearbox input shaft failure in practice saw much midnight oil being burnt by the Simon Hadfield-led team. Lacking the necessary spare part, the team cobbled together a gearbox with a single-plate clutch from parts loaned by other competitors. Schryver was concerned that the makeshift repair might not withstand a full-throttle start, and sportingly elected to start from the back of the grid to avoid the possibility of a shunt should the car fail.

When the lights flashed green Berridge tore off into the lead, his injured hand, broken in a practice accident at Donington, not seeming to hamper him at all. Fenning got the drop on Hadfield to snatch second place, and a second bunch of five or six cars began a fierce scrap for the remaining top six slots. Berridge's season has been dogged by some appalling luck, and this meeting was no exception. Going into the fourth lap the Ram jumped out of gear and pitched into a spin. Bob restarted once most of the field had passed, but with second and third gear absent he called it a day and toured into the pits. The impressive Hadfield very soon started to pile the pressure onto the new leader, Fenning, and one could be forgiven for recalling some of the classic duels these two cars had fought out in their heyday, driven by Alan Jones and Nelson Piquet.

Ultimately the superior grip of the Brabham proved too much for Fenning, and Hadfield slipped past and pulled out a six-second gap in the space of four laps.

Meanwhile Wido Roessler was having his strongest showing to date, and ran to the finish in a comfortable third, some 10sec clear of Joaquin Folch in the Classic Team Lotus T87B. A surprisingly lack-lustre Hitchins came fifth, and Ian Giles

"The team cobbled together a gearbox from parts loaned by other competitors"

was delighted to finish sixth on his debut in the Brabham BT49 recently purchased from its designer Gordon Murray.

Gearbox maladies notwithstanding, Schryver drove steadily and smoothly, picking off all his class-rivals to finish 11th overall and first in class, thus securing a deserved Championship win. An impressive drive from Graham North (Lotus 91) netted him eighth place and the Chrysler Driver of the Day award, presented by Guest of Honour Jackie Oliver. A first-corner melée saw North spin onto the grass, whereon he was overtaken by the course cars! His drive through the field was spirited as he picked off car after car. A race-long battle for the lead of Class B finally went the way of Andrew Wareing, although his margin over Dave Abbott was only 0.3sec as the flag fell, which reflected how hard they had both been trying.

A total of 23 cars out of 25 finished the race, underlining just how professional the level of preparation has become. Sadly, the only driver who failed to make the race was promoter Peter Hannen, whose BRM P201 stripped its diff on the third lap of practice — a cruel blow to someone who had put so much into making the event happen.

The International Super Sports Cup headed the supporting cast, and both races were hotly contested. Chris Chiles was victorious in Race One on Saturday in his lurid 8-litre March 717, shadowed throughout by Richard Eyre's McLaren M8F; the two thundered across the line just 0.32sec apart. Chiles' luck didn't hold on Sunday, however, and a massive engine failure saw the March dump all 12 litres of lubricant onto the circuit while he was leading. This gave the organisers an enormous clean-up job to contend with and delayed the programme by almost an hour. Eyre cruised home to a dominant victory, followed by American visitors Bud and Craig Bennett in Lola T163 and Lola T222 respectively.

Paul Alexander was a delighted victor of a combined Pre-65 F1/Formula Junior race in his gorgeous Lotus 24 BRM, while Tony Thompson put his circuit knowledge to good use and came home second in his Lotus 27FJ. Belgian Serge van Havre had an untroubled victory in the FIA Cup for Historic GT Cars piloting his TVR Griffith, and scored a second victory in the One-Hour race for Historic GT and Saloon Cars.

All in all a terrific weekend, and one sure to grow in stature and popularity if the reaction of competitors and spectators alike is anything to go by.

MONTEVERDI OCTET

Swiss-made cars are as rare as tasteful cuckoo-clocks; Laurence Meredith drives the one which made it to Britain

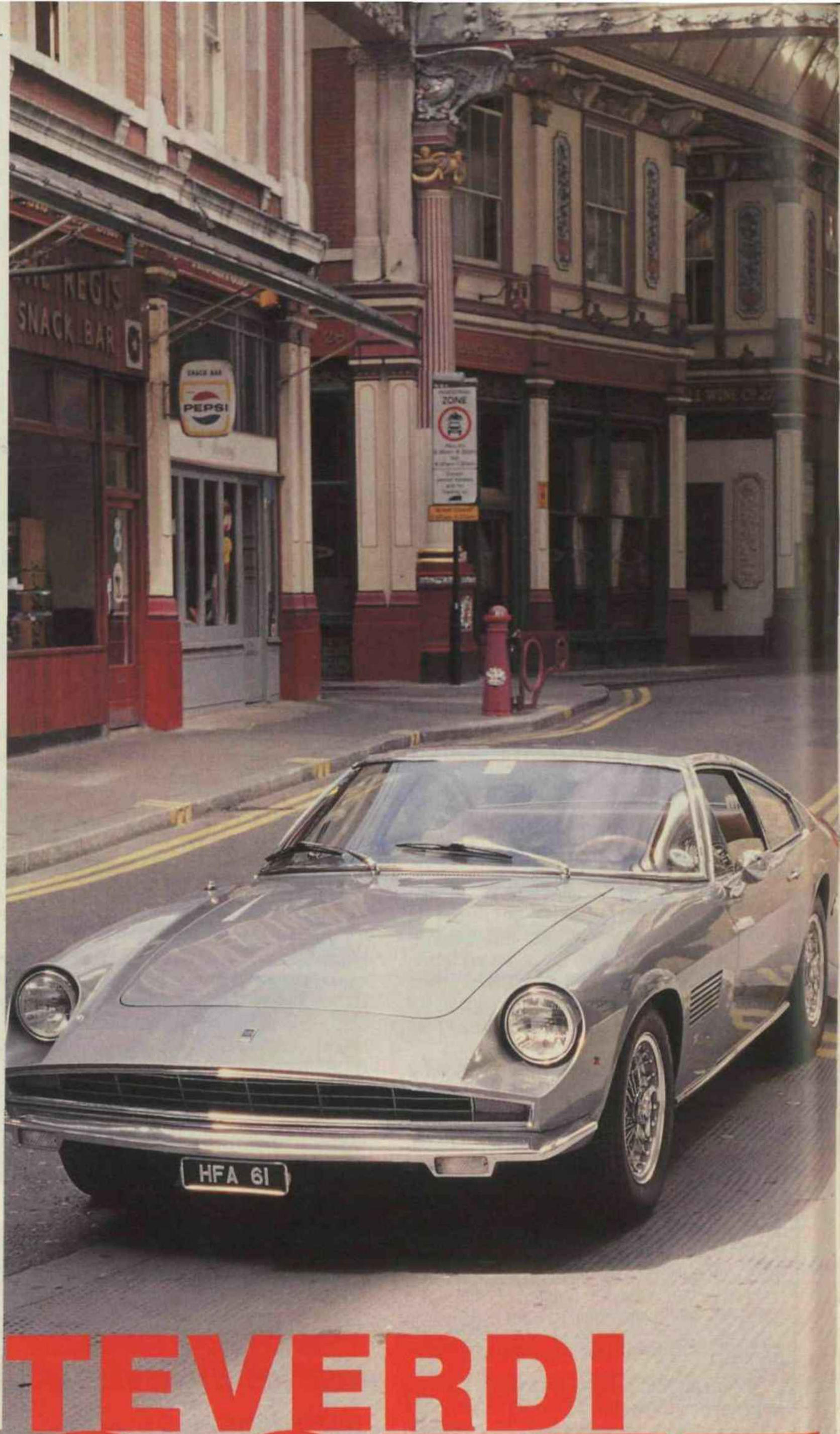
As a nation the Swiss are something of an enigma; women in the Confederation Helvetica weren't eligible to vote until 1972, unemployment in the country at around the same time rose to double figures — 11 to be precise — which some citizens regarded as a national scandal, and for most Swiss, but by no means all, the motorcar, and especially those capable of greater speeds than an average cuckoo at the top of the hour, has been Public Enemy Number One for the best part of 40 years. Motor racing was outlawed there after the Le Mans crash in 1955, which resulted in the death of more than 80 spectators, as well as Mercedes driver Pierre Levegh.

However, there have been a number of exceptions to the general rule that the Swiss do not share our love of motoring, including Peter Monteverdi, who not only raced a variety of quick cars but also went on to confuse and bewilder his compatriots by manufacturing them.

His first effort came in 1951. This was a Monteverdi special based on Fiat components, and an open two-seater (now in Monteverdi's museum) followed a year later. He then raced a BMW at the Nürburgring and, until 1956, by which time he had become Switzerland's Ferrari importer, he dabbled in competition with Fiat Topolinos and a DKW.

Besotted by Ferraris, however, Monteverdi went on to race a Testa Rossa and a four-cylinder Monza, mainly in hillclimb events, with varying degrees of success between 1956 and 1959. He even built a special body on a Monza chassis in 1958 — a coupé with 'gullwing' doors — but aesthetically it was an unhappy marriage which certainly didn't result in the Commendatore inviting Peter to join Ferrari's styling department.

During 1959 he used a number of cars in Swiss hillclimb and German circuit events, including a 250F Maserati, 300SL Mercedes-Benz coupé and a DKW Formula Junior single-seater. At this time his Ferrari business was doing rather well, but Monteverdi's restless and mechanically creative spirit, not to mention his infectious enthusiasm for motor racing, continued to lead him in the direction of his workshops.





"Monteverdi acquired a large mechanical digger, which he used to create a large hole in the floor of his Basel workshop and buried the crashed car."

During 1960 he worked feverishly to produce a Formula Junior single-seater — the Monteverdi MBM — which had a neat spaceframe chassis, DKW mechanicals and Porsche 356 wheels. A rear-engined version quickly followed which he raced himself at Albi and Monaco, but neither outing was successful. In the same year Monteverdi also produced his first 'proper' sports car, a pretty open two-seater with an Osca engine and very Lotus-like wobbly-web wheels.

But 1961 was the year in which Monteverdi's fairly undistinguished driving career came to an end. Like so many wealthy privateers during the days of the 1-litre Formula, he decided to enter the glamorous world of Formula One, in Peter's case with a Porsche-engined car. He finished 10th at the non-championship round at Solitude, where incidentally Dan Gurney won in the works Porsche (the second of just two Grand Prix victories by the Stuttgart manufacturer), but crashed heavily at Hockenheim. Eight year later Monteverdi acquired a large mechanical digger, which he used to create a large hole in the floor of his Basel workshop and buried the crashed car. It has never been exhumed.

A new building was opened in 1961, Garage Automobile Monteverdi, at Oberwilestrasses 20, Binningen-Basel, and its colourful proprietor continued life selling and dealing in Ferraris. Until the inevitable happened and Peter and 'uncle' Enzo had a difference of opinion, resulting in Monteverdi losing his Ferrari franchise and switching to Jensen by 1963.

This was an interesting and auspicious move, because for the first time Monteverdi was introduced to the power advantages of the big lazy American engine fitted to the then-current Jensen CV8 model. For brake-horse power the Jensen was almost on a par with contemporary Ferraris, but was without the fussiness that so many had encountered with some pure-bred Italian exotica. Jensen power impressed Monteverdi, Jensen styling less so. Ferrari's styling was just about perfect, but the really clever thing to do according to Monterverdi's fertile mind was to combine the beautiful lines of a Ferrari with reliable American muscle in one car, much the same way that Bizzarrini had.

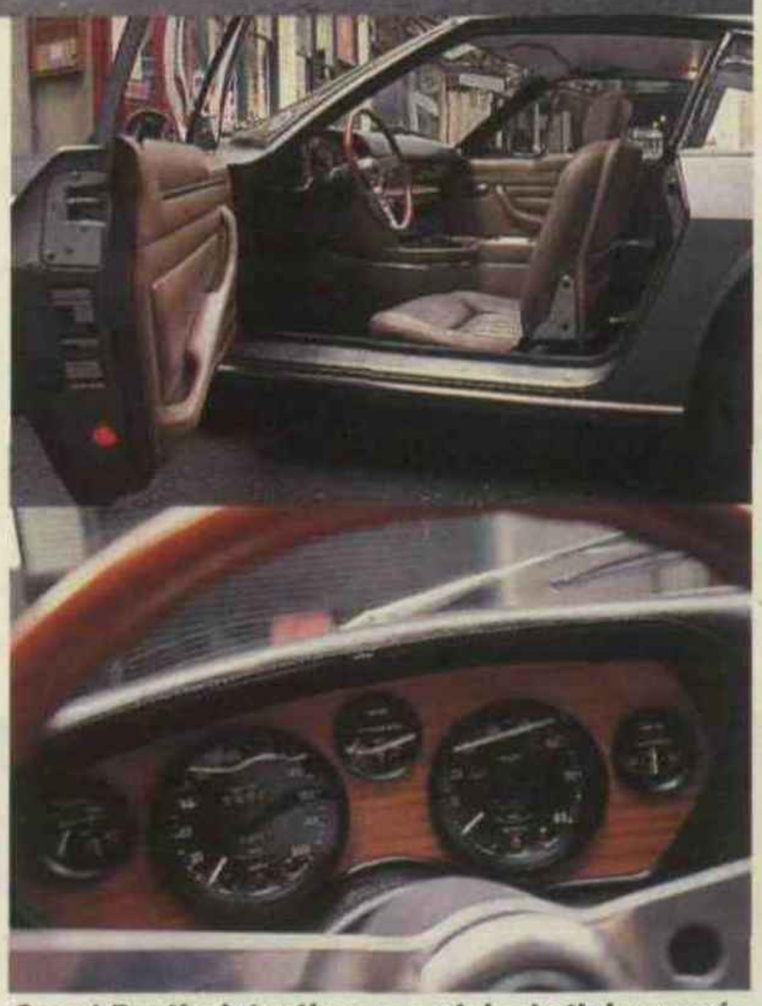
Monteverdi made a decision; he would become a manufacturer of beautiful high-performance sporting cars — Swiss sporting cars — which would be more exclusive than a Ferrari, faster than a Porsche and as reliable, if not as cheap to run, as a VW Beetle. And on 11 September 1967 his plans came to fruition when he launched the first 'production' coupé, the MBM. A two-seater that looked a little like the offspring of a Maserati Ghibli and a Fiat Dino Coupé, it had a 7.2-litre Chrysler V8 developing 375bhp up front — a mighty impressive first effort.

A little later it appeared under his own name as the Monteverdi GT, with coupé styling by Frua of Italy. A four-seater prototype was constructed in 1968 and launched in 1969 as the High Speed 375L. This appeared at the same time as the 375S two-seater coupé, which unlike the four-seater's 'cheese-cutter' radiator grille and twin headlamps had single headlamps and a broad mouth which made it look like an exotic marine animal.

The 375L cabriolet joined the line-up in 1971 and the 375/4 four-door saloon arrived in the same year. A mid-engined prototype, the Hai (German for shark) also appeared in 1970, but only two of these good lookers are thought to have been built. The 375S was succeeded by the Berlinetta in 1972, there was the 450GTS Hai for 1974 and, in 1975 Monteverdi produced the Palm Beach model, a convertible version of the 1972 Berlinetta.

All were handbuilt and wickedly expensive, but in 1976 Peter Monteverdi turned his back on sportscars to work on other projects, including the building of four-wheel-drive Jeep type vehicle and a four-door version of the Range Rover. After a long and distinguished career in automotive design, Peter Monteverdi now contents himself with running his car museum. But while it lasted, his venture into the world of sports car manufacturing was a most interesting one, as Monteverdi's cars were just so very different in many respects from their exotic counterparts produced by Maserati, Ferrari and Lamborghini. Featured here is the 375S, a 1969 example and the only one of its kind to reside in Britain.





Grand Routier **intentions are plain, both in coupé profile and lavish appointments; timber and leather were standard symbols of Monteverdi's target area – Ferrari and Jaguar country.**

On the Road

One of the loneliest spots on the face of our planet is the City of London on a Sunday morning. Apart from conducted tours around the interesting buildings for the benefit of foreign tourists, it is an apparently people-free zone. But having parked the Monteverdi outside the famous Lloyd's building — once a coffee shop but now more in the design of a coffee percolator — crowds and crowds flocked seemingly from nowhere to gawp at the sensational lines of this Swiss-American hybrid.

Among the many who asked "What's all this then?", there was one colourfully dressed lady with a clear weight problem who, in a desperate rush to get a closer look, tripped over and nearly demolished a rear wing panel. This is the effect that this amazing motor car creates. And it was the same trundling through the streets of London before heading off down the M4 — there were chin-dopped gawpers. Everywhere.

A car with a large presence, its Fissore-built steel body closely resembles the Frua designs for the Maserati Mistral and AC 427, with squared off razor-like edges, and lots of chrome trim to highlight the metallic silver paintwork. Attention to design detail is exemplified by the subtle swage lines close to the outsides of the gently curved roof panel, which may have been influenced by Paul Bracq's treatment of the 'Pagodo' roof Mercedes SL series launched in 1963. Whatever, the overall styling is more 'German' than ornate and so is the . . . ssshhh . . . build quality.

Italian contemporaries feel delicate by comparison, and it's interesting that Monteverdi drew on Daimler-Benz's parts bin for some components. So well made is it that it is little wonder this car, which has less than 30,000 miles recorded on its odometer, has never needed restoring.

Under the bonnet is the all-iron 7.2-litre V8 with its orange painted rocker covers. Orange? Very Jimi Hendrix. And most fitting for 1969. Ford's were blue, incidentally. Like the Bizzarrini's, the engine is positioned well back in the chassis to give the tail end a chance to stay where it's supposed to in high-speed corners. The separate chassis frame, which is built from a number of box-section tubes, which might once have been intended as the sturdier structural sections of the Forth Bridge, is a little like a typical German bicycle — 17 times as heavy as the person it's meant to carry, and wouldn't as much as bend if it was walked over by the entire population of the Chinese Republic. Twice!

Originally built for a client in South Africa, the speedometer is calibrated in miles, rather than kilometres per hour, but Monteverdi refused resolutely to bear the pain of seeing 'his' 375S suffer the ignominy of having its steering wheel positioned in the 'wrong' place. Which is why this example is a left-hooker. Getting behind the wheel into the leather clad seat with its neat sliding integral headrest is, despite the considerable breadth of the alloy-covered outer sill panel, easy on account of the terrific amount of cabin space.

The seat squabs are too short even for vertically challenged *pilotes*, and the wood-rimmed steering wheel — an admittedly slim, elegant comfortable piece from the bespoke craft world is, like the 15in Borrani wire road wheels, somewhat incongruous on a car from this modern era. And there's a similarly absurd plank of wood that suffices for the facia. Between the top and bottom bars of the dashboard there is also a horizontal step — and naturally it's a large one — as prominent and distracting as a copy of *Mein Kampf* in the Kremlin library.

And another piece of Monteverdi eccentricity. The rear seat. It looks like a seat, is shaped like a seat and is upholstered to match the two in the front. But it isn't a seat. So, when is a seat not a seat? When it's a dummy which conceals secret stowage compartments, and is hard enough to test the comfort threshold of Ranulph Fiennes. Weird.

On the other hand there's a splendid Bosch-Behr air-conditioning system, electrically-operated windows (and they work properly), and a lovely old Becker radio set, all of which contribute to the 375's image and role as a Grand Tourer. Confirmation of this purpose is delivered in no uncertain terms when the fat Pirellis are revolving quickly, which they are apt to do, of course, with 380 raw horsepower to command.

As a high speed inter-city express, the Monte is almost peerless, but it also excels in heavy traffic. The big Chrysler lump, which relies on a single four-barrel Carter carburettor to deliver four-star to the bores — at an impressive average of 14mpg too — is a real torquer. It suffers from none of the wheezing, gasping and plug-fouling antics of some Italian contempories, and delivers raw, red-meat power from walking pace to well past 150mph, the benchmark figure of 60mph arriving from rest in 6.3 seconds.

Power comes easy to this car — an inherent part of the Monte's make-up — and is dispensed through the automatic three-speed TorqueFlite gearbox with superior confidence, evidence for the engine's unequivocal purpose manifesting itself in the characteristic flatulent V8 bellow from the exhaust system. One or two examples were made with manual transmission, but their owners reckon that operating the clutch pedal is akin to kicking a heavy piece of basalt, with the same kind of foot damage afterwards.



If neither the badge nor the iron push-rod Chrysler lump conveyed a glamorous image, the combination of mystery, elegance and reliability attracted a handful of adventurous customers.



The front suspension is a traditional double wishbone and coil-spring set-up, with a De Dion axle and Watts linkage at the rear. Monteverdi had neither the money nor the time to invest in developing a suspension, and understandably took the attitude that what was good enough for Aston Martin was good enough for him. Where the handling is concerned, it's a competent arrangement, intervals between tyre changes being dictated largely by driver restraint or otherwise, with the forte pedal.

The chassis adopts a reassuring and commendably neutral stance through both low and high speed corners, the Pirelli boots exercising a python-like grip on the tarmac — until it's time for a little frivolous indulgence with that throttle pedal again. Well, it's there to be used, isn't it? Bang it hard and the scenery in the rear view mirror changes dramatically as the fat rump moves rapidly into waltz mode, the back tyres simultaneously orchestrating an accompanying rhythm.

It's all very catchable, though, a touch of opposite lock being all that is required to return a more familiar view through the rear view mirror of the road behind rather than the hedgerows. However, at 1686kg this is no featherweight, and it isn't difficult to imagine that whopping tail slides — 'hooliganesque' fun that they are — would be interestingly less controllable in wet weather. Fun and games of a different type. . .

The disc brakes are powerful because they have to be. Not too much pressure needed at the pedal either. Surprising. Bite? Instant. Fade? Non-existent. Which was just as well when the dismal numpty in a Metro decided to risk an early arrival in the next world by pulling out in front of us into the outside lane of the M4 without signalling. 'Struth, the things you see when you haven't got a blunderbluss handy.

Time and again, this old campaigner never failed to impress. It can be as daft as Basil Brush or as sensible as the Six O'clock News, and which comes first is entirely up to the fellow behind the wheel. Boot it, feather it, do what you want, it forgives and forgets. Kill the engine for a couple of minutes, or a few hours, and it churns into life again instantly afterwards. And more than this, no-one else (in Britain) has got one. Its rarity appeal is, therefore, high. But not when it comes to replacing body panels, because spares don't exist. Just seven of these enigmatic Swiss temptresses are thought to exist worldwide; this one allowed a rare and invaluable insight into the wonders of the Monteverdi world.



Alan Cox reports on an old favourite with a new title

VSCC OULTON PARK

Bill Tuer revelling in the conditions, above; bottom, Gillies and Ricketts power away from the Pre-War field.

Following Cadwell Park the previous week, the VSCC made another welcome return on August Bank Holiday Monday, this time to Oulton Park, although not for the traditional Richard Seaman Trophy races which have now made their home at Donington, but for the inaugural Sir Henry Segrave Memorial Trophy. Cheshire weather was not at its most welcoming for this auspicious occasion with heavy rain during morning practice and intermittent showers throughout the afternoon, but this didn't dampen the pleasure of being back at the VSCC's spiritual Northern home.

As at Cadwell, entries in the main scratch races had failed to attract a number of regular favourites, an inordinate number of non-starters thinning grids further, but by combining the Williams Monaco Trophy with the Segrave Memorial Trophy for vintage racing cars, the opening race drew a healthy 32 starters. Current Williams holder Julian Majzub placed his Bugatti 35B on pole from Ivan Dutton in Alfred Smith's similar car, and from the start Majzub took the lead from Sir John Venables-Llewelyn with Lord Raglan's Type 51; but, struggling with fearsome understeer, the leader was soon down to third behind Dutton, to retire on the penultimate lap after running wide and breaking a rear wheel. On the same lap, Iain Stewart (Morgan) dropped out of a hard-won fourth elevating Mark Walker to third with the Parker-GN, from Mark Gillies (Dixon Riley) and Gary Caroline (Morgan). So the Venables-Llewelyn name appears once more on the Williams Trophy, while Dutton took Segrave honours as first vintage finisher.

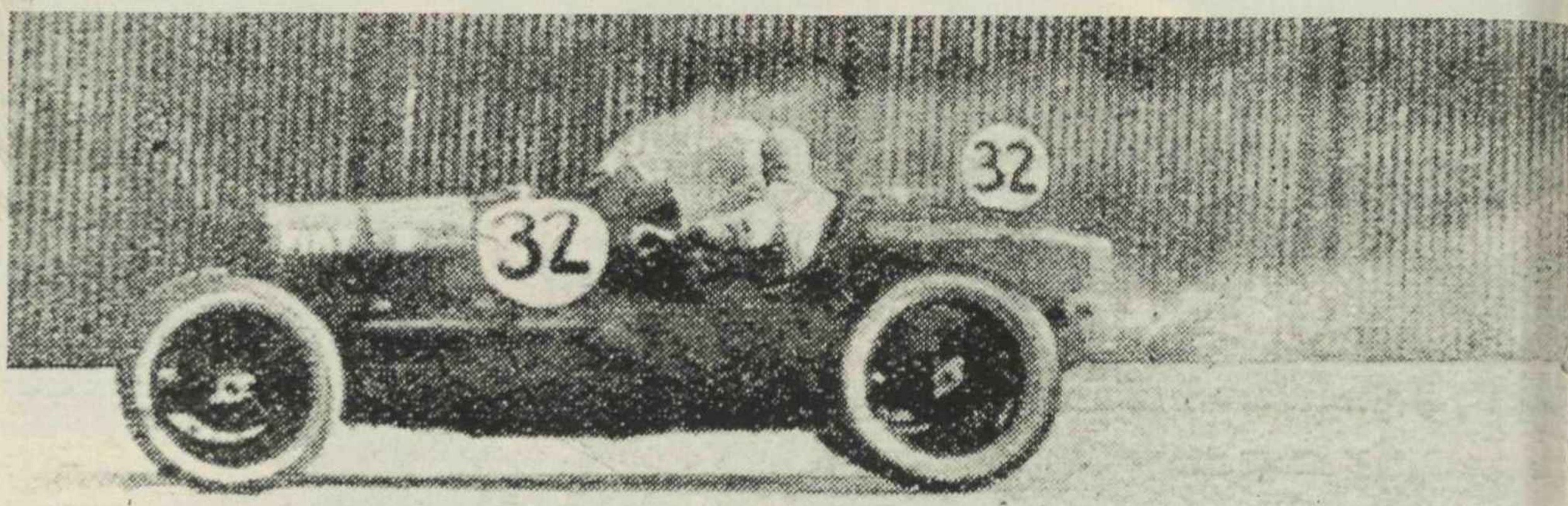
Ian Donaldson sailed gingerly to victory in the Fifties Sports Racing Car race with Andrew Pisker's Jaguar D-Type, his first in the category, never coming under pressure and winning by half a minute from the nimble Lotus Elite of Simon Hadfield (the experiment of inviting a GT class yielding just one starter). But for an opening-lap spin, David Pennell might have made Donaldson's win less of a formality, the Groveair boss working the Costin-Lister through to take third, well clear of Ron Gammons having a rare outing with his Devin. Nick Linney impressed with his newly acquired Lister 'Knobbly' in less than ideal conditions, closing on Gammons at the finish, while Gregor Fisken completed the top six after a large handful of spins on his debut with the 1956 Le Mans ex-Allison/Hall Lotus 11.



Another flag-to-flag win was the story of the Post-war Racing Car race, with Philip Walker and the Lotus 16 in a class of their own. Returning to racing after a three-year lay-off, Roddy MacPherson held a race-long second place with his Cooper-Bristol although he was harried first by Gregor Fisken (Cooper-Bristol) and then Mark Gillies (Brooke Special) after Fisken ran wide at Lodge, but the Cooper driver fought back to take third at the flag. Graham Burrows spun away his place, handing fifth to David Pennell (Maserati 250F). Tony Steele's Lola was first of a select Formula Junior group in eighth.

A meagre nine starters from 19 entries made the grid for the Pre-war Racing Car race, with one contender in the shape of Sir John Venables-Llewelyn with Felton's Alfa P3 failing to complete the warm-up lap with suspected magneto failure. Duncan Ricketts was never headed, with Sally Marsh's ERA R1B, although early chase was given by Mark Gillies with the Brooke Special until lap 5, when he spun into the gravel at Shell avoiding the leader, his race over. This promoted Ted Dunn's Riley Falcon Special into runner-up spot, some way down, while Tony Seber brought Philip Walker's Turner-MG into a deserved third place after Tim Rides retired his recently acquired ex-Seber Wolseley Hornet with clutch problems. Ben Fidler (Lagonda Rapier) claimed fourth, one lap down.

The handicap race for Morgan three-wheelers provided an easy win for the superstar pairing of Bill and Maggie Tuer with their Racing version, coming through from scratch to take the lead on the second lap, with Gary Caroline (passengered by the somewhat inert 'A Ballast') storming through to take second with his vintage Super Aero from Greg Biggy/Ian Bain. In the short Scratch races, Philip Walker took his second win of the meeting with his MG K3 Replica from Gary Caroline (Morgan) with the second race being a Frazer Nash benefit, Robert Beebee just pipping Bill Kirkpatrick ahead of Tony Crowther's rare Rally. Handicap winners were David Biggins (Vauxhall), David Knight (Dodd Special) and Richard Parsons (Frazer Nash).



A Remarkable

Motor-racing, by its very nature, has seen countless dramatic episodes since it commenced in 1895. Extremely close finishes to long races, a Talbot being placed in a race it finished upside down, André Boillot's Peugeot crossing the finishing line *backwards* in the lead in a Targa Florio and the exhausted driver being advised to go back to where he spun, turn, and drive over the line in the normal manner, after which he is said to have collapsed, murmuring, *Pour La France*. . . Other drivers so exhausted they had to be helped out of the cockpit after, for example, a Monaco Grand Prix, the shunts between top F1 rivals in recent Grands Prix, the list could go on and on, and you *must have personal* "favourites" I should have remembered?

We all know how a "blown gasket" or "out of fuel" has, almost since time immemorial, masked calamities like two rods hanging from a fractured crankcase or everything in a power unit seized solid. . . Denis Jenkinson used to see such "concealed truths" when he volunteered to work overnight with the Maserati mechanics when they were changing a pre-race back-axle ratio for Stirling Moss or whatever, until it was realised that he was MOTOR SPORT's Continental Correspondent and was reporting what he saw!

One of the most dramatic of race retirements was that which overtook both the 1½-litre supercharged Fiats which were expected to have no difficulty at all in coming home an easy first and second in the 1923 JCC 200 Mile Race at Brooklands. It was one of the few such occasions when no reason for the unhappy failure was ever given, was never subsequently divulged.

It was dramatic almost from the start. When it was known that Fiat was returning to serious racing in this country for the first time since their great efforts with giant cars and giant drivers like Felice Nazzaro in pre-war times, the STD concern, who had twice won this JCC race with their "invincible" Talbot-Darracqs, were so convinced that Italy, in the form of the great Turin company, would dominate this Brooklands "200" that they, rather sheepishly I have always thought, withdrew as quietly as the Press would let them, and took their beautiful little racing *voiturettes* to compete, and win, in Spain, nine days later.

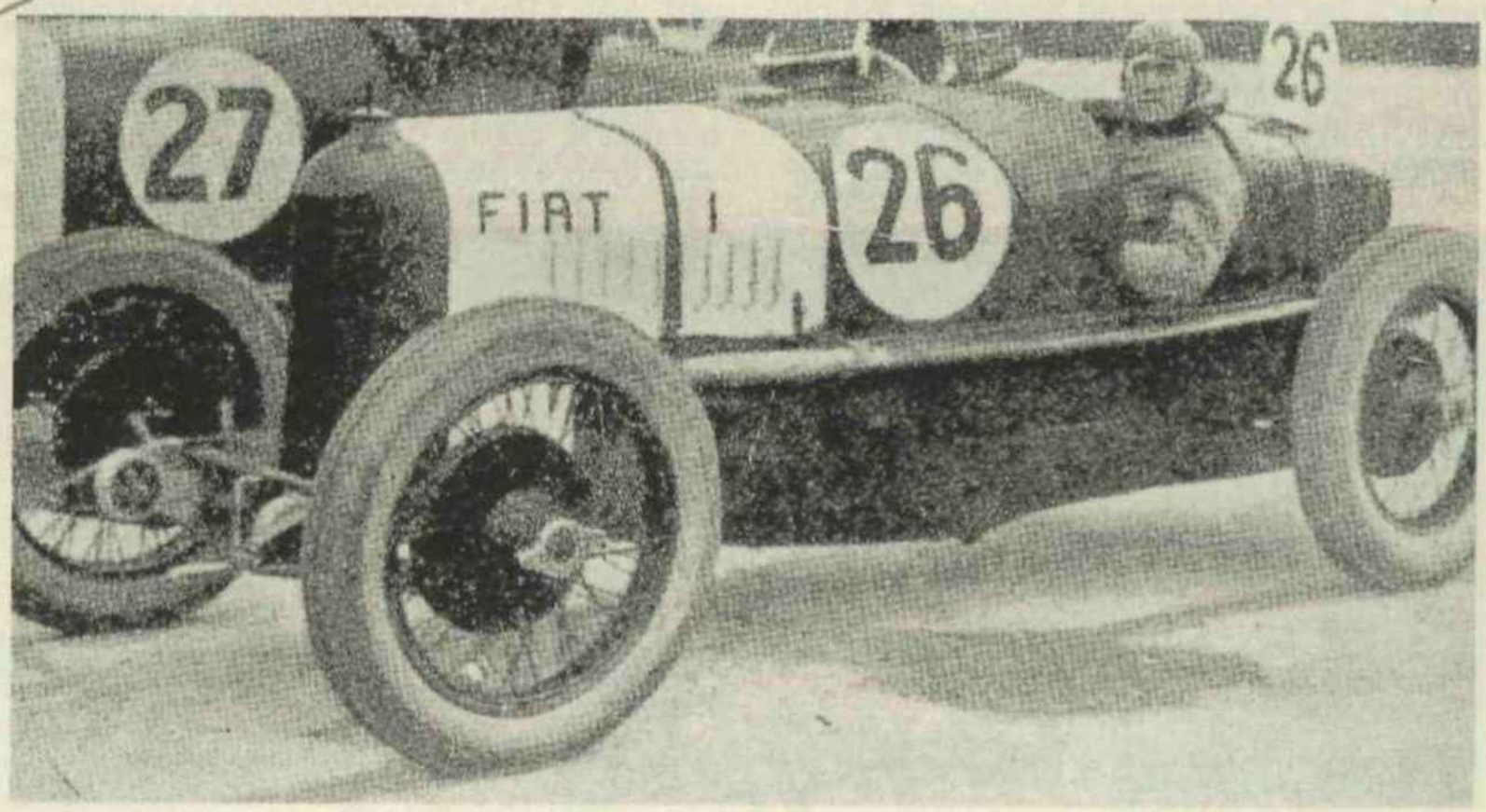
Had they not been so alarmed by the Fiat entry they would almost certainly have dominated this unique and fascinating race, as they had done in 1921 (its first year) and 1922, and were to do again in 1924 and 1925 with the supercharged Darracqs. But Fiat, who had just begun to exploit the use of the supercharger in racing, scared the hind wheels, or all wheels for that matter, off the STD racing department. So Fiat it was who entered the premier cars in this 1923 long-distance track event. Their subsequent retirement was dramatic,

"A red disc against No32 on the scoreboard confirms that this astonishing development is irrevocable. . ."

for various reasons. It was quite unexpected for cars universally billed as sure victors, and was very sudden, to the horror or delight of those present, depending on what they had backed or, *of course, what cars they were driving. And it is* inexplicable, even to this day. The potentially World-beating pair of cars from Turin were driven by Malcolm Campbell (Fiat 1) and Carlo Salamano (Fiat 2). Campbell I assume because he had been popular with "The Right Crowd" since well before the First World War and was perhaps seen as a useful adviser on Brooklands procedure and a useful sales-promoter, Salamno as the top driver in the Fiat GP team, in the absence of Pietro Bordino who had an injured arm.

Not a lot was known about these red twin-cam Roots-supercharged Fiats which were coming rather unexpectedly to England to do battle with the mob of British light cars and five Bugattis. It was probably intentional that little was divulged about them. But exciting they were, as they lapped the scarred Weybridge concrete in practice at a confident 103mph. A sight which no doubt endorsed the STD departure for that other race, in far distant Penya-Rhyn, from critical British eyes.

STD fears would not have diminished in any degree as the race started and the two Fiats, carrying riding mechanics as all had to in the "200", led easily on the opening laps, circulating at an impressive and uncatchable 101.64mph. But what is this? Only 13 laps into the 74-lap race and smoke is seen trailing from Salamano's cockpit! Thr driver tries to reach his pit, nearly colliding with another car, then changes his mind and the Fiat slithers to a stop on the far right of the track; the reason for this is soon obvious, as flames flicker around the bonnet louvres. The occupants leap out, as officials start to run across the



crowded track with fire extinguishers. But the fire is out before they get there. The brown-overalled Salamano then runs across to his pit and, the crowds behind the pits silent, declares he has retired. A red disc against No 32 on the scoreboard confirms that this astonishing development is irrevocable. . .

That was sensation. But drama now, for only two laps later Campbell's Fiat comes coasting into *its* pit, the engine dead. Some minor problem, perhaps, which the Fiat will be able easily to make up, for it is over 10mph faster than its fastest rivals? Alas, no! Malcolm Campbell gets out and, turning away, calls "Finished. . ." From the pits the racing manager begs him to try the engine. Unconvinced, and saying it may wreck the car for good, Campbell goes back and supports himself on the cockpit side as his mechanic winds the engine over. It eventually fires. Campbell listens for a moment, then signals "Retired", spreading his arms out in a gesture of despair. Both the "unbeatable" foreigners are out!

It is a heaven-sent opportunity for C M Harvey in the Alvis, who wins so deservedly at 93.29mph confirming forever the superiority of the Coventry-built Alvis and the 12/50 to be one of the finest-ever vintage 1½-litre sportscars. Smith-Clarke, designer of the Alvis, must have been proud indeed; his push-rod racer developed from standard parts had been faster by 4.47mph than the pure-racing twin-cam Talbot-Darracqs of Segrave and K Lee Guinness the year before.

Let us try to analyse this sensational double retirement. Fiat would have put in a race entry through D'Arcy Baker, their English representative, who may have nominated Campbell as the driver. Later, when it was found that another Fiat could be readied, the second entry was made, the fact that the first car had been given No 26 and this one No 32, confirming a later entry. The Fiats arrived late at Brooklands but in time to practice, with no problems apparent.

They started in the "200" from row two of the line-up, positions having been decided not on practice times, more likely by the luck of the draw. Consequently, Cushman's Bugatti got away in the lead but at the Fork on lap two, both Fiats went past him, Salamano ahead, Campbell having made a hesitant start. Later in the race the Italian was praised for the skillful way in which he threaded through bunched groups of slower cars at 100mph. One observer said he went wide at the Vickers sheds on lap three, due to being unaccustomed to Brooklands, letting Campbell slip past on the outside; it is far more likely that Fiat wanted a British driver to win, as Mercedes-Benz did at Aintree many years later, Moss passing Fangio, and that the Italian was doing the same for Campbell. Then came the retirements. . .

Various theories have been put out to try to explain them. It was said that the Fiats started without warming up the oil, difficult to believe with such an experienced team, and Campbell well aware of track requirements. (One reporter wrote of the Fiats' large oil capacity, but as little was known of the cars this was odd, unless he was thinking that extra would be needed to lubricate the superchargers.) Of course, the cars may have been held too long before the grid was sorted out. Another idea was that Brooklands was different from road racing and the Fiats were too low-geared to sustain flat-out lappery. But as Monza Autodrome, a 2¾-mile banked track, had been used for testing, surely this was invalid? The steeper Brooklands bankings might have introduced unforeseen oil-surge, but this should have shown in practice? What is clear is that Campbell, coasting in with a dead engine (unless this had stalled) must have heard something amiss and switched off, a run bearing or a seized supercharger perhaps, the latter more likely on a roller-bearing power-unit. Trying the engine at the pits he no doubt heard again a noise indicative of this kind of terminal trouble.

But what of Salamano? His attempt to swerve to his pit and then abandonment of the Fiat on the righthand side of the track indicates some sudden emergency.

As Salamano pulled up streams of oil dropped in the car's path and *it was on fire. The fire* was quickly extinguished by the occupants, so may have been oil set alight by the exhaust pipe or a minor petrol-fire, stopped by turning off the supply, a fuel or oil pipe severed, by broken bits from a seized supercharger or con-rod. Salamano was too experienced a racing driver to have stopped so quickly and in such a dangerous place, with, I think, little or no run-off area, unless obliged to. (History does not relate how the Fiat was moved or by what means, with the race in progress.) Salamano was conversant with Brooklands, having tested cars there during a spell at Fiat's Wembley Depot.

It was said that the Fiats were racing one another but this was untrue; both drivers kept to the plan of getting a lap ahead and then easing to a 100mph lap-speed. It could be that the Fiats were incorrectly geared for Brooklands, having to run at 4500 to 4700rpm instead of 4000rpm, and the blowers presumably running fast in consequence. Salamano called for "big tyres", attributed to easing the bumps, but maybe to gear things up a trifle?

The cause of this astonishing failure of these latest racing *voiturettes* was never divulged. There were even unconfirmed stories of locked bonnets to conceal broken parts, and the cars hurriedly taken away. Admittedly there had been the fiasco of the first 2-litre supercharged Fiats retiring ignominously in 1923 at Strasbourg when the Wittig vane-type compressors sucked up road grit, but this was rectified by using Fiat-Roots superchargers, enabling Salamano and Nazzaro to finish 1,2 in the 1923 Italian GP. STD must have viewed the Fiat failure in the "200" with some distaste, because the Talbots would no doubt have won again! I think the best explanation for the Fiat debacle in the "200" was given by the highly respected Kent Karslake when he wrote of Fiat's s/c experiments. "The nearest that one can get to an explanation perhaps, is that the 1500 cc engine had not been designed from the start for use with a blower (giving an extra 25bhp) and a long-distance race at Brooklands was the hardest possible trial to give it if there were any latent defects to be discovered".

If it seems unkind of me to recall this matter I would say in defence that in the AIR feature last month I was full of praise for Fiat, whose cars I did, and do, admire. Anyway, the "200" debacle was retrieved when the 2-litre straight-eight Roots-blown cars finished first and second in the 1923 European GP at Monza, Salamano winning at 91.01mph, with Nazzaro second, the first supercharged car to win a Grand Prix. Before that one of the s/c 1½-litre six cylinder cars had won a race at Brescia, there months prior to the failures in the "200". **W B**

Retirement

"The cause of this astonishing failure of these latest racing *voiturettes* was never divulged"

OTHER WRITERS' OPINIONS

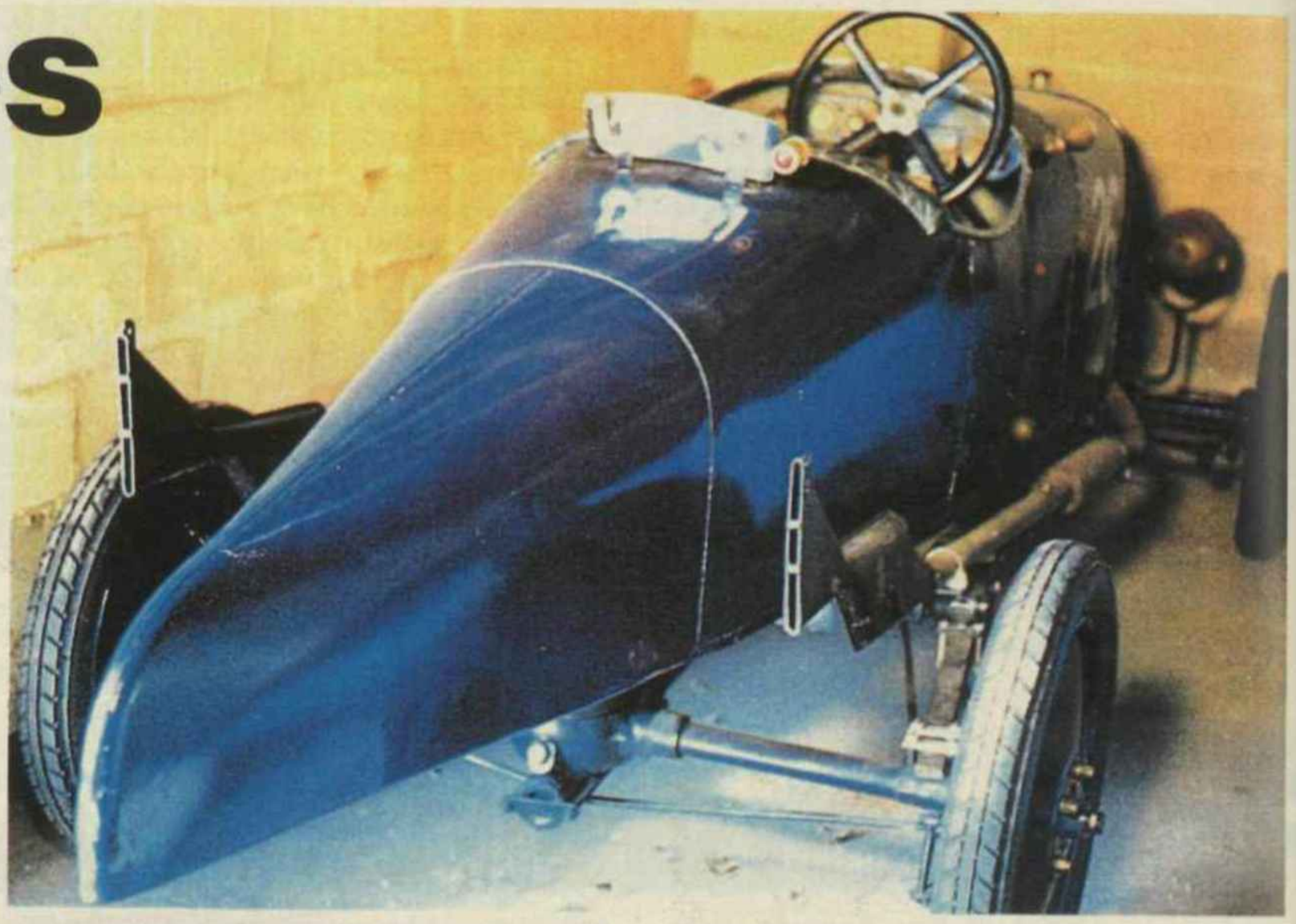
Kent Karslake also wrote "Supercharging had not been confined to Fiat's new 2-litre engine. In the 1500cc class it promised to be equally efficacious, but instead of designing a new engine to accommodate it, the Fiat engineers contented themselves with applying a Roots-type blower to their existing engine of 65 × 112mm bore and stroke, thereby extracting from it some 80bhp." (The inference being that such an engine was unable to stand supercharging at prolonged *high speeds; at Brescia Cagno had had little* opposition, so an easy race.)

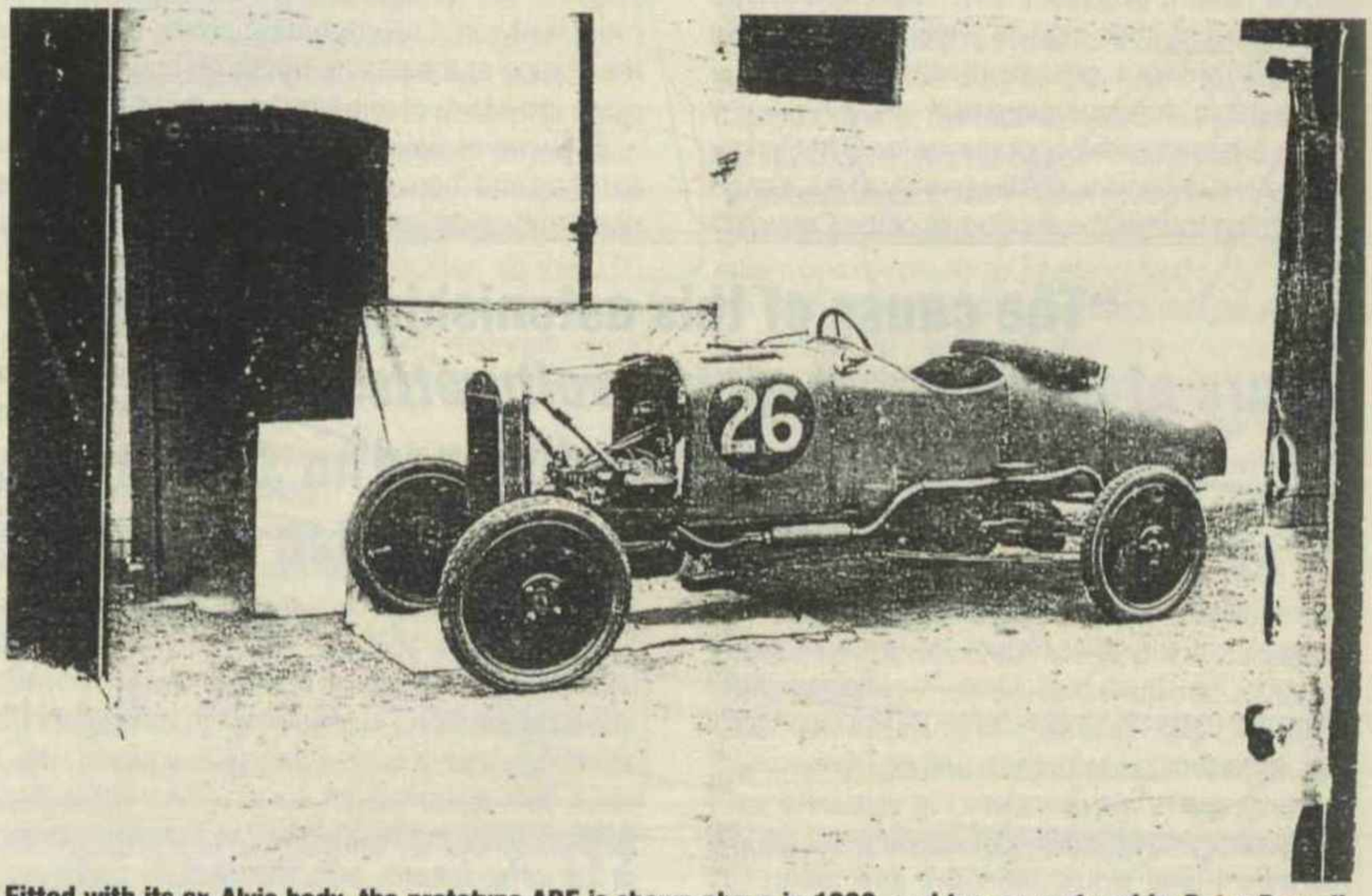
Michael Sedgwick, in his *Fiat History*, remembered that at the 1924 Targa Florio, where these 1½-litre Fiats were last raced, Salamano crashed in practice after saying the car was a handful to drive. Nazzaro then tried it but declared it almost impossible and refused to race it, and Bordino, who did, found the car most uncomfortable and exceptionally difficult to hold. Sedgwick agreed that Brooklands was not like the Sicilian roads but was rough (Salamano's call *for "big tyres" may have been as much for greater* comfort and control as for higher gearing – WB). "Could it be," he asked, that the Tipo 803 was "too fast for its chassis, and just pounded itself out of business?"

Sir Malcolm Campbell MBE, in *The Romance of Motor Racing*, explained that he and Salamano had a private agreement that whoever had the lead at the end of the first lap should retain it until 10 laps from the end of the race, then fight it out. (Which conflicts with his race behaviour – WB). But, he said, Salamano had not raced on a track before and went too fast; Campbell stalled his engine at the start and it had to be cranked by mechanics, after which he drove flat-out to catch Salamano, having been told no rev-limit applied. He then had to drive fast to keep close behind, as Salamano increased speed (again, not in agreement with race-reports – WB) until he saw his companion stop, and then heard a noise from his own engine. "I coasted to the pits, there to discover that I had broken a connecting rod, while Salamano had suffered a similar fate". (The book contains a picture of Fiat No 26 at the pits, bonnet open and oil on the ground beneath it.)

Oddities

THE ABF AND LOYD-LORD





Fitted with its ex-Alvis body, the prototype ABF is shown above in 1923, and top, as restored by Peter Russell.

Among many oddities which car makers have spawned along the years the ABF has always rather intrigued me. The reason being that when a photograph appeared in the summer of 1923 it showed this one-off offering to have a racing body with the number 26 on the roundels on its flanks, suggesting that it had been exposed to a competition of some kind, even been raced at Brooklands. Disappointingly, investigation proved otherwise. The car's racing appearance had arisen because its creator, a Mr Robert O Ford, had built it at Kenilworth, which is not far from Coventry, and this was presumably how he acquired a body for it that had once graced a racing Alvis.

Mr Ford apparently learned to fly in Canada before WWI, came to England and served for a time with the Observer Corps, then had a bad prang and turned to making his ABF and another more conventional light-car. He later had a garage business in Moreton-in-the-Marsh and than turned to making hospital furniture, until his death around 1960. He is thought to have designed the Ford carburetter for rotary engines during the 1914-18 war.

The car's initials stood for "All British Ford". Although the ABF was in a different category from the Model-T which was then the best-selling car in this country, priced at £130 as a roomy tourer, I suppose one can hardly blame the builder of this new light car for cashing in on having the same name. But unless he proposed to issue advertising material to explain the ploy, it would surely go unrecognised? Alas, for him, the idea was still-born; Ford built over 15-million Model-Ts, whereas only one ABF of this kind was made.

It was one of those designs that was unconventional to a degree that may have stifled its future in the minds of those considering the sort of car they wanted, at this period when so many manufacturers (179 in 1920) were battling for sales. Ingenious certainly, but impractical, at all events to those who regarded the two-stroke engine as suitable only for lightweight motorcycles and the more eccentric cyclecars. Leslie Hounsfield was however to prove them unduly cautious, with his wonderful utility Trojan. Mr Ford had designed a two-cycle engine for his ABF, but of a rather superior kind.

It had four cylinders in a vee-formation, and the two-throw, two-bearing crankshaft made it possible for one cylinder of the 90-deg V engine to deliver a charge to its neighbouring cylinder while it was on its firing stroke, as on the Trojan engine. The water-cooled cylinder blocks gave a bore and stroke of 66 × 89mm (1216cc), the bore being planned to make the tax rate of the car £11 per annum. Truncated aluminium pistons, in liners pressed into the sump, their lower ends acting as the charge pumps, an aluminium crankcase and H-section con-rods were used, and the bearings were of white metal, those for the crankshaft in die-cast bushes. Lubrication was by jet-feed to the big-ends, Austin 7 style, and by pressure to the main bearings, from a plunger pump driven from the front of the crankshaft, a second gear here driving the dynamo.

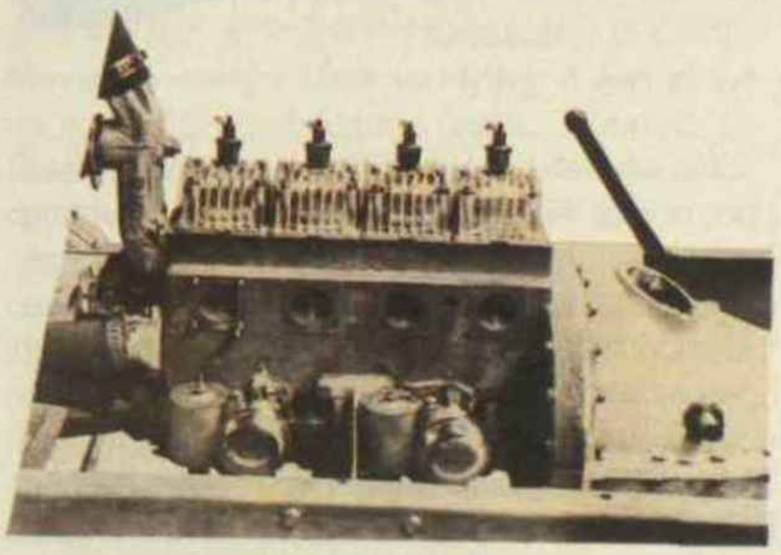
At a time when separate gearboxes were common place, Mr Ford went for a three-speed unit gearbox driven by a Ferodo-lined inverted cone clutch. A ball-gate gear lever was used and the handbrake lever could be chassis or gearbox mounted. It was intended to have gear ratios of 14, 10.5 and 4:1, with 14:1 reverse gear. Full cantilever suspension was another unusual feature (Trojan-like again) and radius rods and a torque-tube located the back axle, so that only one universal joint was needed. On the experimental ABF a worm back axle was fitted but this was to have been replaced by a spiral-bevel axle. The steering drag-link was attached to the tie-rod and the body used was so low that a universal joint was needed for the steering column. Michelin disc wheels were shod with 710 x 90 tyres and wide 11in-dia rear brake drums accommodated side-by side brake shoes faced with Ferodo linings.

Thus the ABF (reg no UF 51), which Mr Ford said you could decarbonise in less than an hour and for which he claimed 65mph and about 35mpg. The racing body was that from the 10/30hp Alvis "Yodol Dodol Doh" which C M Harvey had driven in the 1921 JCC 200 Mile Race. Had the ABF gone into production a roomy three-door four-seater body was intended, selling for £250 with a starter and full lighting equipment. But this never became possible and only one of this kind of ABF was made.

Usually prototype cars such as this just fade away. But not the ABF. It apparently languished until well after WW2, when it was discovered in a dismantled state and put back into running order by Tom Potter, to the extent that it appeared, I believe, in a Brighton & Hove Club event. Potter

also acquired the other Ford car when Mr Ford's garage was due for demolition because of road-widening. The ABF then went to ground again until Peter Russell, a VSCC member, found it in a chicken house in Sussex. It had been painted blue but after stripping it the Alvis name and the number 26 were still evident on the racing body. Peter Russell got the car into reasonable order again, after making missing parts. He had it on the road but the gearbox soon broke up. This was repaired and, when he went up to Scotland for a spell, he used the ABF as normal transport, slow as it proved to be in climbing Scottish gradients. He traced Mr Ford's daughter and discovered that Mr Ford had made all the engine parts, the patterns, the castings and the machining of the castings, etc. The body had been made for Alvis by "Jacquest-Taylor, Sports & Racing Bodybuilders, Bangor Street, Coventry", whose plate still adorns it. The story goes that Mr Taylor received no payment for it but that they made up for this by giving his son a free apprenticeship. . . One can suppose that Mr Ford got it for the proverbial song.

Apparently there had been some oiling-up problems with the ABF engine, which had truncated pistons rather like those of a Dunelt motorcycle, giving a mild supercharge effect to the mixture they sucked into the two-stroke engine's crankcase, because tiny drain holes were found in one bank of cylinders. When this cure was resorted to on the opposite cylinder bank the plugs on that side were cured of the trouble. Peter Russell took the ABF to a Brooklands Society Reunion in 1980, where I remember seeing it and where as it was run on the banking it was mistaken for a former Brooklands racing car; he



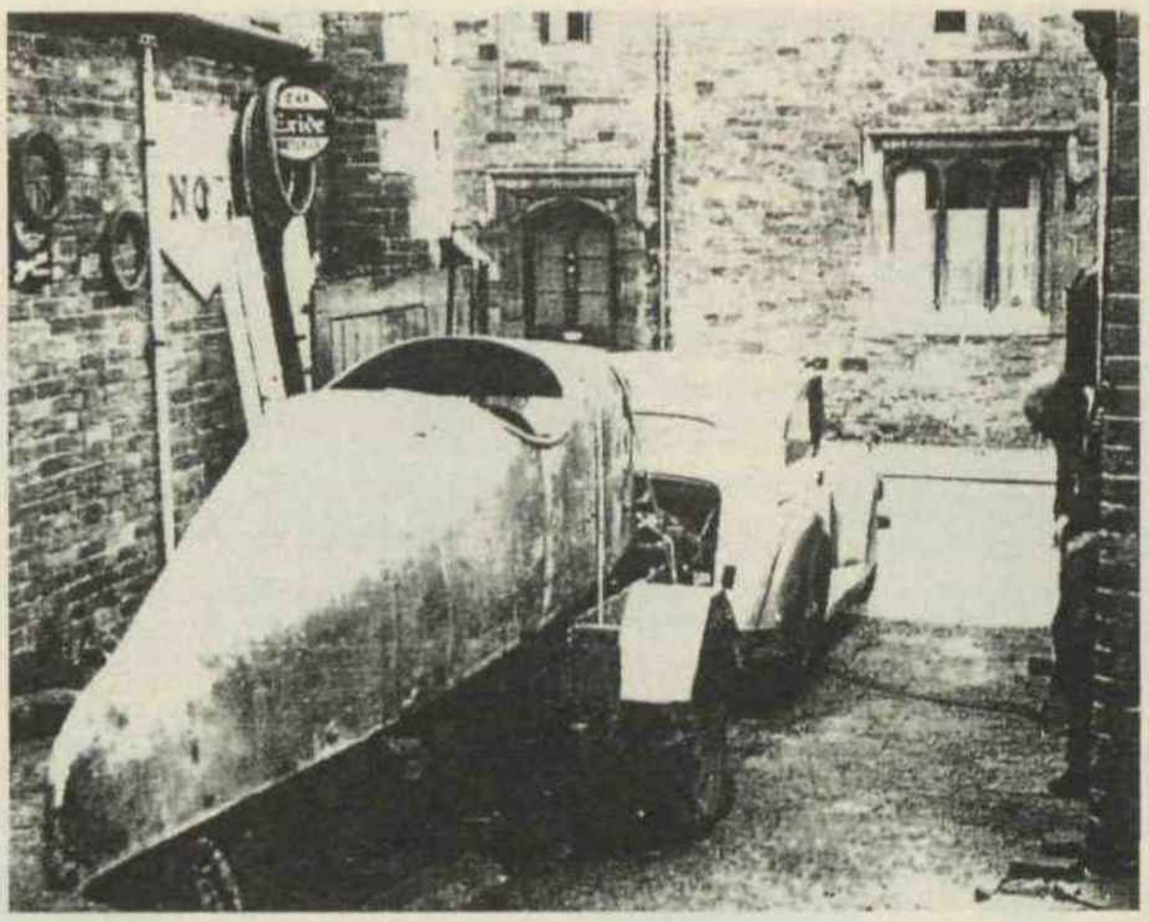
decided the ABF was not up to ascending the 1-in-4 Test Hill.

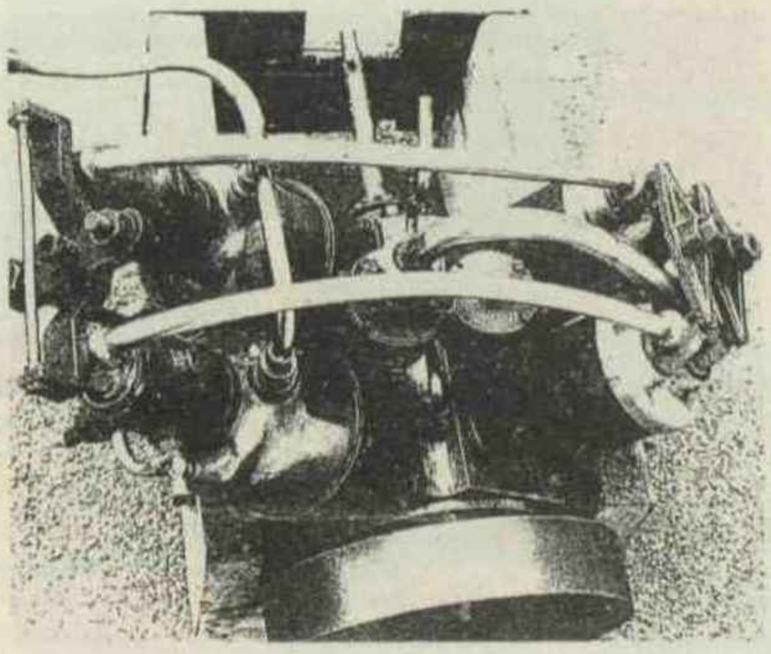
After the ABF venture Ford built that other small car, of quite different concept, which looked, I am told, rather like a Kingsbury Junior.

Peter Russell also took the ABF to a Motor-100 meeting on a very wet day; it was here that a chap, driving in to shelter from the weather, turned out to have been apprenticed to the son of the Alvis body-builder, which is how Russell heard that part of the ABF's history. The ABF drawings had existed until quite recently, then had been destroyed. At the aforesaid Brooklands Reunion Tom Potter turned up with Ford's nephew, and both were delighted to see the car again. *Becoming interested in other vintage cars* (he now has a 1930 Austin Ranelagh) Peter Russell disposed of the ABF, which has recently turned up in America.

Another oddity was the two-stroke Loyd-Lord, which startled the visitors to the 1923 Olympia Motor Show who understood technicalities. Three versions of what was a very unconventional

Right, the ABF being rescued from the garage in Morton-in-the-Marsh, and, below, its unusual V4 two-stroke engine. Bottom, another two-stroke, the internally-blown Loyd-Lord engine.





concept were displayed, a two-cylinder car and two four-cylinder models, all with two-stroke engines. They were the work of Mr A O Loyd and his partner Mr Blythe, who had premises in Chiswick High Street in London, later the famous fashion centre (at No 327a for researchers into motor origins). They had also by 1922 a promising-looking 12/20hp 1.7-litre pushrod ohv car priced as a four-seater at £475 and exhibited at the 1922 London Motor Show.

By 1923, however, it was those two-strokes. Whether Mr Loyd, who had been linked with Capt Lord, was the influence I do not know but by now these unconventional Loyd-Lords were the only models listed. The project was a firm one, apparently, with the Grosvenor works in Chiswick making complete two-seater and four-seater cars, with their the two "Ls" intertwined on their radiator badges in Rolls-Royce fashion. Their power-units, with heavily-finned cylinder heads, were supercharged, from rotary blowers within their crankcase. At low engine speeds normal two-cycle functions were followed but as speed rose these blowers, sucking from two Zenith carburettors on the off-side of the engine, fed additional mixture that had been compressed within the crankcase, to the cylinders via the transfer ports.

These blowers were attached to the crank-throws, were balanced, and served also to throw oil onto the cylinder bores to lubricate the pistons. The crankcase was in two sections, so that each carburettor fed a pair of cylinders. The built-up crankshaft had its throws at 180-deg. but the pairs, as it were, joined at 90 degrees so that the effect was that of an eight-cylinder layout, apart from which a four-cylinder two-stroke engine has the torque characteristics of an eight. This balanced and hardened crankshaft had an aluminium centre bearing, running directly on the crank, and two roller bearings, and roller bearing big-ends were used. The pistons were aluminium and the central sparking-plugs screwed into cast-iron sleeves screwed in their turn into the aluminium cylinder heads. Ignition was by Philbrim coil and battery, with the distributor driven from the front of the crankshaft, as was the dynamo. Thermo-syphon cooling was assisted by a belt-driven fan.

It all sounded rather improbable but Mr Loyd said that the design had been thoroughly and successfully tested, that "there was nothing to go wrong", and that the forced induction of the gas eliminated the erratic running at low rpm that was a two-stroke shortcoming in simpler offerings.

Indeed, he had raced a Loyd-Lord at two Brooklands Meetings in 1923, getting Capt S Cockerell to drive the red four-seater. The publicity snag was that it appeared to have the four-stroke ohv engine of the 12/20 car. In its first race it retired after lapping at a miserable 54.9mph and was a non-runner in its following race, but at the next meeting Mr V G Lord (a brother, perhaps) took the wheel and did rather better, lapping at 73.67mph. I suppose some of the "Right Crowd" may have noticed it and remembered the name. . .

Of the two-stokes, they were available with two-cylinder 92 x 82mm and four-cylinder 87.5 x 83.5mm, and 75 x 120mm engines. The last-named was that in the 14/30hp Loyd-Lord, a 2121cc model priced as a four-seater at £490 at the 1923 Show. But the larger four-cylinder engine belonged to the top model, the 18/60hp of 2009cc. It had a plate instead of a cone clutch and a longer wheelbase, the coil ignition, wire instead of disc wheels and cost a high £650 as a tourer. The Alford & Alder four-wheel brakes were rod and tube operated with special compensators and a single adjustment. The worm-and-nut steering gear had all its joints fed by oil whenever the wheel was turned — shades of the forthcoming 14/45 Rover.

But even the 11hp £187 10/- Loyd-Lord failed to save these ingenious two-strokes; Mr Loyd drifted away to Vickers-Armstrongs to help Sir John Carden supply Carden-Loyd tracked vehicles to the British Army, and before long it too soon drifted into limbo and Loyd-Lord became an assembled car, with Meadows engines. **W B**

FORGOTTEN MAKES



The Mors

I was reminded of the Mors when, for no particular reason, I remembered a curious book which had appeared anonymously on the stands at a pre-First War Olympia Motor Show. It attacked in clever verse, in which makes of cars were carefully disguised, those who marketed foreign cars here disguised as home products to foil import duty. No-one ever found out who was the perpetrator of this astonishing publication, which was nicely printed and produced. MOTOR SPORT featured it some years ago, so that readers could set themselves the task of trying to identify the makes of the cars so skillfully concealed in the many verses. Copies of this publication must now be very rare indeed, otherwise the thing would surely have constituted a popular puzzle for car enthusiasts, who might well have preferred probing over its connundrums to busying themselves with crosswords or pondering on which numbers might make them Lottery millionaires.

The Dietrich and the Death, too
The Sneezer — making three
Are each removed from British
So far as far can be.
The Charmer and the Volume
From U S A arrive,
Which makes the Alien Family
Of Friend Biletsi — five.
Rumour has said that Death has shown
Our bold friend to the door,
Which, if correct, reduces
The Alien Crew to four.
. . .and so on.

("Biletsi" was undoubtedly William "Billy" Letts, Dietrich is obvious, and "Death" is Mors. There was some discussion in MOTOR SPORT about the other disguised makes, but "Sneezer" was fairly obviously the Sizaire-Naudin and the "Charmer" was thought to be the Mass. Another car ascribed to "Biletsi" was the "British Pet", presumably the Crossley-Bugatti.)

One of the hidden makes in one of these poems was the "Death", which scholars among our readers had no difficulty in recognising as implying the well-known French Mors. I suppose the superstitious who owned this make had not comprehended the connection, or perhaps in the days of uncrowded highways and fewer accidents the implication was easily passed over. . . Because the Mors, from the rue du Theatre, Paris, was respected in France and had its following here. Rightly so, if racing improved the breed, because electrical engineer Emile Mors was a notable supporter of it from the very early times.

He was among the pioneer makers of automobiles, the *Societe d'Electricite et d'Automobiles Mors* having been formed in 1895. From its factory came cars which tended to copy Benz practice so far as the belt transmission went but the motive power of which was surprisingly advanced for the period, with dry-sump oiling, air-cooled cylinders but water-surrounded heads and Mors's own coil ignition system. At a time when horseless carriages were so rarely encountered as to scare not only horses but many humans, it was said that by 1898 the Mors people were turning out 200 vehicles a year. So well liked were they by those who had come to own the new-fangled means of transport that the front-engined 850cc flat-twin Mors *Petit Duc* was continued in production until 1901 and could be bought by English autocarists for £295 in 1900. Mors had shown good sense in abandoning handlebar steering for a steering wheel before the

The subject of the National Motor Museum's plan to have a reproduction of an historic garage at Beaulieu has cropped up again. The project came to a halt for lack of money, after the Museum's Curator, Michael Ware, had collected many suitable items. The cost of such a replica, 1930s garage was £475,000. It is now announced that the National Lottery Fund and the T&N plc have made a grant to the Museum Trust of £245,866, which must be a considerable help.

Castrol have re-introduced those useful oil can-cum-pourers that were once universal in garages that topped-up customers' car's with this top-quality lubricant. They look just like the former, now collectable, cans and the set of half-pint, pint and two-pint cans are available for £23.55 post free, from Castrol Classic Oils, Wakefield House, Swavesey, Cambridge, CB4 5QZ. Or you can have a half-pint can — note the old measures are used — for £3.95, all prices *including VAT. (No vintage-car garage is* immaculate without one. . .) This is a reminder that many of the pre-war and postwar motor-racing fraternity relied on Castrol for their racing cars and road cars. **W B**

Petit Duc was replaced by later models.

Emile Mors had Brescia design his racing cars, making their debut in 1897, when those rear-engined Benz-like vehicles took part in the contest from Paris to Dieppe, in which Emile drove himself and was 18th on his 5hp Mors, the battles with Panhard and Peugeot dimly emerging. In the same year three Mors appeared in the Paris-Trouville race, two of them driven by Mors and Michelin, and thereafter the *marque* was in most of the races, with Alfred Levegh and Jenatzy among their drivers. More practical 2½-litre water-cooled vee-fours had been built for the 1898 events and by 1899 came even more effective 4.2-litre racers in the Panhard style, but still unable to vanquish this make. However, by 1900 the great 7.3-litre racing Mors had arrived, to beat Panhard in two of the important fixtures, the 197½-miles Bordeaux-Perigueux-Bordeaux, won by Levegh at 48.4mph, and Paris-Toulouse-Paris, in which the same driver averaged 40.2mph for the 837 open-road miles, Panhard vanquished in both contests. Farman was by then a Mors pilot.

In 1901 de Caters got a third place in the Nice-Salon-Nice affair, the great Fournier brought a Mors Sixty home first at 53mph in the Paris-Bordeaux struggle, ahead of five 40hp Panhards, and repeated this in the prestigious Paris-Berlin, doing 44.1mph over the 687 miles, beating the Panhard drivers Giradot and de Knyff. There were far fewer moments of glory for Mors in 1902, although Gabriel's and Vanderbilt's Sixtys followed Jarrott's 70hp Panhard home in the Circuit des Ardennes.

By this time the Mors had like many others adopted some of Mercedes's advanced features for the production models, including the contracting-band clutch, which they retained long after the war, although not necessarily of exactly Mercedes design. Back to racing, it was in the tragic 1903 Paris-Madrid race, stopped by Government decree at Bordeaux because of the deaths (much exaggerated) of spectators and competitors, that Mors achieved its greatest success and lasting fame. For a 70hp Mors, driven by the immortal Ferdnand Gabriel, and fitted with one of the first streamlined bodies used in a road race, of upturned boat-like form with gilled-tube radiator slung below the pointed prow, averaged a truly commendable 65.3mph for the 342 racing miles in spite of the dust, the hazards and the cars he had to overtake, an incredibly strenuous and dangerous 5¼-hour drive. *I suppose Schumacher and Villeneuve could have done it; but would they have wanted to?* Gabriel was followed in by Salleron on another 70hp Mors and our Charles Jarrott driving a 45hp de Dietrich, their respective speeds 59.1 and 58.2mph. (In sober fact another quite remarkable performance was that of Louis Renault, his brother killed during the contest, who was actually placed overall second, on his 30hp Renault light car, at 62.3mph. All had vanquished the might of the next cars home, Panhard Eighty and Mercedes Sixty. . .

Gabriel's number was 168, which made it seem to the uninitiated that he had had the stupendous task of passing some 167 others *en route*. In fact, as Kent Karslake pointed out in MOTOR SPORT, with non-starters, etc, the Mors would have had to overtake only 40 to 60 moving cars, but, as Karlsake agreed, this was still a racing epic.

After all the mayhem, sensation and criticism had died down, people would begin to say "And who won this sadly historic motor race?" and would forever more remember that it had been GABRIEL — MORS.

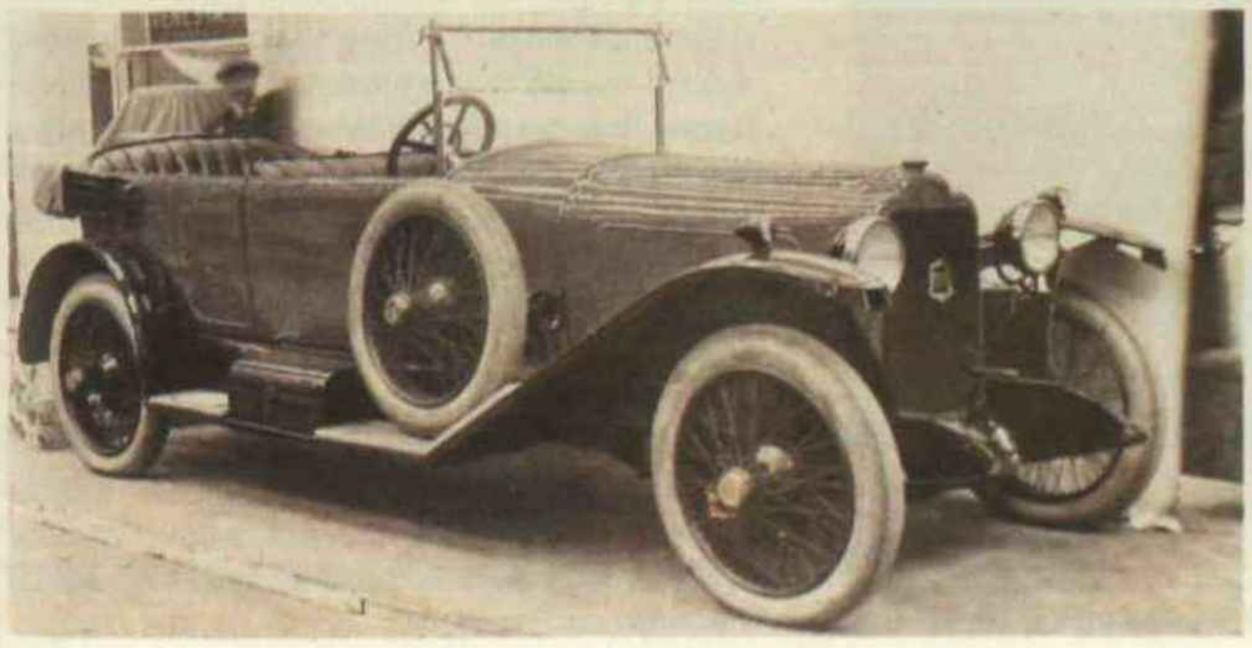
Thus was the Mors established as a car to respect and admire in the years that followed. Their racing giants would not be forgotten, those 1901 10.1-litre, 1902 9.2-litre racers with experimental shock-absorbers, 11.5-litre cars in 1903 and the T-head 13.6-litre Gordon Bennett racers of 1904. The talented Mors designers Brasier and Terrasse left the Company around 1903, but the results had been established. . . Moreover, in 1902 Mors had been the fastest car in the World, when first Vanderbilt, at Ablis, put the LSR held previously by a Serpollet steamer, to 76.08mph, then Fournier did 76.60mph at Dourdan, and at the same course late in November Augières drove a Mors at 77.13mph. For its 1903 racers Mors had gone for pressed-steel chassis frames and mechanically-operated inlet-over exhaust valves, and there was that interesting wind-cheating body.

These race-inspired technical advances and reputation were exploited up to the war by various models, up to a 40/50 version but mainly of smaller size, including the 10/12, 17/20 and 20/30hp four-cylinder cars, selling here for modest prices, the Company having premises at 45 Great Marlborough Street, in London. The Mors slogan was "The Name Has Always Been Its Own Guarantee", and coachbuilders in the golden Edwardian era, such as Thrupp & Maberly and Thorn's, etc, built bodies for them. The year before war closed over Europe Mors had a range of seven models, from the 12/15hp 75 x 120mm TX to the 20/30hp 85 x 150mm FX, prices of these being £300 and £660 respectively for a chassis, the biggest car having six cylinders. As with Rolls-Royce, a petrol brougham had been tried and in 1907 a 50hp Six was offered in England for £1375.

There was a return to racing in 1908, with 12.8-litre cars for the French GP at Dieppe but although Jenatzy conducted one of them, he could do no better than 16th, with team-mate Landon behind him. At that time things were not going too well for Mors. They had long lost their designer Brasier to Georges Richard and by 1904 Charles Schmidt, another Mors designer, left for Packard in America. The 1908 depression was no help but André Citroën came to the rescue and certainly the Mors reputation was not really tarnished. Citroën double-helical-bevel final drive was used for the new small Mors, which included a sports version of the side-valve 17/20hp model.

After the 1914/18 war Malcolm Campbell became the Mors agent here, from his showrooms at 27 Albermarle Street in London; it was a make, among many others, which he raced at Brooklands. Like several other makers, Mors now adopted the double-sleeve-valve Knight engine, supplied by Minerva in Belgium. In 1920 Campbell had a stand at White City (the Olympia overflow hall), probably paid for by Mors, to show these cars, although he had many other irons in his fire and was soon to be away year after year on successful LSR bids. Shown was a handsome fast touring 20hp Mors with English bodywork; it had a 80 x 130mm (3308cc) four-cylinder sleeve-valve engine, the band clutch, and Citroën type back axle and was priced at £1575. The radiator was not unlike that on the Léon-Bollée of the same period and it was not long before Mors adorned it with three intertwined "Ss", standing for *Sans Soupapes Silencieuse*, or "without valves and silent", a snide ploy, Mors's former racing rival, Panhard-Levassor, having but *two* "Ss" on *its* radiator. . .

This rather fine car remained the staple Mors product; it could do 70mph and front brakes came as early as 1921. A year later the 20hp was joined by a more staid 2-litre sleeve-valve model. After a year or two there was no Mors stand at the London Motor Show and by 1925 Citroën had absorbed most of the assetts. The mighty had fallen at last, to the point of making Mors Speed motor-scooters in the mid-1950s. Yet never must Gabriel's great drive in the Paris-Bordeaux race be forgotten. . . **W B**



Possibly Mors' greatest moment – Gabriel wins the 1903 Paris-Madrid race, remembered for less happy reasons, opposite. In 1920, Malcolm Campbell showed this handsome 20hp tourer, left, at the Olympia show.

OPEN-CAR MAN

Ralph Venables, the well-known motorcycle writer (and appreciator of jazz music) must set something of a record as the owner of nothing but open sports-cars for the past 65 years. After an accident while riding in a motorcycle trial had resulted in serious injury in 1931 his mother said she would buy him a car of his choice if he would agree to give up motorcycling. He decided to have an MG Magna, liking its six-cylinder overhead-camshaft engine. Venables kept the MG for three or four years before changing it for a long-wheelbase Le Mans Aston Martin, new (for £495) from the Feltham factory.

The Aston Martin was used until after the war ended, during which time Ralph helped me to fill the pages of MOTOR SPORT with articles about open-air motoring and the countryside, in cars such as a Riley Redwing, Morris Cowley and FWD BSA. Refusing to accept motoring in "fug-boxes" he went on driving the Aston Martin until 1950, when it was replaced, at a loss of only £100, by the J-type Allard two-seater which had been specially built for Ted Frost, the 13th of its type from a run intended to stop after 12 had been built. Venables' Allard became a well-known car at the motorcycle trials he was reporting but by about the year 1961 Ralph could not resist the temptation to have a Daimler Dart or SP250 with that splendid V8 engine designed by motorcycle engineer Edward Turner. Delighted with this fast sportscar, driven like the others most of the time with hood furled, and having covered 100,000 trouble free miles in it, Ralph Venables then succumbed to the Jensen-Healey, costing less than £2,000 new.

In 1988 he was able to dispose of the Jensen-Healey for a profit of over £1000, its successor a Scimitar SS1 Ti, which he regards as the best of the five characterful open cars he has owned in a driving-span of 65 years. The Scimitar is now due to be pensioned off and this fresh-air enthusiast is trying to decide what to replace it with. Incidentally, Ralph's wife runs another car with character, but with a "top", in the form of a Peugeot 205. He has kept in contact with some of his cars; the Aston, for instance, is in fine condition, owned by a member of the Aston-Martin Register. The Allard, another of his favourites, was found years later in a sorry state in a chicken-run. Can you match this ownership of nothing but open cars over the same span of years? And what would you replace a Scimitar with, for a journalist who is still reporting motorcycle trials? It must, of course, be interesting, and openable, preferably with an electrically-operated hood.

W B



One of Ralph Venables' favourite cars, the J-type Allard, as found in a chicken-run by Roger and Sylvia Hayes, who are restoring it.

VSCC Donington



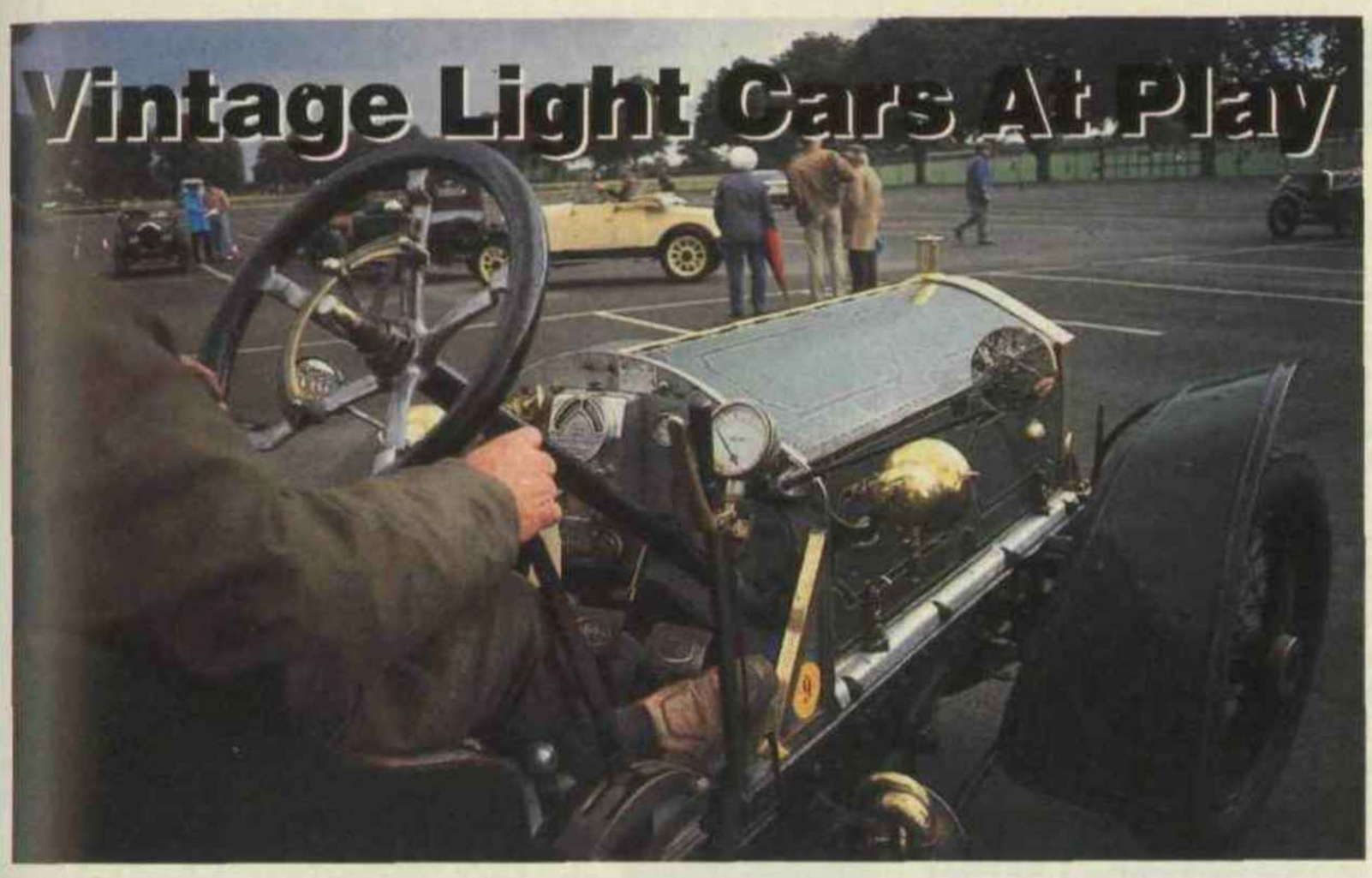
A Cooper-Bristol was the fashionable wear for the Flockhart race – Raymond Wilkinson leads the train.

Once again the VSCC's curtain-closer was the Richard Seaman Trophies meeting at Donington Park, where conditions ranged from damp to soaking; but the afternoon's racing contrived to run during the drier interludes.

True to recent form, the Brooklands Society Trophy race saw Julian Bronson's Riley Blue Streak lead from the flag, shadowed by Philip Walker's MG K3 replica which finished only a second adrift. Ian Bentall's 4¼ Bentley briefly held third before being ousted by Duncan Ricketts in the Majzub Dixon Riley, whose run was halted by a throttle linkage problem allowing Barry Cannell's 4.3 Alvis to collar third.

Six-times winner Tim Llewellyn started from the second row in the Sotheby's Vintage Seaman Trophy, but by the end of lap one the 8.3-litre Bentley was already in front from poleman Mark Walker (Parker-GN) who spun through 360 degrees on the chicane exit to lose out to Robin Baker's Hispano-Delage, which was embroiled in a scrap with Gary Caroline's Morgan and John Baker-Courtenay (Sunbeam 'Tigress'). Walker fought back to second, but went missing at half-distance. 'Tigress' took up the chase, only to drop back after a brief 'moment' on the final lap, as Baker took a comfortable second from Caroline, Baker-Courtenay and Stuart Harper

Vintage Light Cars At Play



The Light Car & Edwardian Section of the VSCC was able to use the RMCS Depot at Shrivenham for its driving tests on September 28, which was another chance to be proud of the fine way in which our military establishments are maintained. The round-lots-of-pylons-and-then-stop-thing saw Tony Jones out again on the great Napier Sixty which Ronald Barker restored a long time ago, but from the car's immaculate turn-out hard to believe.

Edwardians were represented by Jeddere-Fisher's Lancia Theta coupé, the sporting Marion M60, Crawford's nice Clegg Rover tourer, matched by Stevens's sister car, and Lucy Hall, out again with the 1910 AC Sociable, an eminently sensible cyclecar if you do not mind sitting close to any impending accident — I remember as a boy seeing two costers in full Pearly-king and queen attire motoring to some London function of theirs in just such an AC . . . Richard Wills had finished assembly of his Jowett Short-2 that very morning and in the pylon-swerving it had some advantage over a long-wheelbase Jowett as the latter had a rather poor steering lock. Rosie Shapland's 10/23 Talbot had a companion this time but the Talbot-Simmins was proving temperamental. Edward Riddle had driven to the venue at around a crusing 45 mph in his i o e cyclops-headlamp GN, a nicely original cycle-car, whereas Bill May had a Salmson engine under *his* GN's bonnet.

Charles Lee's flat-rad Morris Cowley was rushing around, Charlotte Peacop was using the well-known Morris Minor, Nancy and Terry Dickie shared a similar car, as did Helen and Jenny John a 1930 A7, Trevor John and Peter Rosoman elected to use closed motors in the form of a Humber 9/20 with mildly-modified Humber fabric saloon body and a 1930 A7, but Paul Mostyn was in a smart open Singer Junior tourer. Hamilton-Gould's A-type 1920 Citröen tourer awoke faint childhood memories, and then it was time to leave on a Calthorpe/Clyno mission, which proved that ancient vintage light cars can still be found in country out-buildings . . . **W B**



Over-the-shoulder view of Jones' Napier 60; note outside throttle pedal. Below, A7s were well represented; this pair of Chummies erected their hoods against the sudden storm.

RENT-A-RIDE

Fancy a trip in a Lister Storm or a DB7? You could ride in the Merlin-engined Rolls, tell John Surtees just how to tackle Castle Combe circuit, or navigate Russell Brookes in an ex-works Cosworth if you visit the Wiltshire track on November 2, when the Stroke Association holds its fund-raising track day. Organised by our new colleagues at Classic & Sportscar, rides are for sale from 11-ish; no fixed prices, just pay what you can. **G C**

(Morgan).

An educated gambler would have put money on Philip Walker to win the Ron Flockhart Memorial Trophy with his Lotus 16, but his stake would have stayed with the bookies — on the first lap the car veered off the track as a rear wheel parted company. Walker brought the car to a halt without too much damage. This left a predominantly F2 and FJ field led by Roddy McPherson's Cooper-Bristol, chased by a close group with Mark Gillies (Brooke Special), Ian Nuthall (Fisken's Cooper-Bristol) and Spencer Flack's similar car. Nuthall dropped behind Flack and at three-quarter distance Gillies slipped past McPherson to take a lead which he held to the finish. Behind Flack and Nuthall came Tony Steele's FJ Lola Mk2, ahead of Bob Gilbert with yet another Cooper.

This year, the pre-war race for the Richard Seaman Trophy boasted five ERAs (four more than last year!) plus the Brooke Special to do battle with Sir John Venables-Llewelyn in the Felton Alfa P3, although the total of 14 starters was somewhat disappointing. Very much the man in form, Sir John powered into an immediate lead and looked set for a comfortable victory, with Duncan Ricketts (ERA R1B) heading the pursuit from Ludovic Lindsay (ERA 'Remus') and John Ure in AJM1. Lindsay pressured Ricketts, moving ahead on lap four as Ure spun, and one lap later the leader threw away his chances by spinning the Alfa at the Old Hairpin in a self-confessed case of driver error. New leader Lindsay resisted Ricketts to take a popular win in an event which his late father, the Hon Patrick Lindsay, and Remus last won back in 1981. The pair outdistanced David Morris (ERA R11B) in third, while Ure recovered to finish fourth from Gillies and Tony Stephens (ERA R12B).

Making some amends for the Seaman retirement, Mark Walker easily took the John Goddard Trophy with the Parker-GN, a spirited scrap for second just going to Julian Bronson (Riley) from Geraint Owen's well-sorted DH-Riley, with 6.1-litre Gipsy Major engine, and Bob Gilbert leading home a trio of Bentleys with his 4¼.

Due to its clash with the Louis Vuitton finale, the 1950s Sports Car entry was depleted, but Valentine Lindsay eschewed Silverstone to place his Birdcage Maserati on pole from Marshall Bailey's Manx-tail Cooper. Although Lindsay bogged down at the start, he had ousted Bailey for the lead by lap three, with Kelvin New in third with his very rapid (for 1200cc) Rejo. A quick spin briefly dropped the Maserati to third before consolidating a lead which never came under serious threat, in spite of a charge from David Pennell (Jaguar D) in the closing laps to finish second and take fastest lap, as Bailey settled for third from a close-following New. Variety was added by Kerry Horan (Allard K2) and Rupert Richards (Morgan Plus 4) who completed the top six.



After you. . . Walker allows the Hispano-Delage and "Tigress" through.

Wins in short scratch races fell to Bob Graves' pretty Amilcar C6 and Stuart Harper's Morgan Super Aero from Baker's Hispano-Delage, while handicap winners were Piers Leigh (Lagonda Rapier), Jane Tomlinson (Alvis) and Paul Gregory's V8 Riley.

The MOTOR SPORT Brooklands Memorial Trophy was settled in favour of Julian Bronson, who, with one win and a second during the day, overhauled Mark Walker, whose solitary win was not sufficient to retain his lead.

BUYING **A BUGATTI**

Before the fun of driving your vintage car and discovering its place in history, and perhaps its individual past, you have to find it and get it home. An example was a Type 40 acquired by Holland Birkett, when he was extending his repertoire from A7 Specials to the Molsheim products. He had heard that a lady had been asked by her husband, who was away with the Forces, to sell their Type 40, as the war was likely to go on for a long time. After postal negotiations Holly decided to buy it, for £29, and I set off with him to get it running and back to Fleet in Hampshire.

The owner lived in Torquay, so first we had to get to Reading Station, with a large crate labelled "Vetinerary Supples" (Birkett was a vet) which contained tools and, it was war-time remember, tins of "veterinary petrol". . .

The girl and her mother had offered to put us up while the Bugatti was made to run, expecting this to occupy a couple of days at most. Alas, for them, the chore extended to several days, during which we consumed what must have been a month's rationed food (Holly was a big chap) if not a year's supply. Holly was usually teetotal, but after an evening sherry got a bit lively, to the girl's quite unnecessary alarm. Her mother had been even more alarmed, with her daughter's brother and husband overseas in the RAF and Army, to receive Holly's telegram: "Arriving 4.30 with body." True!

Worse, he regarded me as useless as a helper and rang Tom Lush to ask him to come down to assist. I spent a long, boring day on Torquay Station, meeting every train until Tom arrived, to show him to the garage in which the dismantled Bugatti stood; and now there were three enthusiasts to feed. . .

At last the job was almost done. I was allowed one simple task, that of doing up the little nuts securing the cambox cover. "Should we check that oil is getting to the valve-gear?" I meekly enquired. "Bod," I was told, "you know nothing about cars, just get the thing on. . ." Eventually we set off, at speed, enjoying all the delights which a Type 40 can bestow on motor-mad males. The only stop was for a dog which ran from a house and was bowled over. Its lady owner screamed for a vet. Rising from the driving seat Birkett announced his profession, picked the animal up, and disappeared into the house. Later he emerged and said we were to get going quickly. "Why?" "I have reassured her it will recover but it may not last very long."

Off again, we were belting across Salisbury Plain when there was a rattle and a loud bang. Inspection showed, to my smug satisfaction, that the camshaft was dry and, blue from the heat, had seized.

Now, we were without transport, in war-time. *Then we noticed a train at a distant halt and ran* across fields, just as it was moving. "Get your tickets at your destination" yelled the porter. Arriving eventually at Fleet, Holly explained. "Do you remember where the three of you got in?" asked the ticket-collector. "Began with W", replied Holly. "Ah, Winchfield, that will be 9d each." It was probably Wilton, much futher back down the line. . .

We walked home and I seem to remember that we went off in my 12/50 Alvis to retrieve the stricken Type 40 that evening.



. . . all the delights which a Type 40 can bestow on motor-mad males.

FAITHFUL FORD

Hoping that it may be of some value to those shopping for good used cars, I can report that the Ford Sierra EFi 4 × 4 has now completed more than 76,800 miles with an almost unbelievable reliability record, as have all the Fords of this kind which I have used — from the torque-endowed V6 (a vintage-car owner, not as it happened wearing tweed and leather patches, told me you need bags of torque, which is not usually what I am told when I start to bang on about cars) to the present twin-cam eight-valve 2-litre H-registration one. The latter has only been off the road for repair once, and that only after I had been informed at 72,000 miles that it required a new steering-rack. I had noticed an infinitesimal degree of free play in the still very taut and accurate action. The garage had ordered a new rack and this was then fitted at a cost with VAT of £497.97. This included disconnecting the alarm system, as I had an idea it was intending at some *inconvenient time to go off inadvertently. After the* steering wear had been attended to I did not notice much difference in handling but it was worth it from the safety aspect . . .

Next came the 78,000-mile service, done somewhat early (see above). It was routine stuff apart from a new halogen headlamp bulb; the cost, with MoT certificate, came to £96.92 with VAT. I have no idea what the Sierra is worth now but it could be an excellent purchase still. Washed, it looks very new; rust patches have just begun to appear, but only where I have carelessly caused dents or damage to the paintwork, and overall paintwork and alloy trims are excellent. So that's it until the next 10,000 miles.

W B

TRACK NEWS

The Brooklands Museum is determined to celebrate that quite unofficial ladies' race which Dame Barbara Cartland held at Brooklands *on a non-race day 65 years ago, between* society girls in a number of MGs, which took place in the summer of 1931. It was unpopular with the Brooklands authorities, who judged it dangerous as the girls, unaccustomed to driving on the Track, took to the open spaces of Brooklands. The first BARC Ladies' Race was held in 1908 and by the 1920s they had become an accepted part of the Brooklands scene. So I am surprised to learn that at the Museum on November 2 the Dame, some girls and MGs will re-enact that notorious Cartland frolic. Another piece of Brooklands Museum news is that it is hoping to get £10 million from the Heritage Lottery Fund in order to build another hangar to accommodate its aircraft exhibits, and a visitor centre, situated close to the original Clubhouse in the Paddock.

The Clubhouse itself, the Test Hill and the sweep of the home banking are about all that is left to recall what the Track used to look like; the proposed hangar would alter that and block out the view of the banking from the Clubhouse. The plan seems also to conflict with the Brooklands Society's desire to maintain and restore Brooklands as it was, from both the motor-racing and aviation aspects.

W B

Forthcoming Events

NOVEMBER

17TH NOVEMBER

THE ANDREW WHYTE MEMORIAL LECTURE 1996. Venue: The Theatre, Jaguar Cars Ltd, Browns Lane Plant, Allesley, Coventry (use the new Coundon Wedge entrance). Time: Sunday, November 17, doors open 1.30pm for prompt 2.30pm start. Admission by ticket only which includes a light buffet. Obtainable only in advance at £5 each from David Adcock, DLOC, 12 Golf Road, Radcliffe on Trent, Notts NG12 2GA with cheques payable to the Daimler & Lanchester Owners' Club Ltd (SAE appreciated, and if a club member, please state which). Further information from David Adcock on 0115 9118 728, Keith Trotter 0181 743 3627 or Bob Beacham 01676 522037.

19TH NOVEMBER 1996

RIVERS FLETCHER TALK & FILM SHOW. Lincoln, Lincolnshire at 8pm. Tickets £8 each. Tickets limited. Please apply with s.a.e. Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst RH14 0PT. (Cheques payable to E.A. Wigg)

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.

While every effort has been made to ensure that these events are accurate and up to date, inevitably some details may change or events may be cancelled without us being aware of the fact. Please check with the organisers before setting out, especially if travelling long distances.

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DECEMBER

7TH-8TH DECEMBER

BOGNOR REGIS MOTOR CLUB and the MG Car Club have joined together to promote **The Regis Rally**. This is the next round of **The Speedsport Design *Clubmans Championship*** *although* entries are available to all and last year the event received a full entry. The event will start from Littlehampton seafront with lunch and the finish at Brinsbury. The route will comprise around 150 miles of competitive navigation and among the venues visited will be Goodwood House, home of the Festival of Speed, where driving tests will be held on the Hillclimb route. Regularity sections will be timed variously to the minute and to the second. Further details and copies of the regulations from Lesley Neal on 01243 862326.

FANCY STAGE RALLYING IN IRELAND. Over some of the most famous rallying stages available? Killarney and District Motor Club are organising the **Killarney Historic Stages Rally** over the weekend of 7th/8th December. Claimed to be the first ever stage rally in Ireland exclusively for historic cars the *event features a total of eight stages* (including Molls Gap and the Healy Pass) with a total stage mileage of eighty miles in a total route of around 150 miles. The event features three categories — Historic Cars registered up until 31st December 1969, Post Historic from January 1970 — December 73 and Classics from January 1974–1979. Only the historic cars will be eligible for overall awards with the others competing for class and category prizes. The event is *based at The Gleneagle Hotel and com*petitors can avail themselves of a superb deal being offered by the hotel for the weekend. Special ferry deals are available to crews coming from overseas. Further details and copies of the regulations will be available soon from Maurice Nagle, Greystones, Aghadoe, Killarney, Co Kerry. Tel: 00 353 643 2052.

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.

APRIL

JOHN BROWN has announced that the **Corse Retro** will run again in 1997. The 1996 event was hailed as the toughest ever classic car rally and Corse Retro 2 will follow the successful format of this years event but over a slightly longer timescale with more rest periods. A preliminary information sheet is available now for the event which is due to take place from 4–8 April next year. Contact Andrew Bateman at The Town House, Leigh, Worcester WR6 5LA. Telephone 01886 833505 for a copy

MARCH 1997

AMMAN & DISTRICT MC'S CLASSIC RALLY for Novices scheduled for March 1997 has now received twenty two reserved entries with around five months still to go to the rally! With rule changes for 1997 meaning Post Historic cars are eligible for overall victory on the rally, Amman & District have introduced new Perpetual and Marque trophies, the entry incredibly almost half full even at this early stage. The unique "learn and compete" format features instructional sessions from the vastly experienced Hywel Thomas and Gethin Jones, whilst an added bonus on the event is a free entry to the Targa Rusticana Rally, kindly donated by the organisers. More details — and reserved entries — for the Amman event are available from Rhian Edwards on 01639-845948

14TH DECEMBER

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-sit car park. All information from Mid Kent Toy Fair. Telephone 01622 753783.

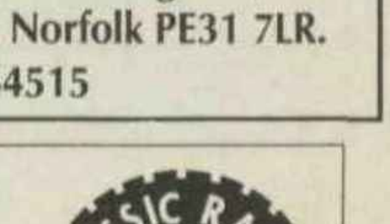
JUNE

FROM SWEDEN comes news of the **1st Historic International Rally To The Midnight Sun.** Organised by experienced rally drivers the event is open to competitors holding valid FIA competition licences and vehicles complying with Appendix K of the FIA Year Book, the event is due to take place in June 1997. Starting in Stockholm and finishing in Ostersund, 600km to the north, the length of the route will be approximately 1200km with 200km of special stages. For further information contact the Rally Office on 00 46 867 80055 or write to KUNGL AUTOMOBIL KLUBBEN, Att Eric Sandh, S.Blaisehornshamnen 6, S-111 48 Stockholmm, Sweden.

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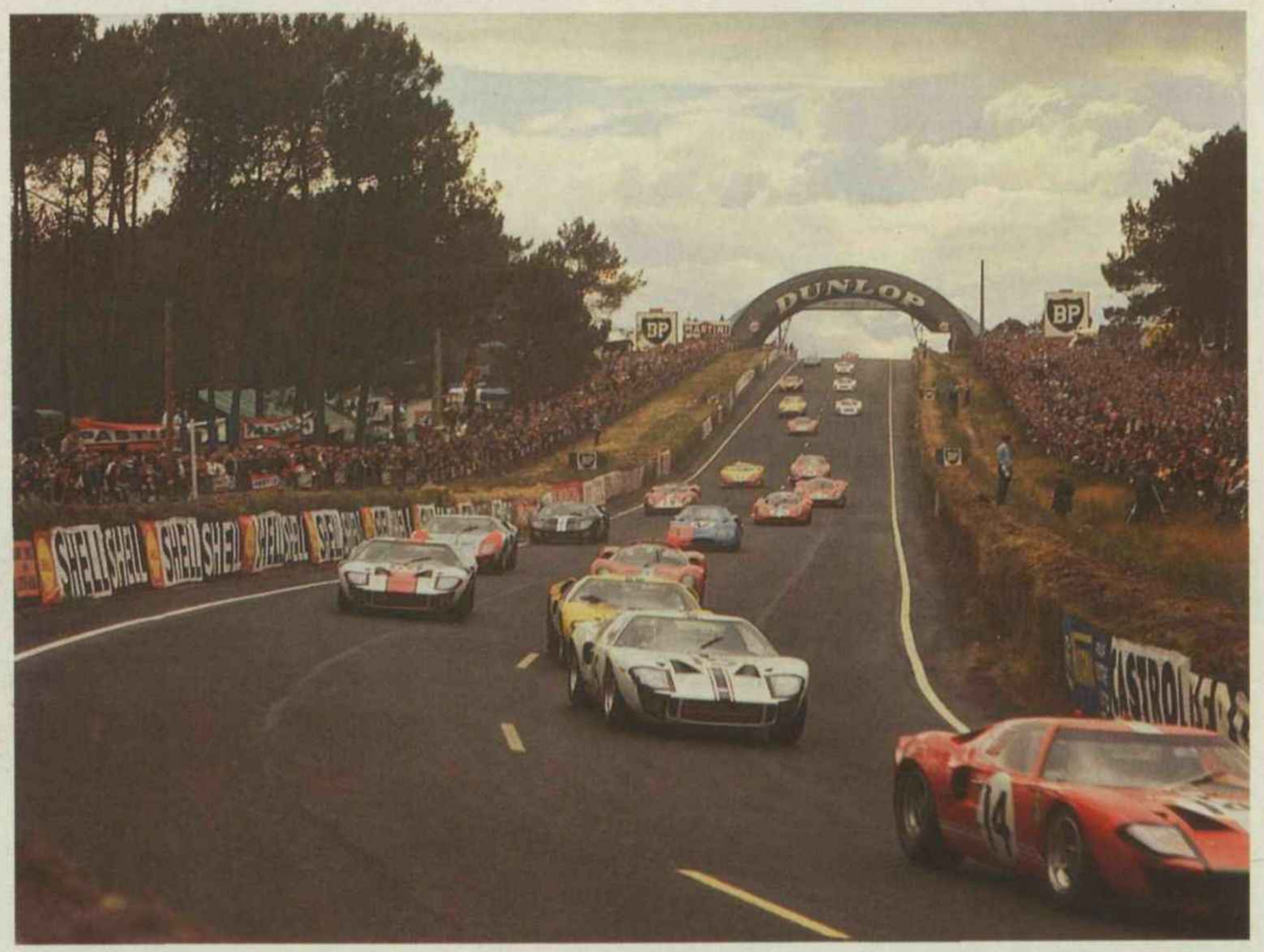
GUIDE TO HISTORIC SPORTS RACING CARS 1950-1970

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GUIDE TO HISTORIC SPORTS RACING CARS 1950-1970

by Laurence Meredith



Since 1923, when Charles Faroux organised the first Le Mans 24 Hours, it has been the principal aim of serious sports car manufacturers to both compete and win at the classic Sarthe circuit. Other events like the Mille Miglia and Targa Florio were almost, but not quite, of equal importance, but have fallen by the wayside — rightly or wrongly — as victims of hysterical human emotion. Le Mans, however, has survived — a triumph for common sense — and remains the greatest motor race on earth.

The other traditional venues on the sporting calendar — Nurburgring, Spa, Silverstone, Monza, Daytona *et al* — all have their charms, but none has the charisma or provides so much soul-searching as the French 24 Hours. Those who have competed there have mixed feelings; Tony Brooks, for example, felt it was a pretty stupid venture from a driver's point of view, while people like 'Dinger' Bell (a five-times winner) became seriously addicted.

And there are those who argue that the great cars which competed in the top sportscar races were built in an effort to improve our road cars. Lessons learned by the big factories were certainly invaluable in improving our everyday 'cookers', but this wasn't an intrinsic consideration — and still isn't. Ferry Porsche likes the idea of competing at Le Mans in particular, because victory there helps to sell his road cars and it's cheaper than advertising in the international press. But on this score Ferry speaks with slightly forked tongue; the truth is that he, like all the other manufacturers, has a deep love of beautiful sports that go like stink, which is why the quest for improvement — the endless search for more stink — goes on relentlessly.

What follows is an A-Z guide to just some of the great sporting cars created by fellow enthusiasts between 1950 and 1970, a great and truly golden period for the backbone of our sport. Characterised by a steep rise in technical innovation, these two decades are important for several reasons; with the vintage days well and truly over, the cars of the 1950s were altogether different. Top speeds climbed inexorably upwards, and chassis engineering and aerodynamics became better understood.

By the 1960s there was a radical switch in engine position, monocoque chassis became *de rigeur* as did fibre-glass bodywork. And it was also a period that produced some of the closest, most exciting battles ever seen in motor racing, the Ickx/Hermann duel at Le Mans 1969 and Vic Elford's heroic and energy-draining drive to victory on the 1968 Targa Florio to name but two.

Not all the cars featured here were great, and the Jaguar XJ13 never even made an appearance at a race track, but each one is important in some way or another, a testament to the brave men and women involved with them, without whose efforts the lives of motorsport fans would be considerably poorer.

A Grand Prix car may represent the pinnacle of motor sport — the motoring missile for the elite — but a car which can last for six, 12 or 24 hours at comparable average speeds is truly special. And, of course, the great sports car races have allowed complete amateurs to take part and enjoy what, throughout the course of this century, is and continues to be arguably the most exciting form of human activity.

Alfa Romeo T33 1967

With its 260bhp 2-litre V8, six-speed box, unconventional lightweight chassis and pretty aerodynamic body, Carlo Chiti's first T33 should have been a success. Poor organisation within the team, appalling reliabiliy problems and the tragic loss of drivers Jean Rolland and Leo Cella in a testing accident, all contributed to a season that all those concerned with this fledgling project would rather forget. Among the lowlights, though, there was one success — victory in a minor race at Vallelunga.

T33/2 1968

Known as the Daytona after its debut at the American circuit, this was a development of the original with a sleeker body, and the option of a new 2.5-litre V8 producing 315bhp at 8000rpm. Galli and Giunti placed a 2-litre car second on the Targa Florio and the long-tailed versions managed fourth, fifth and sixth at Le Mans. A good season with a wonderful car which revived the Autodelta team's spirits.

T33/3 1969

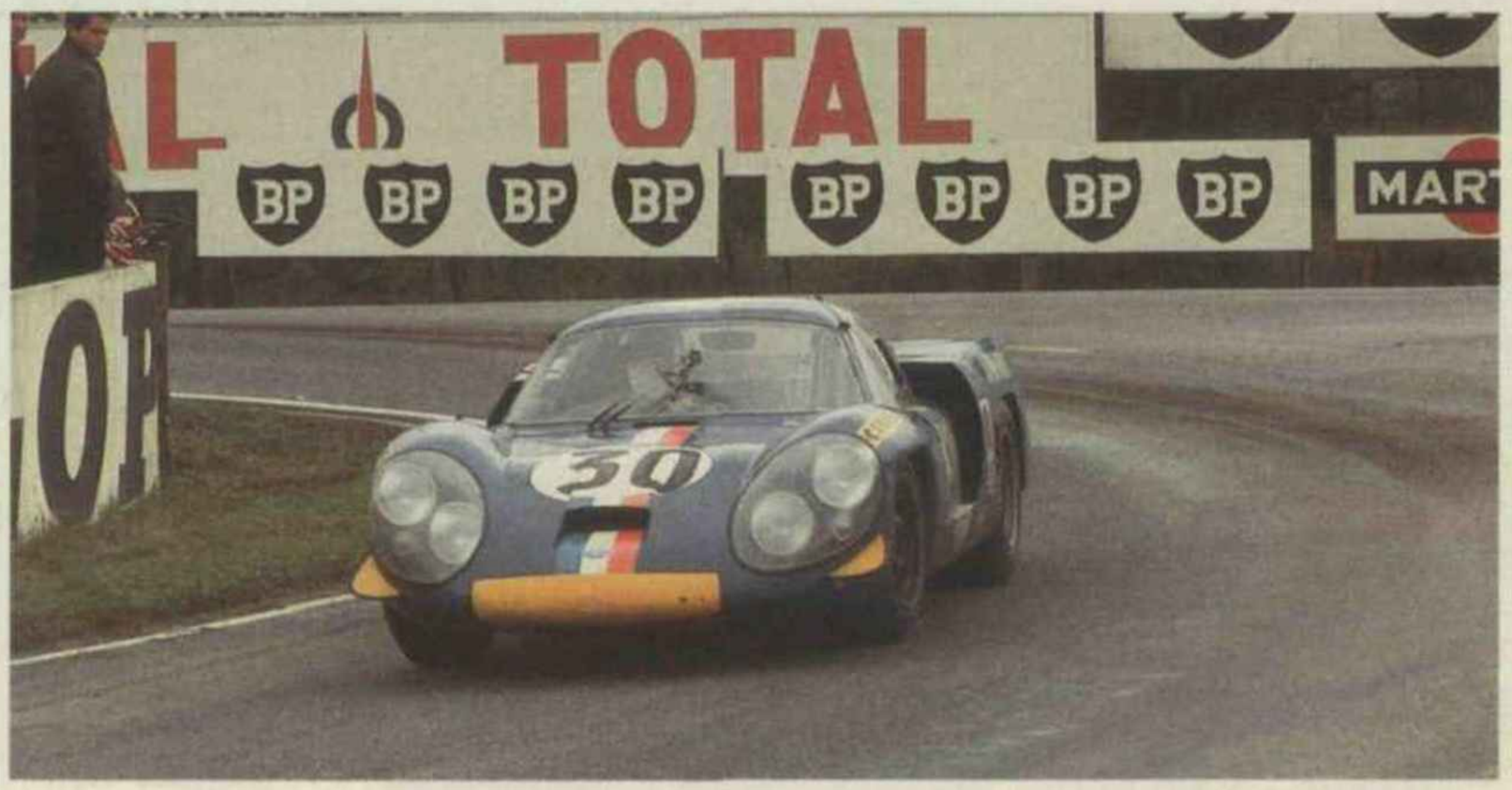
A new car with a conventional alloy monocoque, titanium suspension and a 90-degrees 3-litre four-cam V8 developing a screaming 396bhp at 9000rpm. There were open and coupé versions, and despite a win at the Osterreichring and second at Imola, it was another year of stereotypically Italian chaos.

Contractual problems saw number one driver John Surtees withdraw from the team early in the season, and Lucien Bianchi was killed in the long-tail car during the Le Mans test weekend. A fabulous Alfa just the same.

Alpine A-211 1967

With its Len Terry designed spaceframe chassis, double-wishbone suspension, strikingly slippery body and Gordini 3-litre V8 developing 295bhp — less than the 320bhp that was hoped — the A-211 showed great promise when it finished 7th at Montlhéry in the Paris 1000km. This performance was sufficient to promote a feverish development programme over the winter in readiness for the 1968 season.

A-220 1968

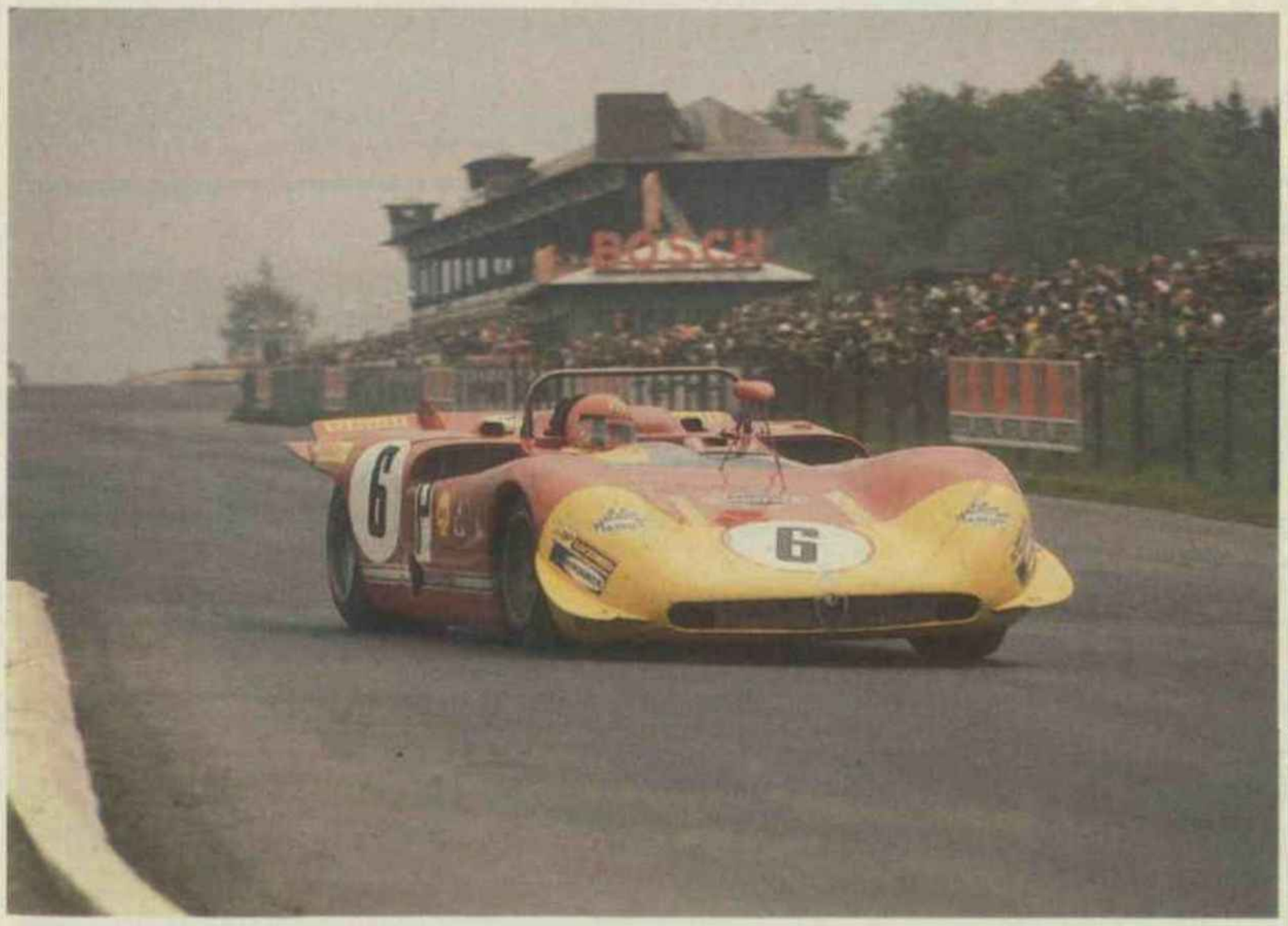


The new car appeared at the Le Mans test weekend with larger, flank-mounted radiators, stronger suspension and larger brake discs. It debuted at Monza but retired, allowing the old A-211 to finish third. Four cars appeared at Le Mans (held in September), but it was not a happy outing. Two cars crashed — one spectacularly in the Esses — and one retired, the lone de Cortanze/Vinntier car finishing 9th. A gallant Gallic effort just the same.

A-220 1969

A dismal year thanks to a comparative lack of engine power. The water radiators were moved from the flanks to the tail but otherwise the cars remained unaltered from 1968. The Depailler/Jabouille car finished sixth at Monza, and all four cars retired at Le Mans — the last time that the glorious A-220 was seen in serious competition. Success proved elusive but it wasn't for the want of trying. Alpine would return to the track, but not until 1974.

T33 1970



Revised bodywork, the driving services of Piers Courage and Rolf Stommelen and, by the Nurburgring 1000km, a much lighter car thanks to the extensive use of titanium in the engine and chassis. But the Alfas were no match for the Porsche 917 — nor was anything else, though — and Carlo's boys floundered. All four cars failed to finish at Le Mans, Galli/de Adamich placed second at Imola and de Adamich/Pescarolo took second in the last race in Austria. A truly great car that lacked the success it deserved.

Aston Martin DB3/DB3S 1952



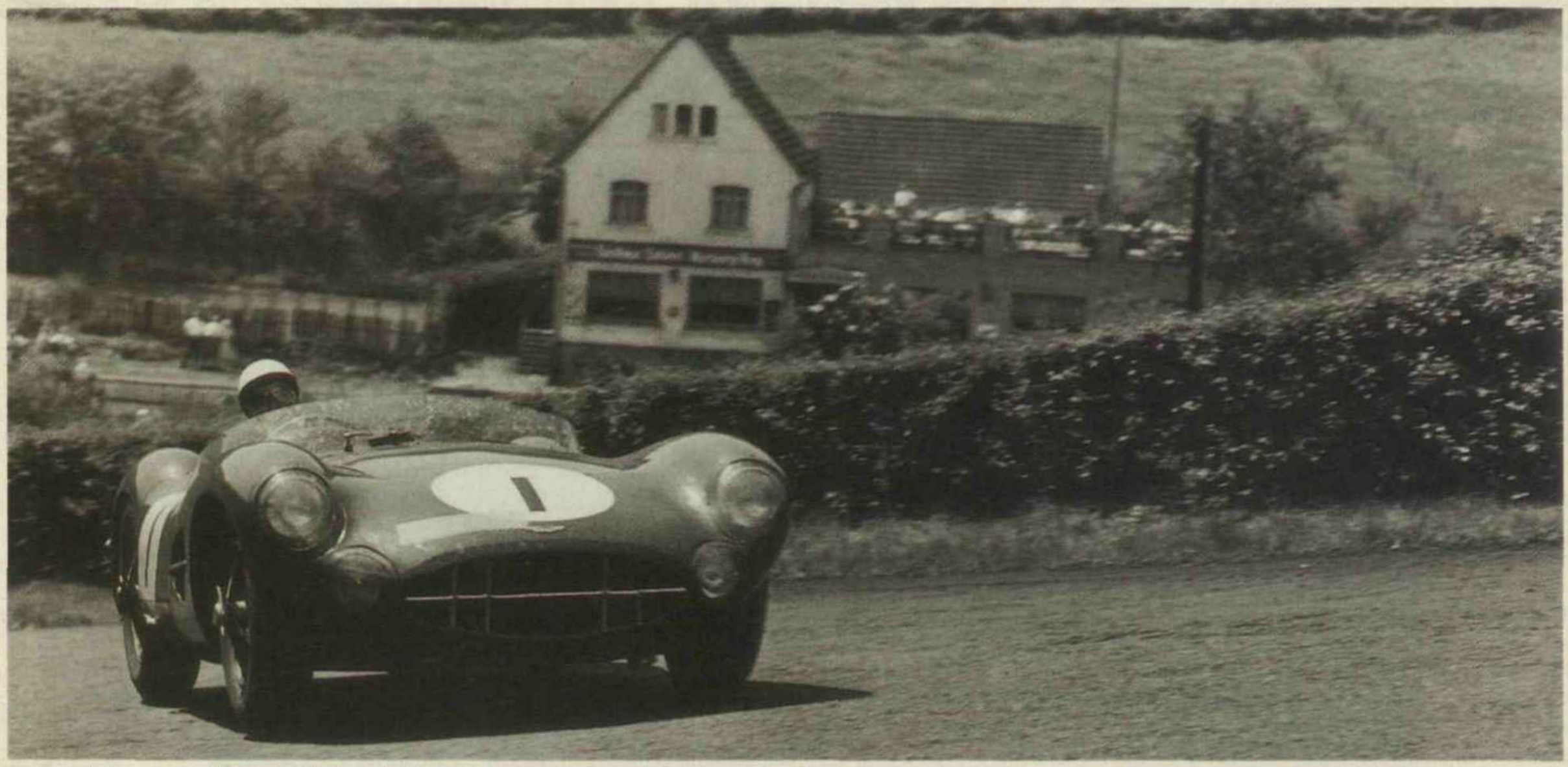
A pretty, open two-seater with the 2580cc in-line six developing 140bhp, torsion-bar springing, de Dion rear axle and five-speed box, the DB3 debuted at Dundrod where it was lying second before retirement. Success came with outright victory in the 1952 Goodwood Nine Hours and, fitted with the 2.9-litre engine, finished second at Sebring in 1953. With triple Webers and uprated to 180bhp with a close-ratio four-speed box in place of the DB3's five-speeder, the DB3S was more successful, winning at Charterhall in Scotland straight out of the box. Further victories followed in the Isle of Man, Silverstone and again at Goodwood. There were numerous other wins too. A classic Aston racer; pity about the ugly radiator grille, though.

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HISTORIC SPORTS RACING CARS 1950-1970



DBR1 1957



A wholly new car with a 12-plug head, dry-sump lubrication, triple Webers and 250bhp from the 2992cc in-line six which brought Aston Martin what had eluded the team thus far — victory at Le Mans. But David Brown had to wait until 1959, when Shelby/Salvadori scored a glorious win which this great company has never repeated. The DBR1 was arguably the best-looking sports Aston, and the most sucessful. After the Le Mans win David Brown retired from sports car racing, although a number of cars bearing his initials would return.

Astra (Costin-Nathan) 1966-1870

The work of Frank Costin and Roger Nathan, these interesting Imp-engined racers had a resin-bonded plywood monocoque with double-wishbone coil spring suspension and lightweight alloy (later glass-fibre) bodies. Five victories were scored in British events out of the box. A GT version was prepared for Le Mans 1967 but retired with electrical problems. BMW and Ford engines were fitted during 1967-68, and a new RNRI open-top car appeared in 1968 with a 2-litre Coventry-Climax engine, later substituted for a 1600 Cossie. Best result for Nathan was third at Nogaro, France and seventh in the Nurburgring 500km. This worthy effort fizzled out in 1970.

Bizzarrini P538 1966

A typically stunning cocktail from the versatile pen of Giotto Bizzarrini that was entered for the 1966 Le Mans 24 Hours. A comparatively simple car with a strong spaceframe chassis, generously louvred open two-seater body and a Chevy V8 mounted amidships. It proved to be fast but retired ignominiously early in the race with a broken chassis frame. Three cars were built originally — one in coupé form, one with a Lamborghini V12 — but Bizzarrini was finding motor racing rather expensive and his dream of glory faded away.

Chaparral 2D 1966

Jim Hall's strange but exciting-looking — gull-wing doors and a large carburettor scoop atop the roof were novel — glass-fibre chassis car with the 5360cc V8 Chevy lump and automatic transmission, the 2D certainly brightened up the 1966 season. The cars entered for Daytona and Sebring failed to finish due to excessive gearbox oil consumption, but Bonnier/Phil Hill debuted the car in Europe with a fine win at the Nürburgring. Le Mans was not so clever with early retirement due to a faulty gearbox.



Chaparral 2F 1967



An even more dramatic car distinguished by its high, foot-operated rear aerofoil mounted on the suspension uprights. A 7-litre 575bhp Chevy engine was installed but the GM gearbox couldn't handle its power and Jim Hall and Hap Sharp experienced a frustrating season. However, there was one brilliant highlight; Mike Spence and Phil Hill were entered for the BOAC 500 at Brands Hatch and won it marginally from the Stewart/Amon Ferrari. It would be several years before anyone else was brave enough to use an auto-box in a racing car.

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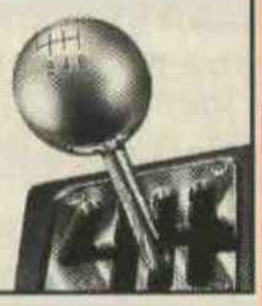
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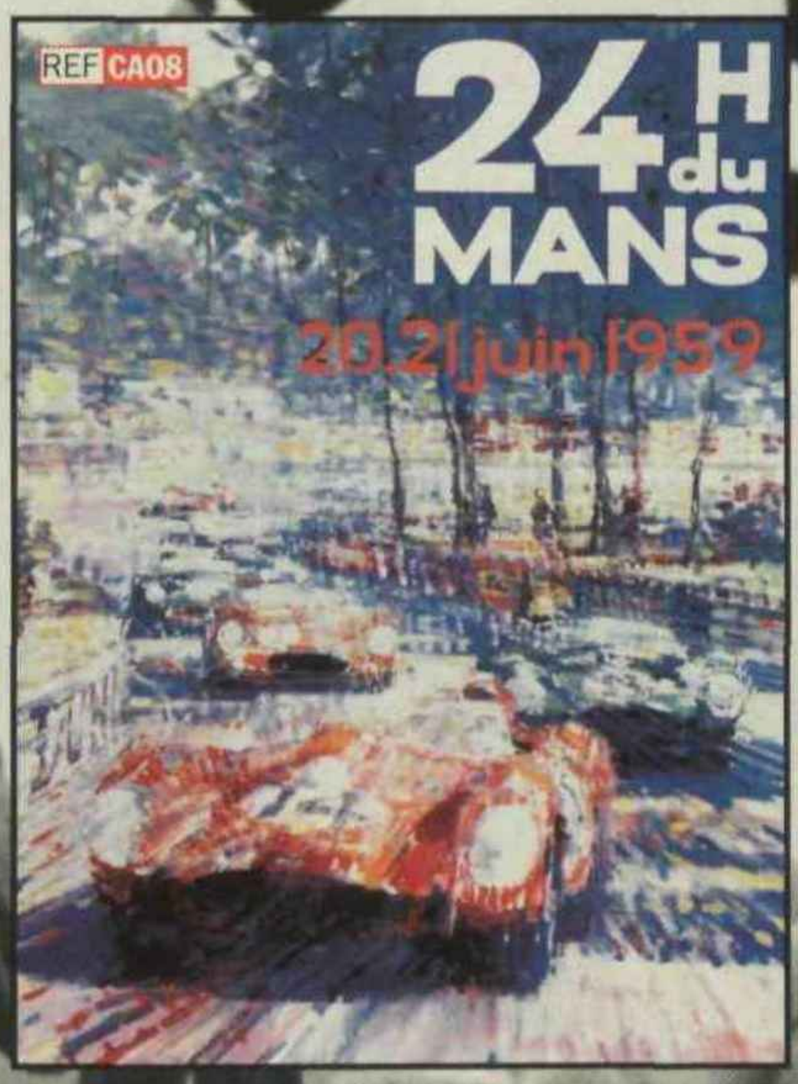
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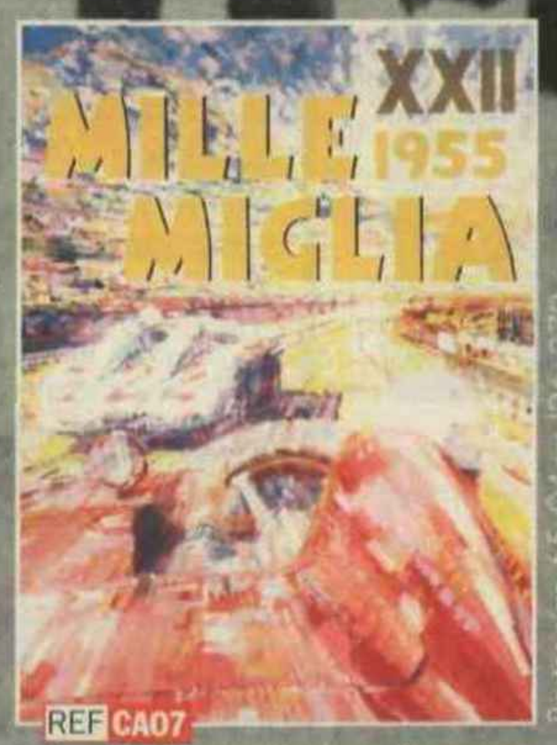
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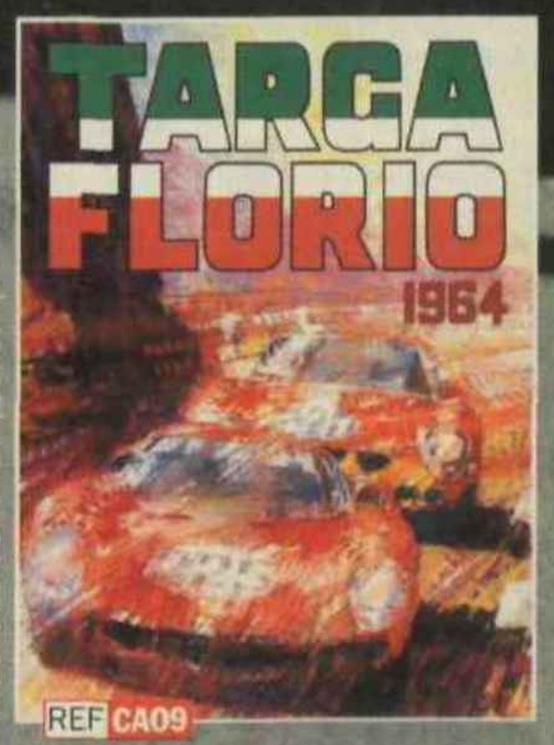
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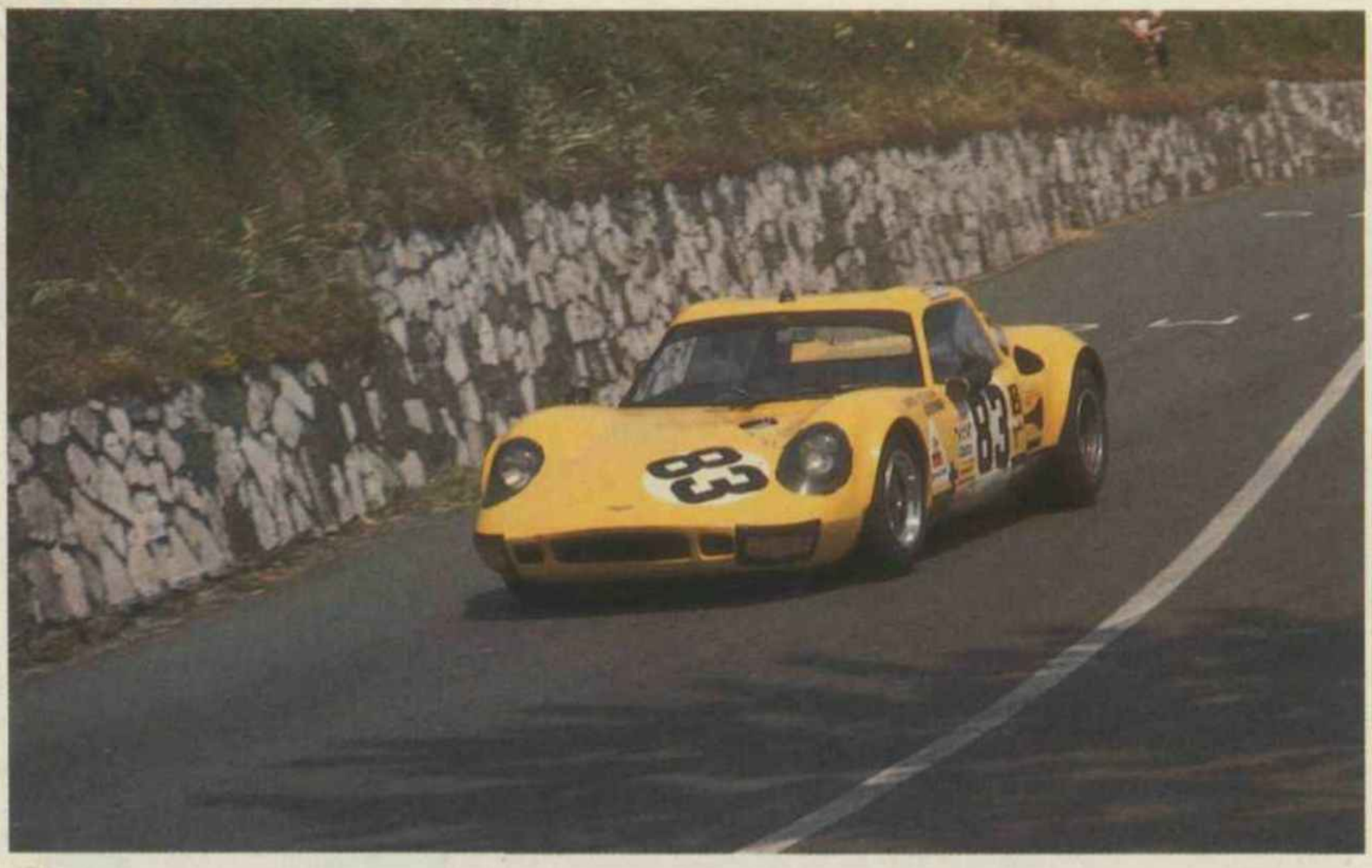
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Chevron B8 1968-1969

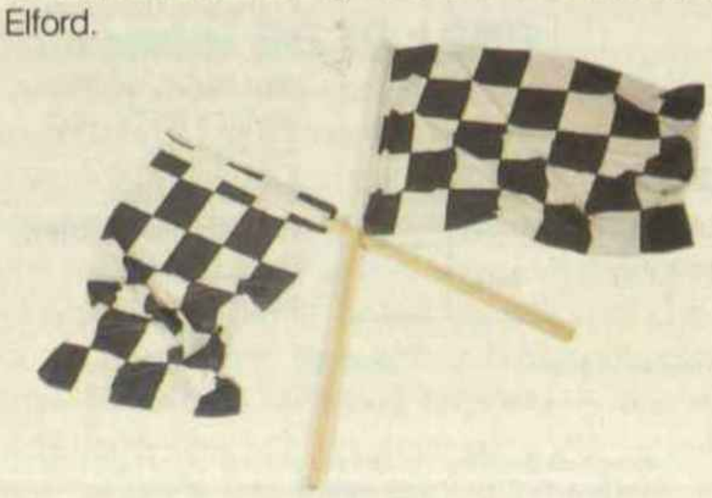


One of the most beautiful sports racing cars ever built and, whether fitted with the BMW, Cossie FVA or Coventry-Climax engine, one of the most tantalisingly explosive machines of its era. Several raced in Britain and Africa during 1968, Brian Redman and Tim Schenken finishing fourth in the Kyalami 9 Hours. Redman improved to third overall behind a Mirage and Ferrari P4 in the Mozambique 3 Hours but, by the end of 1969, the B8 was a much more familiar sight throughout Europe. John Lepp won the RAC British Sports Car Championship in 1969, and Trevor Thwaites took the same title a year later. No modern historic event would be the same without a clutch of B8s.

B16 1969-1970



Fabulous styling, strong monocoque and a 1790cc 245bhp Cossie amidships, although BMW and Mazda rotary engines were also used. Debuted by Redman at the Nürburgring (with the 1.6-litre Ford motor), the likeable Yorkshireman put the new car on pole and went on to a comprehensive victory. Two cars retired at Le Mans 1970, but Redman had a marvellous season, winning at Paul Ricard and Spa (spider version), and took second at Anderstorp and Hockenheim. Chevron took the Group 5 Championship thanks to a superb car and the impeccable driving skills of Redman and Vic Elford.



Cooper Bobtail T39 Mark 2 1954

A seductive lively thing and so sneakily British. With its central seating position and the tail 'Kammed' for no other reason than that, according to John Cooper, "it wouldn't fit in the truck otherwise ", the Bobtail was an archetypal Cooper product. Handling wasn't up to much and the body hardly inspiring, but the Coventry-Climax engine was a known quantity and, among many others, Stirling Moss notched up minor wins with his. Not one of the great cars but super to see on historic grids today.

Cooper Monaco 1959



Take a successful Grand Prix car, widen the chassis frame, bolt on a token two-seater bodyshell and, hey presto, you've got a nimble sports car. Many have been down this path but Cooper were one of the first. The Monaco was purposeful, ugly and, with the 2½-litre Climax engine, extremely quick. Successful in a number of events, it wasn't on a par with contemporary exotica, but Moss enjoyed it and clocked up successes.

Cobra Shelby 1963-1965

The hairiest of 'hairy-chested' sports cars and the brainchild of American Carroll Shelby. A beguiling two-seater which, in US-format, had a 7-litre '427' V8, the Cobra was much modified for racing, and after inevitable teething problems had been eliminated became very successful despite housebrick aerodynamics. The Bolton/Sanderson car finished seventh at Le Mans 1963, but the coupé version appeared in 1964 and finished fourth at Daytona. Gurney and Bondurant also finished fourth at Le Mans and Gurney managed eighth on the Targa Florio in a regular open car. By the end of 1966 when there was some further success, it was all over for the front-engined dinosaurs. They had had their day, but it was a riot while it lasted.



Ferrari 166 1949-1950

Enzo's second effort after the 125 and immediately successful, with splendid victories at Le Mans, Spa 24 Hours, Targa Florio/Tour of Sicily and the Mille Miglia — and you can't say fairer than that. An intellectually sound motor car in all respects and beautiful to behold, particularly in Barchetta guise. A tediously brilliant sports racer, but never boring.

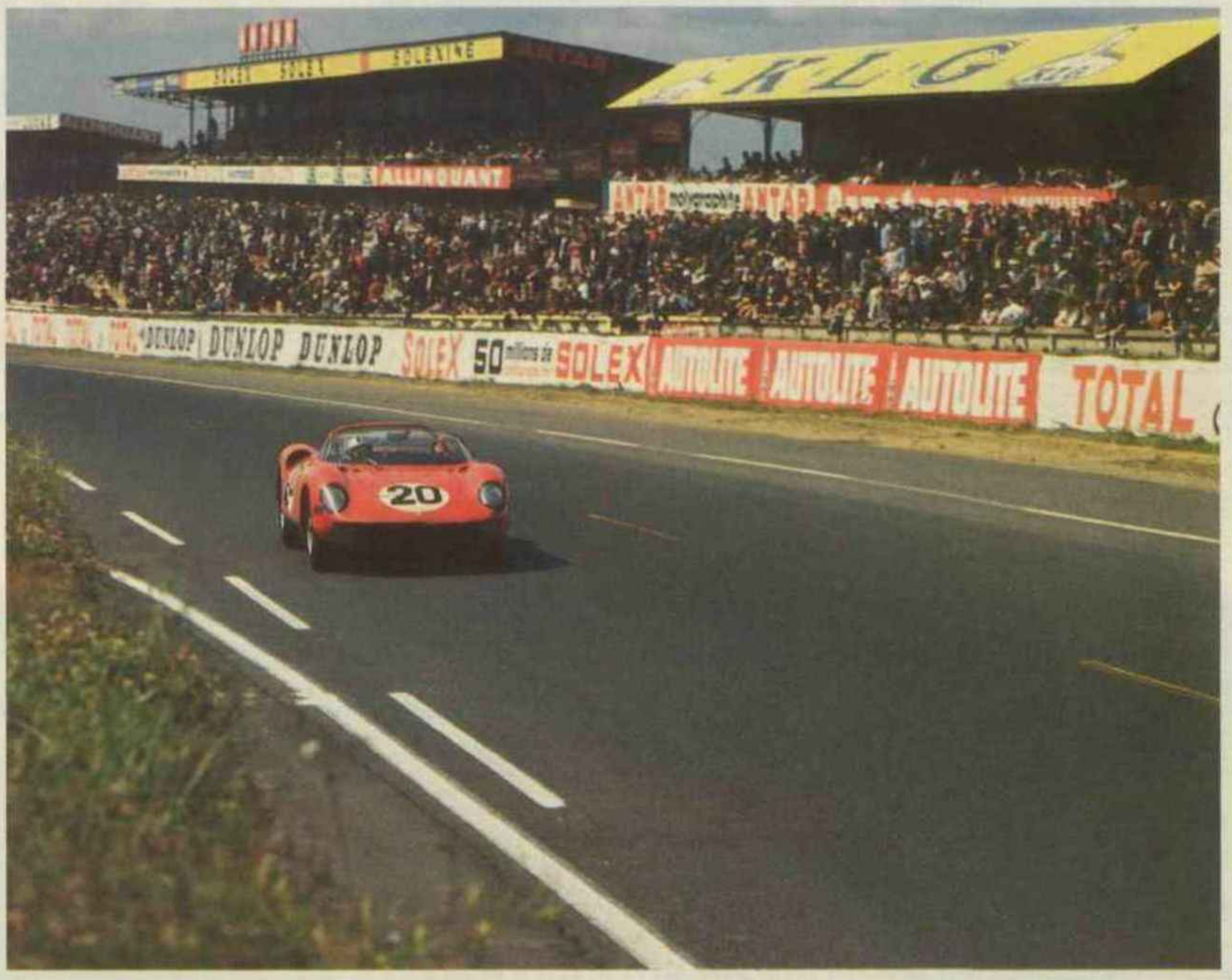
250 Sport/250MM 1953

Another sound design fitted with the 250bhp 3-litre V12 running on 36DCF Webers. A visually and aurally exciting machine, but modified front suspension, different carbs and a four-speed gearbox instead of the five-speeder were sufficiently serious revisions for Enzo to rename the car 250MM after Bracco's inspired — some say insane — drive to victory in the Mille Miglia. Coupé bodies are better looking than Spiders but you'll need a pot of gold to acquire either type today.

750 Monza 1954

An unusual break for Enzo from 12 cylinders to a big, lumpy 4-pot machine, but the Monza was none the worse for this and turned out to be highly successful, taking many victories. In its long career these included Marrakesh, Imola and the GP Supercortemaggiore, as well as the all-important World Manufacturers' Championship in 1956.

250P 1963



The peak of the Scuderia's 'golden period' when Enzo and Co couldn't put a foot wrong — or was the opposition not trying hard enough? Ferraris filled the top six places in the season-opener at Sebring, the winning mid-engined three-litre V12 250P being driven by Surtees and Scarfiotti. "Big John" won again at the Nürburgring, and the Italian pair of Scarfiotti/Bandini cleaned up at Le Mans — a popular and well deserved victory for the 'bloody red cars'.

THE FERRARI CHALLENGE – 1967 LE MANS



1967 Le Mans by Graham Turner. Print size 61cm × 43cm.

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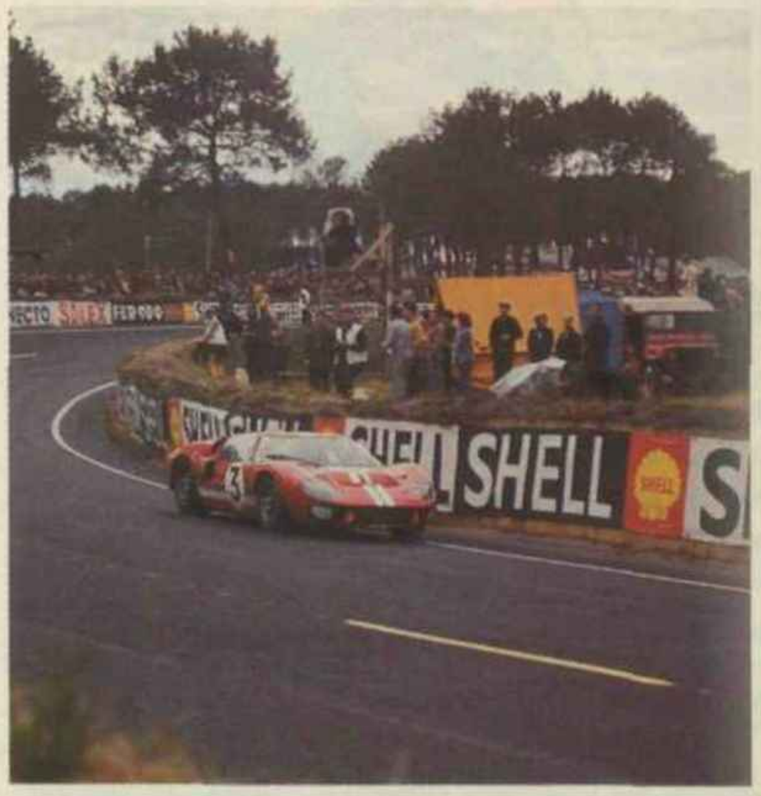
HISTORIC **SPORTS RACING CARS** 1950-1970

275/330P 1964

Another year of frustration for Henry Ford, who still failed to see the funny side of Enzo's little 'stunt' of sometime previously when the Commendatore led the American magnate into believing that the Prancing Horse was up for grabs. There was the 4-litre V12 for the 330 and a 3.3-litre for the 275, both with revised bodywork. Our own Mike Parkes took the 330 to victory at Sebring, Scarfiotti snatched victory at the Nurburgring in the 275, and Le Mans fell to Guichet and Vaccarella. Although he didn't yet know it, Enzo's days were numbered at the top — Henry had had quite enough.

Ford GT40 Mk1 and 2 1966-1967

Not the most sophisticated car of the decade but an effective weapon against prolonged domination by Maranello. Various specs run at the Le Mans test weekend, including 7-litre works cars and the Alan Mann-entered 4.7-litre V8s. Parkes/Scarfiotti took Spa in the P3 330 Ferrari, a Chaparral won at the Nürburgring, but Le Mans 1966 was the big one for Ford with the brutal boomers filling the top three places, the winning Amon/McLaren car leading the other two to the chequered flag in dutiful formation. That 'Enry boy done well — at last.

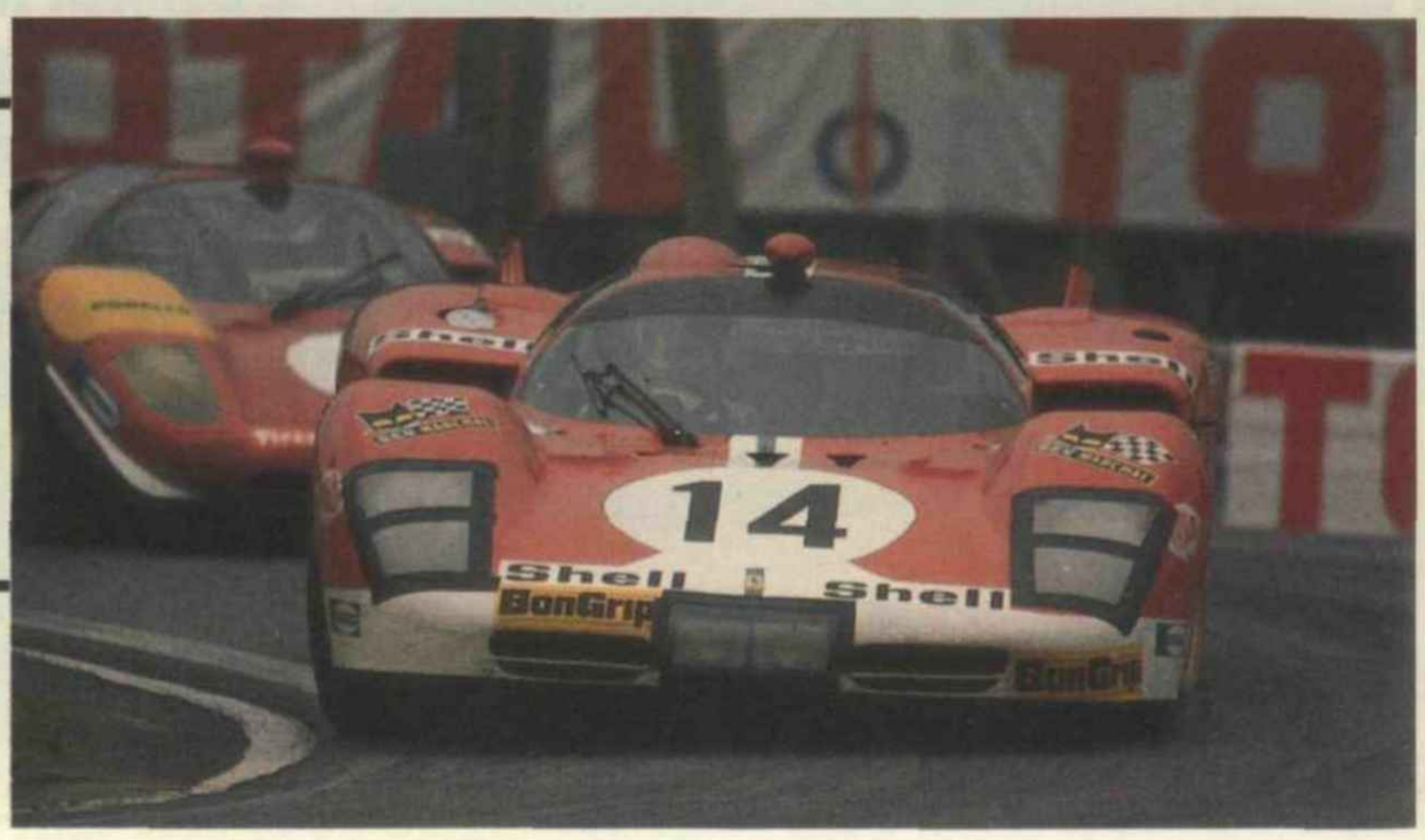


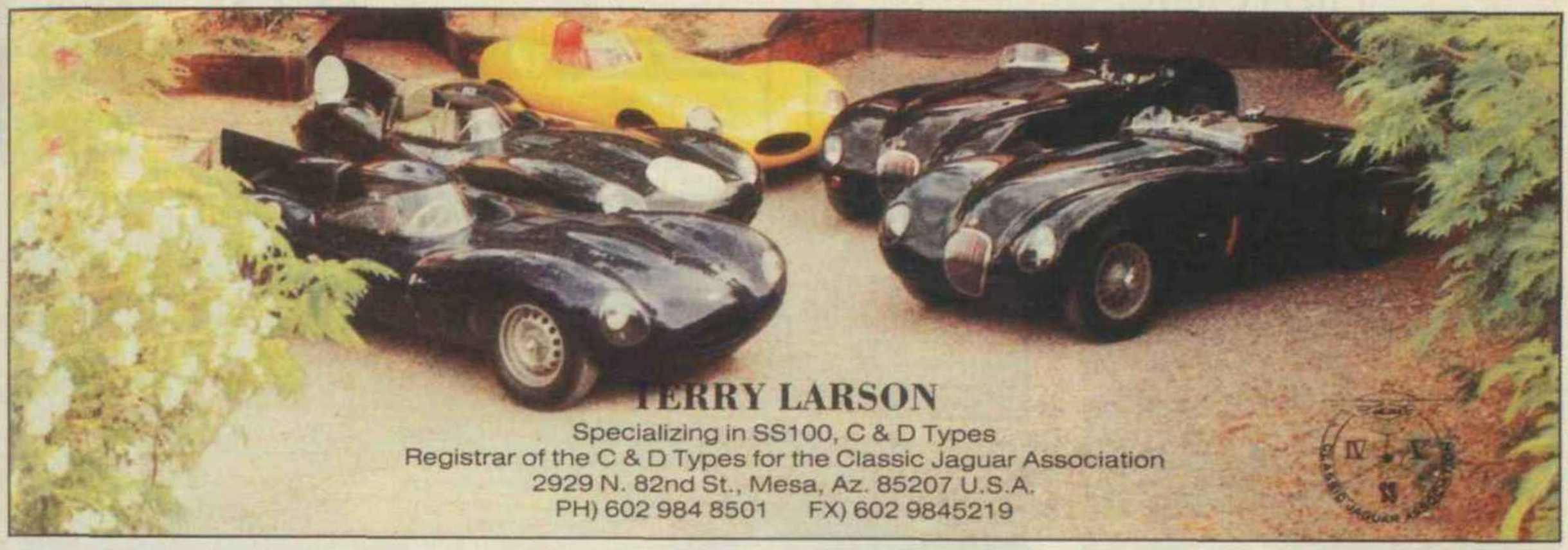


The last great mid-engined Ferrari 'big banger' and by far the most beautiful, before a rather inevitable decline in fortunes. Under the skin was a new 4-litre V12 with 450bhp on tap, sufficient for the P4 to fill the first three places at Daytona — an encouraging start to the season. But Ford took Le Mans for the second year in succession, Porsche took the Targa Florio and, most ignominious of all, Jim Hall's Chaparral won at Brands. Ferrari, however, got the Constructors' Championship by just one precious point.

512S 1970

Almost, but not quite, the dismal lemon that many perceived this aerodynamically flawed car to be but, by this time, Porsche were showing everyone — with a little help from John Wyer — what it really meant to go motor racing. And the 512's 5-litre V12 wasn't enough to cope with the 917 onslaught. Watch a 512S in action today, though (an opportunity that doesn't arise too often), and the sound alone is guaranteed to make the hairs stand up everywhere north of the nape of your neck.





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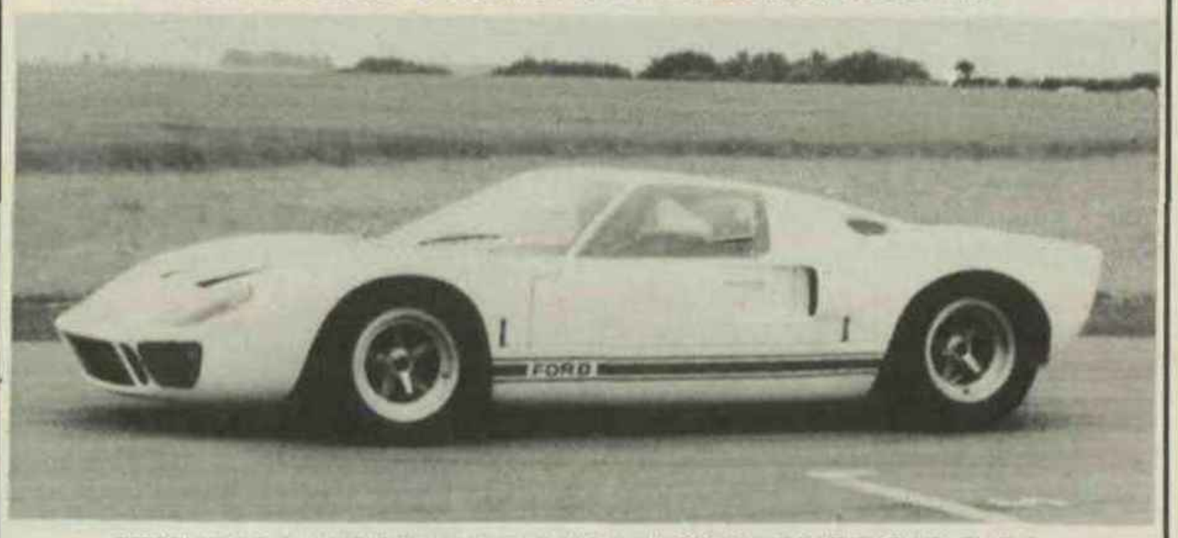
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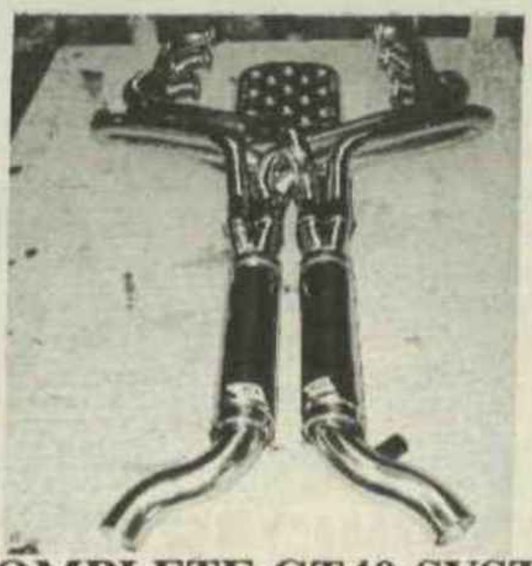


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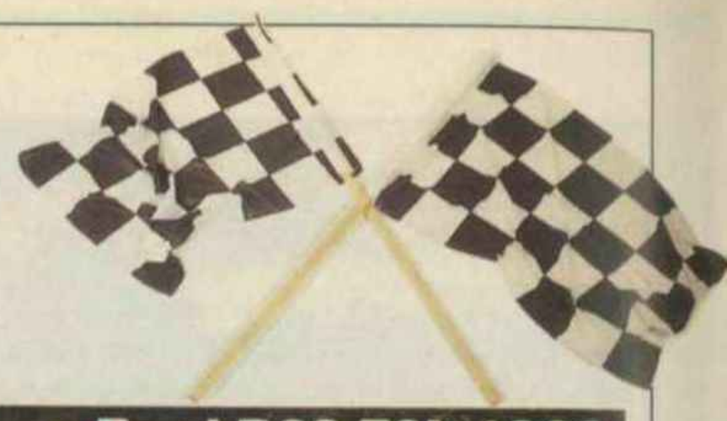
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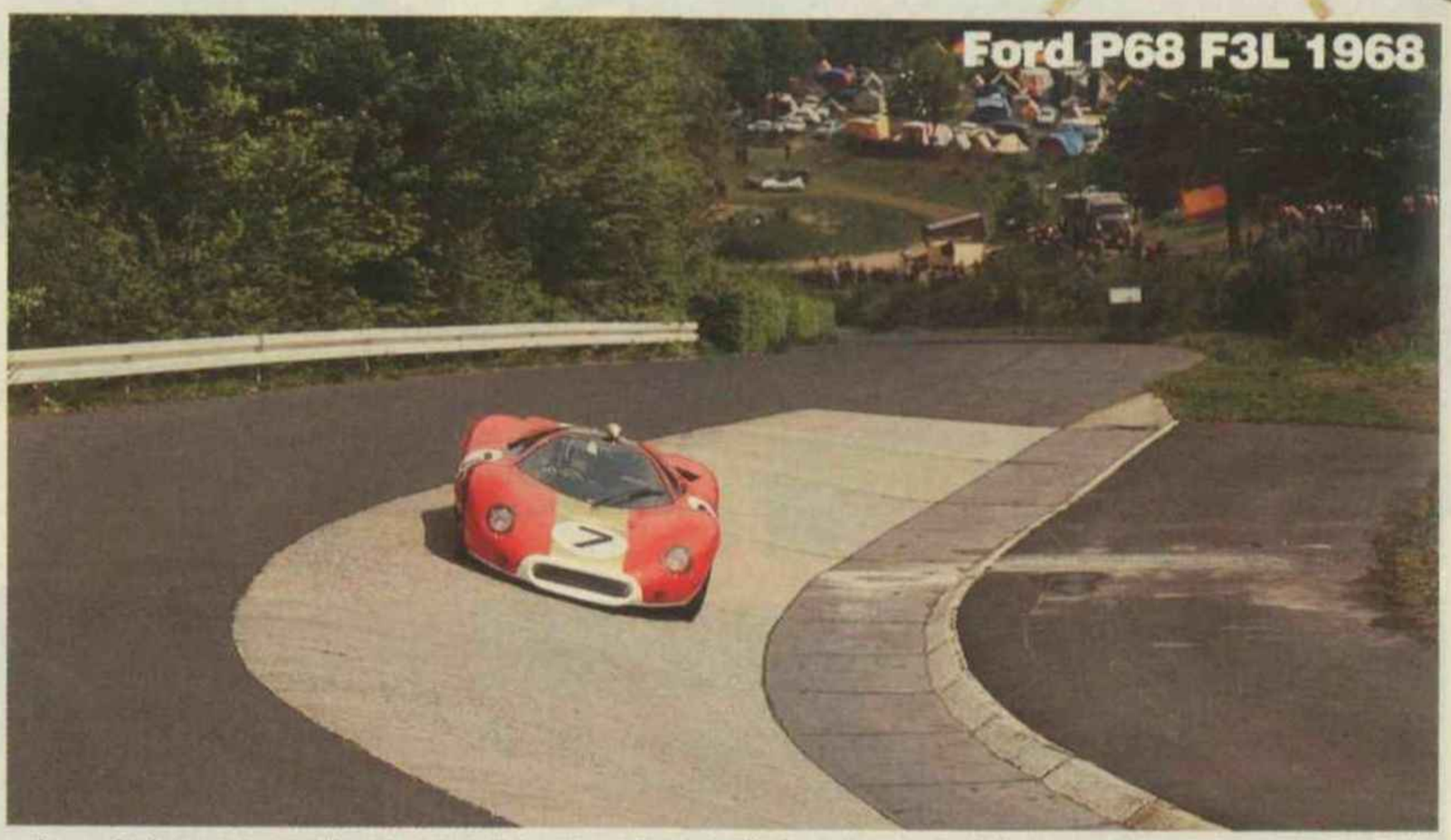
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Ford MkIV 1967



For the most part Ford had a disappointing season except for Le Mans, where the performance of the Gurney/Foyt 7-litre MkIV sporting much revised bodywork proved all-conquering. Seven 7-litres were entered and the opposition was from Ferrari. Such was the speed of the winning car down Mulsanne — 247mph — that one of the works Porsche drivers was moved to remark that he thought he was really flying until Gurney overtook him with the brake lights on. Is there anything else to be said?



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Ford GT40 1968-1969



By 1968 the GT40 was getting long in the tooth. John Wyer ran a team in Gulf colours while awaiting the BRM-engined Mirage project to come to fruition. Ickx and Redman won the opening round at Brands; in other events it was outclassed by the Porsches, but Spa and Watkins Glen fell unexpectedly to the Gulf Fords thanks to fine preparation by Wyer and spirited driving. The biggest surprise was another win at Le Mans for the Rodriguez/Bianchi car which, by this time, was developing a comparatively feeble 415bhp. The 1969 season was even more amazing; Ickx/Oliver won the opening round at Sebring and, despite overwhelming opposition from Stuttgart, the Ickx/Oliver car won Le Mans — in the same car that had won it in 1968 — by a whisker (just over 100 yrds) from Hermann's 908. This was a breathtaking performance from Jacky Ickx in one of the closest Le Mans finishes ever.

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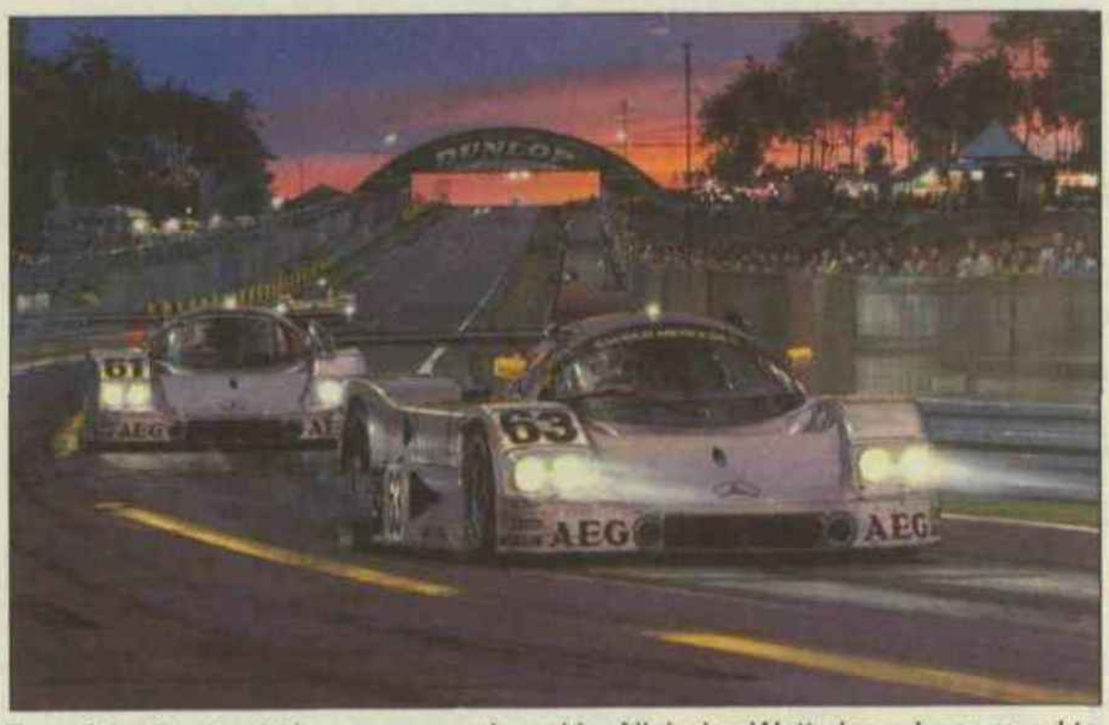
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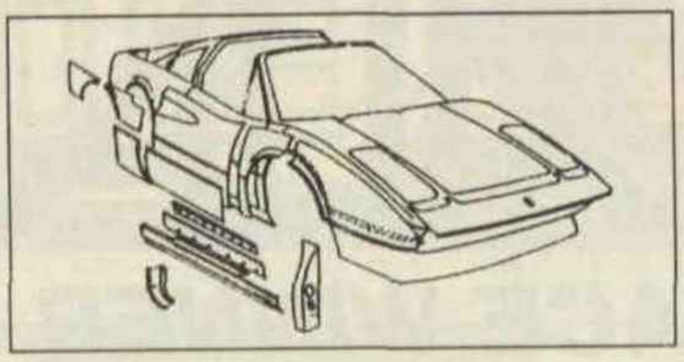
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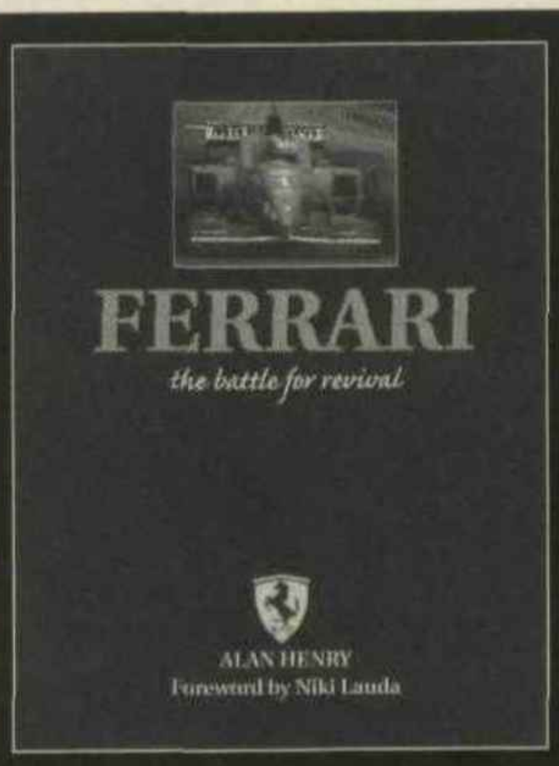
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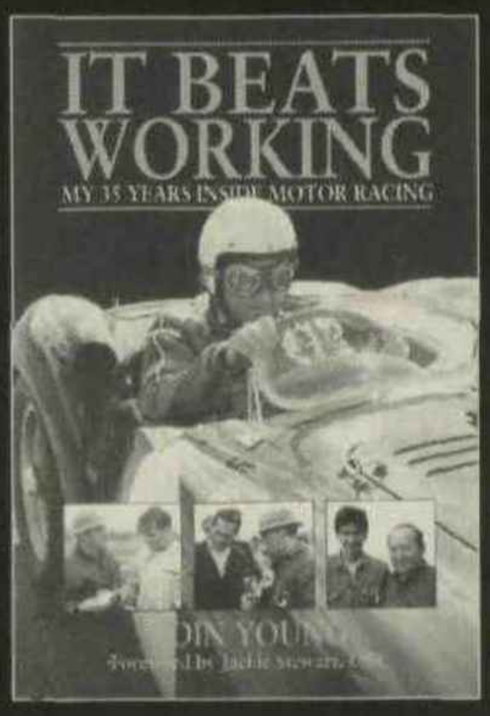
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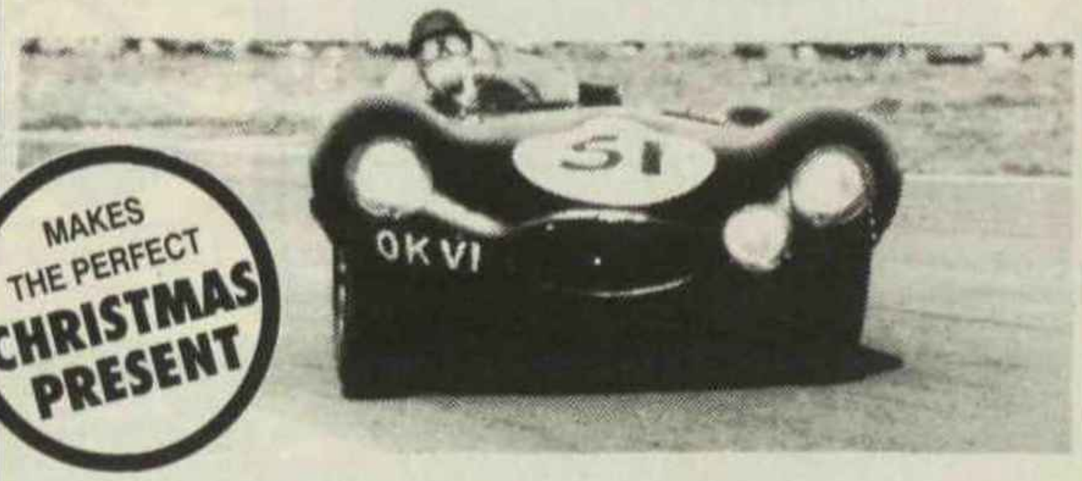
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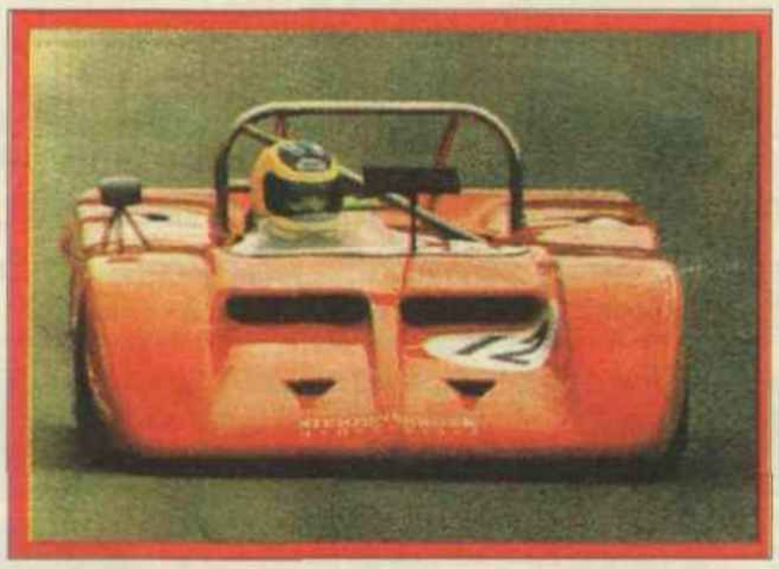
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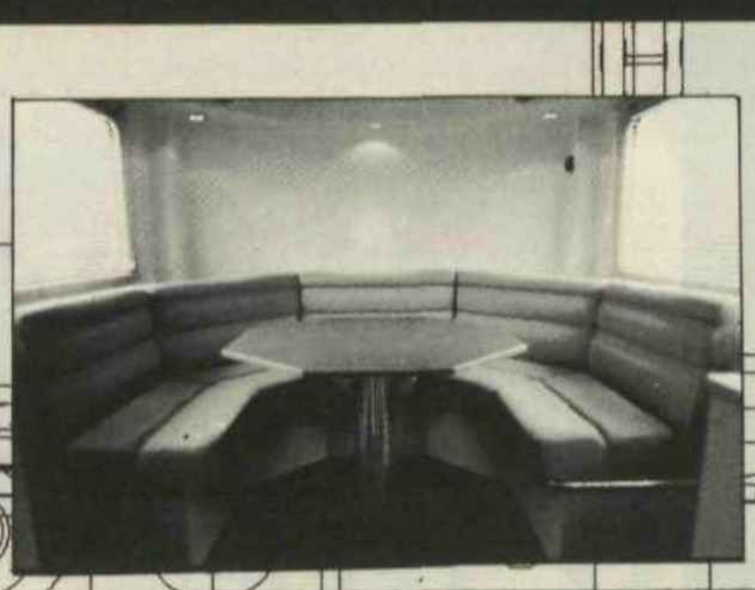
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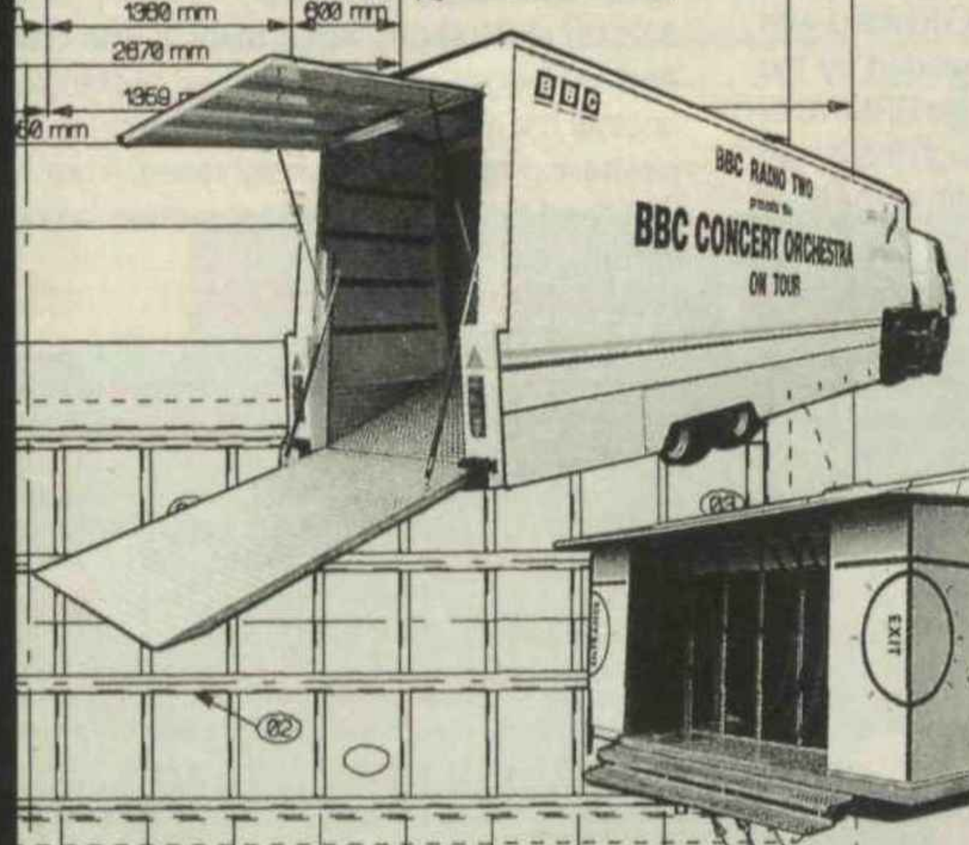
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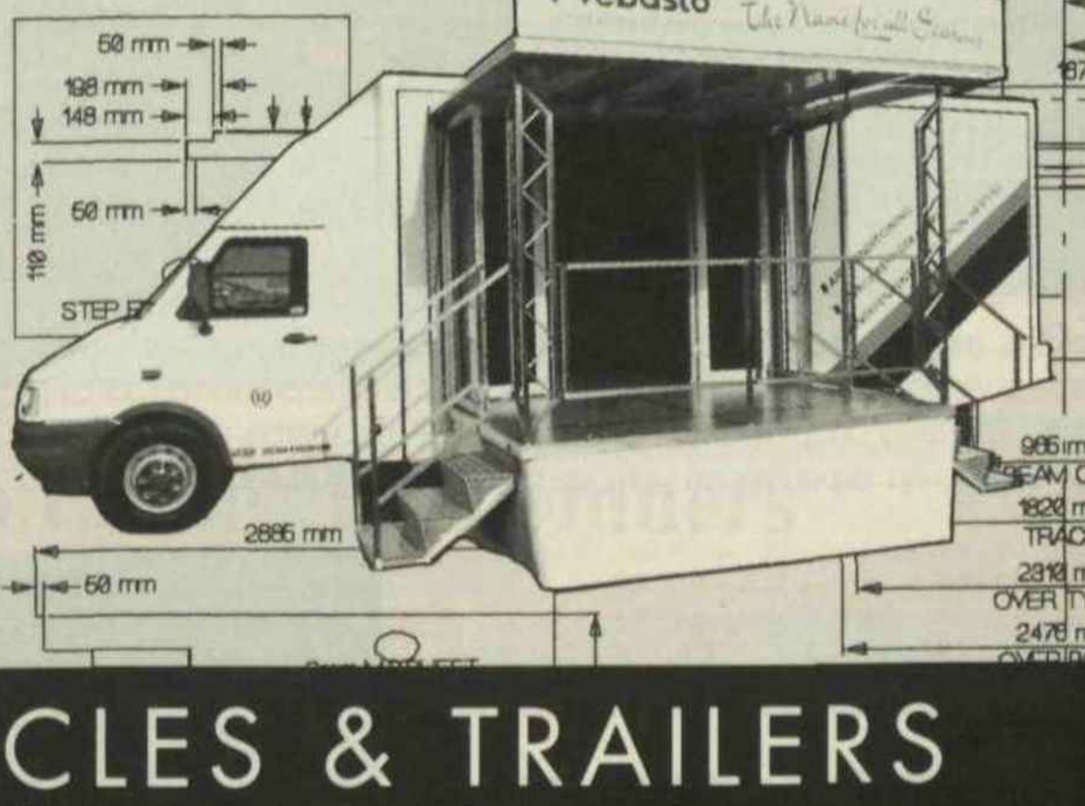












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HISTORIC SPORTS RACING CARS 1950-1970



Ginetta G16 1968



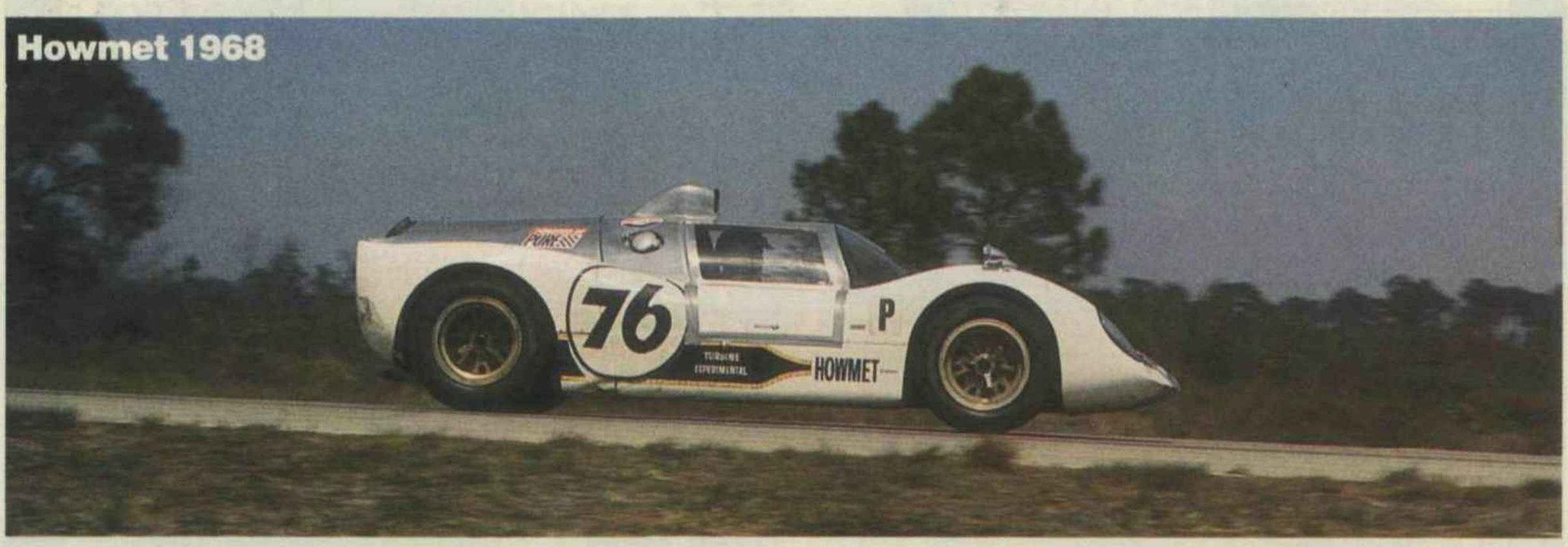
As the G12 of the previous year was uncompetitive against the Chevrons, the pretty open G16 fitted with BMW or Coventry-Climax power appeared in 1968 but was not successful. This was superseded by the revised G16A for 1969; this had wider wheels, a smaller windscreen, altered spring rates and the BRM V8 2-litre. Ginetta was one of the great special builders, but success proved ever elusive and, although there was an appearance at the Brands BOAC 500 in 1969, the Ian Tee-entered car eventually retired with an oil leak.

Healey XR37 1970



The culmination of Healey's sports car efforts in the 1960s was an interesting prototype with a shapely spider body and a 3-litre Repco engine pushing out 322bhp at 8500rpm. At Le Mans it was driven by Andew Hedges and Roger Enever, but tangled with another car early in the race and was delayed in the pits having its nosecone straightened. A brave effort that gave the Brits something to cheer among the Ferraris and Porsches.

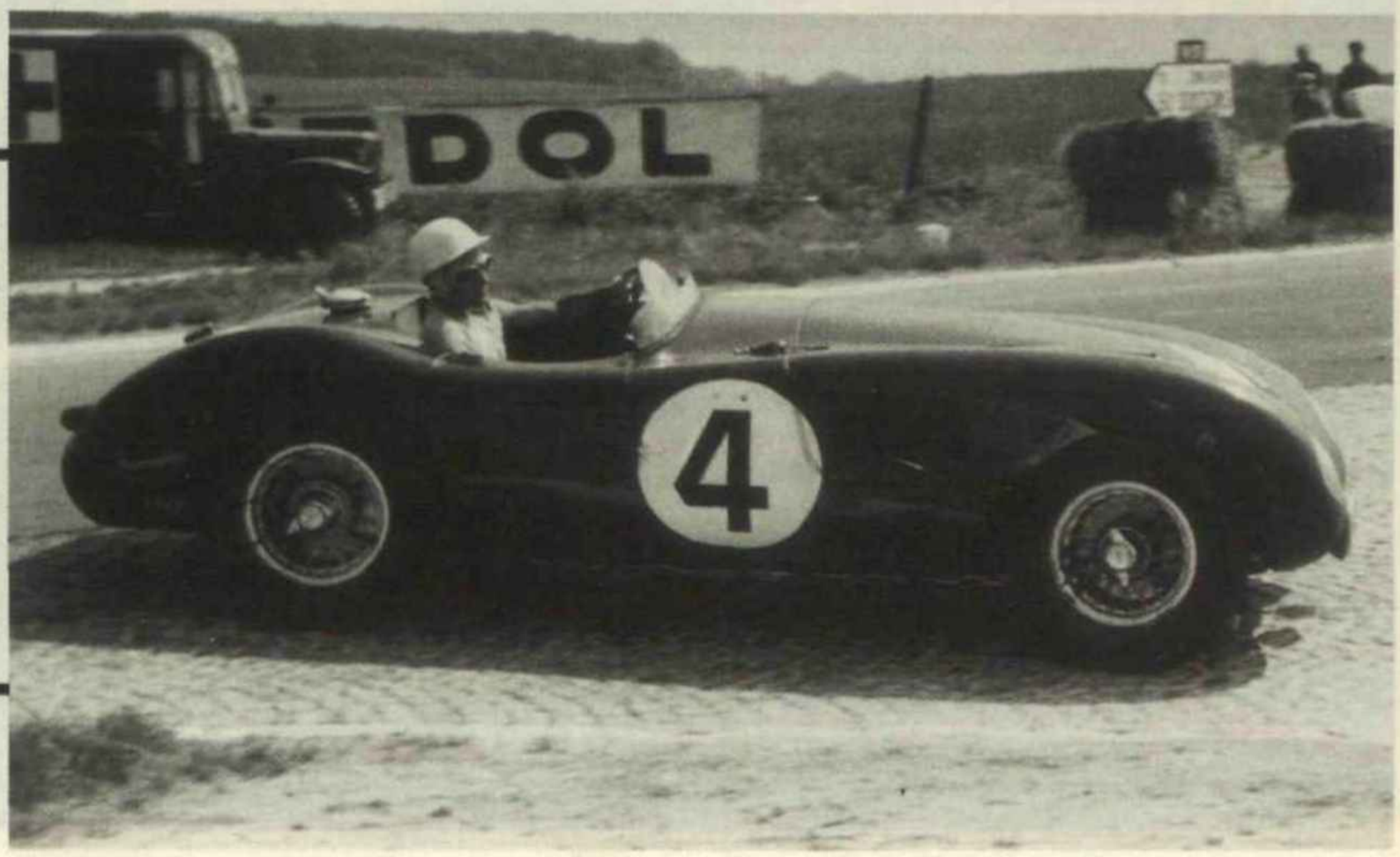
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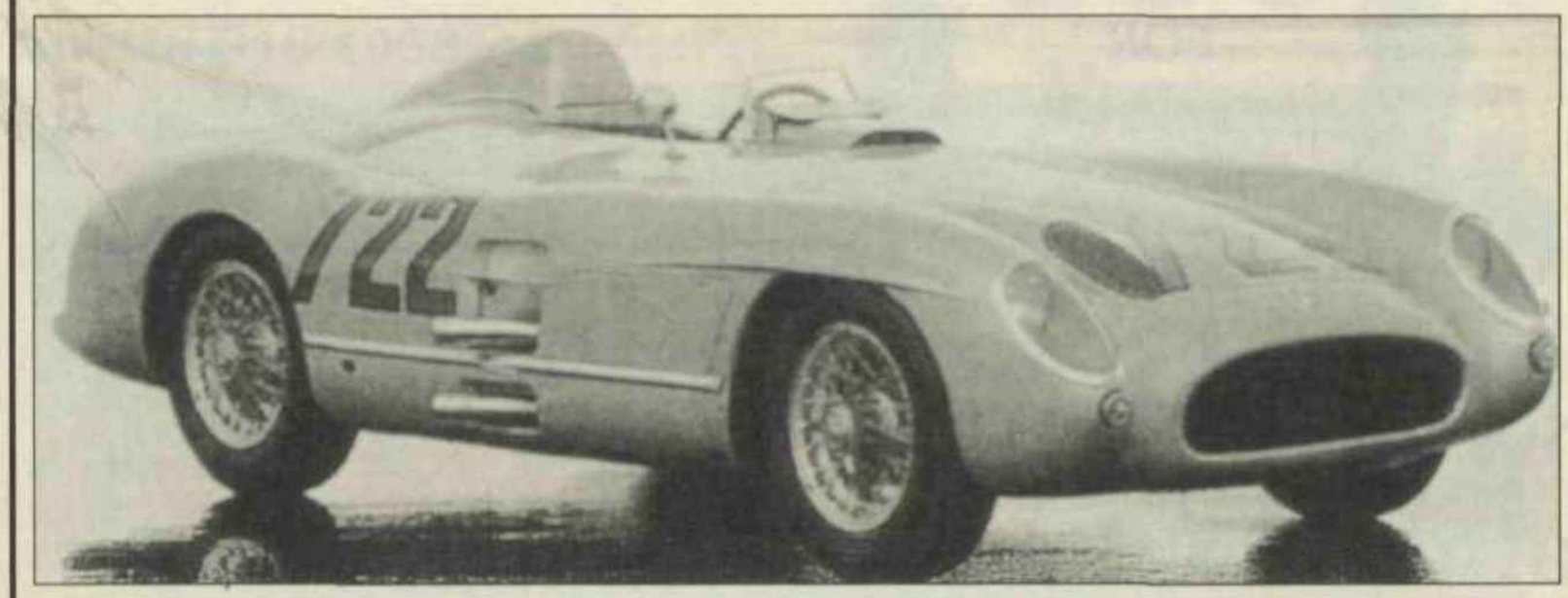
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FORD GT40 – Mk I, 1966. Ex. Maglioli, Scuderia Brescia Corsa and Scuderia Filipinetti. Well prepared car, with FIA papers

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Lagonda V12 Drophead Coupe, 1939
Maserati A6G/1500 Farina, 1948

AC Bristol Zagato, 1958
Ferrari 288 GTO, 1985
Ford Shelby GT350, 1965
Ferrari 250 GT LWB California Spyder
Lancia B20-GT 5th. Series, 1956
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Alfa Romeo 33/3 V8, 1970
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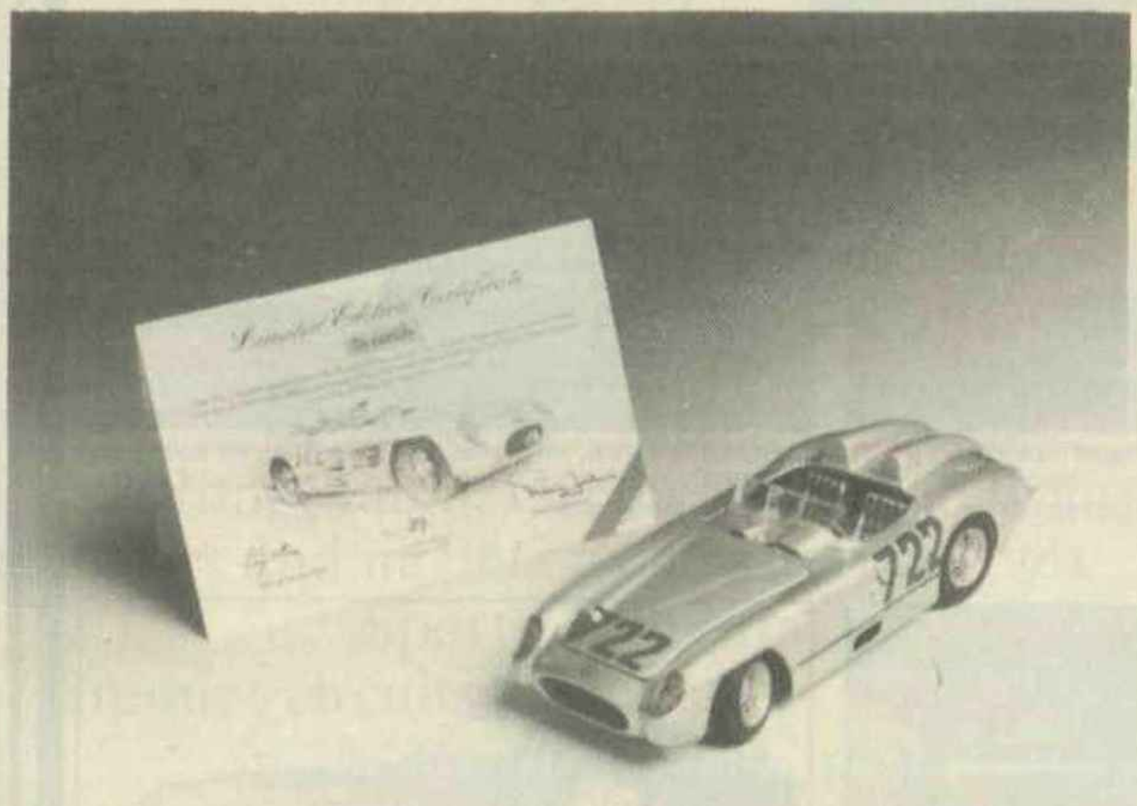
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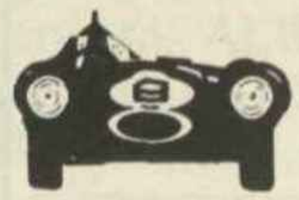
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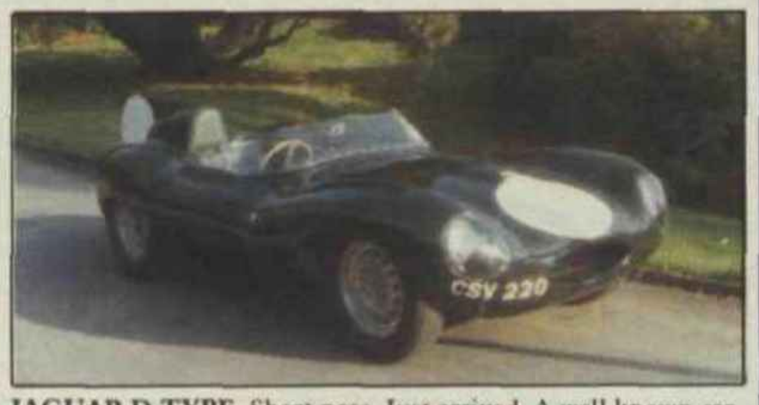
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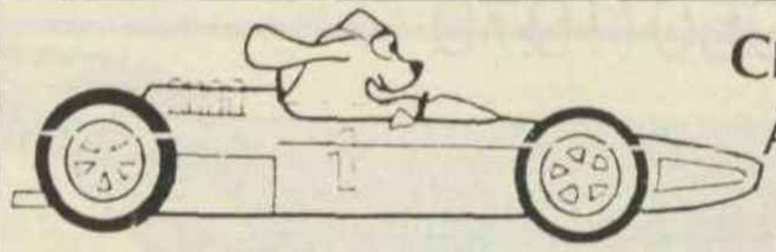
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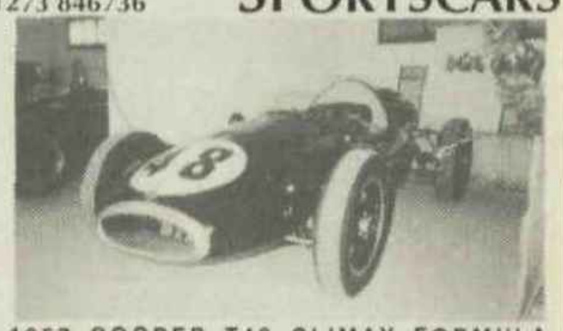


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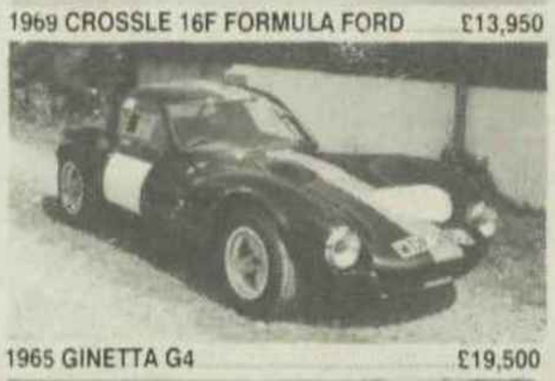
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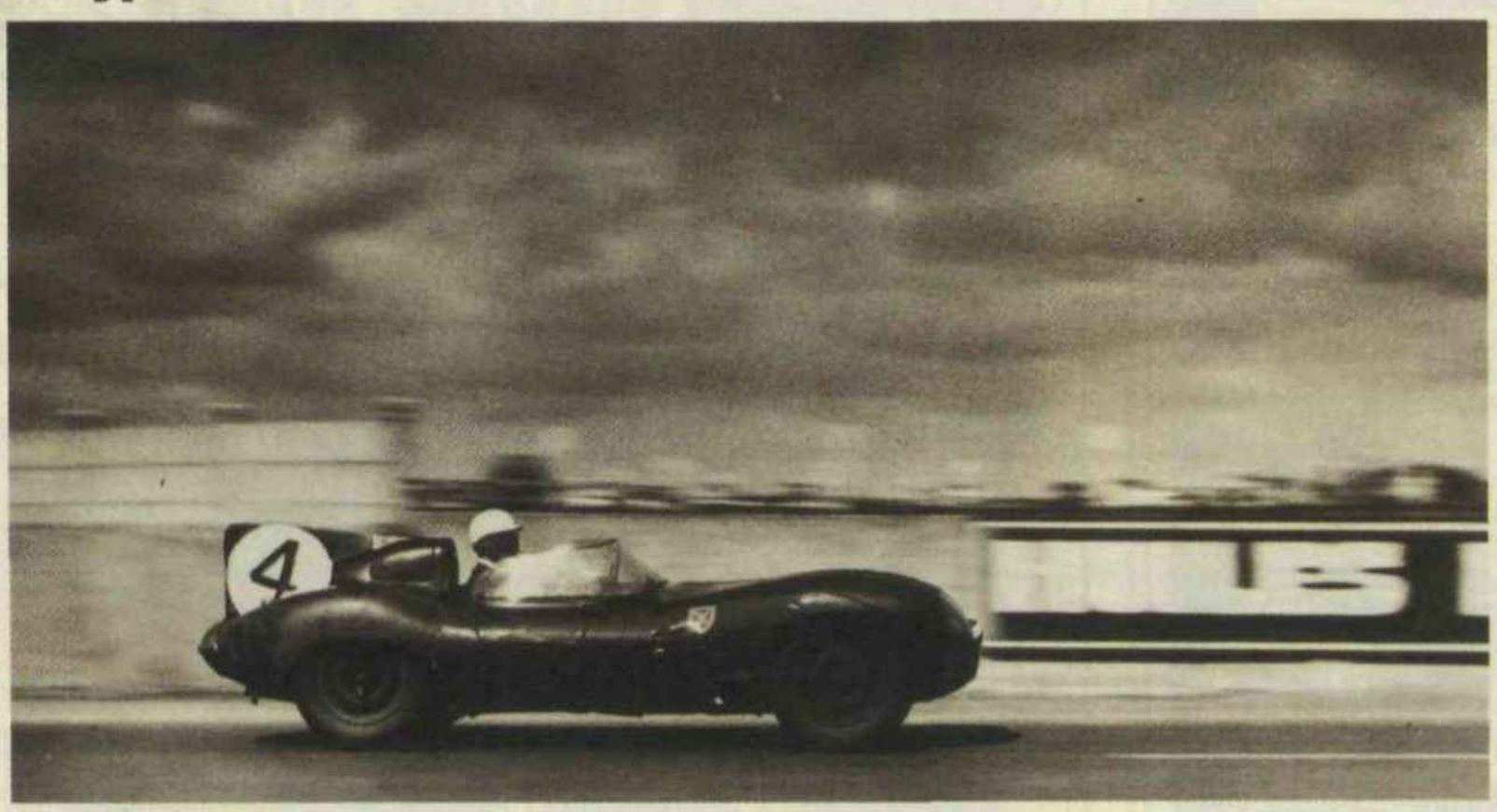
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D Type 1954-1957



The C-Type was superseded by the even more beautiful D–Type which, with the 245-275bhp 3.4-litre engine, notched up another three Le Mans wins between 1955 and 1957. The works withdrew from racing in 1955, thereafter handing the running of these cars over to Ecurie Ecosse. The 1955 long-nose cars with the full wrap-round windscreen were capable of 180mph down the Mulsanne straight — no mean feat at a time when the average family saloon struggled past 65mph. Is this the most coveted '50s sports racer?

XJ13 1965

The truly fabulous 5-litre mid-engined V12 screamer which never raced, and a project for which Bill Lyons had little enthusiasm. Worthy of a place here because of its magnificent presence, poise and beauty. It was hoped that the car would run at Le Mans, but it lacked development, was unstable at high speed and there was one small hitch — Norman Dewis somersaulted it at MIRA while testing. The car was rebuilt and is kept today by Jaguar as a reminder of what might have been. . .

Lancia D24 1954

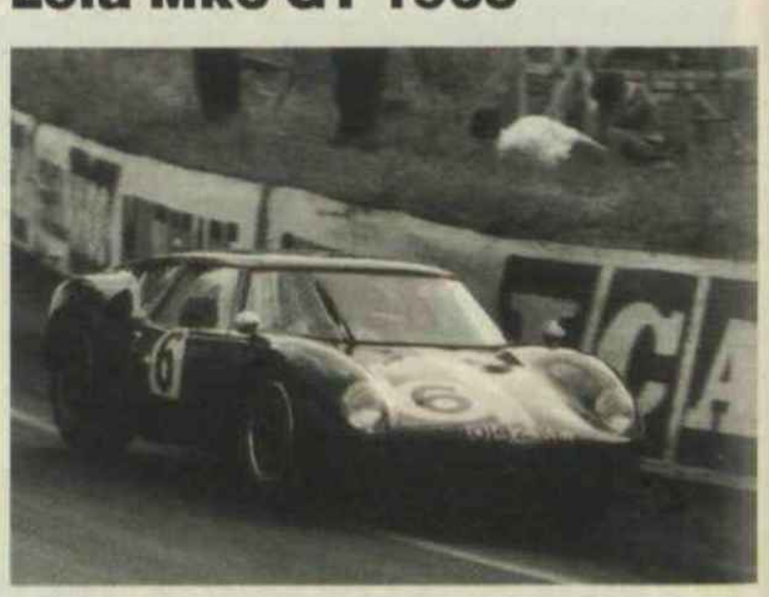
Another in a long line of interesting cars from the esteemed Italian manufacturer, the wickedly attractive deep red open two-seater sported a powerful 3.3-litre V6 engine belching out a maximum 265bhp at 7000rpm, which Alberto Ascari used — without a passenger/navigator — to win the 1954 Mille Miglia. It was a fine victory and others, including the Targa Florio, Circuit of Sicily and the Oporto GP were added to Lancia's spoils before the season was out. Another really great car, but unfortunately short-lived.

Lightweight E-Type 1962-1964



The sensational E-Type clothed and immortalised in a low-drag aluminium-alloy body, and fitted with the classic 3.8-litre six in various states of tune varying between 290-344bhp, the Lindner/Nocker car being generally the most powerful. Several campaigned throughout 1963 and 1964 but, despite a ninth at Le Mans 1963 (Briggs Cunningham car), the Lightweights were most notably used in British events. Graham Hill and Roy Salvadori finished first and second in the 1963 Daily Express meeting at Silverstone. Not a great competition car, but featured here because it's British.

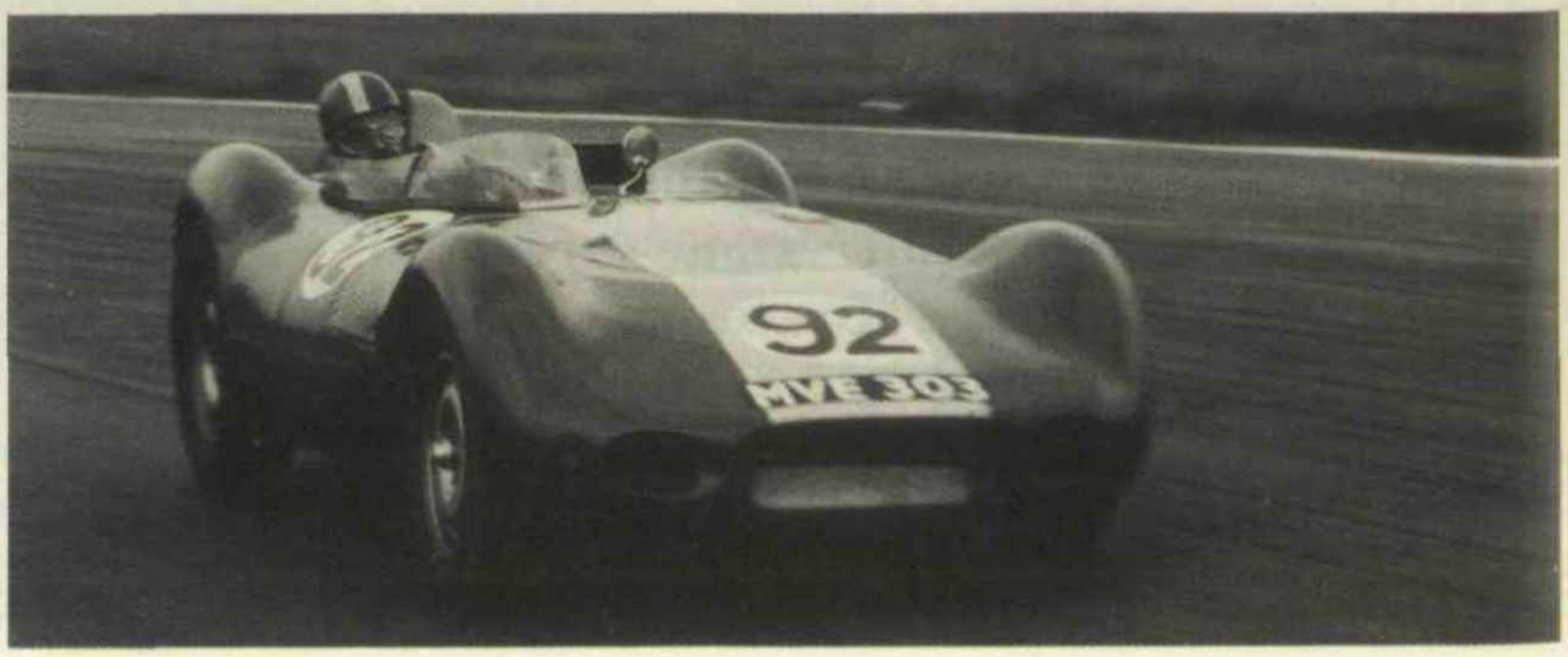
Lola Mk6 GT 1963



Eric Broadley was sufficiently gifted to turn his hand to building cars for any formula; the GT Mk6 was the most ambitious of his early sports cars. Based on a monocoque chassis clothed in a pleasing coupé body, there was a 4.2-litre Ford V8 planted amidships producing 260bhp at 6500rpm. A loose wheel caused retirement at the Nürburgring; two cars were entered for Le Mans but only one (a 4.7-litre) started. It crashed early on Sunday morning, but this is a historically important car as it formed the basis for the design of the Ford GT40.

Lister Jaguar 1957

The brainchild of Brian Lister's Cambridge-based outfit, the 'Knobbly' first appeared in 1957 and Archie Scott-Brown scored a number of successes in British events throughout the season. Archie was tragically killed at Spa in 1958. For 1959 the Lister appeared with a new Costin-designed aerodynamically correct body. By this time both Jaguar and Chevrolet engines were being used. Regrettably the cars were unreliable and no match for the lighter Lotuses and Coopers. The team broke up in 1959 after Lister works driver Ivor Bueb was killed in an F2 race in France.



Lola T70 1967-1970



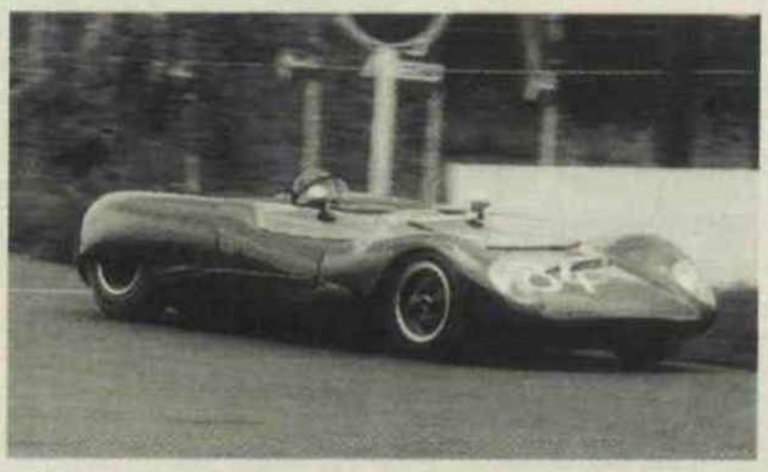
Never as successful as the GT40, but the T70 was one of the most dramatic, powerful and charismatic cars of the late 1960s. With its gullwing doors, the shapely body was a piece of fine art, the Chevrolet 5.7-litre V8 a barking battleground. Surtees ran the 5064cc Aston-engined car. Successes were few and far between despite modifications and improvements over ensuing seasons. Highlight of 1969 was victory for Mark Donohue in the Penske-prepared car at Daytona. A number of minor victories followed, but the season was marred by the death of Paul Hawkins in a T70 at Oulton Park. By 1970 the Lola was uncompetitive, a few examples scoring minor successes in private hands.

Lotus VI 1953-1956



The start of a long and colourful racing career for Colin Chapman. A crude but fine handling machine, the MkVI was a 'clubbie' special sold in kit form, and ripe for impecunious privateers. Just 100 produced all told, with a variety of Ford and MG engines, this car inspired much greater things for the future and is historically important for this reason.

Lotus 23 1962-1966



Based on the multi-tubular spaceframe FJ 22 single-seater with a glass-fibre body, the Lotus 23 demonstrated its superiority when Jimmy Clark debuted the 1½-litre 4-cylinder car at the Nürburgring against more powerful opposition from Ferrari and Porsche. At the end of lap one, Jim was 28sec ahead, and over 2min in front when everything started to fall apart in traditional Lotus style. Great while it lasted, though. Developed into the 23B with the 1558cc 'twink' for 1963 and just went on winning — enough said.

Maserati 300S 1955-1958



A worthy successor to the A6GCS, the 3-litre 300S was similar in spec to the 250F GP car, but had a capacity of 2993cc and maximum power of 250bhp at 6500rpm. The chassis frame was also similar to the 250's, and drivers liked the car for its fine handling and traction. First victory was the Bari GP with Jean Behra driving; he scored again at Monza but at Le Mans both entries retired. Behra, however, won again at Oporto. A beautiful Maserati which would give any contemporary Ferrari a run for its money. The later 450S, although more powerful, was nowhere near as successful.

Lotus XI 1956-1960

A far cry from the VI, Chapman introduced sophistication with a Coventry-Climax engine (or Ford in Club form) for Le Mans and a beautiful, low alloy body with partially enclosed front and rear wheels. A lively, if at times temperamental, car, these little Lotuses were real gems and indicative of Chapman's engineering philosophy. In 744cc guise an XI won the Index of Performance at the Sarthe in 1957.



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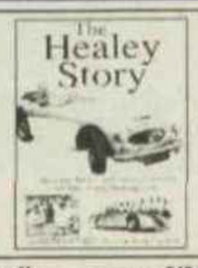
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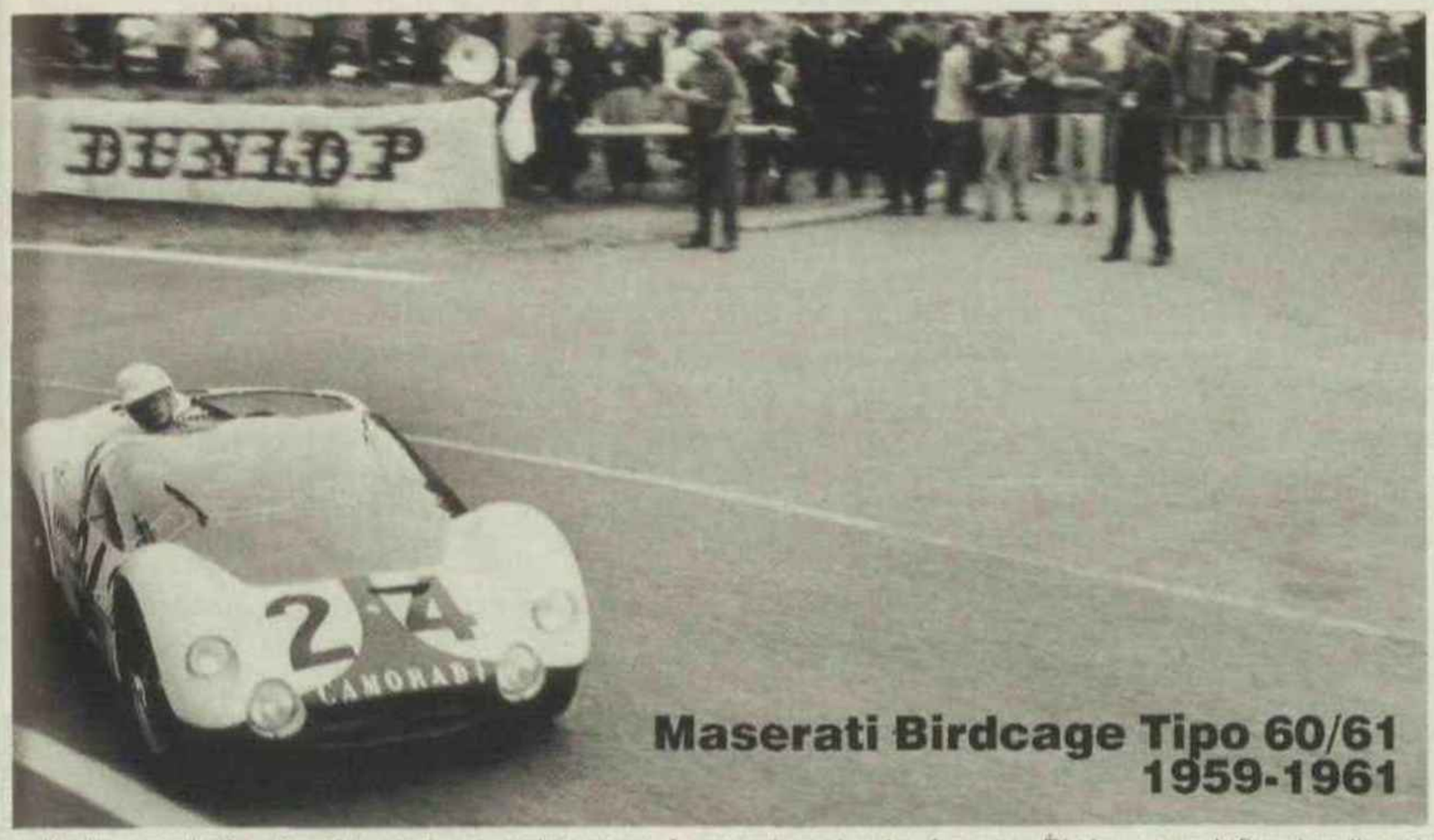


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Maserati Birdcage Tipo 60/61 1959-1961

Nicknamed after its hideously complex spaceframe chassis, the famous Birdcage redefined ugliness according to some, but proved to be one of the most efficient and inexpensive Italian racing cars of its era — several components were from the redundant 250F/300S parts bin. The original 4-cylinder 2-litre engine gave 195bhp at 7800rpm, and Stirling gave the T60 a maiden victory at Rouen against strong opposition from Lotus and Lola. A few weeks later it won the Pontedecimo-Giovi hillclimb. A 240bhp 2.8-litre version — Tipo 61 — proved fast but delicate, but won at Riverside, Laguna Seca, Palm Springs and the Nürburgring. Three of the 'silly windscreen' cars appeared at Le Mans. The Birdcage had an erratic career but is fondly remembered for its blinding speed.

Matra M630 1967



After an unfruitful season with the first prototype, Matra went to the 1967 Le Mans test weekend with a new 2-litre BRM engined car; a Ford 4.7-litre V8 version also appeared but its driver, Roby Weber, was killed in it during practice. A conventional chassis with an unusual coupé body, the M630 was entered for Le Mans in short-tail form; both cars retired. Very much a learning season, the highlight was Beltoise's victory at Magny-Cours.

Matra M630 1968

Revised bodywork and fitted with the glorious, screaming 390bhp GP V12, the M630 only appeared in three races throughout the season — Spa, Le Mans and Montlhéry — but failed to finish in each after myriad problems. Not a great success, but the exhaust note and odd-looking body certainly brightened up the Ford/Porsche-dominated racing scene.



Matra MS630/650 1969

These were built with open bodywork — a new MS640 coupé appeared but was crashed inexplicably by Pescarolo in a testing accident. The MS650 replaced it and had a revised tubular chassis and F1 style suspension. They were entered for Le Mans in long-tail form alongside the short-tail MS630/650. Beltoise/Courage brought an open car home in fourth place, which was a great achievement especially as the car had been built in such a short period. At Montlhéry Beltoise/Pescarolo brought a 650 home first and Rodriguez/Redman finished second in a MS630/650. The 1970 Matra season is best forgotten.

McLaren M8 1968

The omnipotent, ground-shaking Can-Am car that dominated this series until the end of 1972 with a total of 37 race wins to its credit, and featured here for that reason. A formidable cocktail by any standards, the M8 was developed over its career to include V8 Chevy engines ranging from 7– to 8.1–litres with up to 740bhp on tap. The chassis was a rivetted and bonded alloy monocoque clothed in a sensationally clean body always painted in an uncompromising shade of orange. Poor Bruce tragically lost his life at Goodwood, but his cars lived on to finish the job he'd started some years before. The M8 was one of the greatest-ever sports racers; do not miss the opportunity to see them at historic events today.



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Mercedes-Benz 300SLR 1954-1955



Read Jenks's report in MOTOR SPORT about his record-breaking run with Stirling in the 1955 Mille Miglia, which of course they won, and it will tell you more about the brilliant 300SLR than any literature published by Daimler-Benz, or anyone else for that matter. The 300SLR was the most fabulous machine that won everything in 1955, except Le Mans when the infamous crash resulted in the death of works driver Pierre Levegh and over 80 spectators. What a shame that Mercs withdrew from racing at the end of this season.

Morgan Plus 4 Super Sports 1961

An oddball among this pack of supercars, but worthy of space because of Chris Lawrence's magnificent performance at Le Mans in 1962 with TOK 258. After the usual mods to the TR4 engine including the fitment of a brace of Webers, power grew to a comparatively feeble 125bhp, but it was enough for Lawrence and Richard Shepherd-Barron to finish 13th and win the 2-litre class at an impressive average speed of 93.97mph. Success continued for Morgan privateers in the ensuing years, but the Le Mans triumph stands head and shoulders above the rest.

Nomad 1967



An interesting Group 6 project from Mark Konig and Bob Curl. A good looking coupé of Ferrari-like proportions, with conventional spaceframe chassis and the inevitable Ford twin-cam amidships, the car debuted unremarkably at Crystal Palace, but won its class at Clermont-Ferrand and again a few weeks later at Montlhéry. Lightened and modified after, but there was no success until the 1498cc BRM V8 engine was fitted and the car appeared at Jyllandring, Denmark, where Konig placed sixth. Fifth and seventh followed at the Nürburgring and Imola respectively. A spider version was built for 1969, but retired from the Targa Florio, Silverstone and Le Mans. After a number of minor races without success, the Nomad concern was wrapped up in 1971.

Mercedes-Benz 300SL Coupé 1952

Alfred Neubauer headed a delegation which travelled to Le Mans in 1951 to watch a Jaguar win. His reported his findings back to Stuttgart, which resulted in the production of the new 300SL Gullwing coupé for 1952. With its 3-litre six-cylinder engine and slippery 'no-frills' body, it was devastatingly successful, winning the PanAmericana, Le Mans and sportscar races supporting the Swiss and German GPs. Nobody needed reminding that this was another demonstration of German efficiency, but Daimler-Benz pulled the plug on the project at the end of the season.

Mirage M2/300 1969

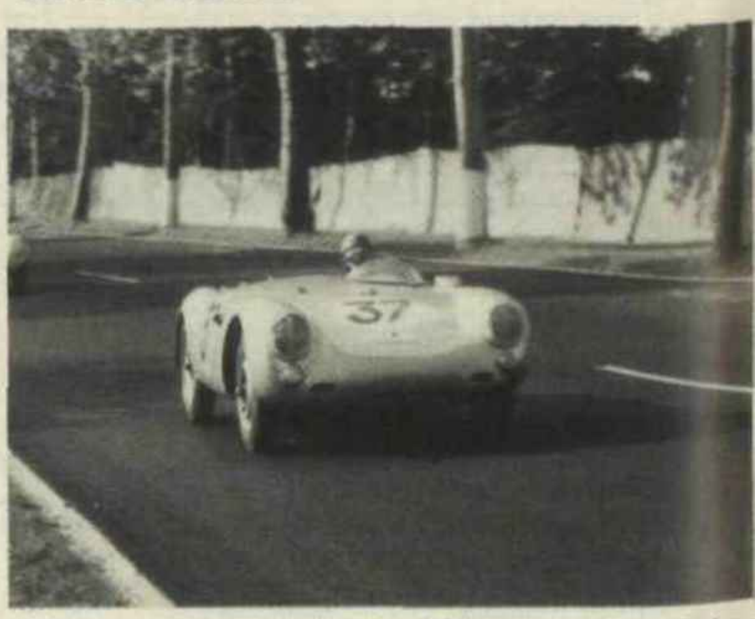
Wyer concentrated his efforts on the GT40 through 1968, but had the new 3-litre V12 BRM-engined prototype ready for 1969. A pretty car with neatly penned coupé bodywork and Gulf livery, it should have worked well but lacked 'grunt'. A Cosworth DFV and 48-valve BRM power unit were fitted for the Nürburgring but both cars failed to finish. A lightweight Spider version appeared at Watkins Glen but retired, the brilliant Jacky Ickx scoring the only victory of the season in the non-championship Imola 500km. A miserable year, but Wyer's fortunes would change in 1970 with the Porsche 917.

Mirage 1967



John Wyer's modified GT40 with revised, sleeker bodywork and, by Monza, a full 5-litre V8 engine. Ickx/Thompson won the Spa 1000km with a Holman/Moody-tweaked 5.7-litre car, but this didn't count towards the championship. There were further victories in the Paris 1000km at Montlhéry and Kyalami 9 Hours. A great season with a memorable car, the light blue and orange Gulf livery remaining indelibly printed on the minds of all those who saw these cars.

Porsche 550 Spyder 1953-1956



The car that established Porsche as a racing force, the mid-engined 1.5-litre 120bhp four-cam 550 Spyder took class wins in the Mille Miglia, Le Mans, Rheims 12 Hours, Nürburgring and Pan-Americana. There was a 1-2-3 class win at Le Mans 1955 and outright victory in the 1956 Targa Florio. Impeccable handling and reliability were the two key tenets in Porsche's early success.

917 1969-1974



Totally bloody outrageous, the 917 was an evil monster which at first terrified everyone who drove it, except the decade's most under-rated driver, Vic Elford. After John Wyer tamed it with a couple of simple bodywork mods, the 917 remained outrageous, but not quite as evil and frightening. All-conquering, it totally outpaced nearest rivals Ferrari, and won virtually everything in 1970 and 1971 including two-on-the-trot at Le Mans. In 1100bhp turbo Spyder form, it continued to dominate in Can-Am throughout 1972 and '73, and the Interserie Championship in 1974. There is nothing quite like the 917. . . and probably never will be again.

Porsche RSK 718 1957-1960

The revised and much prettier successor to the 550, which dispensed with swing-axle rear suspension in favour of coil springs and trailing Watts-type linkages. Both 1500 and 1600 four-cammers saw service amidships. There were numerous class and outright wins in European events throughout 1958, including Le Mans (class win) and again in 1959. But the greatest accolade was outright victory in the Targa Florio with Barth/Seidel at the wheel. The RSK was developed into the RS60. Further victories followed, but the original RSK is considered to be the finest expression of Porsche's 1950s philosophy.

904 1964-1966



Porsche's first fibre-glass bodied car, and the last of the four-pot four-cammers developing between 155-180bhp. Superb aesthetically, it had an unusual ladder-frame chassis and proved amazingly versatile, winning the 1964 Targa Florio outright and placing second on the Monte Carlo Rally a year later. A few late examples were fitted with the new flat-six engine. Successful with works drivers and privateers alike, this was the last sports-racing Porsche capable of being raced and driven home afterwards. From here on things would be very different indeed.

906 1966



One of the most beautiful and drivable Porsches ever built, the 'Carrera 6' had the new 2-litre six-cylinder engine developing 210bhp at 8000rpm. It scored a class win at Daytona first time out, then cleaned up in the 1966 2-litre Championship with four class wins and overall victory — Porsche's sixth — in the Targa Florio in the same year. An amazingly successful car which, ironically, was beaten on home soil by a V6 Dino.

908 1968-1970

Fitted with Porsche's esteemed flat-eight 3-litre propelling various bodystyles in short- and long-tail spyder and coupé bodies, the 908 proliferated for several years. Famous for finishing second at Le Mans in 1969 to Ickx in the GT40 by 100 yards, the 908's finest hour was arguably the Redman/Siffert victory on the 1970 Targo Florio with the 908/3 Spyder. The 908 scored numerous victories throughout 1968, '69 and '70, too numerous to relate here.

Rover-BRM 1963-1965

A splendid effort at Le Mans by the experimental gas-turbine car based on a BRM chassis. It averaged 173.546kph for the 24 Hours and scooped a special award for its efforts. Producing around 150bhp between an incredible 35/40,000rpm — even in the corners — *les pilotes* were thankful for a smooth run to an unofficial eighth place overall. Rover returned with a revised car in 1965, but it provided no threat to the 904 Porsches in the 2-litre class after engine damage dropped it to 10th. An innovative and interesting project — another British first — that would inspire Flash 'Arry to build a single-seater Lotus turbine car.

Tojeiro 1952

One of Britain's great special builders who made cars in which a number of privateers were successful, including Cliff Davis's Bristol-engined car during 1953-54. There were more powerful cars from 1955 including the Tojeiro-Jaguars run by Ecurie Ecosse. As Jaguar-engined cars became outclassed towards the end of the 1950s, Ecurie Ecosse commissioned a special coupé from Tojeiro for 1962 powered by a 2.5-litre four-cylinder Coventry-Climax engine. Dickson/Fairman drove one at Le Mans but it retired. A second version with a Buick 3.5-litre V8 was prepared for 1963, but could only run in British events, albeit with a young Jackie Stewart at the wheel. Lack of finance led to a sparse results list, but JYS managed sixth at Silverstone and eighth at Brands. Ecurie Ecosse packed up in 1966 after an unsuccessful foray with a 4.7-litre car, which was sad after the great days of the 1950s. But these cars are historically important; would Stewart's career have come to the fore without them?

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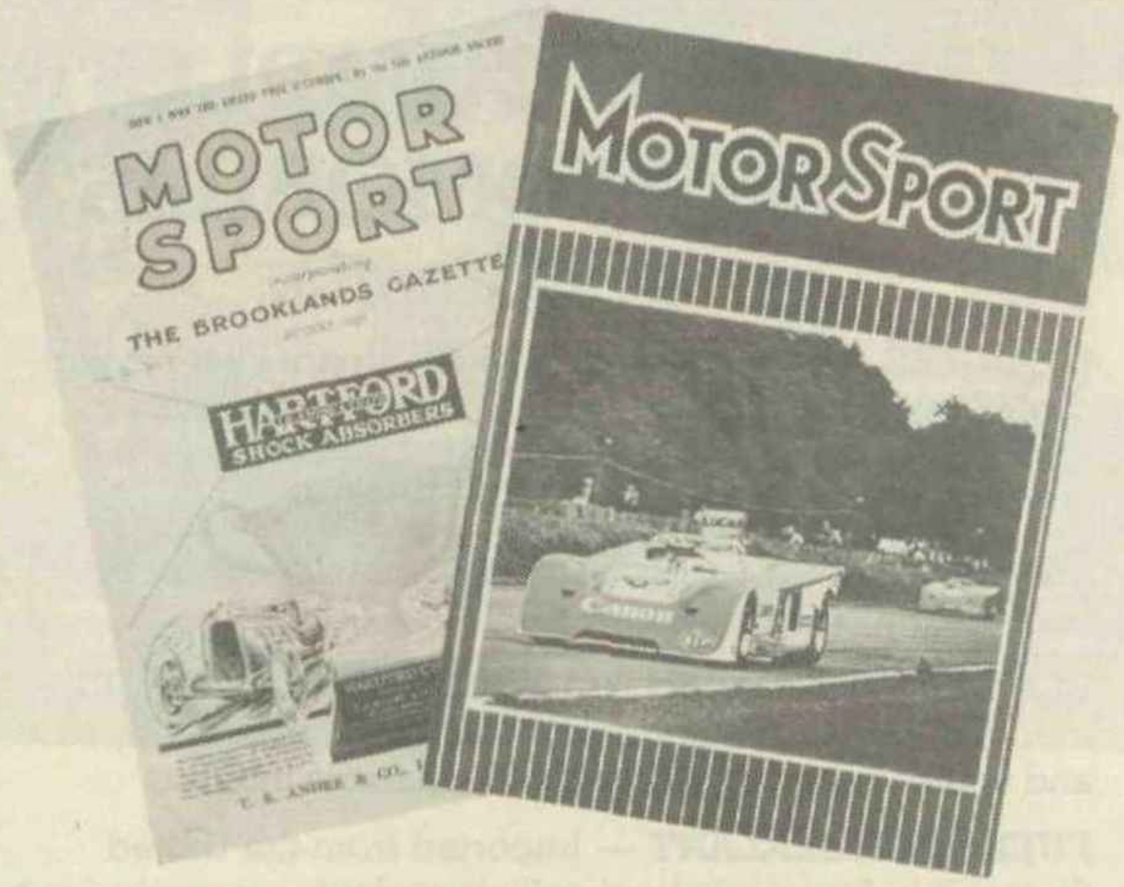
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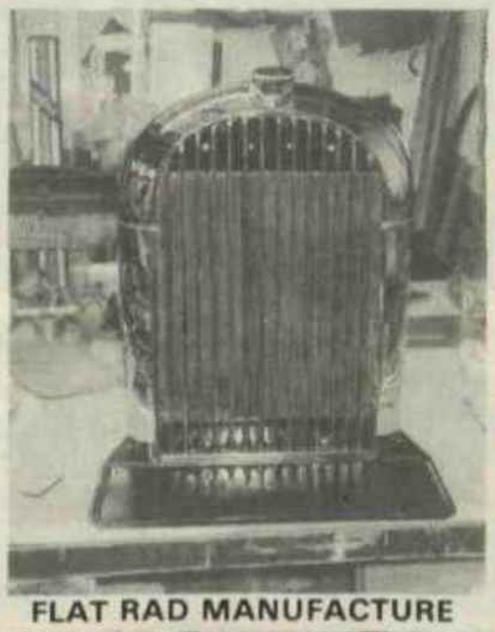
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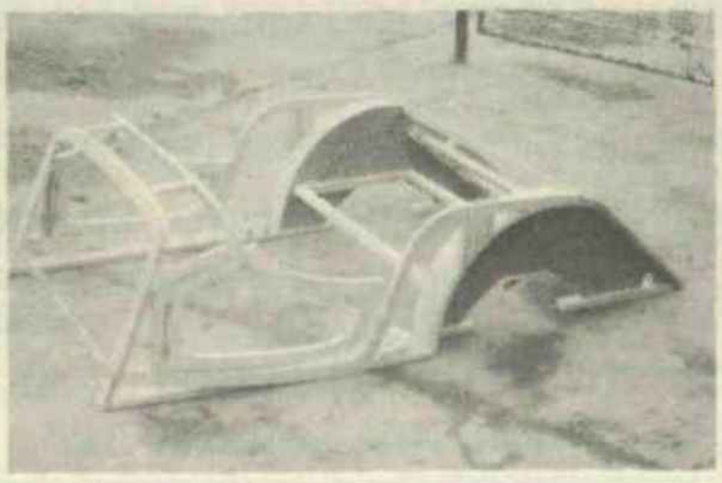
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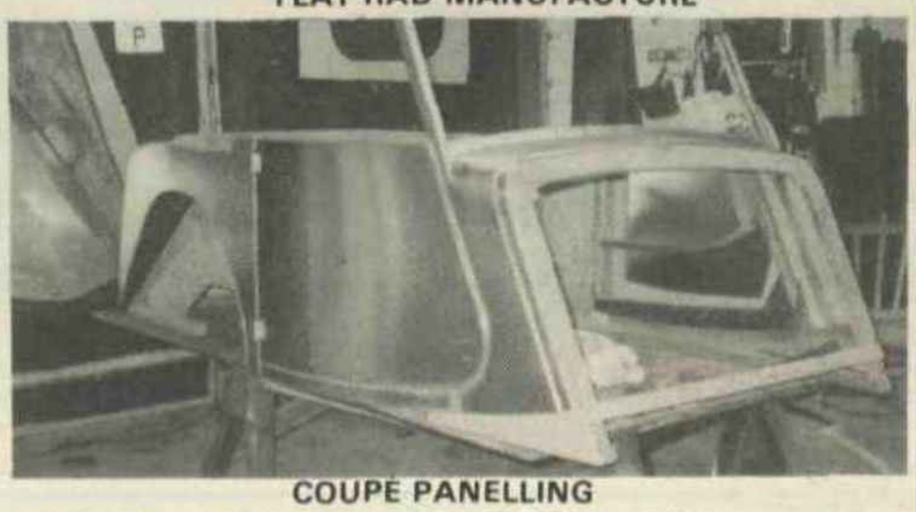
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1965 E-Type 4.2 FHC comp spec	Carmen red	58,000m
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It has been more than four years since we last had an Oscar V8 good enough to offer to you, so it is obviously with mixed emotions that we offer this example for sale today. Impeccable service history, beautiful condition throughout and an absolutely delightful drive. The metallic Burgundy coachwork makes a refreshing change from the all too common Blue examples, yet remains just as discreet and tasteful. The Magnolia leather creates a light, airy aura to the interior and the Burgundy piping helps subdue any brashness that acres of Magnolia leather can sometimes convey. Truly this is a Gentleman's Grand Touring express. First come, first served at £29,750.



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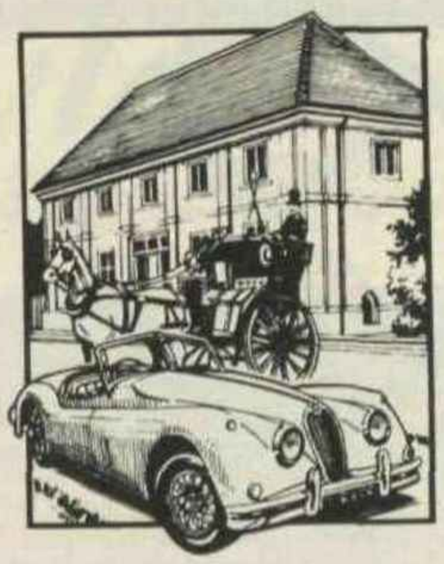
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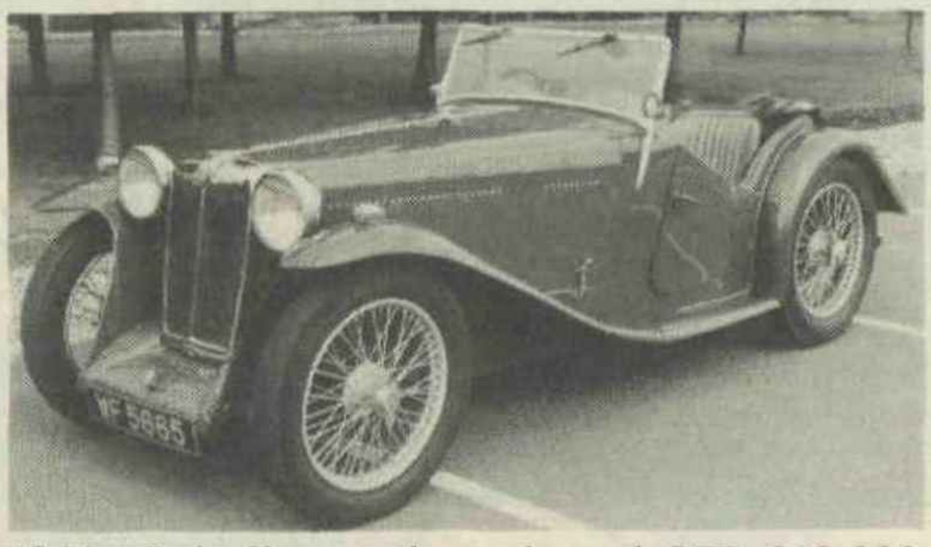
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1957 AUSTIN HEALEY 100/6 in yellow and black, 4-speed gearbox with overdrive, new hood, trim, wire wheels etc. This car has been the subject of an extensive restoration program and looks and drives exceptionally well. New into stock, please telephone for details of the work which has been carried out **£14,999**

1962 BMW ISETTA THREE-WHEELER in white with blue interior and needs restoration. It has the three-speed gearbox with reverse. These three-wheeled vehicles are extremely good fun and this one is in sound and running condition and should be a straight forward restoration project. We think it's worth around £1,500.... **Offers please**

1964 JAGUAR MkII 3.8 MANUAL GEARBOX WITH OVERDRIVE in Jaguar Warwick Grey with blue interior. This car has had a very low ownership which we believe to be only two owners! It is sold with the original manufacturers warranty card, original green log book and the original Jaguar maintenance voucher book. Last used in 1984 and stored since it has had some restoration work carried out recently and is being sold as a running restoration project. With restored cars selling at £25,000 plus this has got to be a rare opportunity at **£8,999**

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

1967 DAIMLER 2½ LITRE V8 SALOON. The subject of a private major restoration a few years ago (all photographs are with the car). This car which is finished in Daimler Beige represents extremely good value. There is a lot of the early service history, details of previous owners, a service manual, all of which is sold with the car **£7,995**

1968 MERCEDES 280 SL. Finished in white this 280 SL has the detachable hard top and is fitted with an automatic gearbox and has power steering. We have the MoTs for the car since 1973 when the mileage was 20,032 and we have documentation from Mercedes Benz (Great Britain) Ltd. to show that the engine was overhauled by the factory in 1971 when the mileage was only 7,100. Recently owned by a Mercedes Benz main dealer the car is sold with receipts for approximately £5,000 which has been spent by them over the last 5 years. This Mercedes represents extremely good value. Price: **£13,995**

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

1977 ROLLS-ROYCE SILVER WRAITH II. This long wheel base car is finished in white with everflex roof, the interior is blue leather to the front and special order cloth to the rear. It has been owned since 1983 by the same family and has been serviced at the following mileages: 2,983 miles, 6,482, 12,423, 18,823, 24,249, 31,054, 54,061, 60,345, 61,545, 65,338, 66,109, 67,900, 70,200 and 72,059 miles. Not only do we have the service records, we also have copies of all the invoices of work carried out since 1983. Valued by the Rolls-Royce Enthusiasts Club on the 23.12.94 at £16,000, this now must be the bargain of the year at only **£9,995**

1977 ROLLS-ROYCE SILVER SHADOW II. This Rolls-Royce, the rare pre-headlight wash Shadow II has been serviced at the following mileages: 6,585, 15,026, 25,812, 28,741, 35,054, 39,235, 40,547, 41,064, 46,258 and 52,185 miles. It is fitted with electric windows, automatic gearbox, power steering, central locking and air conditioning. It is sold with copies of various work which has been carried out on the car, together with the handbook, the service record and old MoTs. In Caribbean Blue with magnolia interior, possibly the nicest colour combination you will find on a four-door Rolls-Royce Shadow II. This superb driving car is very good value at **£16,950**

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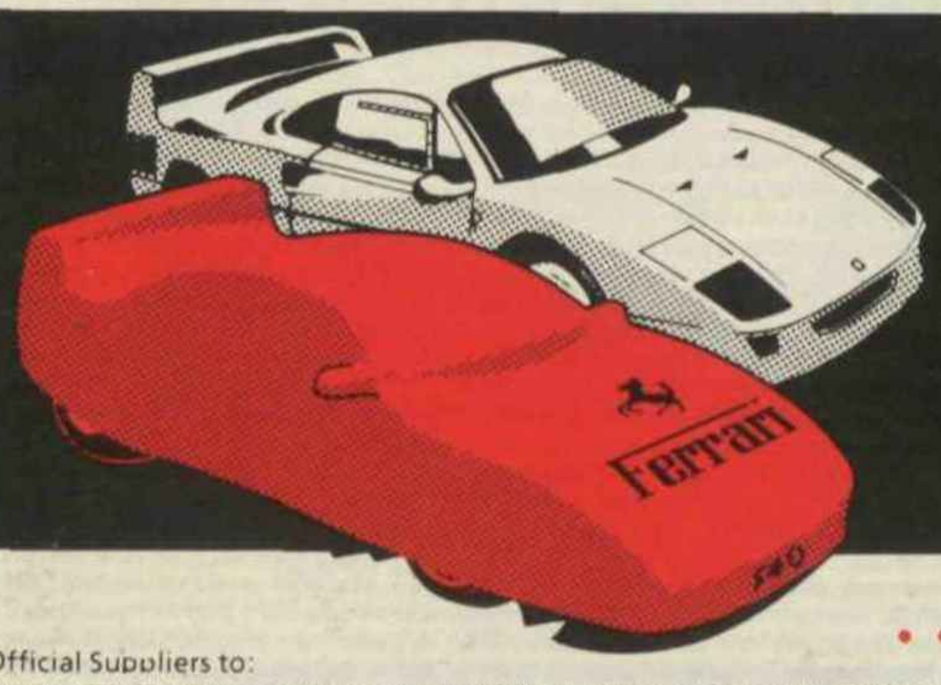
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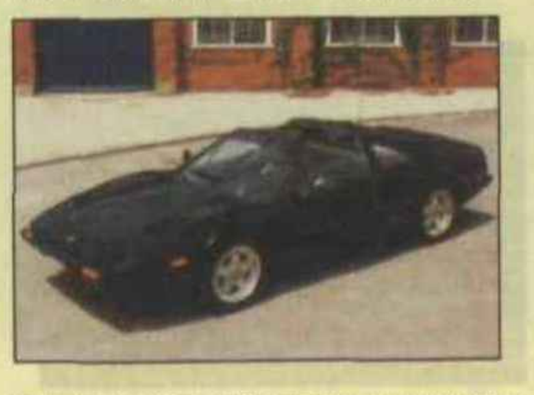
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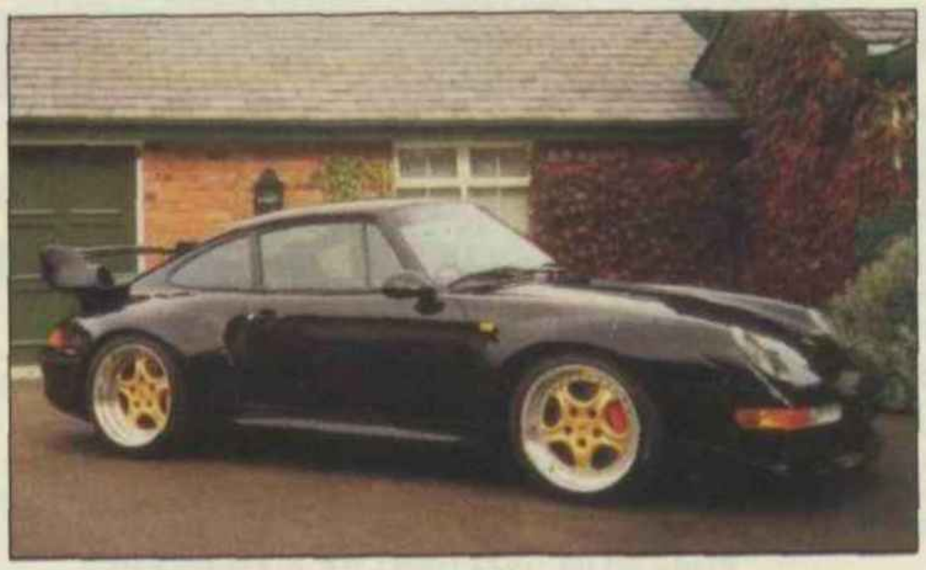
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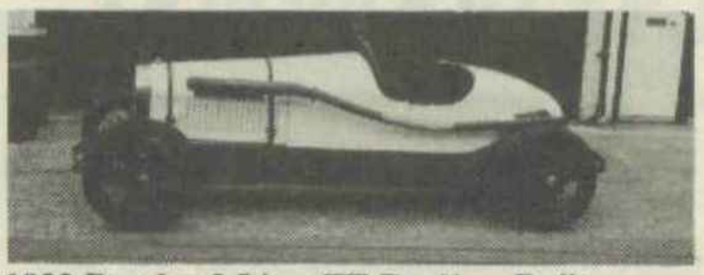
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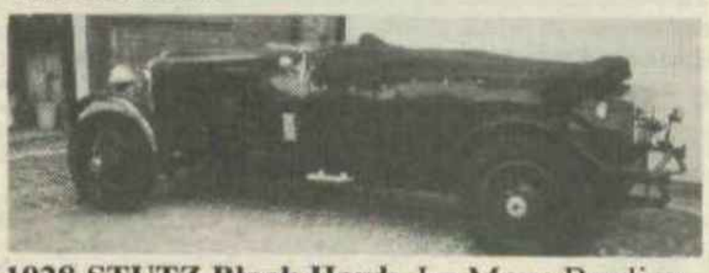
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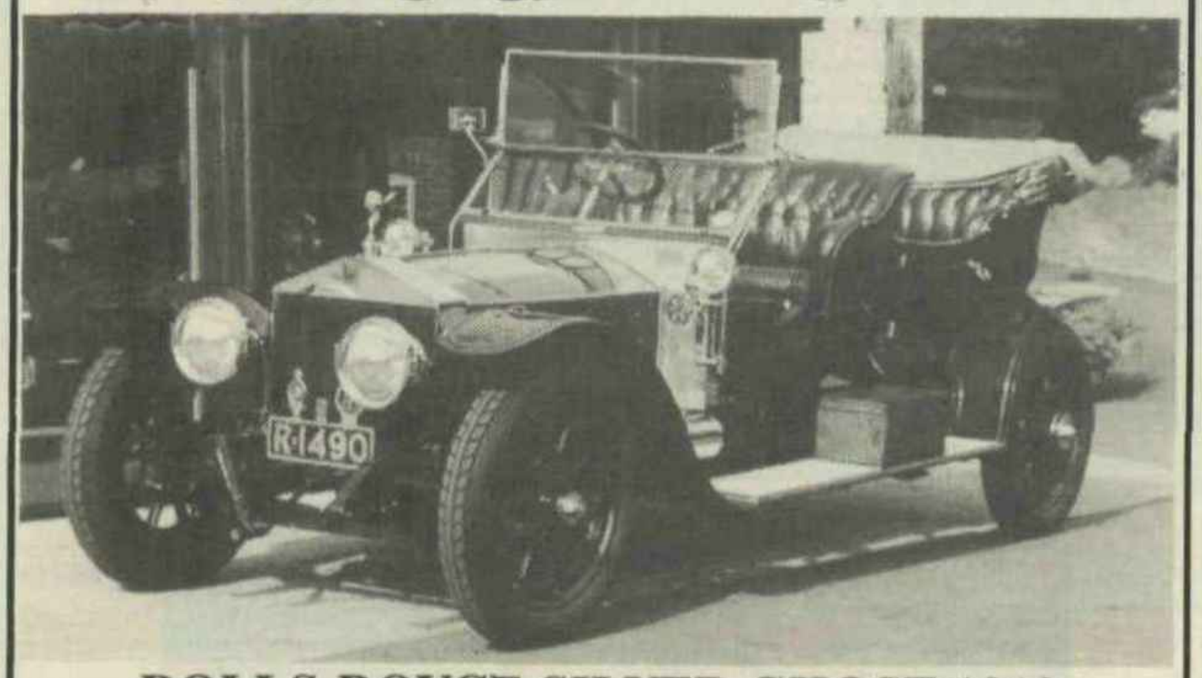
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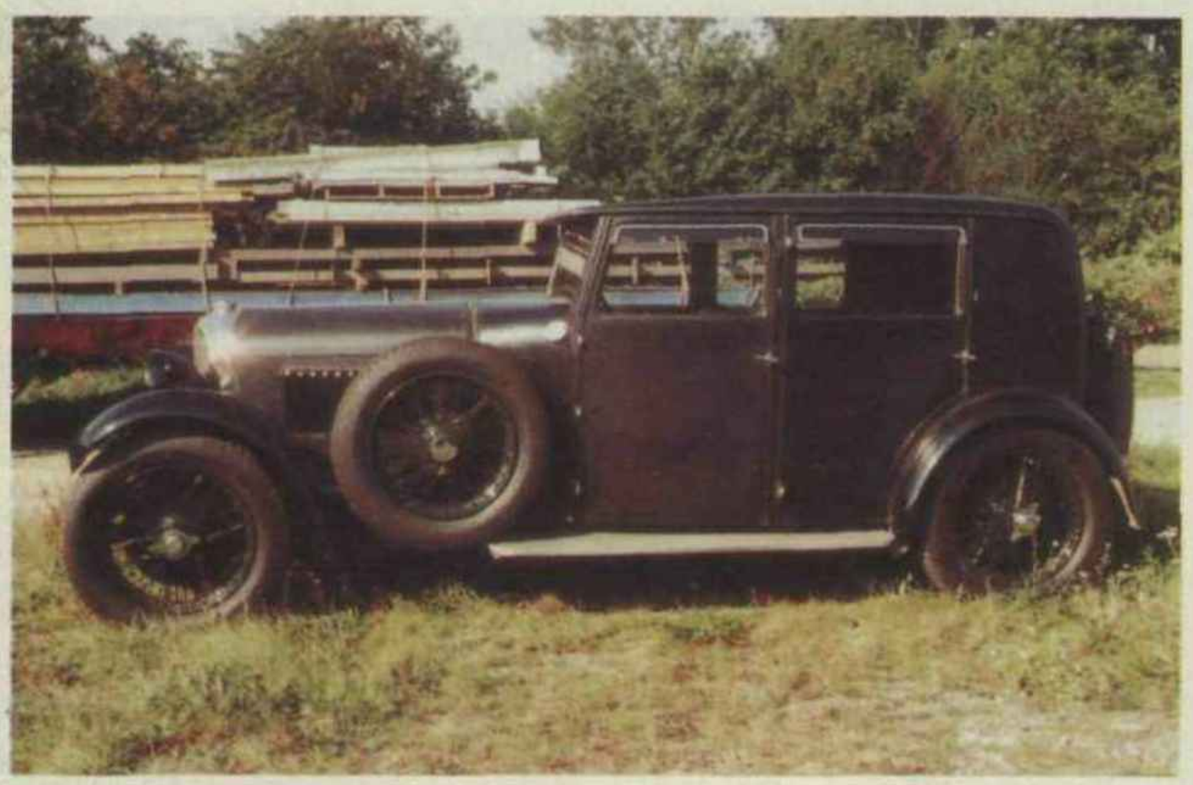
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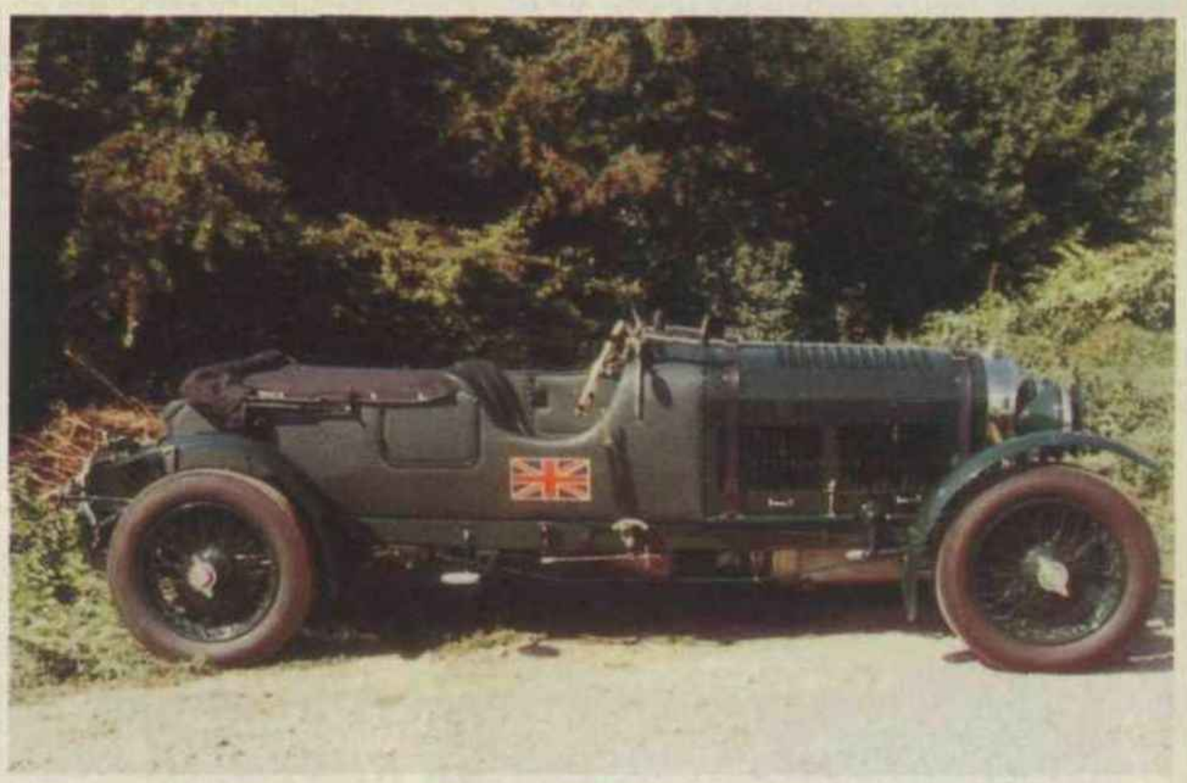
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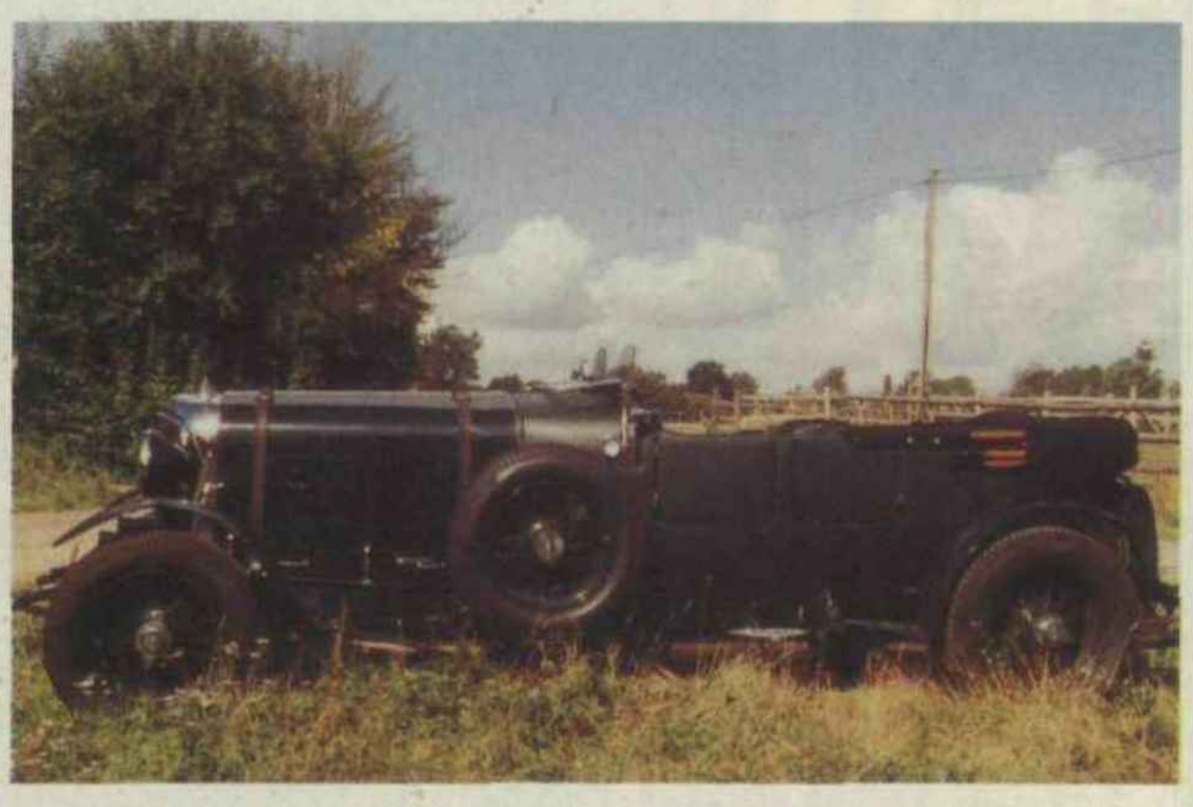
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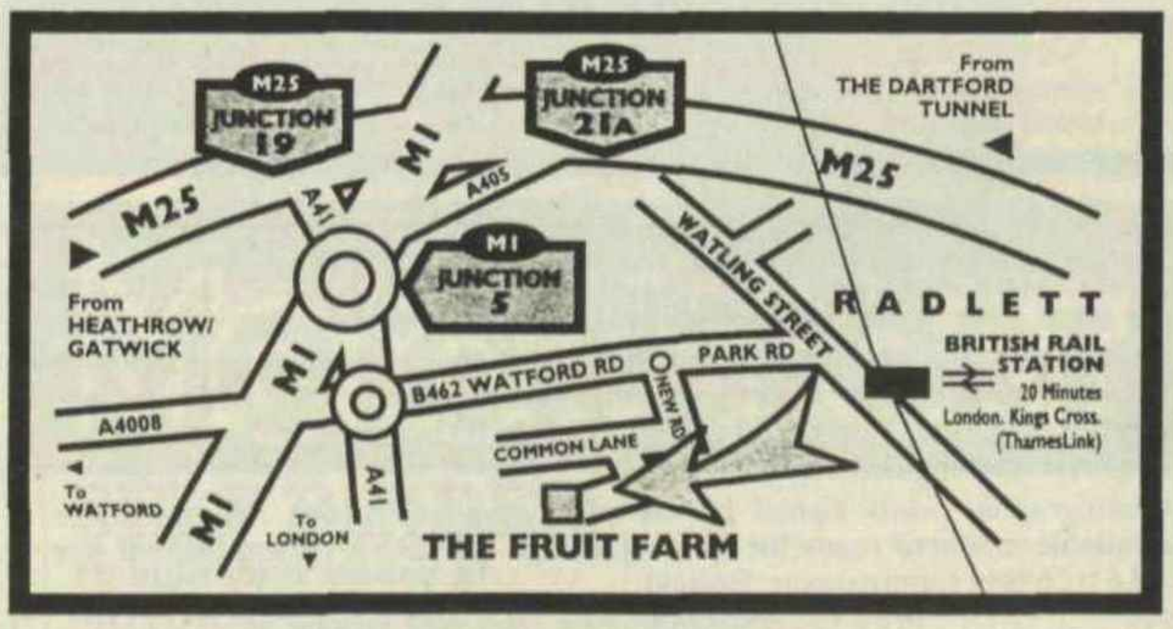
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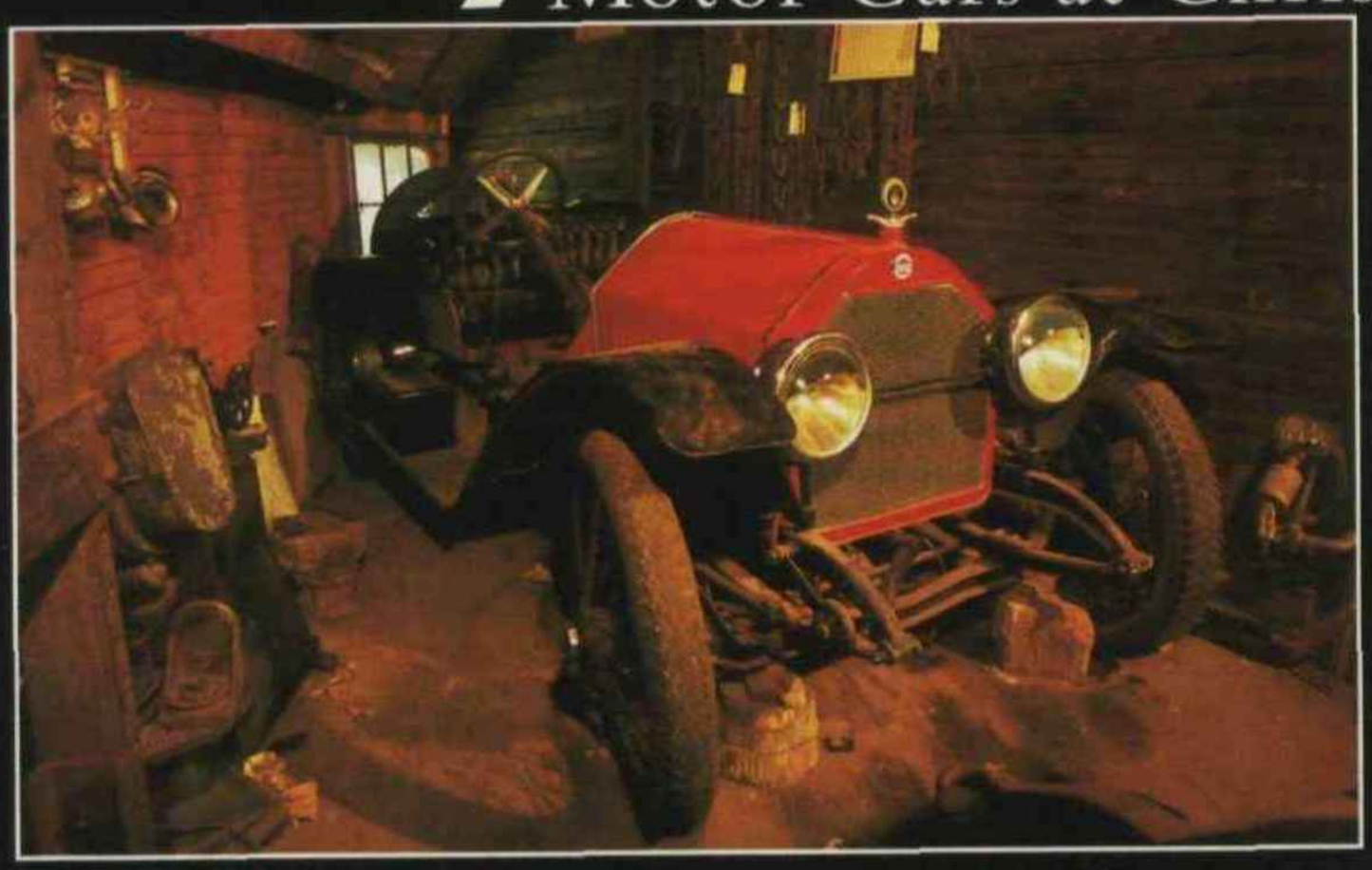
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