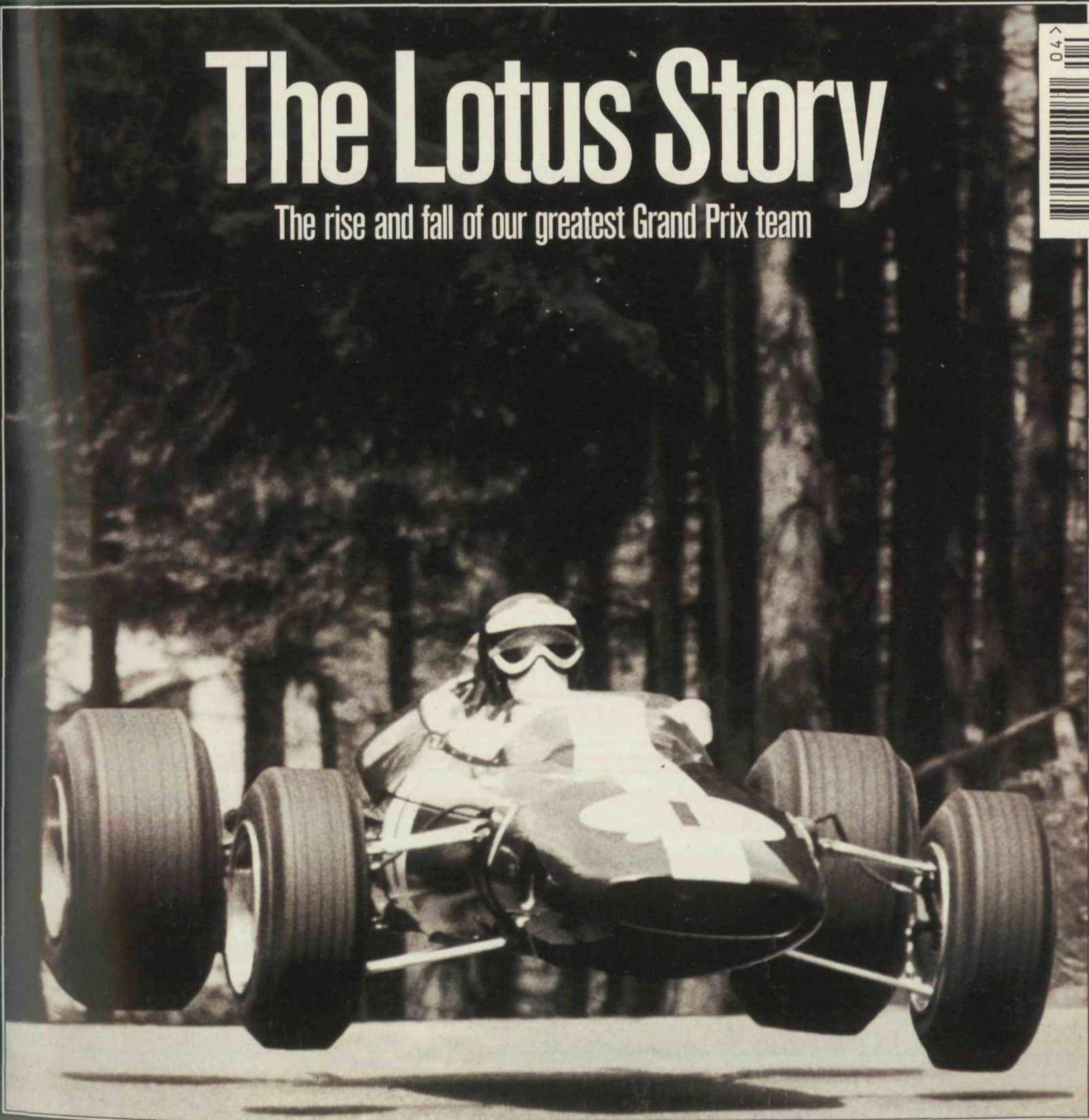


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MOTORSPORT

The Lotus Story

The rise and fall of our greatest Grand Prix team

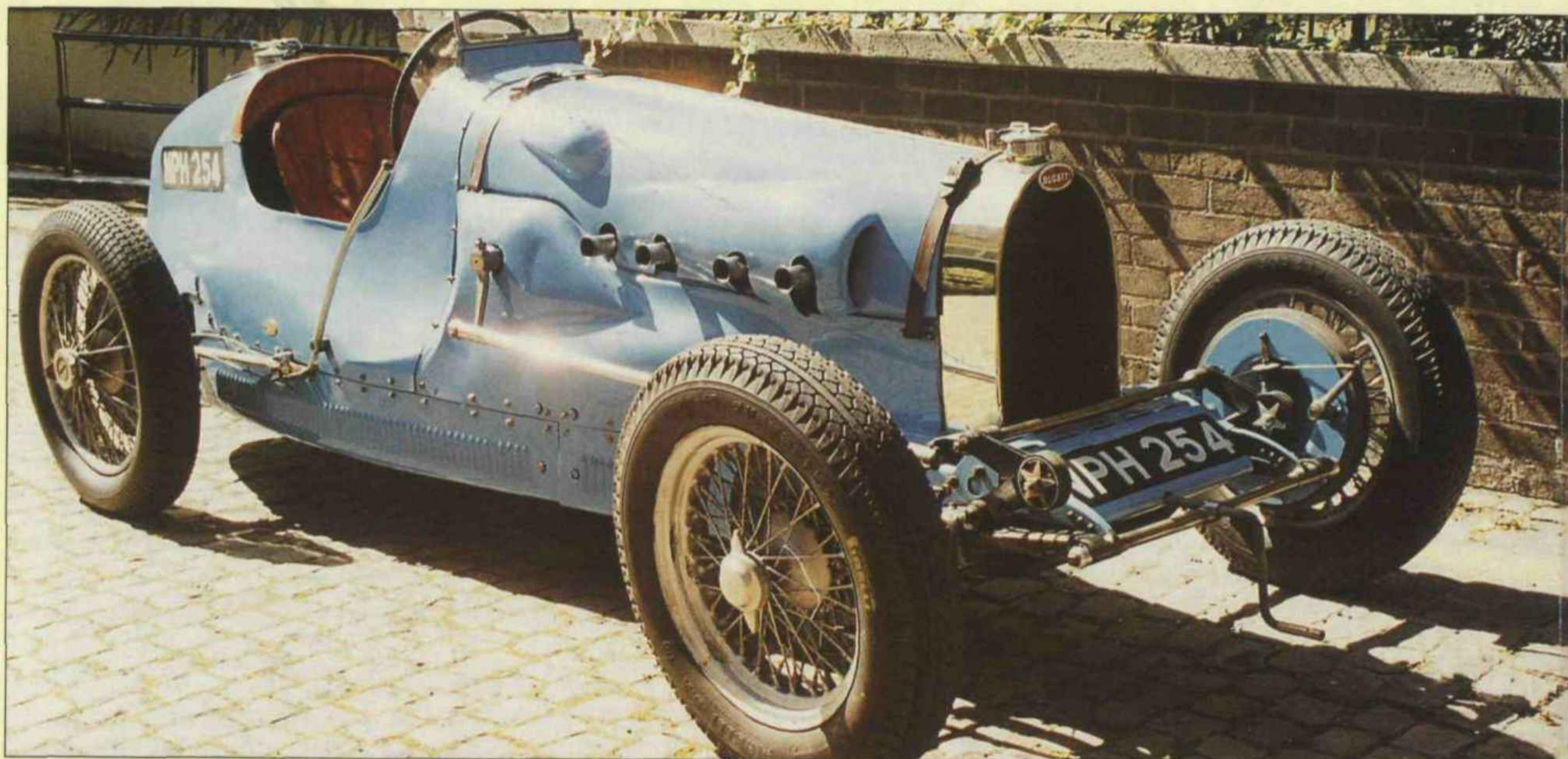


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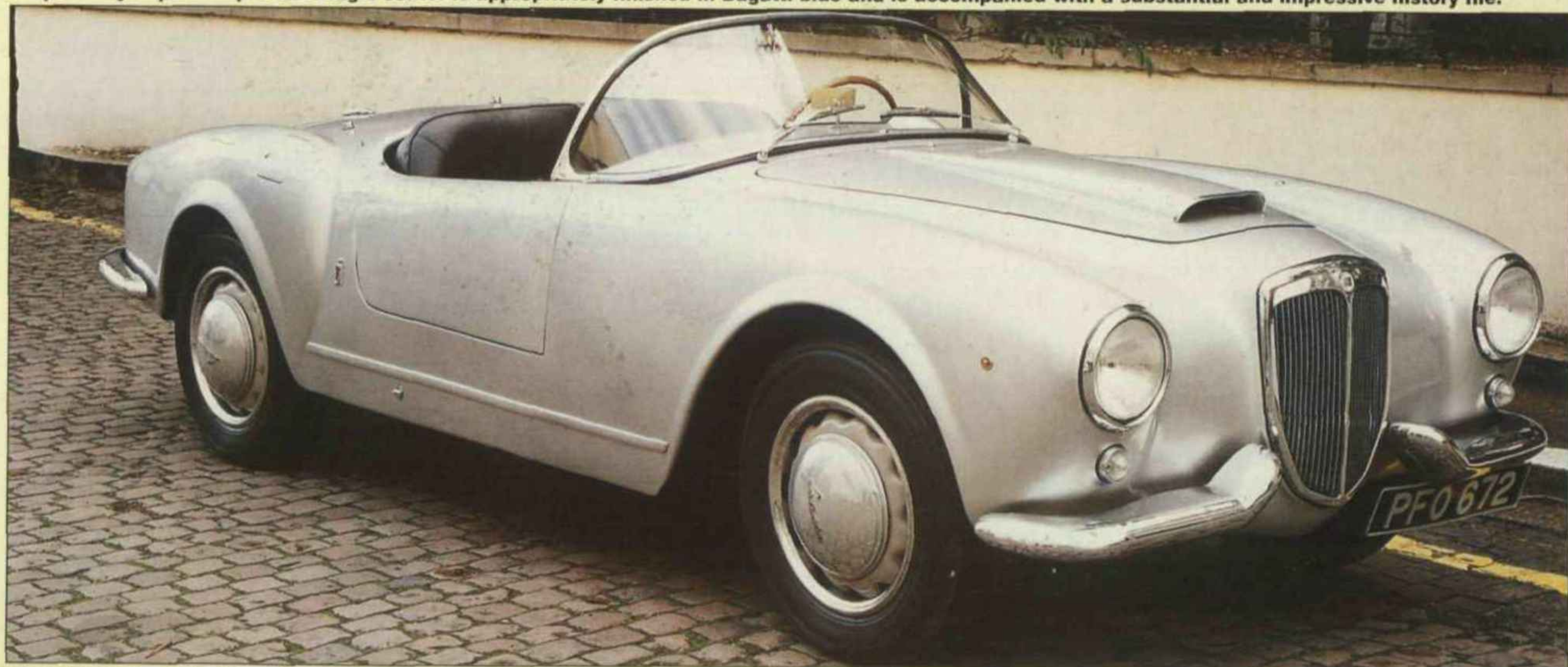
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"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1927 Bugatti Type 27/44. This well known racing Bugatti was built during the 1930's by the famous Jack Lemon Burton on a chassis purchased from Brooklands. The car was raced throughout the 1930's and has been a regular entrant at events throughout Britain since that time, being raced successfully by Lemon-Burton K. W. Bear and A. S. Raven. This exceptionally important pre-war single seater is appropriately finished in Bugatti blue and is accompanied with a substantial and impressive history file.



1955 Lancia B24S Spyder by Pininfarina. This very rare, powerful and distinctive B24 Spyder represents what is understandably the most sought after of all the famous Lancia Aurelia models. With its powerful 2500 cc V6 engine, this, the most pretty of all the Spydres of its time is perfectly suited for long distance European touring and the many events available to the enthusiastic driver today. This was only the second Pininfarina Spyder built and was the 1955 Brussels Motor Show car. It has been restored and is in excellent overall condition with the added benefit of a very rare factory hardtop.

1934 Aston Martin 1½ Litre Ulster specification
1955 Aston Martin DB3S Roadster
1928 Bentley 3 Litre Open Tourer
1929 Bentley 4½ Litre Supercharged, The famous
Russ Turner, UU44
1930 Bentley Speed Six Le Mans Tourer
1935 Bentley 3½ Litre Continental Tourer by
Oxborrow and Fuller
1935 Bentley 3½ Litre Thrupp and Maberley 3 position
DHC

1934 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1936 Bentley 4½ Litre Sportsmans Coupe by Barker
1964 Bentley S2 Continental Two Door Coupe
1926 Bugatti Type 35 Grand Prix car
1932 Bugatti Type 37/44 Grand Prix Monoposto Ex
Lemon-Burton
Bugatti Type 59 Grand Prix replica
1935 Bugatti Type 57 Ventoux
1958 Cooper T43
1949 Delahaye 135 MS Cabriolet by Chapron

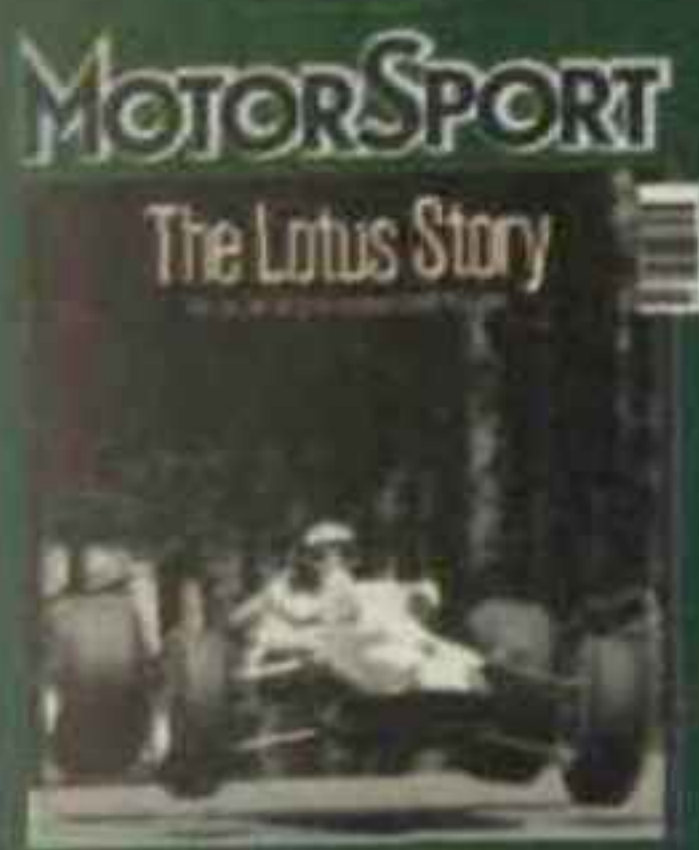
1953 Ferrari 212 Europa Cabriolet by Vignale, unique
1958 Ferrari 250 GT Tour de France
1959 Ferrari 250 GT Cabriolet by Pininfarina
1956 Fraser-Nash V8 Continental Le Mans Rep
1954 H.W.M. Jaguar Sports Racing Car
1955 Jaguar D-Type
1937 Lagonda LG45 Rapide Type Tourer
1955 Lancia B24S Spyder by Pininfarina
1965 Lola T70 Spyder
1951 Maserati A6GCM Grand Prix Car

1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1933 MG K Type Supercharged Magnette
1912 Rolls-Royce Silver Ghost Roi des Belges
1921 Rolls-Royce Silver Ghost Pall Mall Tourer
1927 Rolls-Royce Phantom I Dual Cowl Boat-tail Tourer
1927 Rolls-Royce Phantom I Sedan de Ville by
Hooper
1961 Rolls-Royce Silver Cloud II, LWB w/division
1955 Tojeiro Aston

Please contact Coys sales department for further information on cars for sale.

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THE LOTUS STORY
In this 50th year of Lotus,
we reflect on what made
Team Lotus great, and on
Colin Chapman's unique
technical genius. Page 40



Paris-Dakar The dream
was romantic, the reality
unforgiving. Jeremy Hart
remembers twenty years of
mad adventure. Page 58

Lancia LC2 So near...
Giancarlo Reggiani
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Hans Herrmann
He drove Grand Prix
cars for Mercedes in
the '50s, won Porsche's
first ever Le Mans in
the 1970s. Page 76

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

IF I WERE FRANK WILLIAMS OR JEAN TODT, I'D be banging on Bridgestone's door right now. The problem is I suspect it is in Bridgestone's interest to keep it closed. If all the top teams run your tyres, what triumph lies in victory? If you can show your tyres to be *the* factor in the defeat of the top teams then you win more than merely races. I hope this does not mean a season like 1988 where the only unknown was which McLaren would win. At least Prost and Senna guaranteed a good fight; the oh-so nice Messrs Hakkinen and Coulthard seem unlikely to prove so accommodating.

◆ ◆ ◆

AT LEAST THE HISTORIC SEASON LOOKS LIKE sparkling. It occurs that 1948 was a good year for the industry even if it was not obvious at the time. Goodwood, Silverstone, Porsche and Lotus have all been in business for 50 years and the celebrations will continue through the year. This means Coys will be bigger than ever, we have the re-opening of the Goodwood circuit in September and an unprecedented turn-out of Porsches at the Festival of Speed.

◆ ◆ ◆

THE VINTAGE SPORTS CAR CLUB IS CONCERNED THAT ITS IMAGE IS OF A CLOSED shop for rich old men and their expensive toys. The truth is rather different. At its famed Herefordshire trial men and women, the old and young, rich and not-so rich all gathered to create a brilliantly relaxed, social and civilised event. The only strange aspect was those who asked me not to publicise the trial. Apparently it's always over-subscribed and spectators are discouraged because their cars damage the land of the farmers upon whose goodwill the future of the event lies. So now you know: It's a great event. Don't go.

◆ ◆ ◆

THE FIRST OF THE NEW AUTO UNIONS NEARS COMPLETION AT CROSTHWAITE & Gardner. It is a V16 C-type car similar to that used by Rosemeyer to win the European championship in 1936. It will run for the first time at the Goodwood Festival of Speed, driven by Frank Biela and Emanuele Pirro. Interestingly, its engine will be borrowed from the '39 hill-climb Auto Union driven by Stuck last year as the new V16 will not be ready in time. I once read the crankshaft alone has over 1000 components, which may go some way to explaining why it's taking rather a long time to assemble.

◆ ◆ ◆

IN 1957, TONY SMYTHE WAS AN RAF PILOT STATIONED IN GERMANY. BORED ONE day, he and some chums borrowed an Anglia and drove to the German Grand Prix at the Nürburgring. They witnessed the greatest motor race ever run. Tony, however, did more than spectate. He took his Leica M3 and, in an era of black and white photography, some colour Kodak Safety film. Forty years later, he sent me the three surviving and hitherto unpublished frames. We are rather excited about them for reasons you will see next month. In the meantime, if you are sitting on old motor-racing photographs which deserve a wider audience, do send them in. We will look after them and, if they're close to the calibre of Tony Smythe's, pay hard cash to use them, too.



Benedict Redgrave

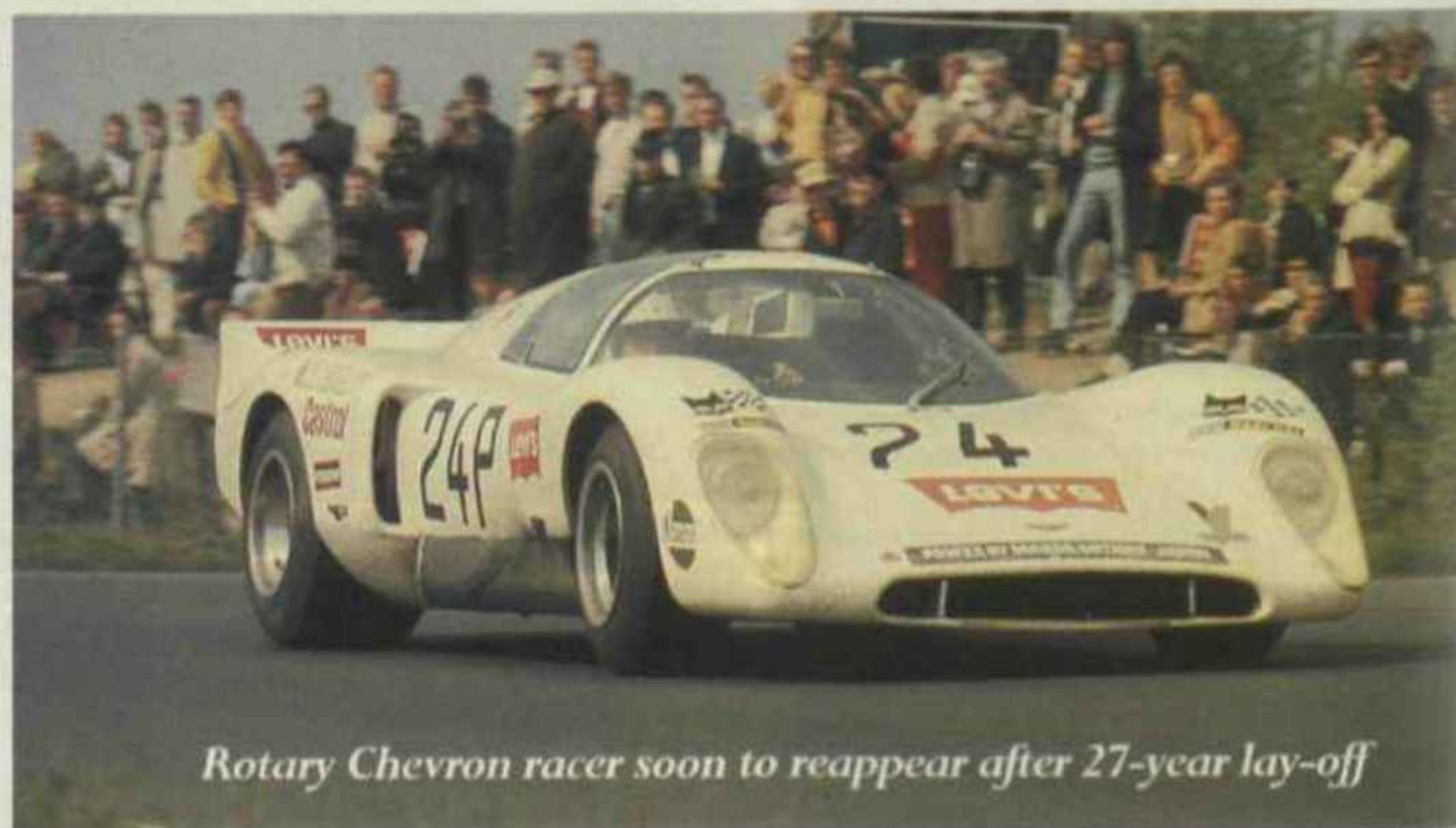
Modern pretenders were soundly spanked in February's Pomeroy Trophy at Silverstone where seven of the top ten were Frazer Nashes. Father and son Dick and Andrew Smith scooped the Pomeroy and Densham Trophies respectively, ahead of Ron Gammons' MGB. Barratt's 1911 Knox was best pre-Great War machine, the VSCC's arcane formula of varied tests declaring it a better tourer than the Porsches and Ferraris. Novelties included Deffee's Rover 110 and Moore's Brough Superior, while Atkins' AC Cobra was a welcome return. GC

WANKEL-POWERED CHEVRON B16 BACK AFTER 27 YEARS

The Chevron B16 which took a Wankel engine to Le Mans 21 years before Mazda won the event with a similar powerplant is to return to the circuits this year having spent the last 27 years of its life tucked away in a heated garage.

Its entire career to date comprises just three races in 1970 when Belgians Yves Deprez and Julien Vernaeve entered the Levi's-backed car into the 1000kms races at Spa and the Nürburgring and also Le Mans. Now the car is in the hands of the Swedish Chevron ace Kent Abrahamsson and will likely prove a major draw in Historic events.

Mazda's victory at Le Mans in 1991 is remembered not so much for the powerplant in the back of the car but for the fact that it became the first Japanese car to win the event in its then 68-year old history. Unlike the Chevron, the Mazda 787B used four, not two rotors and was said to generate rather more than 600bhp. MP



Rotary Chevron racer soon to reappear after 27-year lay-off

Richard Noble has asked me to ask you to stop sending him money. Thanks at least in part to the generosity of MOTOR SPORT readers, the ThrustSSC team has hauled itself into the black and Richard feels that, under the circumstances, he can't very well carry on accepting your donations. To all of you poised to write unfeasibly large cheques in his favour, he sends his apologies. AF

TYRRELLS TO BE SOLD AT GOODWOOD

With the ink barely dry on the contract to sell his Grand Prix team to British American Racing, the newly retired Ken Tyrrell has consigned his collection of eponymous Formula One cars, to Brooks auctioneers to be sold at the Goodwood Festival of Speed in June.

Eleven chassis ranging from the Tyrrell 001 in which Jackie Stewart pulverised the Oulton Park lap record on its debut in the 1970 Oulton Gold Cup to a trio of 019s from 1990, plus associated spares and equipment including some engines, are to fall under the Brooks hammer. Some of the lots which will be for sale have been loaned to the Donington Collection in recent years.

Defending World Champion Stewart's best result in the Derek Gardner-penned 001 was second place in the 1971 South African Grand Prix at Kyalami, his last start in it. It served as a T-car for Stewart and Francois Cevert for the remainder of the year, and had its final World Championship race with Peter Revson up at Watkins Glen. **MP**



Jackie Stewart in Tyrrell 001 en route to second at Kyalami, 1971

Remarkable how careless some people can be. We've all lost our keys at some time, but a Grand Prix car? Well, Maserati has found one. While gutting the Modena factory, a pre-war single-seater turned up. It seems Maserati found it in Brazil in '57, and because it had a 6CM engine, assumed it was a 6CM - back then, just another old racer. But when restorer Tony Merrick inspected it recently, he reckoned it was one of the 6C34 GP machines, of which only one other survives of eight built. There's no body, but the chassis (no 3025), back axle, diff and steering remain. The 6CM engine had spacers to fit mounts intended for the proper 3.7-litre blown unit, but is itself a find - it seems to be an experimental four-valve 6CM unit.

*Merrick has some parts for a new engine, but the project could take three years - if Maserati gives him the nod. Once built, Merrick would be a good man to pedal it: while testing ERA R4D a couple of years ago he baffled current F3 cars who couldn't pass him. **GC***



Maser built one 6C34 as MM sportscar. Tony Merrick's recent recreation was useful dry run for GP racer

IF YOU'RE QUICK: MURRAY'S MUG ON A JUG

You may not have realised it but the thing that's missing from your life is a Murray Walker character jug. The good news is those stout fellows at Royal Doulton have leapt nobly into the void. In case you cannot make out the detail, the jug features the great man with a flag sprouting out of his head and a tyre on his shoulder. All you need to do to make it yours is call 01782 292292 and part with a piffling £59.85. If the line's engaged, keep trying. **AF**

*Having watched the ITV documentary on Murray Walker, I've decided that, when digital TV arrives offering a choice of camera shots, I want a camera in the commentary box. Watching Murray commentate is even more exciting than listening to him. **GC***



Hon Gerald Lascelles 1924-1998

The former President of the British Racing Drivers Club, Gerald Lascelles has died aged 73. Under his presidency from 1964 until 1991, the BRDC steered Silverstone circuit from being just one of several British racing venues to its position as our leading track and home of the British Grand Prix.

The son of Princess Mary, Lascelles was a cousin of the Queen. Educated at Eton, he joined the Rifle Brigade in 1944, where his Company Commander was Tony Rolt, later to win Le Mans. This sparked an interest in motorsport and, in 1952 he had his first race at Silverstone. But it was his administrative ability which saw him elected a BRDC member in 1961, and when Earl Howe died in 1964, Lascelles replaced him as President. During the Eighties he devoted himself to expanding Silverstone's racing school.

Current BRDC President Lord Hesketh said, "He supported the Club so formidably for so long and was president for for the whole period of its transition. His passing will be greatly felt by very many members of the Club who became his friends."

Latterly he and his second wife moved to France where they restored a chateau. He died there at the beginning of March. **GC**



*Have fun and do some good at the same time. On Saturday April 11, International Rally Car Day offers you a chance to buy a ride around Silverstone's Rally Sprint stage in some top rallycars with well-known drivers from the sport's history. Your cash goes to the Stroke Association, and the day forms a tribute to Roger Clark, our first great rally driver. His famous London-Sydney Escort will be on display, together with rally cars of all eras, and the driver giving the best show will receive the Roger Clark Trophy from Mrs Clark. There will be access to the 4x4 course and kart circuit. If you enjoyed Classic & Sports Car's Stroke Day at Castle Combe, this should be your thing. Enquiries to Nick Agg-Manning, 01392 211267. **GC***



John Watson's Surtees TS16 goes up the inside of Tom Pryce's Shadow during '75 Monaco GP

SURTEES LENDS TS16 TO TGP COMPETITOR

Former World Champion John Surtees has sportingly loaned FIA Thoroughbred Grand Prix Car Championship competitor Chris Perkins the ex-John Watson Matchbox Team Surtees TS16-04/4 to run alongside his own TS19 this season.

"The car had been gathering dust for a long while, and with my current commitments I was not going to have time to restore it," said the 1964 World Champion Surtees, whose team used to field a TS20 for Willie Green in to drive in Historic Formula One races.

"I saw Chris racing at Zolder last year," said Surtees. "He is terribly enthusiastic, wants to run the car in its original trim and will return it to us in good condition so I was pleased to assist him. I think it is very important that privateer entrants are encouraged."

Perkins, an Airbus A320 captain with Airtours, will run the car for Banbury solicitor Tim Elkins, who shared the TS19 last year. "I'm both honoured and thrilled that John Surtees has agreed to help us," said Perkins. "His interest is clearly excellent news for the series." **MP**

Motorsport historian Duncan Rabagliati's collection of more than 60 cars, one the most eclectic assortments ever to be offered for sale, is the theme of Brooks's massive Olympia sale on April 8, and could provide a golden opportunity for enthusiasts to make a start in Historic motorsport.

Prize lot is the Leningrad Grand Prix-winning Skoda sports racing car – one of two made by the Czech factory in 1958, which ought to be snapped up by the company, now part of the VW group – but Alexis and Emeryson racers will be more accessible.

The 1955 Kieft Le Mans car, a pair of Connaught L2s and a 1931 Alta will appeal to sportscar nuts, while Iota Wasp, Emeryson and De Sanctis chassis are among the single-seaters on offer.

Rabagliati bought many of the cars, the condition of which ranges from restored to basket case, merely to save them. Until now, he has never sold one. "It's time to release these cars so other enthusiasts will assume the trust of preserving them," he says. **MP**

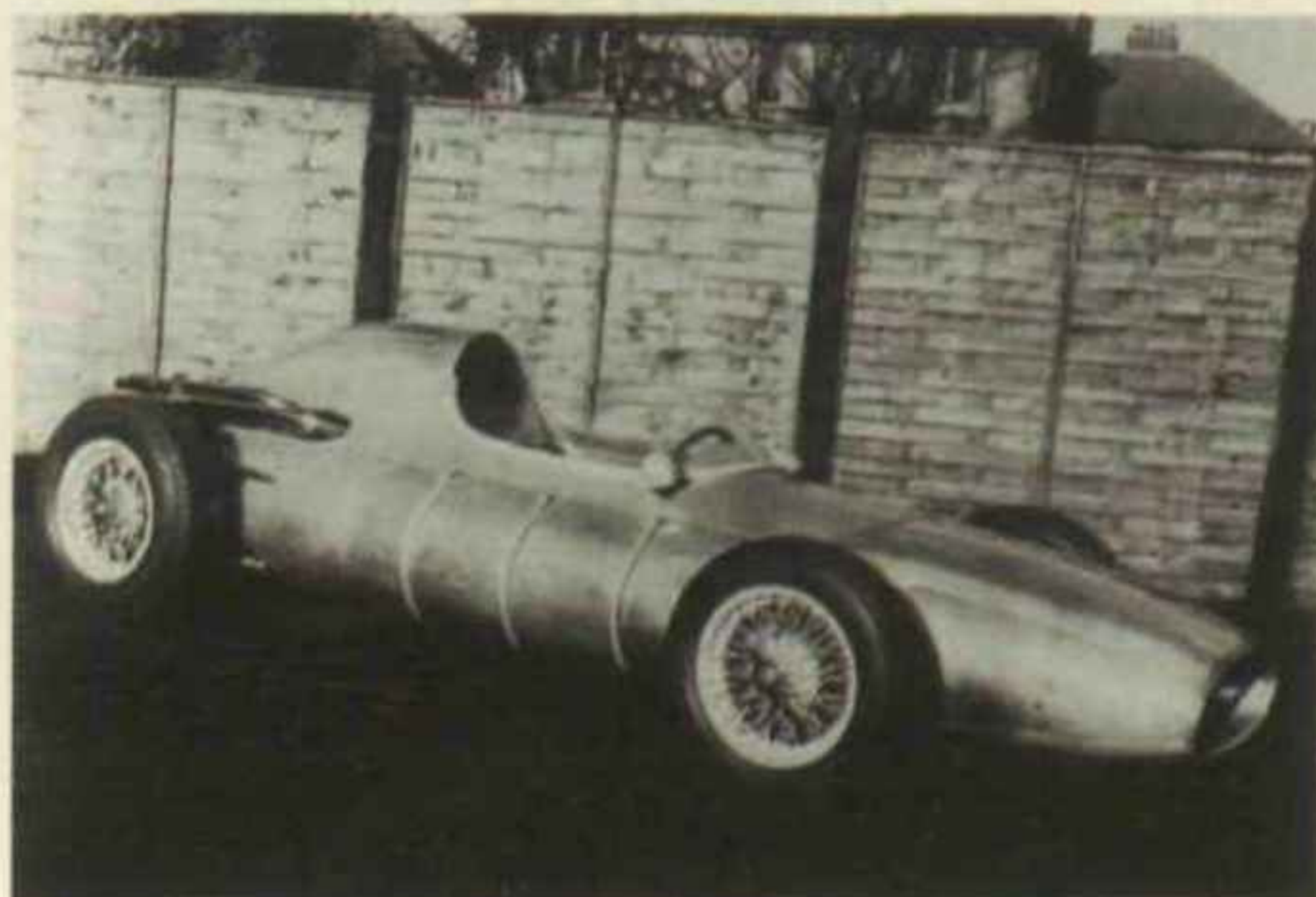
FORMULA JUNIOR CELEBRATES 40TH ANNIVERSARY

Formula Junior, the brainchild of Count 'Johnny' Lurani and training ground for many Grand Prix stars of the early 1960s, celebrates its 40th Anniversary this year with a bumper calendar of events, including a British series for the first time since 1992.

The 1000cc and 1100cc production-engined single-seater class was embraced by a host of European engine manufacturers, including BMC, Ford and Fiat. Even DKW entered with three-cylinder two-stroke units.

Spanning the years 1958-1963, Formula Junior straddled the switch from front to rear-engined designs. The later Brabham and Lotus chassis are seen as classics, the monocoque Lotus 27 being a scaled-down version of the 25.

The FIA Championship, for the Lurani Trophy, opens with a special gathering at Monza on May 17, and there is an invitation event at Goodwood in September promising to recreate history at the Sussex track. **MP**



The Walker-Special that never raced. Until now?

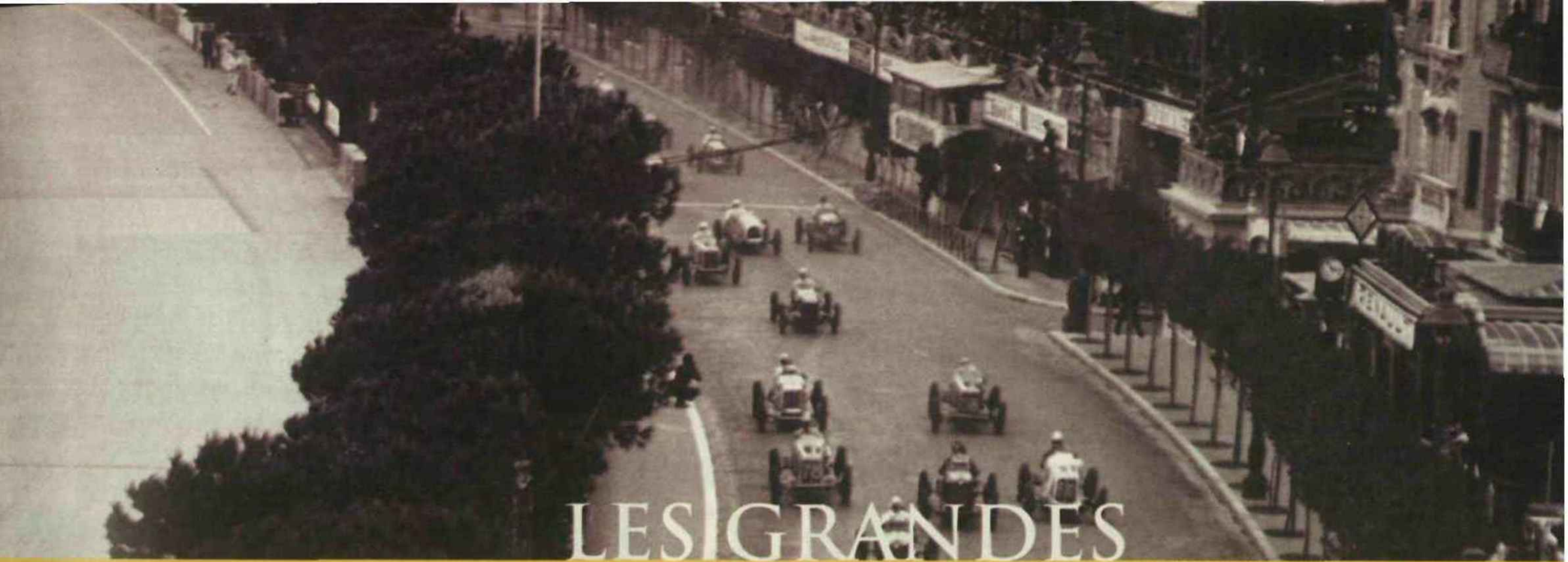
A MINOR DELAY IN TESTING

Over the years there have been mutterings about newly-built cars in historic racing. As far as a Grand Prix car is concerned, the car should have started a GP to qualify as a GP car. Spare a thought then for Richard Parnell, who has an original car with genuine GP origins, but which never started a race.

The Walker Special was the idea of Rob Walker and Alf Francis, aiming to build a machine for Stirling Moss. Begun in 1959, the 2½-litre Climax-engined car had a tubular frame built by Colotti in Modena, but was not completed until early '61, the first year of the 1½-litre formula. Jack Fairman tested

it at Silverstone, finding it solid but not rapid; even plans for 2½ Inter-continental events soon faded. Reports at the time said a lighter chassis had been built for a 1½-litre unit, but that never appeared.

Parnell bought the car at the end of last year, substantially complete less engine, thus saving it from being dismantled for its Cooper suspension parts. Surprisingly, Colotti still has all the drawings, so it will be easy to confirm the original spec. Parnell hopes to run it this season, if the authorities accept its GP credentials. But will this be the longest ever gap between testing and a debut race? **GC**



LES GRANDES

MARQUES A

MONTE CARLO



20 MAY 1998

A Sale of Highly Important Sports, Competition and Grand Touring Motor Cars and Automobilia

The magic of Monte Carlo will once again provide the backdrop to Brooks Europe's annual Monaco sale which already includes motor cars synonymous with the principality's glamour and racing heritage. Last year's sale saw exceptional prices realised for the ex-Wolfgang Seidel 1957 Ferrari 250GT Tour de France and a fine 1956 Maserati A6G/2000 Zagato amongst others. This year's event promises even greater excitement.

22 MAY 1998

The Pilotes Légendaires Collection : Formula 1 Memorabilia, Model Racing Cars and Space Exploration Ephemera.

Devoted exclusively to the most important single-owner private collection of Formula 1 memorabilia ever offered at auction, the collection boasts more than 40 original helmets representing 27 Grand Prix winners and 12 World Champions totalling 21 titles.



The magnificent 1930 Alfa Romeo 6C 1750cc Supercharged *Gran Sport* Zagato Spider illustrated above currently heads the entries consigned to date.

If you are considering the sale of a suitable motor car please telephone Simon Kidston on +41 (0) 22 300 3160.



Further entries are invited.

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EVENTS OF NOTE

MARCH

21 OULTON PARK (GB)

Historic Touring Cars headline the programme for this meeting on the Fosters Circuit.
☎ 01829 760301. Fax: 01829 760378.

19-22 SEBRING (USA)

Sports racers of the 1950s and the Rolex Endurance Series run in support of the contemporary Exxon Superflo 12 Hours classic.
☎ 00 1 888 477 5999. Fax: 00 1 813 935 9564.

22 CADWELL PARK (GB)

Hotly-contested Flemings Thoroughbred Sportscar Championship kicks-off at Lincolnshire's mini-Nürburgring. ☎ 01235 555552

22 HENRY LIDDON CLASSIC (GB)

Bath MC's Historic Rally is a tribute to the great co-driver. ☎ 01225 753103

22 THE TOUR OF EXMOOR (GB)

One of the largest gatherings of pre-1941 cars in the west this year is expected for the rally. Starts Caernarvon Arms, Brushford, near Dulverton, Devon. ☎ 01598 740407 (evenings).

22-25 TAP RALLY OF PORTUGAL (P)

FIA World Rally Championship, round 4

27-29 SEARS POINT (USA)

Classic Sports Racing Group's celebrates 30 years of West Coast Vintage Racing in season-opener at the demanding Californian track.
☎ /Fax: 00 1 510 736 2823

27-29 JARAMA (E)

VdeV Racing, organiser of Paul Ricard 24-Hours, spreads its wings to Spain with a 12 Hour enduro for sports racing and GT cars.
☎ 00 33 169 880524. Fax: 00 33 160 842657.

29 BRAZILIAN GRAND PRIX (BR)

FIA Formula One World Championship, round 2, Sao Paulo

APRIL

2-5 SAN REMO (I)

This is the opening round of the FIA's Historic Rally Trophy series.

2-5 SAVANNAH (USA)

SVRA's Spring in Savannah event sets racers loose on the super Roebing Road circuit in Georgia.
☎ 00 1 603 643 6161

10 SNETTERTON (GB)

First battle of the season between teams of AC, Aston Martin, Ferrari, Jaguar and Porsche sports racers in the Inter-Marque Championship.
☎ 01353 777353. Fax: 01353 777648.

10-13 PAUL RICARD (F)

FIA Thoroughbred Grand Prix and European Sports Prototype opens top the GP de Cote d'Azur bill. ☎ 00 33 94 90 74 27.
Fax: 00 33 94 90 72 75.

10-13 CIRCUIT OF IRELAND HISTORIC RALLY (IRL)

Retro cars in combat on tarmac classic.
☎ 01232 426262

12 ARGENTINE GRAND PRIX (RA)

FIA Formula One World Championship, round 3, Buenos Aires

13 CASTLE COMBE (GB)

Blasts from the past as TVR Griffiths and Aston Martins stretch their engines in Thoroughbred battle on quick Wiltshire track noted for brilliant atmosphere.
☎ 01249 782417

18 SILVERSTONE (GB)

Itala Trophy race meeting opens the VSCC season of events for the committed racer. Unmissable spectacle for all the family.
☎ 01608 644777.
Fax: 01608 644888.

18/19 THUNDERHILL PARK (USA)

TransAm exhibition class adds spice to Historic race meeting at Californian venue.
☎ /Fax: 00 1 510 736 2823

19 BROOKLANDS (GB)

MG Day at the historic banked track celebrates the competition work of Robin Jackson.
☎ 01932 857381. Fax: 01932 855465.

19 CORNBURY PARK (GB)

Aston Martin Owners Club Sprint within the Oxfordshire estate.
NB: This is a strictly non-spectator event.
☎ 01353 777353. Fax: 01353 777648.

19-22 RALLYE CATALUNYA-COSTA BRAVA (E)

FIA World Rally Championship, round 5

23-24 NURBURGRING FESTIVAL (D)

Unmissable chance to wring out your road or competition car on the hallowed Nordschleife with Wheeltorque. Now sold out but worth trying for a cancellation ☎ 01429 881812



Nürburgring has road and race cars on Apr 23-4



Thoroughbred Grand Prix series kicks off at Paul Ricard on April 10

24-26 ROAD ATLANTA (USA)

SVRA race meeting on wonderful Georgia circuit bidding to host next US Grand Prix.
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SPECIALIST AUCTIONEERS & VALUERS

Stirling Moss Attacks the FIA

IN A CIRCULAR SENT TO MOST OF THE MOTORING PRESS, Stirling Moss has attacked the attitude of the Commission Sportive Internationale in its control of motor sport.

He criticises the CSI's call for batteries on GP cars from 1961 onwards as extremely dangerous if a car overturns. He takes to task the Federation Internationale de l'Automobile for being master of our sport instead of acting as its servant; months elapse before urgent matters are settled and "the CSI meets all too rarely, perhaps four or five times a year," says Moss. He cites several examples of FIA inefficiency, such as the announcement of the change in fuel regulations made a mere three months before the 1958 Argentine GP, after the FIA had undertaken to give at least six months' warning of changes in race regulation, the lag of five months before competitors in this race knew whether or not this race would count towards the Drivers' Championship and the fact that, although thereafter it was clearly laid down that regulations must be in the hands of National Clubs at least three months before the Championship race to which they apply, the Targa Florio, which counted towards the Sports Car Championship, was run a few weeks later, a mere month after regulations covering it had been received.

Moss also refers to the anomaly that Championship races have been held which do not comply with the FIA requirement of a minimum length of 300km. And a minimum duration of two hours, and of the Championship status of the Sebring GP last December although it had never been held before, as the FIA ruling on Championship events requires. He then expresses disgust at the time lag in sorting out protests arising from the RAC Rally.

In making these points, the earlier ones of which have oft-times been discussed before, Moss will have almost every follower of motor sport firmly behind him. He goes on to attack the new sports car race rules, which look like killing the 170mph sports-racing machines stone dead and have caused Aston Martin and Lister to withdraw – rules issued some 18 months after the FIA guaranteed that the former regulations would stand unchanged for three years.

Moss is concerned that the new sportscar requirements will make such racing more dangerous than it has been in the past. He glosses over the requirement that the cars must have reasonable steering lock, which, however, is sensible in that it prevents freak cars running at Le Mans, for example, in which there is so little lock that a serious skid would be difficult or impossible to correct and/or in which the tyres might foul the body work on the sharper corners, neither of which makes for safety. Stirling feels that instead of calling for a minimum ground clearance and luggage-boot capacity in its desire to have sports cars that are nearer to the original conception of a Le Mans model and less like thinly-disguised GP racers, they should insist on 1000 examples or so having been sold to the public before the race! But, Stirling, how do you check this?

What really worries Moss is the windscreen regulation which he says makes racing dangerous because oil and dust will obscure the drivers vision and the required height of screen prevents the driver from looking over it. Stirling says he does not know "of a single wiper that can cope with an oil-dust-rain mixture even at 40mph, let alone 170." Who are we to argue, especially as this problem reared its ugly head on the recent Argentine 1000km race. But why, in this case, did Moss elect to drive a Maserati coupé

The incompetence of the FIA in 1960 forced Stirling Moss to go public with his views



at Le Mans in 1957, and isn't it remarkable that wipers exist which function perfectly well on 600mph aircraft? Surely racing is intended to improve the breed of everyday motor cars and if screen-wipe manufacturers are obliged, by the new rules, to hasten the introduction of foolproof wipers on the fastest cars, so much the better. However we merely set down such comments as occur to us.

In expressing his dislike of the rule that permits a driver only one race per 24 hours yet allows him to drive for six hours round the Nürburgring and for 24 hours on and off at Le Mans, Moss obviously has his own interests at heart. But, in general, he is absolutely right – the old men of the FIA and CSI are hopelessly out of touch with the set-up of present-day motor racing – and Stirling has done well to publicly air his grievances.

* * * * *

Extended Brands Circuit

BRANDS HATCH CIRCUIT LTD HAVE ISSUED AN outline map and further detail of their new Grand Prix-type circuit scheduled for completion in June.

The circuit, which is already being constructed, measures about 2.7 miles and takes the form of an extension of the current 1.24-mile track which has been in use since 1954. The smaller present track remains almost intact and will continue to be used for club and minor meetings.

The extension leaves the present track through a new 170 degree turn at the end of Bottom Straight. It continues in the form of a long fast straight incorporating a descent and a rise at its furthest end. Then follows a fast 100 degree right-hander, a short straight, and a further but slower right-hander. Finally another long straight, interrupted by a fast "S" bend brings the new track into the slowest part of "Clearways". The angle of approach however converts "Clearways" into what is expected to be a 100mph plus gentle right-hander. Resulting speeds past the main grandstand are expected to be around 140mph.

Permanent pits are to be constructed on the infield beyond the entrance to the main Grandstand Straight; cars will pull off the track to enter the pitlane area.

The bump in the present circuit at the end of the main straight is currently being eliminated by raising the surface level all the way from the start line. Paddock Hill bend is also being improved, and Druids Hill bend resurfaced.

The first race at the longer track is expected to be an international motor cycling event on July 9th. Car racing will run the 2.7 miles on August Monday, followed at the end of the month by the International Kentish 100 F2 event. Possibly the 750 MC Six Hour Relay Race could be held there.

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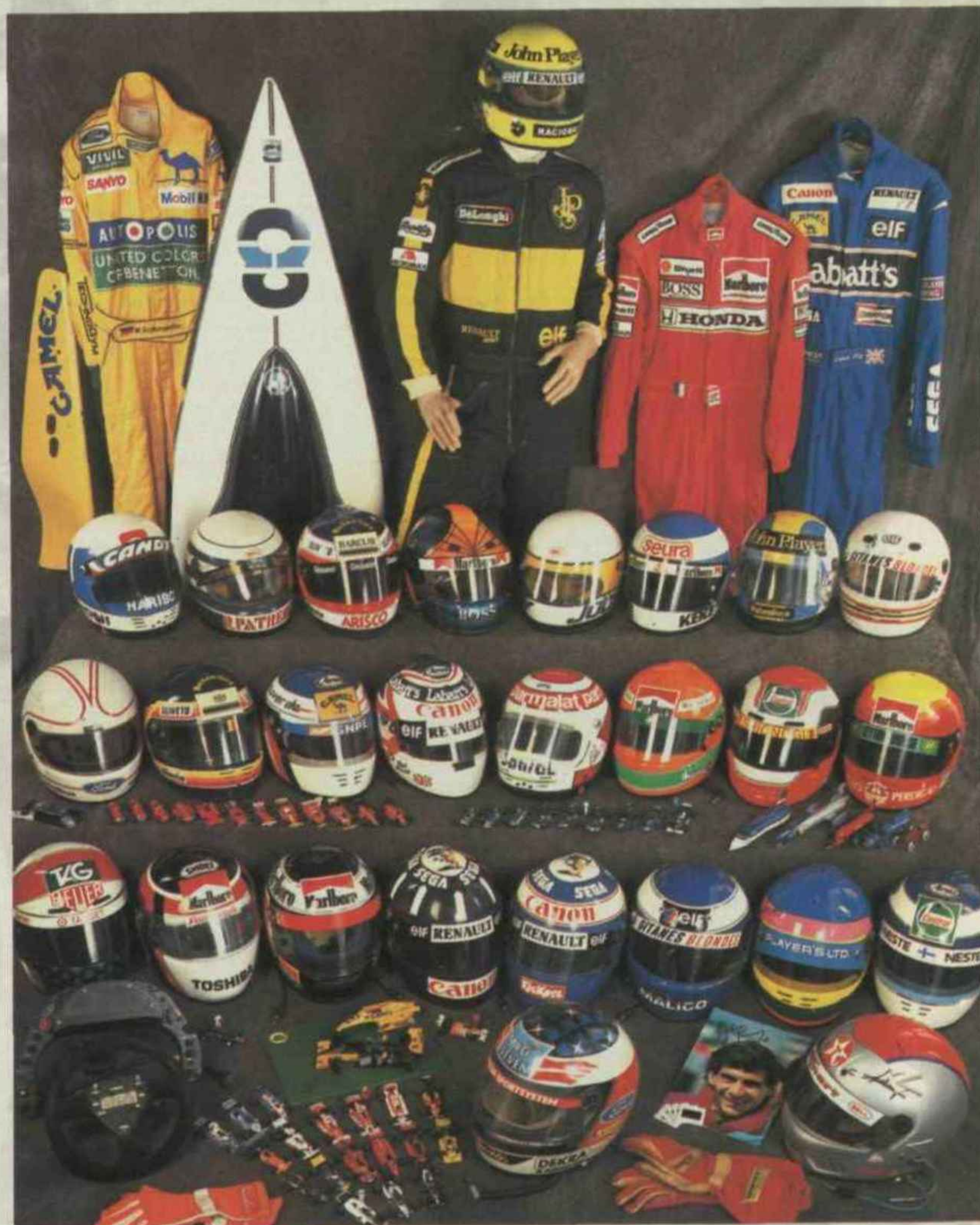
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For further information please contact Peter Card or Malcolm Barber on 0171 585 3000 or fax 0171 924 3730. Catalogues for the sale (to include motor cars) will be available from late April, priced £25.00 (inc.p&p), and can be ordered by telephoning catalogue sales on 0171 585 3000 or fax 0171 924 3730. Credit cards accepted.

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MODERN TIMES

SO NOW WE KNOW. ALL THAT ENDLESS speculation through the dark days of winter, all that sifting the conflicting scraps of information and gossip from the testing – Williams, Ferrari or McLaren? Goodyear or Bridgestone? Three seconds a lap slower under the new regulations, or six? – is now resolved.

Or, at least, it's resolved as far as a low-grip, bumpy circuit with medium and slow corners and heavy brake wear is concerned. For the specific mix of conditions served up by the Albert Park circuit on a warm Australian summer's day, what you need is a package that includes Mr Newey's McLaren chassis, Mr Illien's Mercedes-badged Ilmor engine, Bridgestone-San's tyres, and Messrs Hakkinen or Coulthard in the cockpit. Maybe when we get to the fast sweeps of Silverstone or the billiard-table surface of Magny-Cours it will be different, but in Melbourne if you didn't have all that, chum, you got lapped.

But, if the Australian opener wasn't one of the great Grands Prix in terms of pure racing, it still produced enough talking points to keep everyone going until Brazil. For starters, what was the true effect of all that enforced expenditure and investment in the name of safety, slowing the cars down by requiring teams to develop the much-hyped narrower cars, and tyre companies the controversial new generation of grooved rubber?

Well, the true effect was: it succeeded in slowing the cars down by precisely 64 hundredths of a second. That was the gap between Hakkinen's pole position time and Villeneuve's pole of a year ago. Even the best race lap – when Hakkinen and Coulthard both acknowledged that they were never required to push really hard – was only 1.1sec adrift of 1997. Those are probably the most expensive fractions of time in motor racing history.

And of course these cars are still very new and comparatively undeveloped. As the season goes on they will get quicker. As I pointed out last month, history has always shown that, in the battle between the rule-makers and the engineers, the racers always win in the end.

Nor, sadly, did the new regulations generate more overtaking. As is now

all too usual, most changes on the lap chart were the result of pit stops rather than demon out-braking manoeuvres. In fact both the Goodyear-shod Williams-Mecachromes, which looked a real handful all weekend, were followed by frustrated queues throughout the race, and even the all-conquering McLarens had trouble lapping back-markers – which they did a lot. Jacques Villeneuve has had very little practice in being lapped, and it showed in his obtuseness when Hakkinen caught him and spent a couple of laps trying to squeeze by.

But the main topic of discussion was the rightness, or otherwise, of the pre-race agreement between Mika Hakkinen and David Coulthard, which resulted in the Scot letting the Finn past three laps from the end of the race to take victory. With both their cars qualifying on the front row of the grid, McLaren and Mercedes

bosses were very keen that their drivers should not tempt reliability this early in the season by racing each other at eleven-tenths, particularly if they were not under pressure from other teams. So David and Mika agreed between themselves that whoever led into the first corner would be allowed to win the race – other things being equal, of course. David, renowned as a lightning starter, was happy with this because he felt confident he could beat Mika into Turn One, even though as second qualifier he was slightly behind his team-mate

and on the dirty side of the road.

In the event, the red lights stayed on longer than usual and several drivers found their cars starting to overheat. David's attention was diverted by wisps of steam curling up from his radiators and, as the lights went out, Mika was away – and David was nearly overwhelmed by Michael Schumacher's Ferrari from the third spot on the grid. By lap six the Ferrari was gone with a blown engine, the McLarens were dropping the rest of the field at more than two seconds a lap, and clearly the strategy was in place.

Then came a rare McLaren mistake, or more accurately a McLaren misunderstanding. Mika thought he heard the radio calling him in for his second routine stop, dived down the pitlane – and to his horror saw his pit was empty: no waiting mechanics, no refuelling gear, no fresh tyres. So he accelerated

on down the pitlane without stopping (fortunately in his frustration remembering to keep his finger on the rev-limiter button that prevents him from speeding in the pitlane and incurring a stop-go penalty). After he'd made his second stop correctly, and David had had his, he was 13 seconds behind his team-mate.

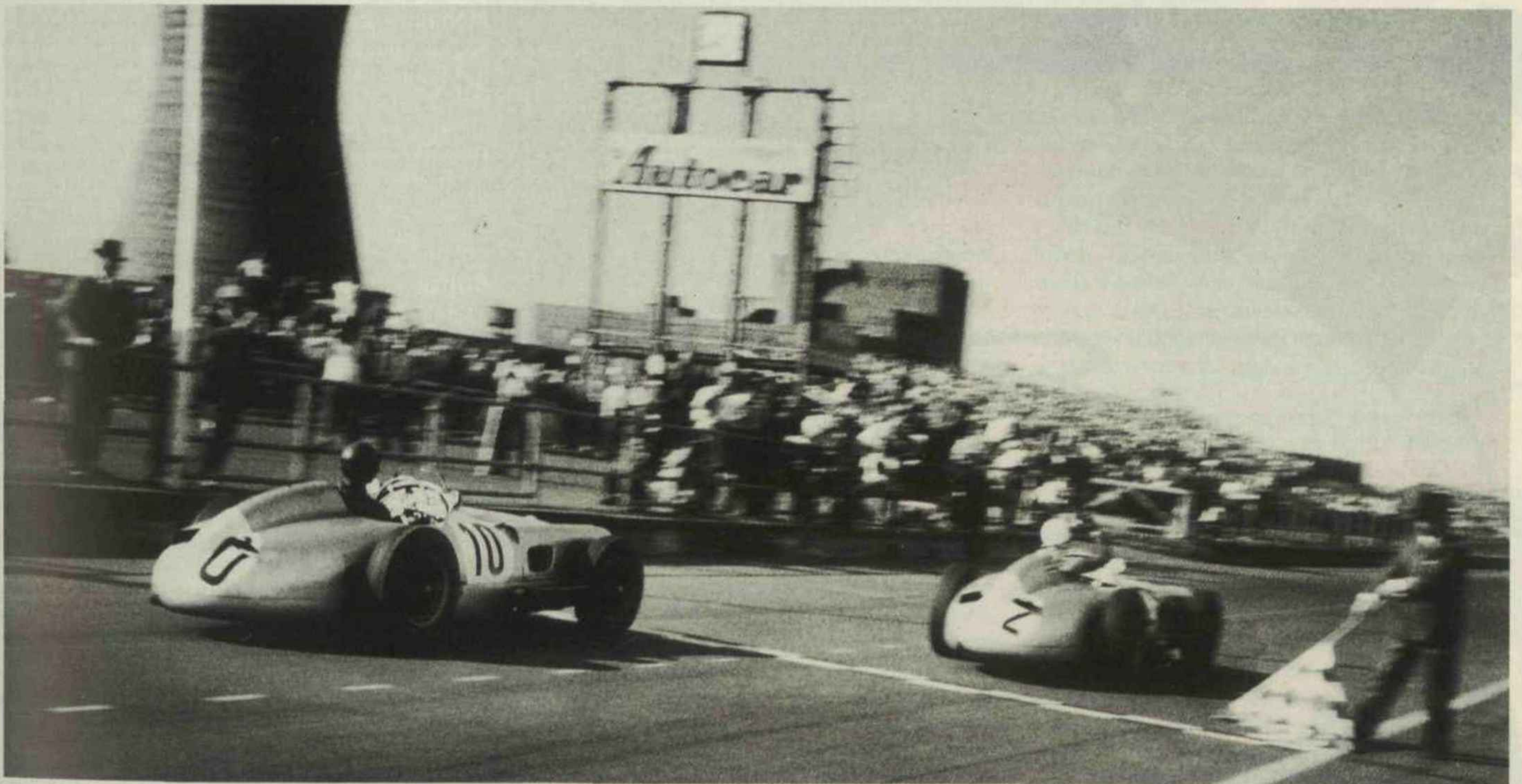
It was now that David behaved like a gentleman, a breed long thought to be extinct in Formula One. Over the radio, team manager Dave Ryan explained why Mika was behind him and, said David, "I wasn't put under any pressure to do

"We're not here for your entertainment, we're here to think about our points"



Gentlemanly behaviour appears to be alive and kicking in F1 this season

"Hearing your national song, you cannot help it. Maybe, with more wins, I'll get used to it, so I won't cry."



To this day, Stirling Moss is unsure whether his first Grand Prix victory at Aintree in 1955 was a present from his Mercedes team-mate Juan Manuel Fangio

anything, but I thought about it for a few laps, and then told Dave I'd ease my pace by a further second a lap so that Mika could wind me in. Then we agreed where I'd let him come past me – on the start-finish straight – and that was that. I decided we had to stick to our agreement."

Over the next 15 laps or so Mika wound in David, whose lead ebbed away from 13.3sec to 1.5sec. The Australian crowd were going wild: not surprisingly, they believed that this was a no-holds-barred battle to the chequered flag. So they felt cheated of that battle when, with two laps to go, David eased his pace on the main straight just long enough for Hakkinen to go by. With Jerez so recent in everyone's memory (when Villeneuve, content just to clinch the title, let both McLarens by, while Ron Dennis instructed Coulthard from the McLaren pit to let Hakkinen win the race), concerns about race fixing started to be voiced again.

But in the press conference after the race, David stoutly and eloquently defended his actions. His and Mika's responsibility was to the team: they had to ensure they achieved the best possible result. And, by minimising the likelihood of a battle breaking

their cars, their pre-race agreement was part of maximising their chances. Having made the agreement, Coulthard felt he had to stick to it. "We're not here to think about your entertainment," he told an aggrieved Australian journalist. "We're here to think about our points."

Harsh, but honest, and I have to admit sympathy with his view. After all the disappointments of last season – and indeed, for McLaren, the disappointments of the three seasons before that – they understandably wanted to take no unnecessary chances. And team tactics are nothing new in motor racing. Seeing the two silver McLarens circulating serenely at the head of the field, each with a three-pointed star on its nose, reminded me of nothing so much as the Mercedes domination of Grand Prix racing in 1955, when Fangio was the habitual and comfortable leader and Stirling Moss followed dutifully in his wake. Except at the British Grand Prix at Aintree, when in a popular and historic victory Moss beat Fangio to the line: no pits to car radio then, and we can't know what Neubauer might have said to Fangio before the race, but to this day

Stirling isn't quite sure whether Fangio let him by or not.

As I watched the two silver McLarens flash past the Melbourne chequered flag 0.5sec apart, I saw in my mind's eye those curious horse-racing grandstands at Aintree and two silver W196 Mercs, Stirling's arm aloft from the cockpit of the one in front, as he scored his first World Championship Grand Prix victory by a fifth of a second from the then greatest driver in the world.

Mika's perspective on Formula One doesn't go back as far as that, of course. I'm sure he doesn't know about Peter Collins handing over his Ferrari to Fangio at Monza in 1956, killing his own World Championship chances and guaranteeing Fangio's. But he said, "I've been in F1 a long time, and followed F1 a long time, and what David did today was remarkable. Looking back in history I don't see many things like this. It's a really gentleman way to go racing."

Mika, a brave tiger in the cockpit, is a warm, simple and straightforward soul out of it, less eloquent (in English, anyway) than David. On the podium in front of a TV audience of hundreds of millions, as the Finnish national anthem played,

he was suddenly overwhelmed, and unable to keep back the tears. Afterwards a hard-bitten Australian journalist, eager for a telling quote, asked him why he had lost composure. Mika clearly felt the question needed no answer, but with patient dignity he answered it anyway. "I've been trying so many years, so hard. Hearing your national song, it's a strong situation, and you cannot help it. Maybe, with more wins, I'll get used to it, so I won't cry."

So the McLaren domination of Melbourne didn't disappoint me. I felt the tactics were justified, and I was happy for the two Good Guys who now lie first and second in the World Championship. But, of course, it's not good for racing to have one team as dominant as McLaren were in Melbourne. The best way to kill any whiff of fixing is for more cars to be competitive with one another, so everybody has to race everybody else flat out all the time, for whatever points they can pick up. It won't be a case of Mika and David deciding cosily between them who will win, once Ferrari, Williams, Benetton and the rest have caught up. As, sooner or later, they will. First, it seems, they have some work to do. M

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LETTERS FROM READERS

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The Editor reserves the right to edit all letters

HEATED DEBATE

SIR,

With reference to John Grimson's letter in the February issue I was not aware of any reluctance on the part of the SSC team to release any real data with regard to the recent supersonic land speed record. That Richard Noble did not mention temperature in his own article was, I am sure, simply due to him writing a wide-ranging article which could not deal with all of the specific details.

The team were very conscious of the importance of temperature to the calculation of the Mach number achieved, as were the USAC time-keepers. The chosen means was an aspirated thermometer with a calibrated platinum resistance probe, shielded from radiation, sited 24in above ground level and halfway through the measured mile. The temperature quoted was the average for the minute during which a run took place.

For the first northbound run the average temperature was 5.23deg C, and Andy's quoted average speed of 759.333mph equates to Mach 1.015. The second southbound run took place at an average temperature of 7.5deg C, and his speed of 766.609 equated to Mach 1.020, meeting the team's own target of being at least 1% above the prevailing speed of sound.

The average speed for the two runs quoted by Mr Grimson is in fact in error, probably because he may not realise that in quoting an average speed under FIA rules, it is calculated from the average of the times, not speeds, for the two passes through the measured distance. The average of the two times for the mile was given as 4.718 seconds, equal to 763.035mph.

I AM, YOURS, ETC.

G T BOWSHER, CHIEF MECHANICAL DESIGNER,
THRUSTSSC

SPECIFICS ISSUE

SIR,

I thoroughly enjoyed the article in the January issue about the comparison between the old and new versions of the Lotus/Caterham Seven. However, there are a couple of points in the piece with which I would like to take issue.

You refer to the Seven as 'Britain's most enduring sports car': if you were to make your way to Pickersleigh Road, Malvern Link, Worcestershire, I think you might find few chaps there who would disagree with that statement. In fact, by their standard, the Seven is a mere whippersnapper, still wet behind the ears!

When it comes to the comparison between the generations of Seven, I think you are being a little unfair to the good old BMC 'A' series engine. Yes, 55bhp is not a great amount, but, on the other hand, it is being produced by only 948cc, a specific output

of 58bhp/litre. The K-series engine, even with the benefits of fuel injection and 16 valves, only produces 17% more at 68bhp/litre. So I would suggest that is another case of there being 'no substitute for cubic inches', rather than the older engine "coughing out a modest 55bhp".

I really like the revitalised MOTOR SPORT - and I have been a loyal reader since 1955. I keep up-to-date with modern racing via *Autocar*, so do not miss the regular F1 coverage, but agree with many that there is a proper role for your magazine in standing back from the week-by-week drama and viewing events with a cooler perspective.

I AM, YOURS, ETC.

MICHAEL NOON, BRADLEY, KEIGHLEY

* * * *

STANDARD OPTION

SIR,

I found the brief history of 'non-standard' gearboxes appended to the test of the BMW M3 SMG in the March issue most interesting. Back in the late 1950s an even more mundane car than those quoted was offered with the option of a clutch actuated by a switch on the gear lever, namely a Standard 10. My memory is defective as the exact nature of the mechanism triggered by this switch, as to its success or otherwise, and as to whether this option applied to the car's smaller brother the Standard 8. No doubt those gaps can be plugged by another reader.

I AM, YOURS, ETC.

DAVID HILLHEARD, BENSON, OXON

* * * *

RUNNING IN

SIR,

In your March issue you show a Ligier JS3 at Le Mans and state that it won the Paris 1000kms in 1971. It did not, and was not even in the race. I know because I was in the race and have the practice times to prove it.

Regarding competition cars being driven on the public road, I recall well driving the Dorset Racing Lola T210 on the road in Belgium in 1972. We were entered in the 1000kms of Spa when the

BMW engine broke in practice. We removed it and got the whole bottom end rebuilt at Verviers. We then tested it and ran it in along the Francorchamps-Verviers road, part of the original *Circuit des Ardennes* of 95 years ago. One had the legs of anything else on the road and sat so close to the tarmac that one could see under most lorries.

My first visit to Spa was for the European Grand Prix in 1958 and before the road was closed the works Ferraris were driven by their mechanics from their garage in Stavelot to the pits area, a sight I have recorded on 16mm cine film.

What wonderful days.

I AM, YOURS, ETC.

BRIAN JOSCELYNE, BRAINTREE, ESSEX

* * * *

LONG EAR OF THE LAW

SIR,

I remember being told that for the Oulton Park Gold Cup of 1955, a variety of works and private Maseratis and Ferraris were based at various garage premises in Chester. It appears that some, if not all, of these cars were driven to Oulton by the mechanics on the first practice day, causing amusement to the enthusiasts lucky enough to witness it and apoplexy to those whose job was concerned with law and order. The wail of two V8 Lancia-Ferraris and sundry 250Fs must have been audible some distance away.

A delightful footnote came from the genial Rex Foster, then circuit manager at Oulton, who told of a visit from a senior Cheshire police official with the following comment: "I know when it happened and why it happened - I will hold you personally responsible if it ever happens again."

I AM, YOURS, ETC.

MARTIN PRATT, HOOLE, CHESTER

* * * *

HOW TO BECOME A LEGEND

SIR,

I must respond to Bob Burrell (Letters, March). Since the rebirth of the magazine I have been most impressed with Nigel Roebuck's *Legends* column. His clear sense of Grand Prix racing in an historical context has produced many excellent articles on figures such as Phil Hill, Jean Behra, Innes Ireland and more modern faces such as Reutemann and Prost.

In respect of Mansell, it is apparent that Nigel Roebuck has suffered the same exasperation as many of the driver's most ardent admirers. Much as we cheered his heroic drives against Piquet, Prost and Senna, it became ever more difficult to endure Mansell's endless problems and complaints. The farce of his time at McLaren and his pointless excursion with Eddie Jordan seem to show that Mansell was and still is confused as to his place →



ThrustSSC's supersonic record - three decimal places of certainty

LETTERS FROM READERS

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. E-Mail: motorsportmagazine@compuserve.com

The Editor reserves the right to edit all letters

in the world of motorsport. A return to the sport in the BTCC or Historic racing could re-establish his place in the hearts of former fans and admirers. However, I suspect that the package would never be right, the deal never quite good enough to supplement his already considerable fortune.

If Nigel Mansell really wants to return to the sport, why not start by turning up unannounced at Goodwood in June. There he could perhaps mix shoulders with real 'legends' such as Moss, Brooks and, I believe, Mario Andretti. He could meet the fans, sign the autographs, breathe in the glorious atmosphere and discover that he himself is now part of the history of the sport.

I AM, YOURS, ETC.

ANTHONY BOULLEMIER, MALMESBURY, WILTSHIRE

* * * *

GEOGRAPHY LESSON

SIR,

Glancing through my March issue, my attention was caught by the feature on Tyrrell 005, in particular the photo on p42. The caption locates the track as Mosport Park, but I recognise it as a seldom pictured section before the 'new' extension to the Watkins Glen circuit. Mosport Park, although of a similar nature, was much narrower and poorly surfaced

I would add that I always look forward to receiving MOTOR SPORT in its reborn form, with a wealth of interesting material and pictures, so I merely wish to put the record straight in this small instance.

I AM, YOURS, ETC.

MR M TURNER, CHESHAM, BUCKS

* * * *

US AND THEM

SIR,

I had hoped that I might enjoy Gordon Cruickshank's article *British Sportscars: A Chequered History* in the February issue. Unfortunately my hopes were dashed by the third paragraph.

Alas, Mr Cruickshank is afflicted by the same 'GT40' mania as many other writers. Perhaps I might enquire on what grounds he believes that Ford's 1967 Le Mans win could be attributed to Britain? This race was won by a Ford MkIV (not a GT40). These cars were designed and built entirely in the United States with absolutely zero input from Ford Advanced Vehicles in Slough, were run by American teams, and the winning car was driven by Californian Dan Gurney and Texan A J Foyt.

There is only the slightest British interest in the 1966 win by a Ford GT MkII (not a GT40), in that the bare chassis tub was built at Slough, but then shipped the USA to be built up into a completed car. Again, the winning car was entered by Shelby American and driven by two New

Zealanders, Bruce McLaren and Chris Amon - so at least there was an 'Empire' connection there.

The only wins which we might claim for Britain were the J W Automotive victories in 1968 and '69, and the 1968 win represented not only the first win by a car properly described as a GT40, but also the first time that such a car had even finished at Le Mans.

Being old enough to have been around in the sixties and having been captivated by the sensational appearance of the Ford GT40, I can confirm that the cars were rarely, if ever, in 1964 or 1965 referred to as 'GT40s', either in the press or in Ford's own publicity: it was always simply 'Ford GT'. It is my recollection that the term GT40 only came into common usage around late 1965, early 1966 and referred solely to the 'standard production' 4.7 models, never the 'works' cars and certainly not the MkIIs. To describe the totally different MkIV as a GT40 is simply ludicrous. The only link between the two was that they were conceived by the same company in pursuance of the same goal. One might as well describe all of Ferrari's mid-sixties sports racers as '250LMs'.

I AM, YOURS, ETC.

ALAN BAKER, HARLOW, ESSEX

(I'm not sure if you have read the same article. I began with the most 'unjingoistic' stance possible, crediting all four Ford wins to the USA, only later waving the flag for the JW victories, and I only used the phrase GT40 once, correctly, to describe the start of the project. Of course you're right that the MkII was a separate variant and MkIV a different car - but say 'Ford MkIV' to most people and we could be talking Cortinas... For clarity 'GT40' remains a widely understood 'umbrella' title. After all, a 4WD rally Cosworth and a MkII Popular are still both Escorts. GC)

* * * *

THE PRICE IS WRONG

SIR,

I have been reading MOTOR SPORT for 40 years or more through thick and thin. I have stayed loyal as the style has changed over the years because it has always been a good read. Unfortunately, your March issue has annoyed me so much that I am

not likely to be a reader for much longer.

I quote from your editorial by Mr Frankel: the price is going up "to bring the title in line with the competition". The fact that other monthly magazines are charging more than MOTOR SPORT is not sufficient reason for you to match their prices.

I WAS, YOURS, ETC.

JOHN NORMAN, VIA E-MAIL

* * * *

NO SOONER SAID...

SIR,

I wrote to you on one or two occasions last year to lament the omission of 'modern' racing from the pages of MOTOR SPORT, so I was delighted to read that Simon Taylor will be undertaking such writing for the magazine. If his preview of the 1998 season is anything to go by, his contributions will be very much the kind of article for which I (and numerous other readers) was asking.

I am also pleased to see the re-appearance of GP and WRC events in the calendar in the improved introductory pages of the magazine. My grumbles about the new format of the magazine were not about what was included, but about what had been omitted. The present balance (as indicated by the March 1998 edition) is much closer to the ideal, though I should still like a tabulated summary of 1997 GP/WRC results, so that my run of magazines can continue to provide an accessible source of reference.

So, from one who has criticised some of the early changes under the new format, some thanks for the way in which you have responded to comments of 'old lags' like me. (The general quality of writing and of articles by the new - or 'recycled' - team has not been a concern: good stuff!)

I AM, YOURS, ETC.

MR J L CLEGG, BLACKLEY, MANCHESTER

* * * *

UNLAPSED READER

SIR,

Last year I wrote to you lamenting the absence of topical F1 coverage in the new MOTOR SPORT and forecasting that, in spite of being a regular reader since the early fifties, I would not be renewing my subscription. You very kindly sent me an explanatory and understanding reply.

However the arrival of the March issue has made me change my mind. To see that Simon Taylor has joined up as Grand Prix Editor will, I am sure, give us excellent comment on F1. His *Modern Times* and Adam Cooper's *F1 in 1998* made this copy so enjoyable that I dashed off the coupon for the next 12 issues.

At least your change has held one reader!

I AM, YOURS, ETC.

MR H F GILLHAM, BALLAUGH, ISLE OF MAN



British chassis, American team - whose triumph? This will run and run...

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LEGENDS

1984 DALLAS GP

SOME WEEKENDS YOU CAN COME BACK from a Grand Prix with a notebook relatively clean. There will be a lap chart in there, of course, together with notes and quotes, but in the normal course of events there will be pages free.

Once in a while, though, this is not the case. And I find, looking back to the Dallas Grand Prix in 1984, that even before race day I was into my second notebook. Wherever you went that weekend there were folk anxious to share their thoughts with you.

Seven years have passed since Formula One last took its act to the USA, yet in 1984, remarkably, there were three North American events in four weeks, the last of them this new one in Dallas, at that time even better known for the doings of JR than for the assassination of JFK.

This race was intended to be the first of many, the promoters told us. Dallas was a city awash with cash, and the local populace voracious for anything new, particularly something European, and therefore a touch exotic. It would be a huge success.

In some ways, it was. Unlike Las Vegas or Detroit, the people of Dallas undeniably did get behind the race, the real high-rollers shelling out \$20,000 apiece for hospitality suites – plus another five grand for air-conditioning, which was about as optional as ear plugs at a Mandelson press conference. Dallas in July was like a furnace.

It had been hot as hell at the Las Vegas races, but that had been an arid desert heat; summer in Texas meant crippling humidity, but suggestions were ignored that the race should be scheduled later in the year. Keeping the cars that side of the water, following the Montreal and Detroit races, made sense financially, so that was that.

The whole deal made sense financially, in fact. Why else would the race have been able to sidestep an FIA rule demanding that a new Grand Prix track should first stage a smaller meeting to prove its suitability? As in the case of Vegas, money spoke louder than rules.

Keke Rosberg squarely blamed the F1 establishment, rather than the Dallas organisers. "Of course there shouldn't be races like this, out of the blue, but the fact is, we're all whores,

aren't we? If the money's right, we'll turn up anywhere and do our stuff..."

Made up of roads at the tatty end of town, within the State Fair Park, the track was quicker by far than most 'street' circuits, and the run-off areas were anything but generous. There was, too, something of a clash of cultures. "Hold it there, boy!" a State Trooper hollered at Michele Alboreto, as he toured the track in a Ferrari 308. "There's a limit of 20 right here! You wuz goin' 30 at least..."

Almost to a man, the drivers were appalled by what they found, and at a press conference made their feelings plain. "In Formula One, it's not only the engines that whine," reported the *Dallas Times Herald*.

Out they went, on Thursday morning, to try the track, and soon they were saying it was even worse than they had suspected. "The only thing good about it," remarked Alain Prost, "is that suddenly Detroit is not so bad..." Elio de Angelis described it as, "A complete joke – in every way."

Not all condemned it, though. "Actually, I don't think the bumps are as bad as at Detroit," Rosberg said. "Driving here is not a pleasure, but I'm not too worried about the safety aspect." And Derek Warwick, team leader at Renault, was quite upbeat: "It's bloody dangerous, but as a track not bad – quite challenging, in fact." Nigel Mansell, too, took a positive attitude: "It's the toughest place I've ever been to, but we've got

to make the best of it, haven't we?"

People change, don't they? Those many years ago here was Mansell looking on the bright side, and debutant Ayrton Senna by no means the perfectionist we were later to know. Simply not fit enough, Ayrton was quick in the Toleman-Hart, but 10 laps were enough to exhaust him. And imagine this: on Friday he went out to practise, put the brakes on at the first turn – and found he couldn't see anything, for his helmet had slipped over his eyes. In his eagerness to get going, he had forgotten to tighten the strap.

Niki Lauda's McLaren-TAG was fastest in that first, unofficial, session, and his time was to stand as the fastest of the weekend, for by the afternoon the temperature was up to 107, and the track surface was beginning to break up. "They always say that for a quick lap you have to be out at the right time," Prost murmured.

"Here that means when there are no wrecks on the track..." One of those, sadly, was Brundle's Tyrrell, Martin suffering fractures to his feet which pain him to this day.

Both Mansell and Warwick were scintillating in qualifying, finishing up first and third, with Nigel's Lotus team-mate, the reluctant de Angelis, between them. Fourth was René Arnoux's Ferrari, followed by Lauda, Senna, Prost and Rosberg.

The latter was actually in optimistic frame of mind. The Williams of that year, the FW09, was perhaps the worst-handling machine the

"There shouldn't be races like this, but the fact is we're all whores, aren't we?"



Running repairs to the road circuit nearly led to a revolt among the drivers

"The only good thing about it," remarked Alain Prost, "is that suddenly Detroit is not so bad..."



LAT Archive

Rosberg swaps sponsor's cap for ten-gallon hat after taking victory in the controversial 1984 Dallas GP. Soap opera actress Linda Gray lends her support

team has ever produced, and that, together with the 'light switch' power delivery of the Honda V6 turbo, made for a nightmarish car in these conditions. "Yes, but it's like that everywhere," Keke cheerfully said. "At least we have some hope here, because the race will be a lottery."

For race day, the scheduled start time was 11 o'clock, with the warm-up at seven. That being so, Jacques Laffite sought to introduce an element of levity by showing up in his pyjamas. It raised a laugh, as Jacques had hoped, but not for long: since qualifying, a great deal had happened to the track, and none of it was good.

Unfathomably, late the previous afternoon, the organisers had gone ahead with their plan to run a 50-lap CanAm race, and the heavy sports-cars had chewed the track surface to

rubble. Some drivers, led by Lauda, now turned militant. As resurfacing work began with epoxy cement, Niki said no, they were by no means certain to race. The warm-up was cancelled, to allow the cement to dry, but in the heat it didn't cure properly. "Look," said Renault team manager Jean Sage, "in places you can lift the stuff with your fingers..."

"Is there a feeling among the drivers," a perceptive local reporter said to Rosberg, "that you don't want to race?" Keke's answer was to the point: "We don't want to break bones! To race is crazy, but there are 28 countries waiting for TV, and 90,000 people around the track here. We have to bite the bullet. But where are our wonderful people from the FIA? Not here, because it's too bloody hot for them..."

Once the decision to race had

been taken, the drivers asked for 10 laps' acclimatisation, in lieu of the cancelled warm-up, but were told that TV schedules were too tight for more than three. Thus, they ran those, then came to the grid. And what they gave us was an incredible Grand Prix. "Look at them," commented a spectating John Watson. "Racing drivers again! Show them a green light, and instinct takes over."

He was right. From the outset, all 25 of them went for it, with Mansell at the front, threatened by Warwick - who fell foul of the crumbling surface as he was taking the lead, and hit a barrier.

At the halfway point Mansell also clouted a wall, and had to pit for tyres, at which point Rosberg took over for a dozen laps, before ceding the lead to Prost - who then, to the astonishment of all, clipped

the concrete 10 laps from the end.

There were many wonderful performances, notably from Arnoux, who had to start from the back when his engine refused to fire, yet scythed through to second. But on a track surface which put 13 drivers into the wall, Rosberg's victory was perhaps the greatest of his career.

Keke was aided, it must be said, by a skullcap through which chilled liquid circulated. Although these are used routinely by the NASCAR drivers, who race all summer long in the Southern states, only Williams had given thought to them for the Dallas Grand Prix.

On the Monday morning, the man from the *Dallas Times Herald* recanted somewhat. "All complaints aside," he wrote, "when these chaps climb into the cockpit, they flat go racing. There's no pouting there..."

In the May edition...

All contents are subject to change



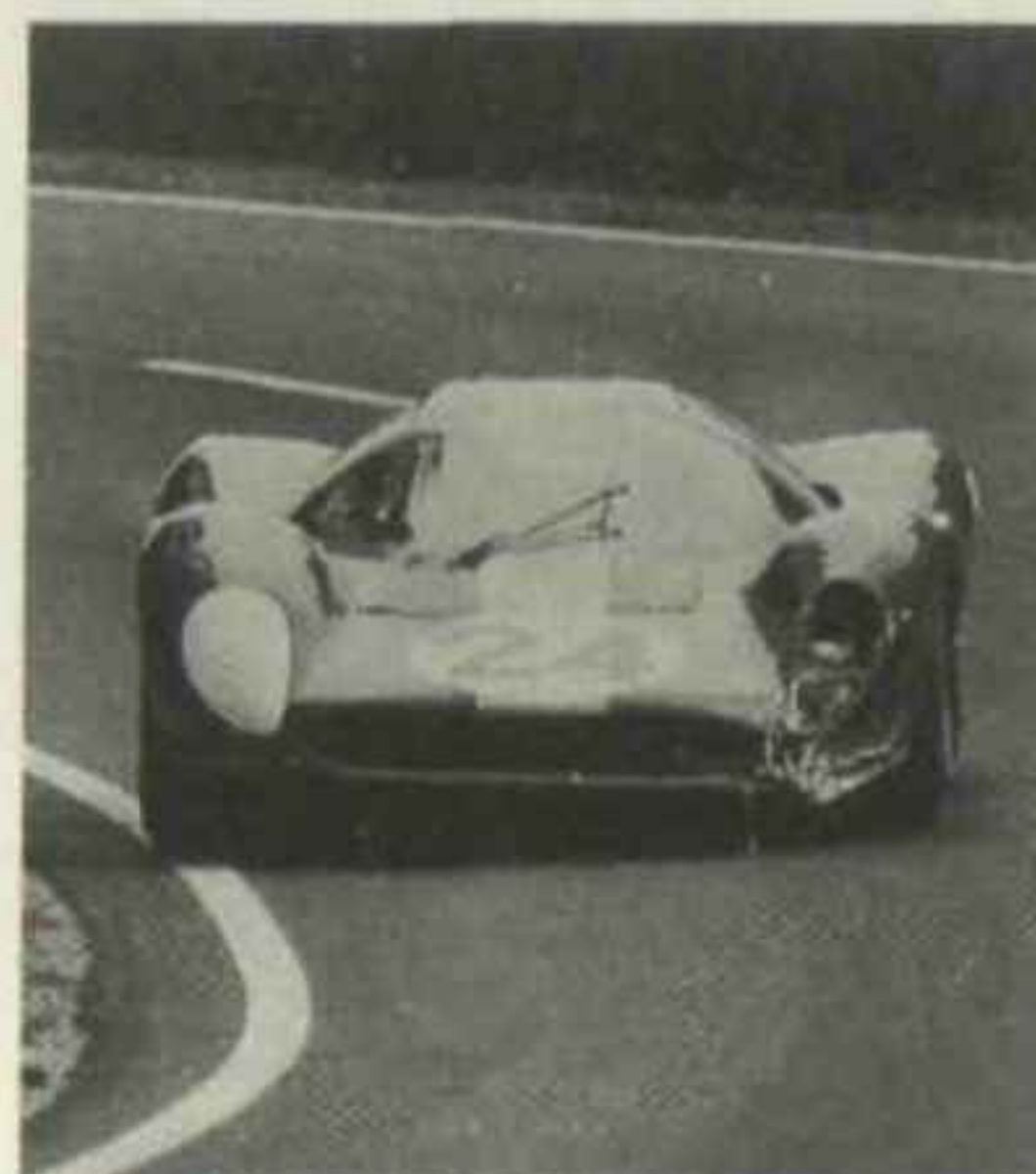
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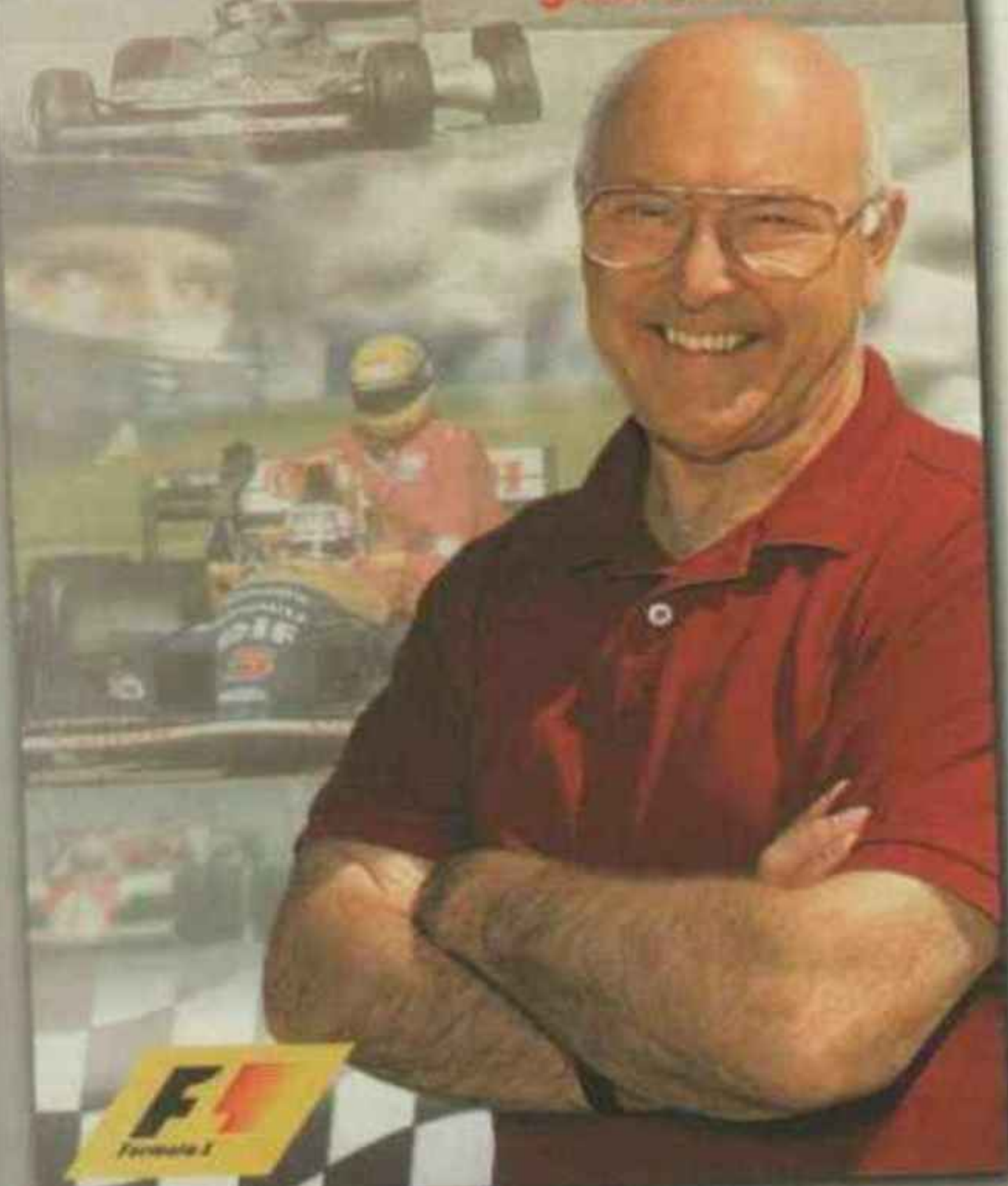


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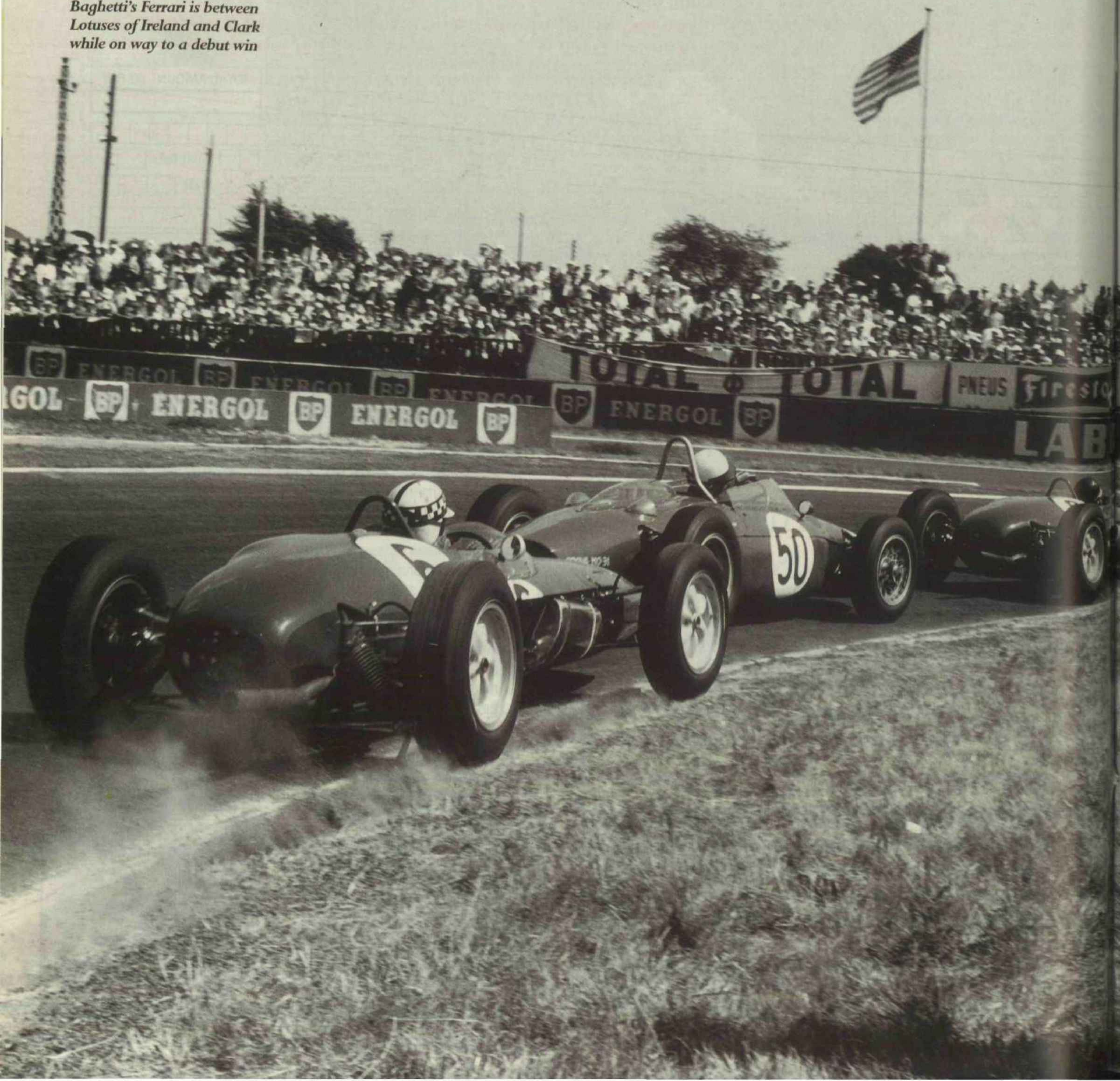
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IS IMPORTANT SALE

SEAT: 25 years



SEAT's F2 win on the Safari Rally showed why the Ibiza has claimed two consecutive world rally championships

It is easy to be fooled into thinking SEAT's motorsport heritage is all recent stuff. Startling yellow or lime-green Ibizas hurtling over the special stages of the World Rally Championship belong firmly to the modern era.

But given the Spanish passion for motorsport, it is not so surprising to discover SEAT Sport has been around longer than most might realise. The current team, under manager Jaime Puig, can trace its history back more than 25 years.

Antonio Zanini and Salvador Canellas were the men who set SEAT on the World Rally Championship trail, back in 1972. The Special Vehicles Department, forerunner of SEAT Sport, had been set

up the year before with the express purpose of forming a rally team and competing in national and international championships. Canellas was the official team driver, and won the Spanish Rally Championship that year.

But it was the young Zanini who was to catch the fans' attention, joining the team to run a third car and winning his first event with SEAT. He was to go on to score the team's greatest triumphs and pave the way for a generation of Spanish rally drivers, including the great Carlos Sainz.

The team built on its early success, competing nationally at first and then moving out into the European scene. The Spanish Championship for Manufacturers was won every year



Salvador Canellas heads for fourth on 1977 Monte Carlo

rs to the top



Twin-engined Ibiza prototype was a winner off-road

between 1973 and 1979 and a concerted attack on the European Rally Championship in 1976 saw Antonio Zanini finish runner-up, behind Bernard Darniche in a Lancia Stratos.

The early results had come with a SEAT 124/1600, but the team soon learnt the tricks of modifying production cars and making them eligible for competition. By 1975 the 124 had been transformed into a SEAT 1430, with a powerful twin-cam 1800cc motor and, in 1977, the SEAT 124 Especial appeared, complete with trick suspension and full 2-litre power.

The Monte Carlo Rally that year gave the team its best result to date. Against the might of Lancia, Alpine Renault and a powerful Fiat team, Antonio Zanini took third overall and Salvador Canellas came home fourth.

The result should have been the starting point for a full World Championship assault the following year, but a change in technical regulations for 1978 ruled out the SEAT, and Zanini went on to contest the European Rally Championship driving a Fiat 131 Abarth.

Two years later, the enthusiasts at Special Vehicles found their programme curtailed. Only the Fura Cup and the Marbella Cup remained.

SEAT Sport was revived in 1985, and the arrival of the exciting new Ibiza in the product range, and the freedom in the mid-1980s to build prototypes for rallying, led to some fascinating developments.

In 1987 Jose-Maria Servia debuted a twin-engined Ibiza in the Spanish national off-road championship. With 260bhp and engines both front and back,

this triumph of technology was, once again, killed off by regulation changes. The Ibiza ran for two years in free-formula national championships before giving way to a Marbella proto and, in 1992, the Toledo Marathon.

Off-road marathon events, such as Paris-Dakar Rally and the Spanish Baja, attract a huge following in Spain and the Toledo was to prove the key to SEAT's return to international competition. Racing against impressive competition, including the Citroen and Mitsubishi factory teams, the Toledo took podium positions on three events in the 1994 Rally World Cup.

But the Spanish team harboured an ambition to return to the World Rally Championship and the creation of the new Formula 2 category in 1995 was the opportunity it had been waiting for.

After an 18-year absence from top level motorsport, a SEAT Ibiza 1.8, driven

by German star Erwin Weber, started the Rally of Portugal. It finished third in the class.

Then, just 10 weeks later, the SEAT team set the rally world alight with first and second places on the Formula 2 Acropolis Rally of Greece. When the team again scored points on the Rally of Finland, the scene was set for a full championship attack.

SEAT Sport came to the 1996 World Rally Championship with a two-car team and two top line drivers, Erwin Weber and Spanish champion, Jesus Puras. The simple 1.8-litre Ibiza had now given way to a full 2-litre kit car and it was to prove dominant throughout the year, scoring points in every round of the series.

In a busy season that was to take the fledgling team to events as far away as Argentina and New Zealand, SEAT won Formula 2 in Portugal, finished second in Australia and New Zealand, and third in Spain and on Monte Carlo. The championship went down to the wire and culminated on the RAC Rally.

The snowy, slippery conditions provided some of the most difficult driving of the year and Puras was one of the first to succumb, dropping out with an accident on the very first stage. But the SEAT team had strength in depth with guest driver Harri Rovanpera and team regular, Erwin Weber, scoring fourth and fifth places.

That was enough. SEAT became World Champion in its very first full season of competition – a feat never achieved before by any other team. Exactly 25 years after the formation of a motorsport department, SEAT Sport had taken on the world and won.



Toledo Marathon was built for Rally World Cup events

Under the bonnet

The purposeful lines of SEAT's Evolution 2 Ibiza cloak a high technology rally machine that has proved to be a world beater – not once, but twice, in the past two years.

Developed and built to take full advantage of current 'kit car' rules in world rallying, the striking yellow Ibiza is equipped with a 2-litre engine developing around 260bhp at 8400rpm and a six-speed sequential gearbox. To be eligible for the World Rally Championship, under new rules introduced in 1995, a rally car has to be based on a production road car, of which at least 25,000 have been built, and use an engine, up to 2-litres, from the same family as the base road car.

Teams then develop a kit of parts to turn the road car into a full rally machine. The kits allow



development of cylinder heads, manifolds, crankshaft and pistons. Three different sets of gear ratios are permitted, the bodyshell can be adapted, wider track and wheels are allowed, and a rear spoiler can be fitted provided it follows the roof line and meets certain dimensions.

Only 20 kits have to be made and only one kit-car actually has to be built. The exact specification of a 'kit' can be changed once a year. Hence SEAT's Evolution 1 Ibiza was far more technically advanced than the original Formula 2 Ibiza adding a full 2-litre engine and sequential gearbox.

The Evo 2 takes that development even further by including electronic traction control and more power.

SEAT

SEAT: 25 years

Doing the double

SEAT started the 1997 season as reigning Formula 2 World Champions and determined to score a unique double. It would mean the team's greatest ever commitment to the World Rally Championship, starting 11 events in a season taking it to rallies as far afield as Argentina, New Zealand and Australia.

In the course of a hectic season, the SEAT team not only grew to dominate the series, but also broke a string of rallying records. It's a remarkable story.

Monte Carlo Rally, January 19-22

An important outing for the faithful Evolution 1 Ibiza which had debuted on this event just a year ago. And it showed it had lost none of its speed.

Flying Finn Harri Rovanger proved a revelation despite his lack of experience at this level and came through to finish 14th overall. Spanish team-mate Oriol Gomez suffered some mechanical troubles but still finished just one place behind.

With third and fourth places in the Formula 2 category, SEAT scored seven points and made a convincing start to the season.

Rally of Portugal, March 23-26

Having skipped the two specialist rounds, in Sweden and on the Safari, SEAT returned to the World Rally Championship for a tough three-way fight with Volkswagen and Peugeot.

Harri Rovanger led during the early stages before slowing with power steering problems and finally retiring on the final day after running out of water. Meanwhile experienced German Erwin Weber upheld honour with third place.

Despite contesting only two of the four rounds held so far, SEAT had already scored 13 points and was third in the championship.

Catalunya Rally of Spain, April 14-16

A debut for the new Evolution 2 Ibiza and the biggest team effort yet with three international drivers entered on this home event. But, sadly, it was to prove a disappointing three days.

Belgian star, Bruno Thiry, retired his car after engine problems on the third stage and, one stage later, Oriol Gomez was also out of the event with differential



failure. Harri Rovanger survived until the second day when he had an accident.

Nothing to show for a lot of hard work and a definite low point of the season.

Rally Argentina, May 22-24

A long journey to South America for the team proved to be well worth the effort. Two Evolution 1 cars were entered to allow more time for the Evo 2 development, which was to prove so decisive later in the year.

Despite never having been to the Argentine event before, Harri Rovanger led from the start and lost the position only when delayed in a water crossing on the third stage. He fought back to regain the lead by the end of the first day.

The event was equally successful for Oriol Gomez. The Spanish driver, often regarded as just a tarmac specialist, overcame his lack of experience to finish second and gain maximum points for the team. It was a turning point.

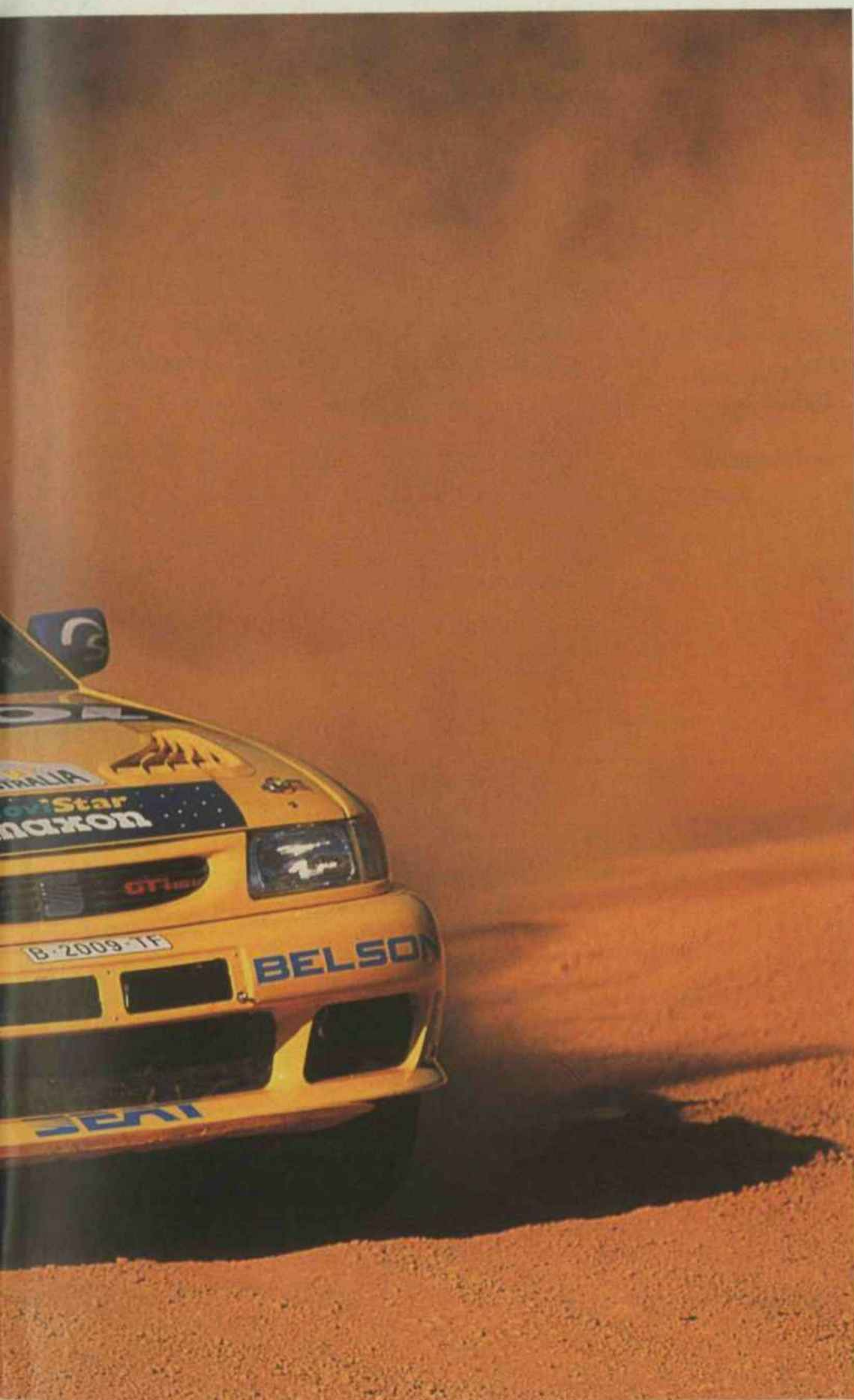
Acropolis Rally of Greece, June 8-10

The roughest and toughest rally of the year proved the SEAT Ibiza had the strength to cope with dust, heat and long special stages.

Erwin Weber led from the start and was still in the lead after the first day but then damaged the sump and dropped back down the field. The challenge was taken up by Oriol Gomez who led from the halfway mark to the finish line.

After two wins on two consecutive

rs to the top



events, SEAT jumped to the head of the championship.

Rally of New Zealand, August 2-5

On the other side of the world, the SEAT team proved they could still be dominant. In the hands of Oriol Gomez, the Ibiza led from beginning to end and the Spanish driver set fastest times on 22 of the 24 special stages.

Unfortunately, his team-mate Harri Rovannerpa could not match his success.

An accident on the second stage left his Ibiza a long way off the road.

Rally of Finland, August 29-31

Familiar territory for Harri Rovannerpa with the rally based in his home town and the Flying Finn took full advantage of it. Within three stages he shook off a challenge from VW and went on to win cleanly.

Oriol Gomez, on unfamiliar territory, picked up one point nonetheless as SEAT took its fourth win in four events.

Left: Rally Australia gave SEAT its seventh win in seven events on route to the 1997 World Championship

Right: Rally of Italy was a decisive Championship round, SEAT taking the title with two events left.

Rally of Indonesia, September 19-21

The slippery rubber plantations of Indonesia make treacherous rally stages and Harri Rovannerpa started cautiously but wisely.

By the end of the first day any serious rivals had crashed out and it was another one-two for SEAT with Erwin Weber taking the runner-up slot.

By now SEAT were looking unbeatable in the championship and, as if to emphasise the growing competitiveness of the Evo 2 Ibiza, the cars took seventh and ninth places overall on the event.

Sanremo Rally of Italy, October 12-15

A third successive win for Harri Rovannerpa and enough points to clinch the World Championship title for SEAT.

The Finn drove another intelligent rally knowing that only a disaster would prevent the team from taking their record second title in a row.

But even so, rivals could not match his pace and he led from the halfway mark to the finish. Punctures ruined Oriol Gomez's chances of making it a SEAT one-two.

Rally Australia, October 30-November 2

Nearing the end of a long season, there is



no let up for the newly crowned champs.

Harri Rovannerpa wins again to bring SEAT its seventh victory in a row. The Evo 2 Ibiza has proved to be a winner on tarmac and gravel, from one side of the world to the other.

Oriol Gomez provided support with third place to put SEAT more than 50 points ahead of any championship rivals.

RAC Rally, November 23-25

The biggest SEAT effort of the year as Cupra Sport joined with SEAT Sport to run no fewer than four Ibizas. Former British rally champion, Gwyndaf Evans, signs for SEAT and immediately proves how quick the Ibiza can be in the British forests.

But it is Harri Rovannerpa who takes the final victory of the season after a rally long battle with the Volkswagen of Alister McRae. The SEAT team can celebrate at the end of a long, hard and highly successful year.

1998: the story so far

After three rounds of the 1998 World Rally Championship, once again SEAT lead the F2 championship, following F2 wins at the Swedish Rally and the Safari Rally, in which Harri Rovannerpa came fifth overall.

Storming Silverstone

SEAT's bid to win the 1998 British Rally Championship got off to a storming start when the SEAT Cupra Sport team took outright victory at the Silverstone Rallysprint, the first round of this year's series.

Former British rally champion Gwyndaf Evans has joined the SEAT team this year to drive alongside feisty Scot Barbara Armstrong, in the Kit Car Ibizas. Evans said his victory at Silverstone was "absolutely brilliant" and showed that the SEAT has the speed and strength to prove a serious challenger this season.

The British Rally Championship is the most closely contested national championship in the world and takes in six events around the British Isles, including classics such as the Scottish Rally and the Manx International.



SEAT



*Thirty-seven years
after Jim Clark
starred at Goodwood,
racing is set to return*



1998

The Essential Guide to the Season

THE RETURN OF RACING TO GOODWOOD MAY BE THE HIGHPOINT OF THE 1998 HISTORIC MOTORSPORT SEASON, BUT AS MARCUS PYE REPORTS, IT'S JUST ONE OF MANY EXCITING DATES OVER THE COMING YEAR

THERE IS A NEW ARRIVAL ON THE HISTORIC MOTOR racing scene in 1998, and it is already the talk of the motorsport fraternity. The reopening of Goodwood circuit in September, 50 years to the day after it first hosted car racing, has even overshadowed prospects for another wonderful Festival of Speed at nearby Goodwood House in the estimation of competitors and enthusiasts alike.

Anniversaries are among the manifold joys of historic sport, and among those to be celebrated in 1998 are 50 years of Silverstone. An emotive recreation of the 1948 RAC Grand Prix – starring virtually all of the original cars, and the surviving drivers – will be just one of a multitude of special events within the seventh BRDC International Festival, the fourth under the Coys flag.

Monza's atmospheric Coppa Intereuropa event in May, Silverstone in July and the ADAC's long-established Oldtimer Grand Prix at the Nürburgring in August form the 'Holy Trinity' of European meetings. American racegoers will mark Watkins Glen's Golden Jubilee all year, with a special Formula One reunion in July.

Porsche and Lotus reach their half-centuries in 1998, and, with Lola and Cosworth passing 40 in tandem, there will certainly be plenty of nostalgia to wallow in at meetings the world over. Historic motorsport has never looked stronger, with races, rallies and speed events almost every weekend of the year. Use our guide as a companion to the MOTOR SPORT Historic Calendar – free with this issue – and start plotting an unforgettable season.

◆ **Goodwood Race Meeting & Festival of Speed**

Twenty-two years after increasing speeds and lack of space for development saw it close its gates to all but testing and sprints, the rebirth of Goodwood on September 18-20, will not only mark the fulfilment of the current Lord March's greatest dream, but also a new chapter in British historic racing, to which it will provide an exclusive new home.

The daunting 2.4-mile track on Westhampnett airfield first opened on September 18, 1948 – pre-dating Silverstone's official debut by a fortnight – when young Stirling Moss recorded his first circuit win in a Cooper 500. He became one of its big stars, taking on Juan Manuel Fangio, Mike Hawthorn and many of the world's greatest drivers in single-seater events as well as the Nine Hours and the RAC Tourist Trophy races for sports racing and GT cars.

Having won the long battle to bring racing back to the family estate, Charles March is using his flair for detail and visual theatre to recreate a typical Goodwood meeting. Elements of all the best classes – Grand Prix, Formule Libre, 500cc F3 and Formula Junior, sports, saloons and GT cars – will be incorporated in a programme entrenched in history, right down to the cars.

Entry to the 12 races will be by invitation only, and Goodwood's search for cars which appeared at the circuit in period has already met with success. Top drivers such as Moss, Sir Jack Brabham and Roy Salvadori will be back to compete, as will some of the cars – Maserati 4CLT, BRM V16, Jaguar D and Ferrari 250SWB – which triumphed in their heyday. If you attend one event in 1998, this should be it! ➤

Racing stars like John Surtees, Jack Brabham and Roy Salvadori turn out in force at Coys, where an autograph book and a camera are vital accessories



Despite the deserved hullabaloo over the circuit, you can be certain that the Festival of Speed will not suffer in comparison. A favourite with fans, the automotive garden party of the season is sure to be a sell-out with another inspirational gathering of men and machines under 'The Innovation Years' banner on June 12-14.

Details of this year's stars and cars is emerging week by week, but the line-up will include entries from several Grand Prix teams – with McLaren resolved to recapture the course record from Jonathan Palmer's Williams – and a tremendous contingent from the USA, headed by 1978 Formula One World Champion Mario Andretti.

As well as driving his old Grand Prix machines, Andretti will demonstrate Indycars in the company of Rick Mears, Bobby Rahal and Al Unser Jr, a quartet which has amassed no fewer than 11 USAC and CART championship titles and six Indianapolis 500 victories.

A raft of cars, from the dawn of the Brickyard in 1911 will trace the history of Indycar racing decade by decade to the current Penske-Mercedes PC27 which Unser will drive. Anybody who saw Emerson Fittipaldi fling last year's PC26 up in adverse conditions will not want to miss this. Surely, the weather cannot be so unkind two years running? ☎ 01243 774 107.

Coys International Festival

Many of those invited to compete in the Goodwood showpieces will also play starring roles at the Coys Festival on July 24-26. With the sheer size of the campus as the backdrop for Europe's most comprehensive pageant, the flowing Historic Grand Prix circuit inspires scintillating racing and four-wheel-drifts of which Fangio would have approved.

Silverstone's first half century is to be showcased with a cavalcade of cars representing each year and the BRDC's attempt to recreate its inaugural Grand Prix of October 1948. Anyone who has seen Baron de Graffenried drive – even in his advancing years – will not want to miss his swashbuckling style in his original Maserati 4CL.

Everywhere you look at Coys, with wall-to-wall racing and hundreds of sideshows, there are wonderful photographic opportunities. This year in particular will bring special memories for drivers who raced in Silverstone's formative years, and enthusiasts who have watched the place be transformed from an old airfield to a state-of-the-art motorsport complex whose origins are barely visible.

Historic Grand Prix cars and sports racers of the 1930s to the 1960s, stunning Le Mans Prototypes of a later era – which are back on treaded tyres this year, thus will slide as they were designed to do – and a host of GT machinery will provide the action. Saturday's auction is your opportunity to buy something which could put you on track next year... ☎ 01327 857 271.

The summer's best garden party still takes place outside Goodwood House





Jaguars sports cars and Grand Prix Ferraris are just some of the superb racers on show at the Coys International Festival at Silverstone this July

FIA Cup for Thoroughbred Grand Prix Cars

Formula One cars will always be regarded as the ultimate expression of a designer's craft, which is why motorsport-mad amateurs aspire to racing the Grand Prix machines of their youth, or the years when they were too busy building businesses and raising families to fulfil sporting dreams.

Now in its fourth year, the FIA Cup for Thoroughbred Grand Prix Cars allows the more pecunious among them to compete in the 3-litre cars of 1966-85, an era dominated by the Ford Cosworth DFV engine, which won an unprecedented 155 World Championship events from 1967 until 1983, when the sizzling 1.5-litre

turbos were making more than twice the power.

The glorious sound of a DFV sets the heart pumping like no other, and the 500bhp powerplants are not treated gingerly by TGP competitors. They race their beautifully prepared cars hard in what has, with the governing body's sanction, evolved into Europe's premier historic championship. Paul Ricard and Most in the Czech Republic are new on this year's calendar.

Faithful to the epoch, the races are more open than we have come to expect from contemporary *Grandes Epreuves*, with aces like Martin Stretton (Tyrrell 005) and Michael Schryver (Lotus 72) capable of mixing it with the later Williams,

Brabham and Tyrrell chassis, helped by ride height rules and control Avon tyres.

Defending champion Bob Berridge and Richard Eyre have graduated to Williams FW08s, but expect stern opposition from Ian Giles (Brabham BT49) and Steve Hitchins (Lotus 91). Mike Littlewood in John Fenning's ex-Gilles Villeneuve Ferrari 312T5 will be a sight to behold, and if Stretton's team completes its six-wheeled Tyrrell, it won't be there to make up numbers.

Donington Park again hosts Britain's rounds of the other FIA Historic Championships in September, an event in which home competitors like Marcos guru David Methley (GT) and double Formula Junior champion Tony Thompson (Lotus 27) have strong records against the best drivers from Europe and beyond.

The Historic Sports Car Club's traditional Super Prix at Brands Hatch in July centres on Motor Classic's Three-Hour Sportscar race – a resounding success on its debut last year – and puts Thoroughbred Grand Prix cars back where they belong on the full circuit. They return for a championship finale on the Indy circuit within October's Formula Ford World Cup meeting.

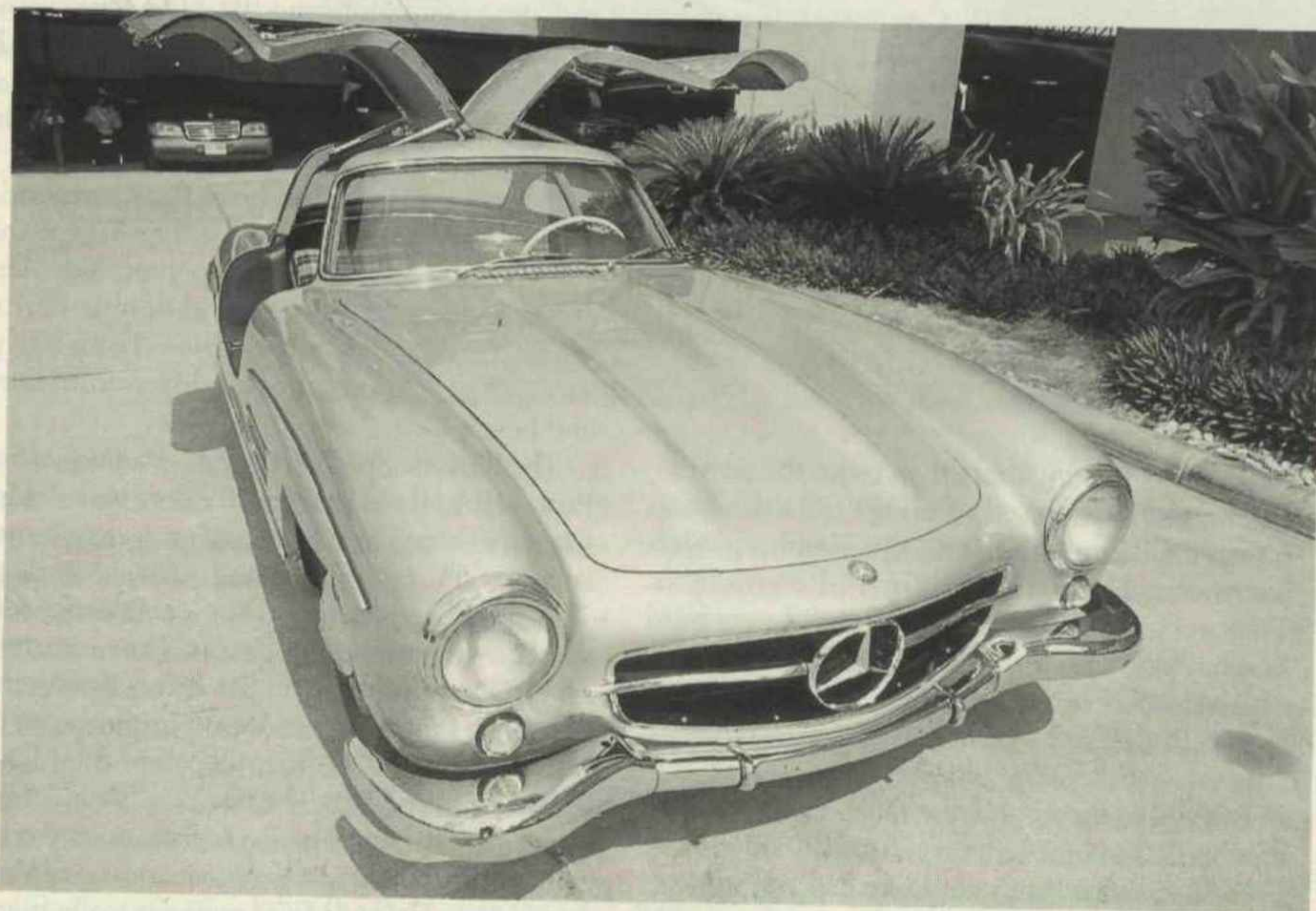
Domestic HSCC championships cater for cars of the 1960s and '70s. The renamed Thundersports series has attracted more registrations over the winter, and Classic Sportscars action is usually close, but historic Formula Ford racing is really frenetic. Thoroughbred GP: ☎ 01451 810 855.



Mike Littlewood and Gilles Villeneuve's Ferrari help make up the Thoroughbred GP grid in 1998

Collectors' Motor Cars

Auction in London: March 30, 1998



Entries are now invited for:

Saturday 6 June 1998,
Rolls-Royce & Bentley Motor Cars
at the RREC Annual Rally,
Cottesbrooke Hall, Northamptonshire
Closing date 18 April 1998

Monday 20 July 1998,
Collectors' Cars, Motorcycles &
Automobilia, RAF Museum, Hendon
Closing date 1 June 1998

Monday 7 December 1998,
Collectors' Cars, Motorcycles &
Automobilia, RAF Museum, Hendon
Closing date 19 October 1998

Left

1955 Mercedes-Benz 300SL Gullwing
Estimate: £130,000-140,000

Entries Include:

Veteran

1903 De Dion Bouton
1904 Cadillac Model A
1904 De Dion Bouton

Edwardian

1909 Renault AX 9HP
1911 REO Open Truck
1912 Hotchkiss Saloon
1913 Clement Bayard CB1
1913 De Dion Bouton
1914 Briton 4 Seater Tourer

Vintage

1921 Ford Model T Tourer
1924 Morris Guy Fire Engine
1924 Stoneleigh Chummy
1928 Austin Heavy 12 Saloon
1929 Alfa Romeo 6C 1500 Tourer
1929 Aston Martin International

Classic

1932 Wolseley Hornet
1933 Austin Saloon
1933 Daimler 15
1933 Invicta 4½ litre Tourer
1933 Lagonda 16/80 Special
1934 Austin 7 Special
1934 Morgan 3 Wheeler
1936 Jaguar SS100 Sports
1937 Ford V8 Shooting Brake
1938 Alvis 12/70
1938 Harrods Delivery Van
1938 Leyland Metz Fire Engine

1940 BMW 327 Sports Cabriolet
1949 Triumph 2000 Roadster
1950 Lea Francis Mk III Saloon
1953 Citroen Light Fifteen Saloon
1953 Renault 4CV Saloon
1952 Morgan F4 Tourer
1954 Bentley R-Type Saloon
1955 Ford Zodiac Saloon
1955 Mercedes-Benz Gullwing
1957 Mercedes-Benz Gullwing
1959 Austin Healey 3000 Mk I
1960 Armstrong-Siddeley
1960 Austin Healey Sprite
1960 Morris Customised Mini
1961 Mercedes-Benz 190SL
1965 Morris Minor Traveller
1966 Beardmore Taxi
1966 Aston Martin DB6
1966 Austin Mini Moke
1966 Chevrolet Bel Air Sedan
1967 Cadillac Coupé de Ville
1969 Aston Martin DBS
1969 Lancia Flavia Coupé
1969 Mercedes-Benz 250 Saloon
1970 Daimler Sovereign
1970 Aston Martin DBS Vantage
1970 Austin Mini Cooper Saloon
1971 Austin Mini Cooper S Mk II
1971 Jensen FF Mk II Saloon
1973 Mercedes-Benz 350SLC
1975 BMW 1602 Saloon
1987 BMW M635 CSI Coupé
c.1988 Jeepney Taxi

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Julian Shoolheifer,
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Peter Blond and Michael
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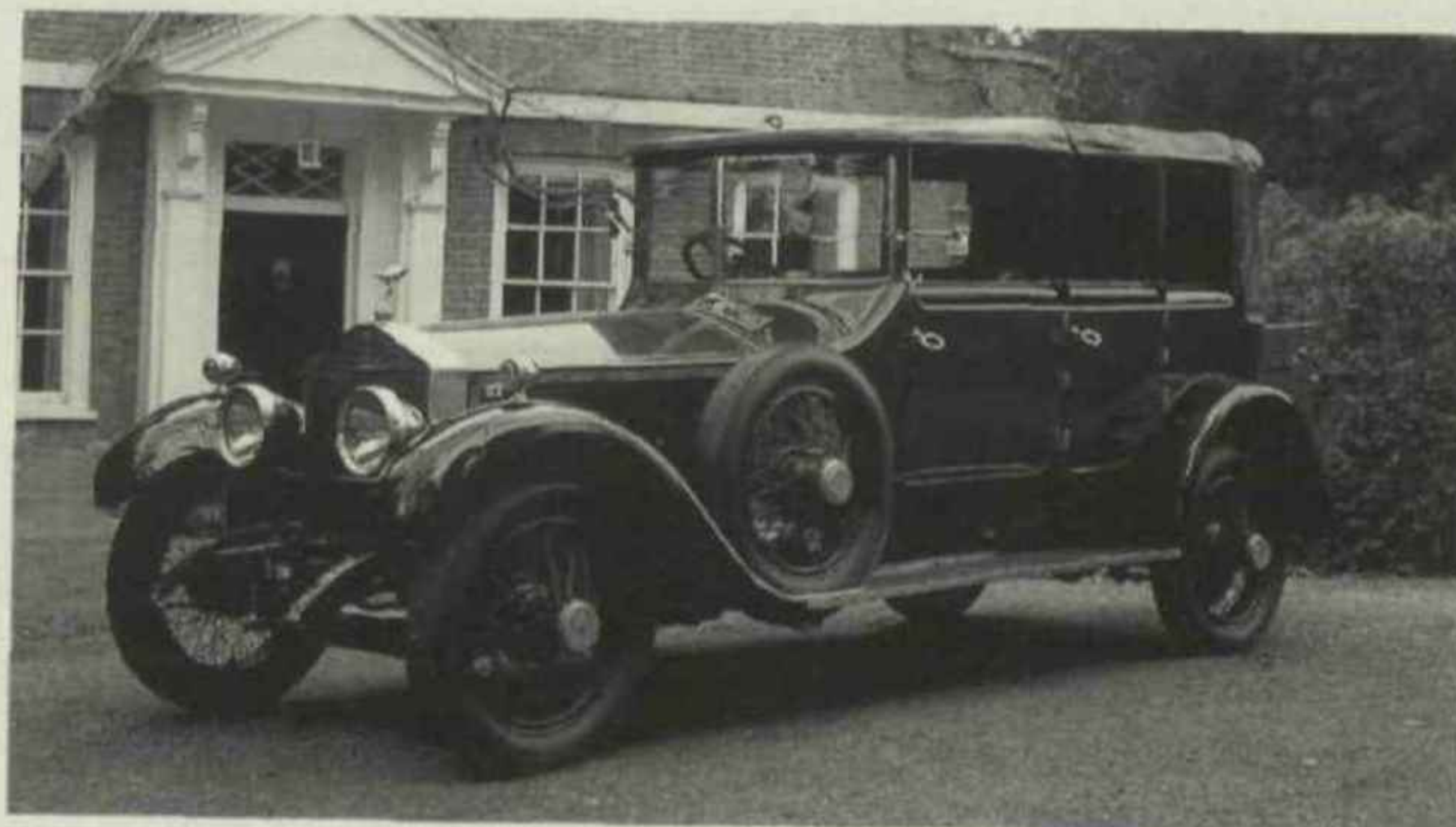
USA

Richard Crump,
Laura Harden
Tel: 001 212 606 7920
Fax: 001 212 606 7886

Sotheby's
34-35 New Bond Street
London W1A 2AA

Below

1922 Rolls-Royce 40/50 hp Silver Ghost,
Windovers Cabriolet. Estimate: £90,000 - 110,000
To be sold at RREC Rally, 6 June 1998



SOTHEBY'S

International Supersports Cup

The Canadian American Challenge Cup and its European Interserie cousin were arenas for the biggest, baddest, loudest and fastest V8 sportscars of them all, in a power-crazy era which Porsche's fire-breathing turbocars blunted in the mid-1970s.

The 850bhp dinosaurs live on, however, in the International Supersports Cup, an automotive Gladiators contest in which the drivers (like the majority of those in the original Can-Am races) are able amateurs who seek their thrills at 180mph.

Expect titanic battles between Chris Chiles's brutal March 707 and Germans Jost Kalisch (BRM P153) and Peter Hoffmann (McLaren M8F), and Geoffrey Hobbs's Lola T222 to get ever closer. Action in the 2-litre divisions is no less intense, with the charismatic Group 6 Chevron, Lola and Toj chassis out to embarrass the 'big bangers'.

The calendar has a new look, with debuts at Most and Le Mans, and a huge grid for Spa in May.
☎ 01420 85470.

Vintage Sports Car Club

Vintage racers do it sideways, so the legend has it, and a trip to Silverstone's traditional season opener on April 18 will have you mesmerised by the cars and the skill of their drivers, to the point where you will want to become a 'groupie', and follow the circus from race meetings to hillclimbs all summer.

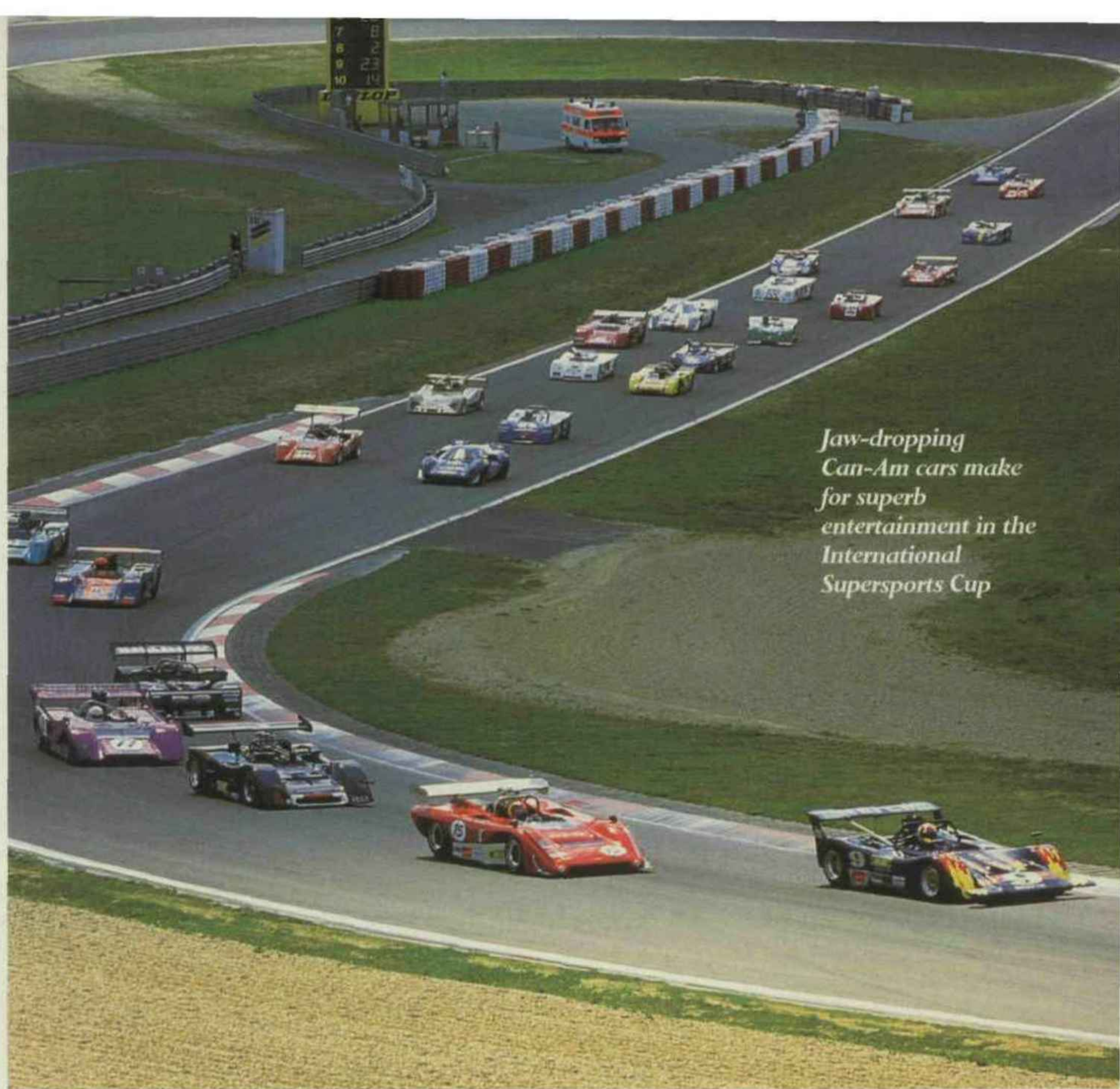
Svelte Bugattis and towering Bentleys share the tracks with spindly chain-gang Frazer Nashes and impossibly beautiful Alfa Romeos, while the sight of abnormally brave fellows (lunatics?) in three-wheeled Morgans dicing with heroes like Mark Walker in aero-engined leviathans is worth travelling a long way to see.

That's before the ERAs, Maserati 250Fs and Coopers come out, transporting you instantly back to the Grands Prix of yesteryear, and Jaguar D-types, Listers, Lotuses and Ferraris waft you into a golden era of of sportscar racing, with some of the finest wheel-to-wheel action anywhere, at speeds approaching 140mph.

Just being there is like turning the pages of a favourite history book, but no meeting is complete without a tour of the paddock, to inspect or to photograph the cars, speak to the drivers (no prima donnas allowed!) and drink in the heady aroma of racing oils until the sun sets. Oh, such a perfect day...
☎ 01608 644 777.



A weekend at La Sarthe for the 24 Heures du Mans remains an essential part of the motorsport calendar. Just ask the 50,000 other Britons that make the trip



Jaw-dropping Can-Am cars make for superb entertainment in the International Supersports Cup

Overseas Events

Paul Ricard, in the south of France, hosts the European championship season opener over the Easter weekend, where Thoroughbred Grand Prix cars, the Historic GP Cars Association, BRDC 1950s Sportscars and Sports Prototypes headline.

The FIA series for Touring, GT and Formula Junior get under way at Monza's Coppa Intereuropa on May 16-17, where the old Milan *autodromo* will reverberate to the sound of Can-Am monsters as the International Supersports Cup kicks off in style.

Spa-Francorchamps, the following weekend, promises nirvana for the sportscar nut, with Supersports, Group 4 Prototypes and the British RJB Thundersports fields pitched together to form a 64-car capacity grid. German single-seaters –

Formula 5000s to FF1600s – are also on the bill.

June traditionally means Le Mans for the vast army of British racegoers who flock to the Sarthe region of France to see history made in the world's greatest 24-Hour race. No sooner will the tents and empty cool boxes have been stowed away, however, than they will be restocked for Goodwood's Festival of Speed.

For those in search of something very different, Watkins Glen's 50th Anniversary celebrations centre on July's Formula One reunion. You will have to sacrifice the British Grand Prix, but the magical switchback circuit – which last hosted the US GP in 1980 – is but a short hop from New York and will evoke lasting memories.

August's Oldtimer Grand Prix at the Nürburgring is a wonderful experience. This huge party is highlighted by a great 300km enduro for 1950s and '60s sportscars on the Saturday. It ends in darkness, with cars howling past floodlit pits.

The west coast of America's historic showcase is the Pebble Beach classic, a three-week Californian extravaganza of sales and concours events which climaxes with the race meeting at Monterey's demanding Laguna Seca circuit in mid-August.

Return to Belgium's Ardennes in September for Motor Classic's Six Hours of Spa-Francorchamps, widely regarded as among the season's best events. 90 starters take to Europe's best-loved Grand Prix circuit. There's unrivalled ambience, the awesome Eau Rouge to watch from and excellent trackside sustenance, but take your MOTOR SPORT umbrella. If you do, it may not rain...

Events like the Mille Miglia take competitors through some of the finest scenery in Europe



Historic Rallying

Historic Rallying takes on diverse forms, and provides an equally vast choice of events to suit car and pocket. Most are geared to competitor rather than spectator, although exceptions are the Tour de France Automobile (April 20-26) and Italy's Mille Miglia (May 14-17), both of which are thinly disguised races over some of the finest and most spectacular roads Europe has to offer.

Long-distance rallies are popular as motoring adventures with a competitive element. Foremost this year are the 10th Classic Marathon in September. Organised by the indefatigable Philip Young, who kick-started the Classic Rally movement, the event takes the form of an eight-day trek from Spain to Marrakesh, and includes a lap of Morocco!

Britain's major event, the two-day RAC Historic Rally, has been withdrawn from the FIA Rally Trophy series – because few home-based crews will go to the expense of preparing cars for a single round per year – but will nonetheless be a popular precursor to our World Championship round in November.

The European Historic series has thus become largely Italian-based, but rounds will also take stalwart competitors to Germany and the Czech Republic, from which Jan and Richard Trajbold emerged as champions in their Porsche last year.

A Porsche was also victorious in Britain's Safety Devices Historic Rally Challenge – supported by MOTOR SPORT, but vehicle eligibility this year has been widened to include less exotic 1967-74 cars. Classic Marathon ☎ 01235 851 291.

RAC London to Brighton Veteran Car Run

The first Sunday in November is sacrosanct in the veteran car buff's diary, for it is the day on which they polish up their *bolides*, don weatherproof costume and depart for the annual run to Brighton.

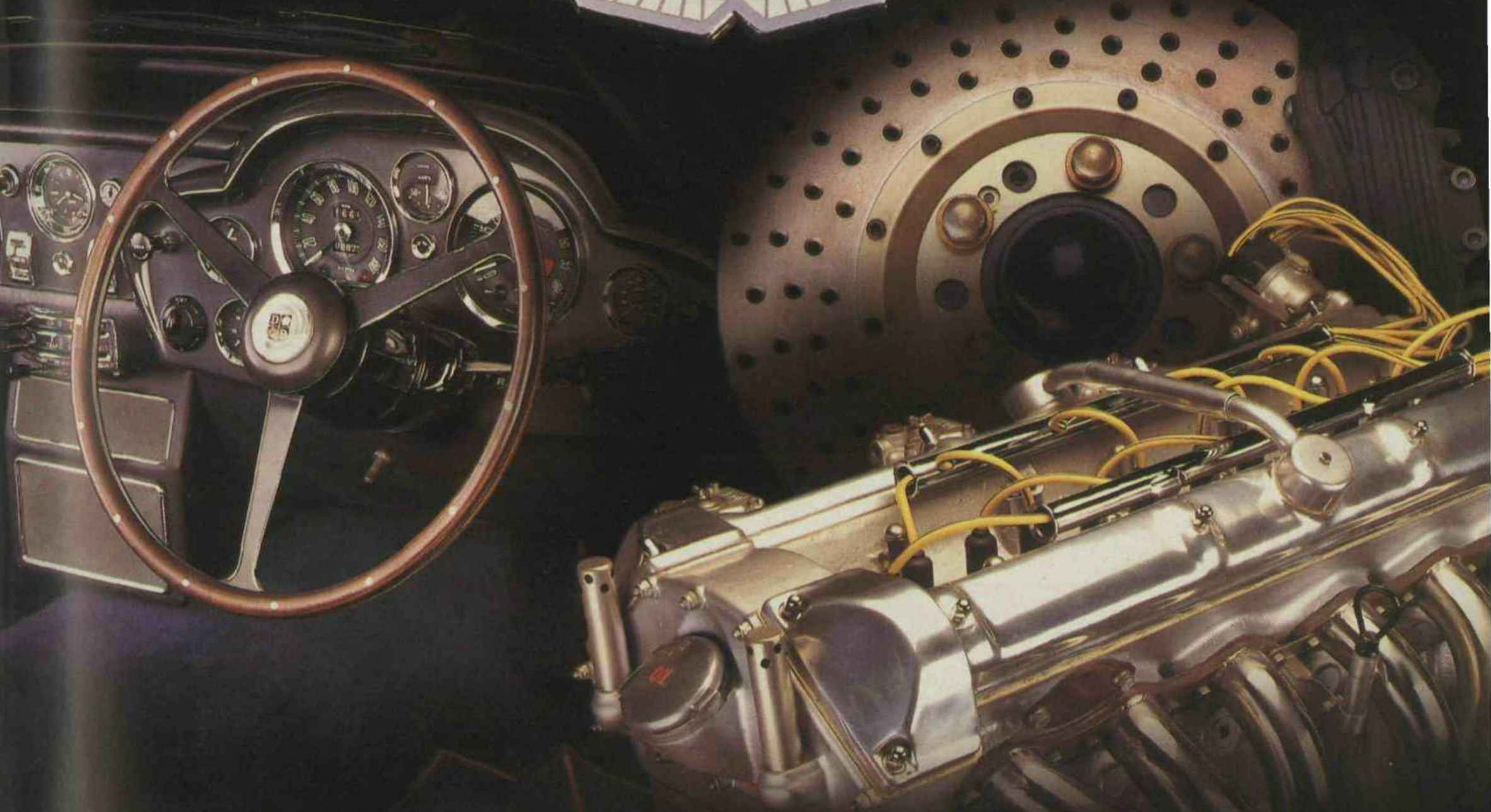
Spidery tricycles, 'new fangled' luxury models and spartan dog-carts all set off from Hyde Park at dawn in a joyous celebration of the abolishment of the Red Flag Act in 1896, which set pioneering motorists free from pedestrian speed limits.

Most of the 600 plus starters reach the Victorian south coast resort in time to collect a medal, but considering the youngest cars were built in 1904 the attrition rate – thus the need for RAC patrols – is remarkably low. A treat for enthusiasts of all ages. RAC ☎ 01753 681 736.



Historic rallying (left) continues to grow across Britain and Europe, while the RAC's London to Brighton Veteran Car run (right) remains as popular as ever





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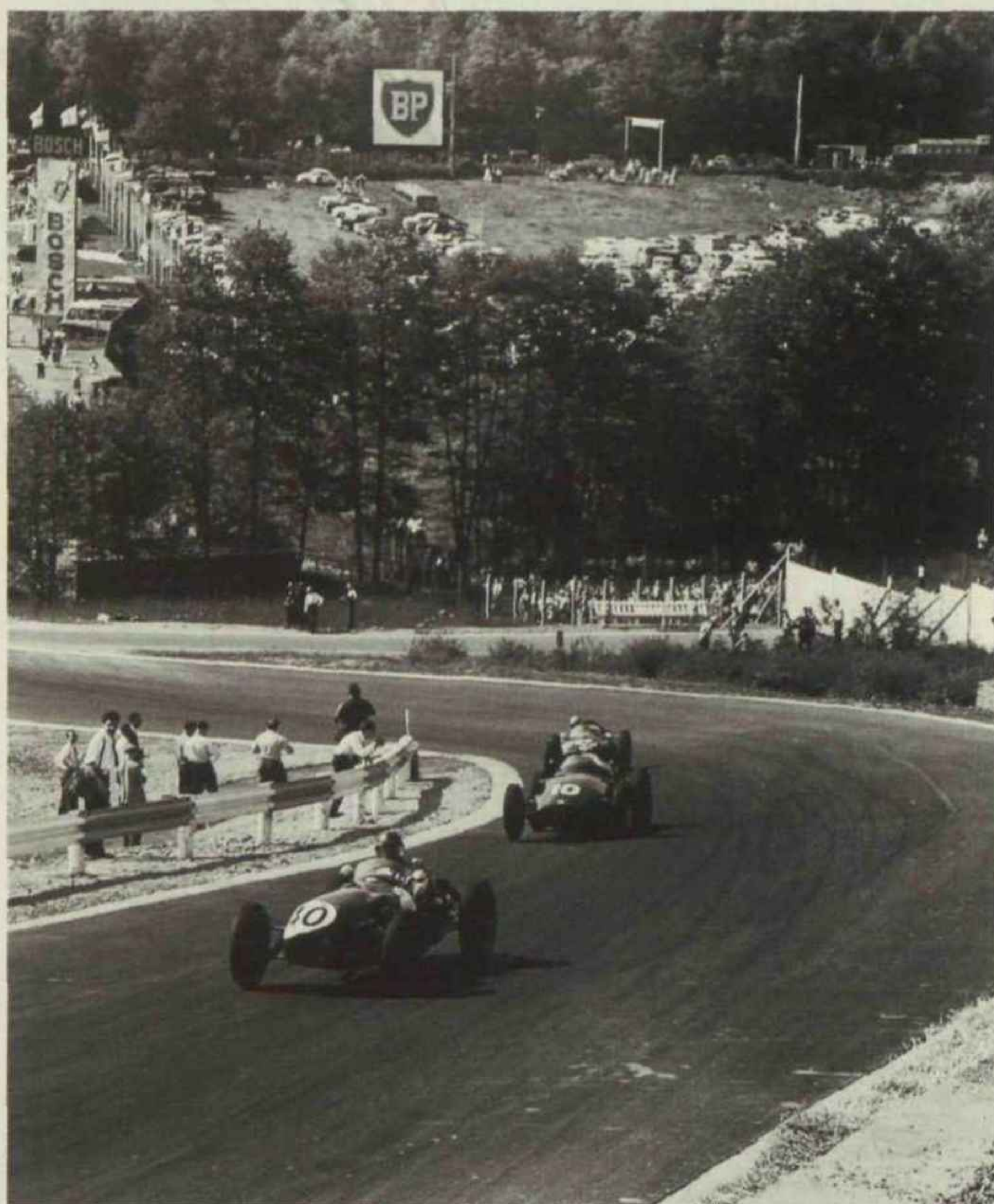




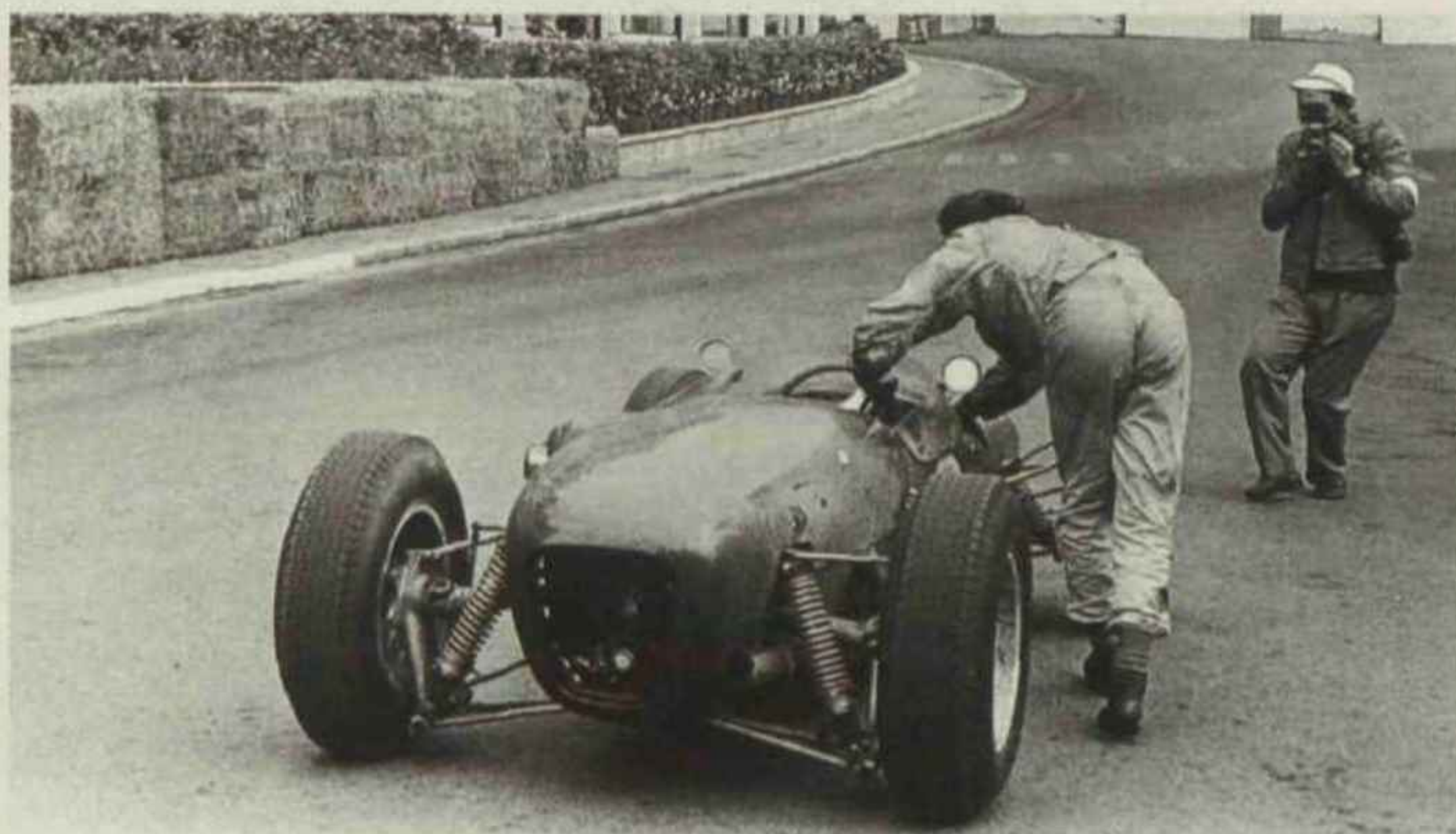
TEAM LOTUS

*THE START WAS INAUSPICIOUS, THE END UNDISTINGUISHED
BUT ON ITS GOOD DAYS, THERE WASN'T A CAR ON THE PLANET
THAT COULD KEEP UP WITH THOSE FROM TEAM LOTUS. MARK
HUGHES REMEMBERS OUR GREATEST GRAND PRIX MARQUE*

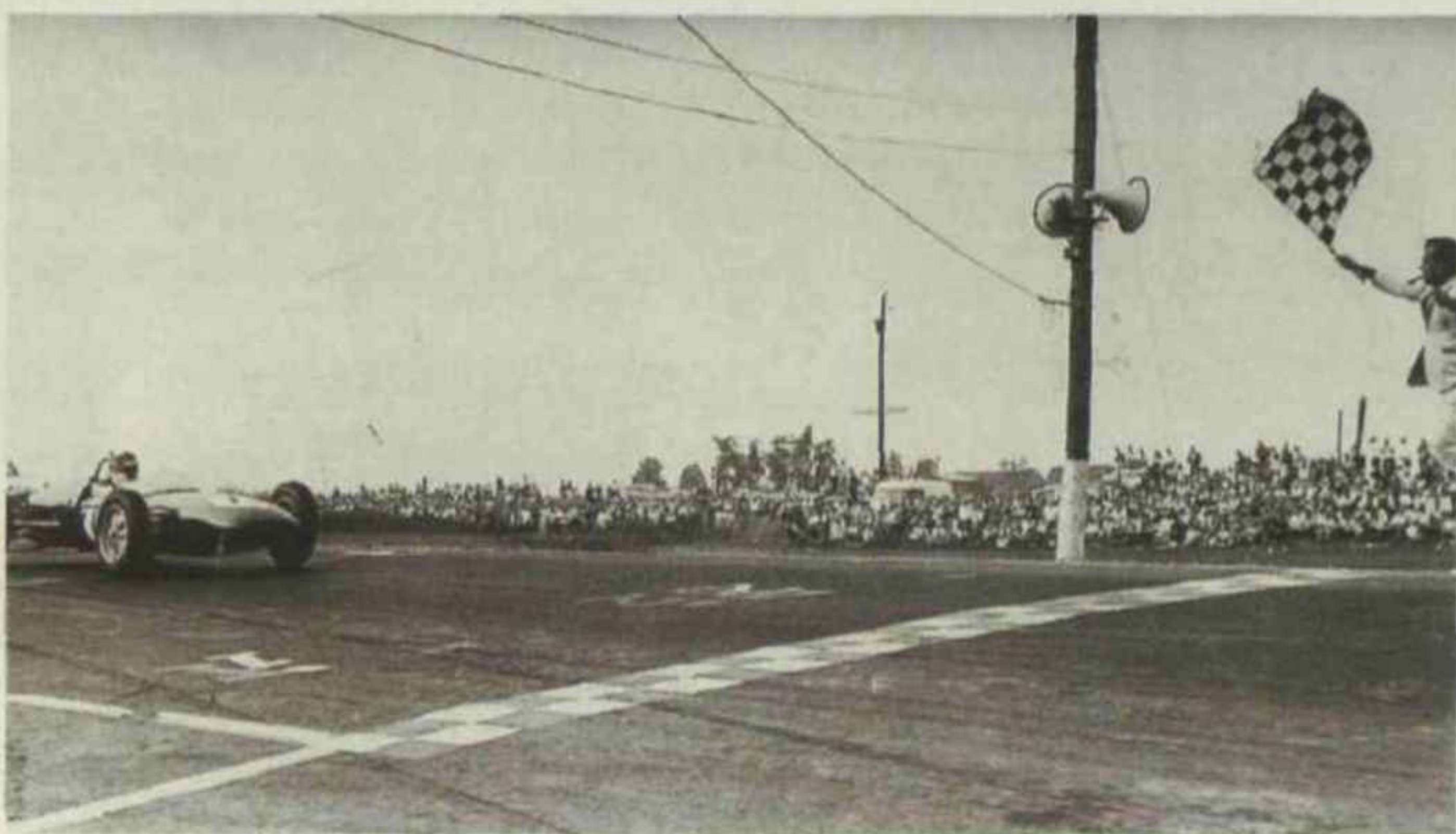
— TEAM LOTUS —



The first points: Cliff Allison's Lotus 12 on his way to fourth at Spa in 1958



Monaco, 1960: Innes Ireland pushes his Lotus 18 to ninth and last place...



Watkins Glen 1961: Ireland takes Team Lotus to its first Grand Prix victory

Grand Prix racing was a changing world by 1958. And after the opening race of that season, in Argentina, it would never be the same again, for a tiny rear-engined Cooper conquered the established might of the Ferrari and Maserati factories. This Cooper represented a watershed in all sorts of ways, technical and ideological.

But the very next race, in Monte Carlo, introduced a marque born to take the baton from Cooper and become a force in Formula One that was to command a reverence challenged only by Ferrari. It was a marque of seemingly limitless ambition, of breathtaking audacity, startling originality, peerless style and overwhelming success: Team Lotus.

The spindly form of the two Lotus 12s that lined up in 13th and 15th on the Monaco grid that day did little to suggest any of this. Drivers Cliff Allison and Graham Hill were a clear five seconds slower than Tony Brooks' polesitting Vanwall. The fastest of the Coopers – that of Jack Brabham – was up on the front row with the Vanwall and Jean Behra's BRM.

In fact, that front row gave a strong clue to the potential of the new marque. It was Lotus's maverick boss, Colin Chapman, who had transformed both the Vanwall and BRM from standard British underachievers to front-row machines, thanks to his brilliantly creative mind and an aeronautically inspired scientific approach. The Cooper benefitted from neither of these but had something that counted for even more: its engine was in the right place. "The one thing Chapman never wanted to be accused of," laughs John Cooper, "was copying 'bloody Coopers.'" Consequently the Lotuses were front-engined. It was only a matter of time before Chapman's approach was united with Cooper's layout to change the face of Grand Prix racing for all time.

In contrast to Chapman's obsessively minimalist creations, a Cooper was a tough tractor of a race car. Chapman held them in disdain: "Although he loved John Cooper as an individual," recalls former Lotus employee and subsequent Lotus author, Robin Read, "they hadn't a clue about designing racing cars, according to him."

Yet it was a Cooper that went on to win that race at Monaco, Allison's Lotus that finished 6th, and last, some 13 laps behind the winner. "It wasn't a bad car," recalls Allison today, "quite nice to drive actually. At Monaco it was losing water and overheating and I had to push it over the line because it stopped dead at the hairpin." Hill retired the sister car.

Though Allison then took a creditable fourth place at the Belgian Grand Prix, he didn't stay around beyond the end of that season: "A lot of the cars he built then were very fragile. I went to Ferrari because I figured it was only a matter of time before something vital fell off..."

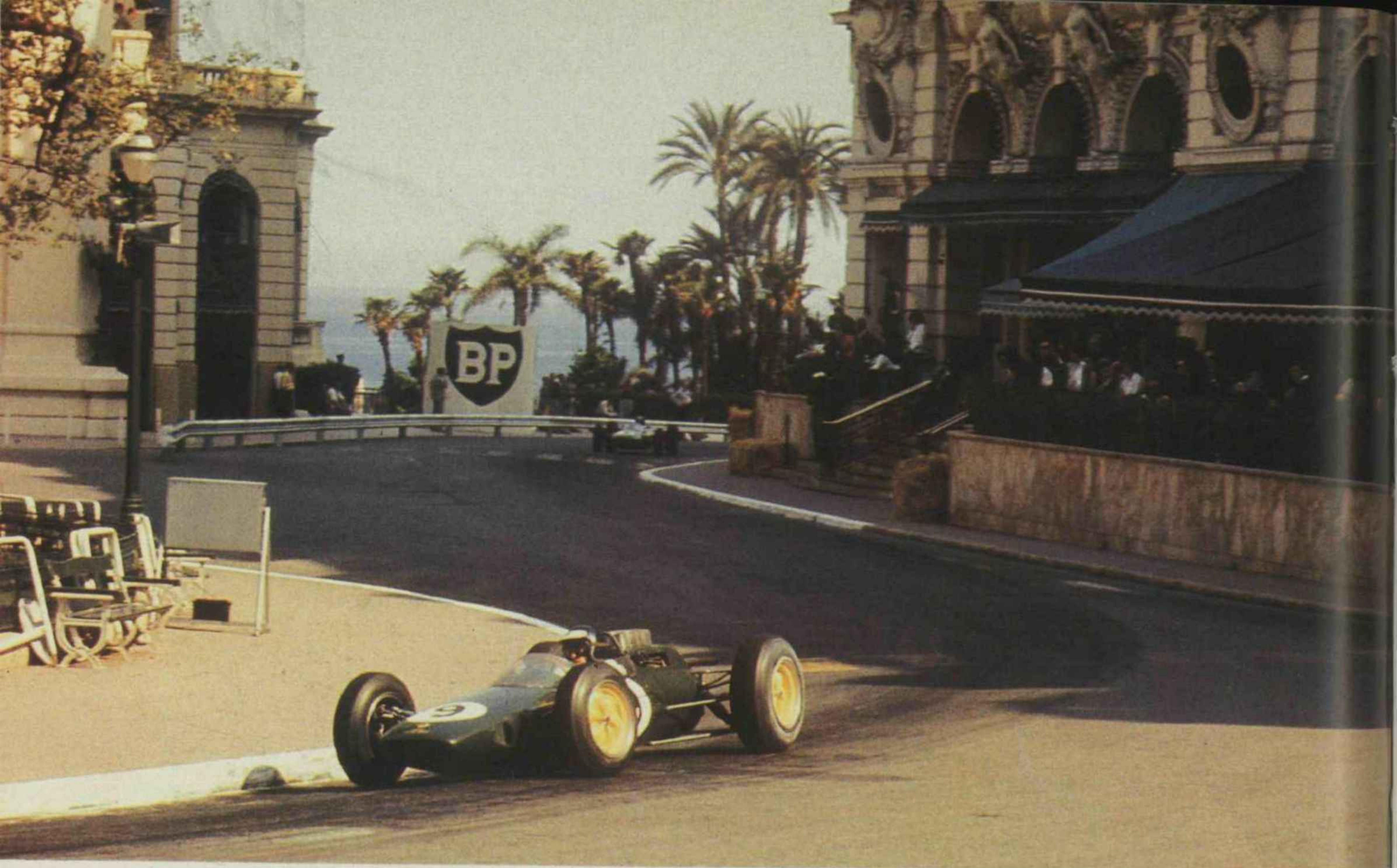
Indeed the 12 and subsequent 'mini Vanwall' 16 did suffer a horrific record of failures during the '58 and '59 seasons. That Chapman still managed to make them lighter than the Coopers despite the encumbrance of a propshaft probably goes some way to explaining that. Such failures did not come as a much of a surprise to former Lotus engineering director and subsequent co-founder of Cosworth, Mike Costin: "Colin was a great conceptual engineer," he explains, "but would often allow himself the luxury of illogicality. Sometimes he would guess what he thought would happen and sometimes that guess just wasn't good at all."

But perhaps the most notorious Lotus failure of the time was caused not by a design fault, but by a machining one. It came in the first of the mid-engined Lotuses, the 18. At Spa in 1960, it put Stirling Moss in hospital with two broken legs after a wheel hub sheared at high speed, this after Mike Taylor sustained a broken neck when the steering on his 18 failed.

Yet it was the same car which brought Lotus its first Grand Prix victories. Two races before Spa, Moss had taken his Rob Walker-entered 18 to victory at Monaco: "I was looking at the ➤

Clark and Chapman were the greatest pairing in Grand Prix racing. This is routine pot collection at Goodwood during 1964





car before the start," he remembers, "and I thought I could see a crack in the chassis. I called Alf (the legendary Alf Francis, then Walker's mechanic) over and he said 'my God, you're right'. So he welded it up there on the startline, pouring water over the tanks as he worked." Although Moss led Bruce McLaren's Cooper past the flag by over a minute, the engine mounts were broken, the engine held in place by its water hose...

Chapman would probably have argued tenaciously that this was the ideal way to win. His longtime righthand man Peter Warr comments: "He used to build cars so they needed a complete rebuild after every race, but that was precisely the idea. He'd say they only need to do 250 miles so if they break down after 260 then we're doing it about right. Of course what happened was they very often they broke at about 240..."

When the recovered Moss won the 1960 American Grand Prix on his birthday he was presented with a cake featuring a miniature Lotus 18 on the top. "I said I'd like to make the first cut," remembers Moss, "so I cut a wheel off and said 'this is for Colin'. He didn't think it was funny at all."

The new 1.5-litre formula of 1961 brought two more victories for the Walker 18, the product of pure Moss virtuosity in a season dominated by Ferrari. "I didn't think I stood a chance at Monaco," he remembers, "and even quite a long way into the race I still thought the Ferraris were just playing with me." In his inspired efforts to pass and pull clear of Richie Ginther's Ferrari he lapped almost 3secs faster than his pole position time. Aided by some soft compound green spot Dunlops he was similarly stunning when winning at the Nürburgring.

In the final race of that year, in the absence of the Ferraris, Innes Ireland gave the works team its first victory and his one and only championship Grand Prix win. It was achieved in the 21, a more aerodynamic development of the 18 with a canted engine and inboard suspension. It was just reward after four years of toil by

Monaco 1963: Clark's beautiful Lotus 25 took pole position and led for most of the race before retiring on lap 78

the Lotus mechanics, as former spanner chief Jim Endruweit recalls: "It wasn't a terribly happy outfit in the early days. We reckoned we put in more hours than any other team. The norm was to work all through the night before going to a meeting, drive the truck across there, go straight into practice and if you were lucky, get to bed as early as 2am. When nothing good comes out of it you get despondent. But when you start winning, it's 'wow', a total transformation."

Warr recalls: "The whole Lotus philosophy, and it ran throughout the team, was that nothing was too difficult to achieve. If you worked in close proximity to Chapman you could not fail to get caught up in that."

Despite his win, Chapman sacked Ireland weeks later, before the 1962 season kicked off, leaving the young Jim Clark as team leader. Clark had made his F1 debut in 1960, just six months after first stepping into his first single-seater. By '61 he was making Moss nervous and had formed a symbiotic working relationship with Chapman. With what the boss had stuffed up his sleeve for 1962, motor racing's most celebrated partnership to date was about to enter its golden era.

The beautiful, epoch-making Lotus 25 stands as one of the greatest designs of all time, bringing monocoque construction to Formula One. The construction's torsional stiffness allowed its suspension to work better than that of its rivals; it offered the driver far greater accident protection than the spaceframe for a torsional stiffness three times greater than that of the 21 and a chassis that was half the weight. Costin remembers: "We used to go to Waltham Cross for lunch and he outlined it to us there on a napkin." Read recalls that Chapman's original motivation came from his frantic search for a way of lowering the frontal area by doing away with the space-consuming tubes and "getting rid of the awful tanking arrangements of a spaceframe chassis which were not only extremely complicated but also prone to leaks."

"I cut a wheel off the cake and said 'this is for Colin' He didn't think it was funny at all"

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For the perfectionist Chapman all that remained was to tailor the car as tightly as possible to Clark's compact dimensions, and recline him to 35 degrees to lower further the frontal area. He boasted that even the brake lines passed through a channel in the floor which ran "between Jimmy's cheeks". In cross section the frontal area was 0.37 square metres compared to 0.54 for the '62 Ferrari or 0.45 for the BRM.

Although the monocoque idea wasn't new – it was common in aircraft construction – Chapman utilised it perfectly. "I don't think he ever invented anything," says French journalist and ardent Lotus fan Jabby Crombac. "He would take something which had been invented long before its time and, when the technology allowed it, make it work."

Though Clark took pole for six of 1962's nine championship races, and won more often than any other, he lost the crown through the failure of a minor component in the final race. All was put to rights the following year when he won seven of the 10 rounds and Lotus' first World Championship. Clark and Lotus were the dominant partnership throughout the remainder of the 1.5-litre formula. In 1965 they won every race they finished, missing a race to pop over the pond and take a win in the Indy 500...

Perhaps their closest rival in terms of speed was Brabham's Dan Gurney, who also drove alongside Clark in Lotus's Indycar campaign. He remembers: "It was a very special relationship, each realised the other was the best. With Chapman everyone around him felt they were part of something that was going to whip the world. He had this aura that you could just feel the good stuff was coming off and Jimmy was just a giant of a driver. It was frustrating to compete against in F1, but a very special feeling when you were inside it."

Chapman's partnership with Clark was special in a poignant way too, according to Costin: "I think Jimmy was the only real



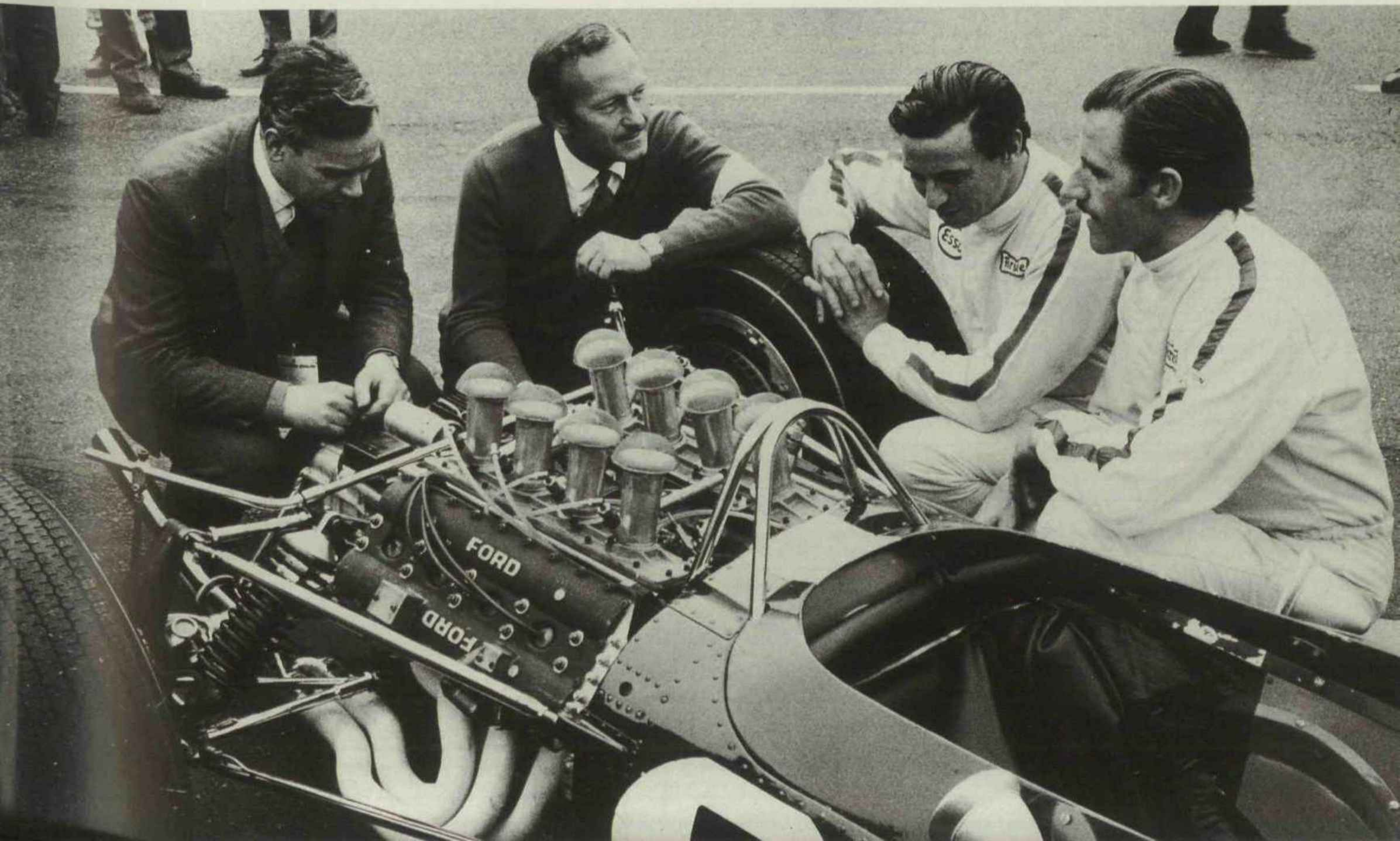
Bewinged 49s of Oliver and Hill lead the field in '68 British GP

friend Colin had. Everybody else was a business associate."

The dawn of the 3-litre formula in 1966 left Lotus temporarily without a suitable powerplant but in '67 came the Cosworth DFV. It was masterminded by Keith Duckworth, a former employee of Chapman's who founded Cosworth Engineering with Mike Costin. "When Keith was at Lotus they didn't get on together at all," recalls Costin. "Later when Keith was successful Colin was wary of him because he didn't want to upset him." Using the engine as a stressed member – Duckworth's stipulation, according to Costin – Chapman penned the otherwise simple but elegant 49 model. Instantly the class of the field, Clark won on its first outing, the 1967 Dutch Grand Prix. He would win another four Grands Prix in it before his death in an F2 race in April '68.

"That devastated the old man," remembers Endruweit. "He came within an ace of quitting. The race after that was the ➤

Keith Duckworth, Chapman, Clark and Hill gather around the mould-breaking Lotus 49 with its DFV engine at '67 Dutch GP



VOLLINE





Zandvoort 1975: Ronnie Peterson pushes past the limit in the ancient Lotus 72 during its sixth GP season. He ran out of fuel

TEAM LOTUS

Spanish Grand Prix. Chapman didn't come and sent out Graham Hill and two cars. The spare car was brand new and we were under strict instructions not to use it. It was Graham who jollied us, bullied us and pulled us all back together. Then he won the race which put a bit of spirit back into the lads."

Later in the year the 49 began to appear with aerofoils on the nose and a wedge-shaped engine cover, covering technical ground pioneered by the May brothers in the '50s and by Chapparral in the USA. Chapman had headed F1 down its next road of technical development: downforce. Although briefly leapfrogged by Ferrari and McLaren, who introduced proper wings at Spa, the 49s soon sported full-height suspension-mounted wings on giant stalks. Their failure in the '69 Spanish Grand Prix gave both Hill and Jochen Rindt major accidents and prompted a regulation change. "That was typical Colin," says Crombac. "He went too far. He always wanted more." It was that same trait in his business dealings would later terribly wound Lotus.

The advent of downforce made Chapman seek out a single answer to the conflicting demands of aerodynamic grip and low drag. The resulting wedge-shaped 72 was given its debut at Spain in 1970 by John Miles. "It was horrifically under-developed at that stage," he recalls now. "The anti-squat and anti-dive in the suspension made it very difficult to drive and we also had big problems in that race with the composite spacers which melted and all the tensions in the bolts between the brake, the spacer and the driveshaft slackened."

Although it was soon sufficiently resolved for Rindt to win four successive Grands Prix, the 72 remained a frail car. "At Zandvoort, Jochen spun in practice," says Miles, "and it bent the monocoque. Thing is, he didn't hit anything." A broken brake-shaft combined with Rindt's refusal to wear crotch straps caused his fatal accident at Monza.

Emerson Fittipaldi helped secure Rindt's posthumous title by winning in just his fifth Grand Prix appearance, at Watkins Glen. Two years later, still in the 72, he was crowned the sport's youngest ever world champion at 25. "Chapman was very impressed by his maturity," remembers Crombac. "Even when he first appeared at that very young age, he looked and acted like a 35 year old man and he was also very intelligent."

Both Fittipaldi and Ronnie Peterson would score many more wins with the long-running 72, the last coming at Monza in '74. But though it had taken rivals many years to catch up, they were about to leave Lotus behind.

"If Colin had a failing it was that he was always looking for the next thing no-one else had, rather than developing what he had," asserts Warr. It took three years and the help of aerodynamicist Peter Wright to find it. It was the Lotus 78, featuring inverted wing profiles inside its wide side pods, which made its debut at the 1977 Argentine Grand Prix. It was the beginning of ground effect.

"The work really started when I was at BRM in the late '60s with Tony Rudd," recalls Wright. "We'd started to build a wing car there but it didn't have skirts and probably wouldn't have worked very well. With the 78, Chapman asked Tony Rudd to go right back to fundamentals."

The car originally appeared with brushes rather than skirts. "We were a bit nervous about what we'd be allowed to run," says Wright. "They didn't really work... We had a Renault 4 van and we hung stuff on the back of that and ran it round Hethel. The real breakthrough came when we put ceramic tips on the skirts, making them suck down instead of up by sealing all the time." Thus equipped, the ground-effect 78 was the fastest car of the season, only engine unreliability keeping Mario Andretti from snatching the title away from Lauda's Ferrari 312T2.

With further refinement, the seminal 79 was created and ➤



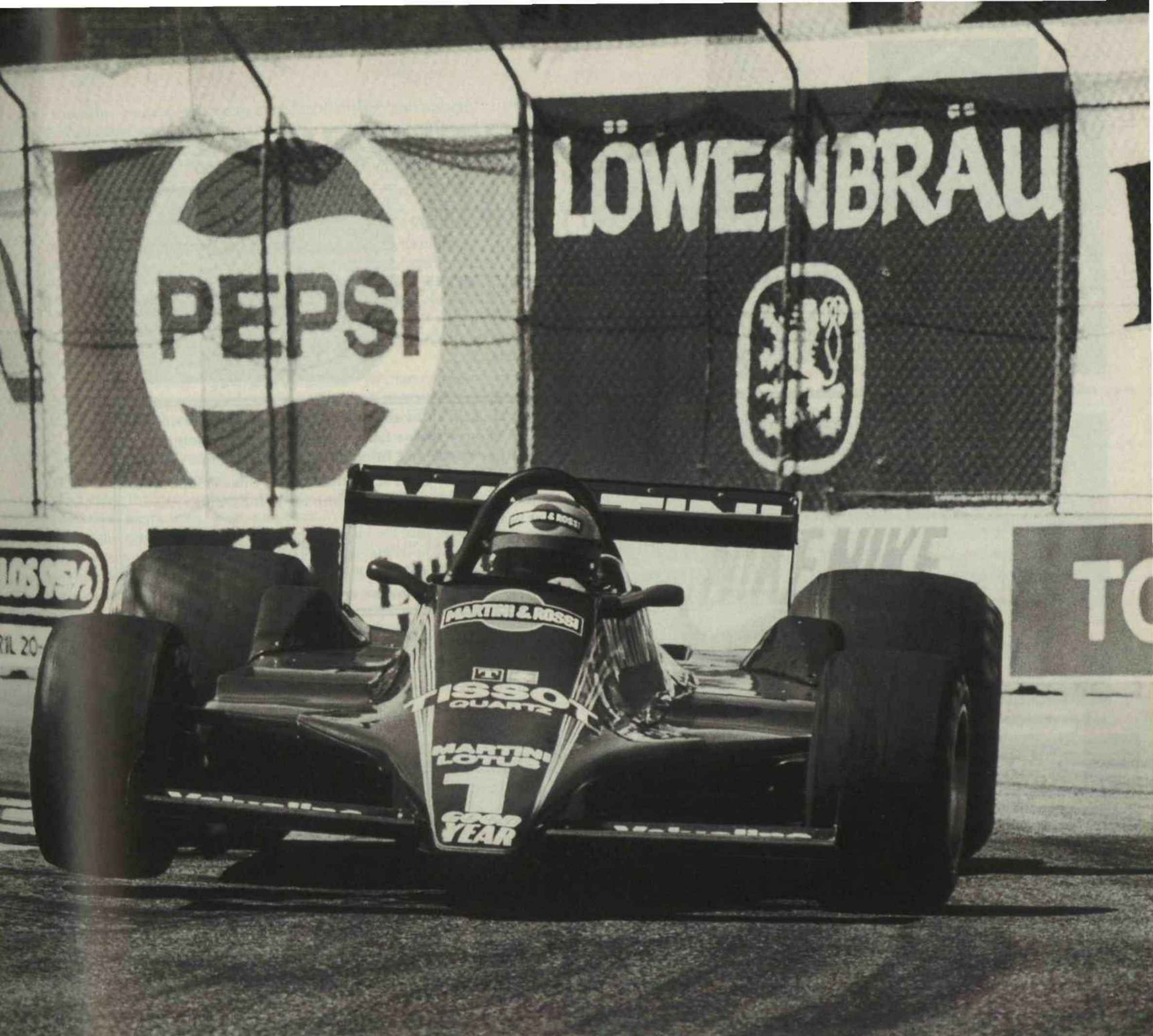
Chapman's right-hand man was Peter Warr who ran the team after its founder's death

"If Colin had a failing it was that he always looked for the next thing no-one had rather than develop what he had"

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Lotus 72 in its debut season. This is Miles in '71 Dutch GP



Overtaken by the bandwagon: 79 scored eight 1978 wins, but was eclipsed by imitators in '79. Andretti's Long Beach fourth was one of the higher points



The birth of ground effect: Mario Andretti and Lotus 78 at Argentina, '77



Chapman's last win: Elio de Angelis wheels the 91 to victory in Austria '82



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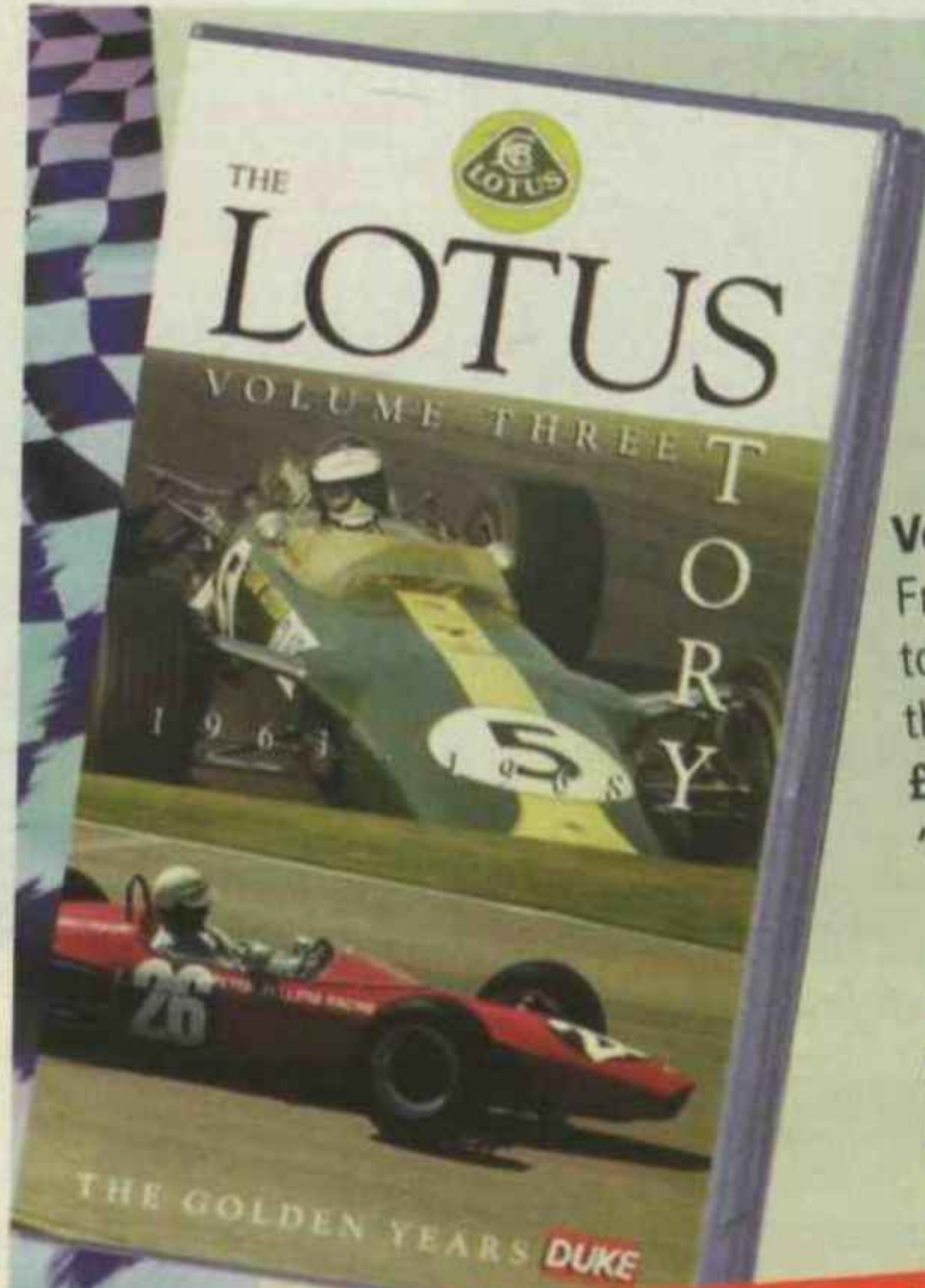
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TEAM LOTUS

this time Andretti waltzed to Lotus' sixth drivers' and seventh constructors' world titles. The car left rivals reeling. Gordon Murray, then working for Brabham recalls: "No-one knew exactly what they'd harnessed. We were all still trying to understand it. Chapman was my only hero. Just looking at the cars, I loved the way the guy's mind worked."

But it was Murray, together with Williams' Patrick Head, who utilised the Lotus principle fully and followed it to its ultimate conclusion. Taking the view that more is better, Lotus attempted, unsuccessfully, to make the whole length of the subsequent 80 generate ground effect. "Williams and Brabham did what we should have done which was build a version of the 79 with a decent structure. Our cars had all the torsional stiffness of a wet lettuce," says Wright.

He was not to know it but, after the glorious '78 championship year, Chapman would witness just one more Lotus race win before his sudden death in December '82 from a heart attack.

With no Chapman at the helm, pragmatism was needed. Warr, who took over the running of the team, recalls: "In the last years of his life Chapman had become distracted, partly by all the DeLorean business and partly by the wealth, riches and lifestyle of David Thieme from his sponsor, Essex. Whereas once he would be in the garage until 10 at night, in the end he'd turn up ten minutes before practice and leave 15 minutes afterwards, with some sycophant to drive him to the helicopter. Before he died he was designing the ill-fated 93 and was more concerned that it should have large, sharp-edged panels on which to cram as much sponsorship as possible than any aerodynamic concerns. Of course he never actually saw the disaster of that car."

Warr brought in former Matra and Ligier designer Gerard Ducarouge to create an all new car half-way through the 1983 season. The 94T was created in just six weeks. "Few, if any, other teams could have achieved that," says Warr, "which shows that the Lotus spirit was still alive and well after the death of Chapman."

It was a competitive machine and a later development of it gave Ayrton Senna his first Grand Prix win one sodden day in Portugal in 1985. Senna was sublime, finishing over a minute ahead of the rest of the field, giving Lotus the first of its post-Chapman victories.

There were to be only five more, the last of them at Detroit 1987 where Senna once more took the active-ride 98T-Honda to a comfortable win. "We were delighted of course," recalls Crombac, "but if you'd said this would be Team Lotus' last win we would have laughed."

Senna certainly sensed the way the wind was blowing and joined McLaren. "People would be amazed if they knew how little we were operating on by then," recalls Warr. But at the end of 1989, "we had the draft of a \$46million five-year deal with Coca-Cola and a pretty damn good deal with BP. Then both their MDs rang up and said 'what's this about your chairman being arrested?' and that was that." The DeLorean business, and Colin Chapman's penchant for always wanting more, had come back to haunt the team with Fred Bushell's detention.

Warr left the team, and with ever-dwindling resources, Wright and former team manager Peter Collins took charge. "We had no drivers, no engines and no cars," recalls Wright, "other than that we were in good shape." Derek Warwick, Martin Donnelly, Johnny Herbert, Mika Hakkinen and Alex Zanardi all struggled manfully over the next five years but, in the end, accumulating debts finished the team off. Ironically, it was Cosworth which was one of the major creditors.

In Team Lotus' final Grand Prix, Adelaide 1994, with the administrators looking on, Zanardi and Mika Salo qualified 14th and 22nd, each retiring early. "It was sad," comments Wright. "Right to the end the Lotus spirit was still there; it was the backs to the wall stuff." After four decades of nothing being too difficult to achieve, Team Lotus was finally forced to accept otherwise. ■



Ayrton Senna and designer Gerard Ducarouge gave Lotus's last GP wins



Senna's first GP victory at Estoril in 1985. He won by over a minute in 97T



Mansell led 1984 Monaco GP for five glorious laps, then threw it all away...



Last time out for Team Lotus: Adelaide, 1994. Both Lotus 109s would retire

“You see? It de

THEY WERE FAVOURITE WORDS OF ANTHONY COLIN BRUCE CHAPMAN AND SHOWED JUST HOW EASILY CAR DESIGN CAME TO HIM. THEN AGAIN, EXPLAINS GORDON CRUICKSHANK, THE MAN WAS A BONA FIDE GENIUS

* * * *

NO STORY ON COLIN CHAPMAN COULD OMIT THE word ‘innovation’. But his remarkable talent lay not so much in inventing devices as solving problems, and, more crucially, in identifying that problem first. What set him apart was his ability to look at the whole picture, ignoring the constraints of accepted knowledge while looking for a way to reduce weight, drag or complexity. If nothing existed to suit, he was too practical to set it aside and wait for technology to catch up; he would dismantle the problem and find answers to each of its constituent parts.

Often the latest clever idea became blindingly obvious – but it took Chapman to see it first. Hugh Haskell, a Lotus engineer in the Sixties, relates in his book *Colin Chapman – Lotus Engineering* how Chapman would guide a junior through the needs and constraints of the current problem until his

to surmise his ability to look laterally at problems also thrived in this field. Instead of focussing purely on designing a strong bridge, for example, the civil engineer might also consider a causeway. Chapman’s genius was that he could stand still further back and ask “do we need to cross the river at all?”

His first car, a trials special built in 1948 from an Austin Seven, addressed the notorious whippiness of the A7 chassis by using plywood side panels bonded to alloy sheet – extra rigidity for no extra weight, by stressing panels which would otherwise do no more than keep the wind out. At a time when the vintage idea of keeping the chassis flexible still existed, he identified that predictable handling required a stiff frame with pliant suspension.

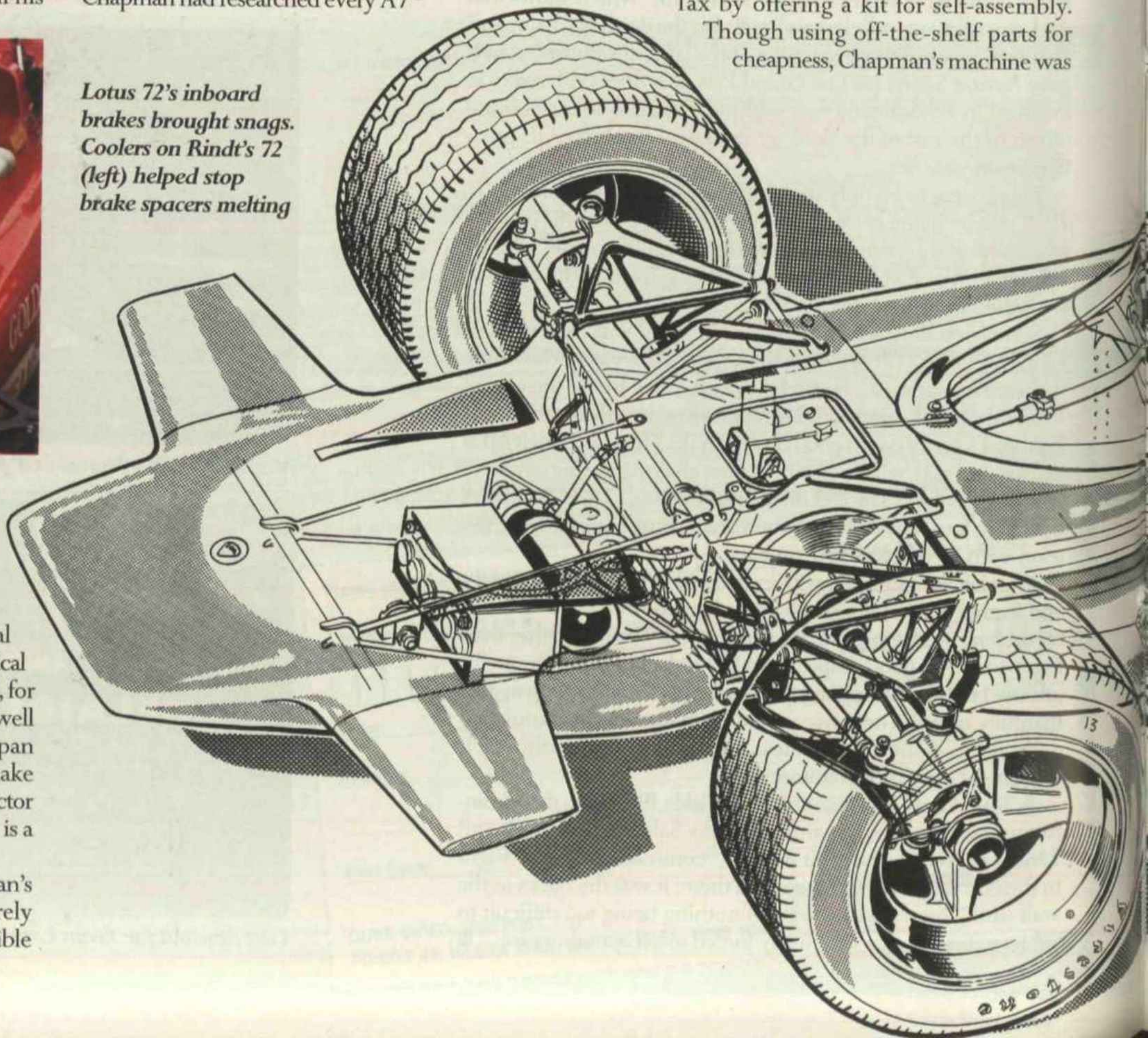
By the time he began his Lotus MkII, Chapman had researched every A7

part and selected the best, collectively extracting more than anyone from more or less standard parts. The car proved a successful all-rounder in trials, sprints and rallies and, in 1950, brought Chapman his first track win. From then on racing became his focus, and he designed Lotus MkIII carefully around 750MC regulations. Not specifically ‘within’ those regulations: forced to retain the A7 chassis, he bolted tubular bracing to it – not the last twin chassis of his career. Similarly, he side-stepped the drawback of its siamesed intake ports by devising an inlet manifold with a divider which poked tongue-like into the port, effectively splitting it. His car ran rings around the opposition, and the inlet was banned the next year. Lateral thinking, clever solution from existing technology, regulations exploited but not broken, official disapproval – he was setting his pattern.

The MkIII’s achievements brought a couple of commissions to build cars, and allowed Chapman to work on his first chassis design. To finance a car for himself, he had to sell a run of this new MkVI, and again he stretched the rules, avoiding Purchase Tax by offering a kit for self-assembly. Though using off-the-shelf parts for cheapness, Chapman’s machine was



Lotus 72's inboard brakes brought snags. Coolers on Rindt's 72 (left) helped stop brake spacers melting



pupil reached the key to it. Then he'd say “you see, it designs itself!” and walk away.

Although he took an engineering degree, his speciality was structural, not mechanical, engineering and this may well have helped his unusual ability to see the wide view. Structural engineering is yet more concerned than mechanical with economy of materials. A long-span beam, for example, has to cope with its own weight as well as applied loads. As you approach strength/span limits, the returns diminish: the thicker you make it, the less its strength increases. Generally this factor is less critical in automotive applications, but it is a crucial discipline for the structural engineer.

There are no long spans in a car, but Chapman's perennial drive for fineness and lightness surely reflects this early indoctrination, and it is possible

signs itself..."

a serious competition car featuring a triangulated tubular frame at a time when even Grand Prix cars had ladder chassis. It also had adjustable suspension, a key to his mastery of making optimum use of tyres.

The MkVI was the right car at the right time, and continuous demand, plus the race successes of its buyers, made Chapman a manufacturer. But it was racing which fired him, and allowed him to measure his achievements directly against others working under the same constraints. He loved to make parts redundant: using a fixed-length drive-shaft as the upper suspension link, putting fluids through chassis tubes, using a moulded tongue on the Elan bonnet to obviate hinges, and throwing away several feet of metal on the Lotus 49 by using the Cosworth DFV engine as the rear of the chassis and bolting the suspension to it.

Very early on he focussed on airflow, loving the fact that lowering drag is a something for nothing deal. With smooth bodies designed by Frank Costin, the VIII, IX and Eleven (Chapman now dropped the roman numerals) sportscars looked like nothing else, and offered 130mph on only 80bhp. There were no exotic elements: they kept the split-beam front suspension of the VI, had unsophisticated

running-gear and no costly lightweight materials. Yet they were light, simply because Chapman had distributed the minimum material efficiently, into a rigid tubular frame. At this time he was the only designer to have shown a knowledge of pure three-dimensional structures, and it led to his being asked to take a look at the Vanwall Grand Prix car. His advice on a space-frame chassis, a de Dion axle, and employing Frank Costin to shape the body turned Vanwall into Formula One winners – before he had even built his first single-seater.

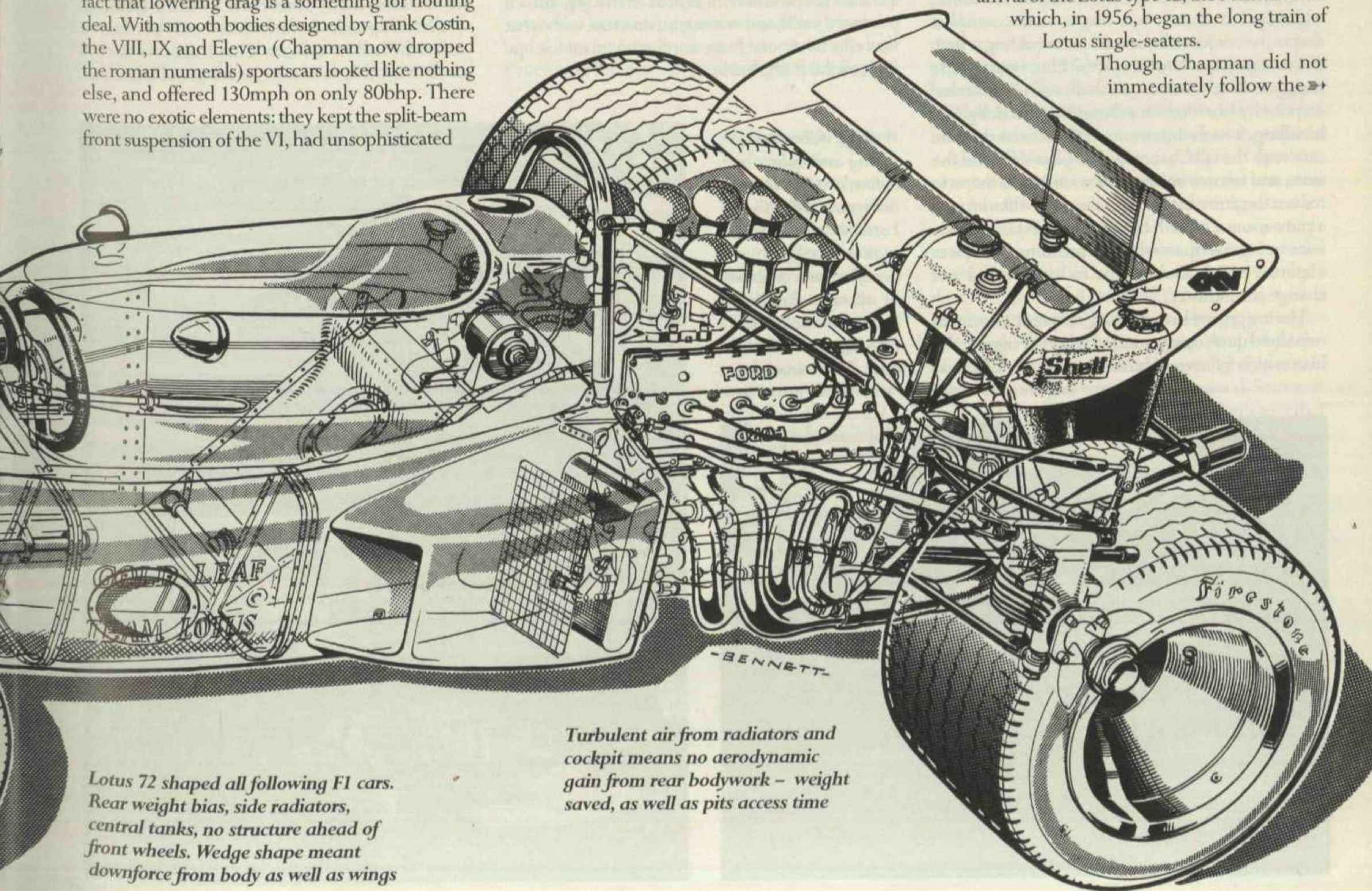
Not all his ideas worked. His sequential 'queer-box' closed up all the gears in the 'box' by removing the selectors from in between them, and engaged gears by pins projecting from the hollow shaft. To this day it remains a fine concept, but no-one has yet made it work effectively.

Equally, what seemed the brilliant stroke of using

the antiroll bar to locate the Eleven's wheel upright, and making a suspension arm redundant, brought adjustment difficulties, so for his first rear-engined design, the 18, Chapman adopted simple double wishbones. Slightly heavier, but easier to set up, and therefore a net improvement. He was not one to cling too long to a principle: if the perfect part was hard to manufacture or repair, and the advantage it offered small, he was quite happy to abandon it for something plainer if it meant an overall benefit.

This was the opposite position to BRM, who tended to pursue an idea beyond the sensible cut-off point, and spend thousands on the best possible quality even when it wasn't making the car faster. But after seeing what this 'new boy' had done for Vanwall, BRM also asked his advice, and allowed Chapman to change entirely the car's suspension, transforming its handling. It was all good PR for the arrival of the Lotus type 12, the Formula 2 car which, in 1956, began the long train of Lotus single-seaters.

Though Chapman did not immediately follow the →



Lotus 72 shaped all following F1 cars. Rear weight bias, side radiators, central tanks, no structure ahead of front wheels. Wedge shape meant downforce from body as well as wings

Turbulent air from radiators and cockpit means no aerodynamic gain from rear bodywork – weight saved, as well as pits access time

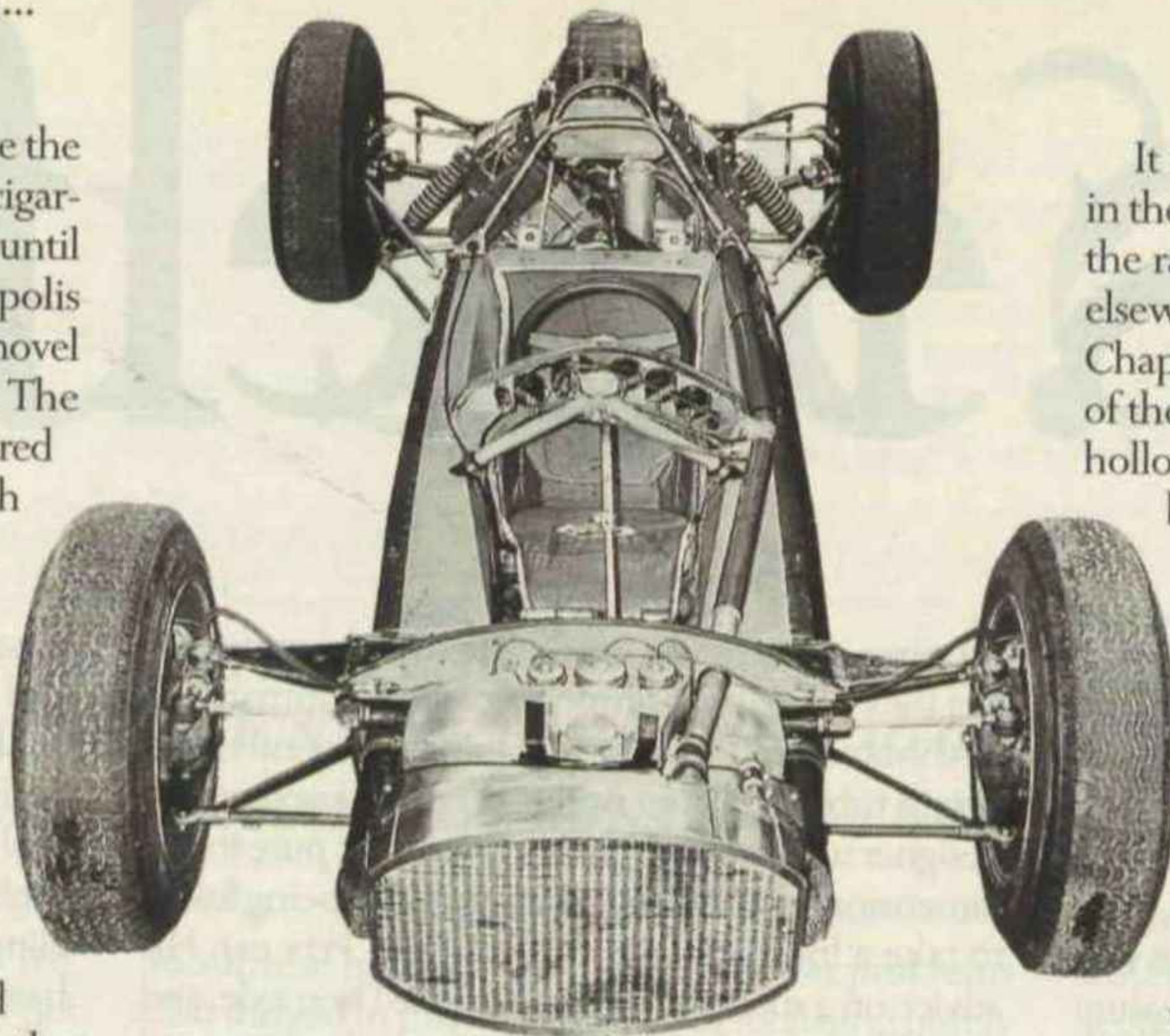
"YOU SEE? IT DESIGNS ITSELF..."

Cooper rear-engined route, he quickly became the one the others followed. The pencil-slim 20's cigar-shape became the single-seater racing norm until 1968 when the radiatorless Lotus 56 Indianapolis turbine car introduced the wedge profile and shovel nose, trying to burrow under the airstream. The most admired of this series, the 72, is remembered for what Rindt, Peterson and Fittipaldi did with it, but Kenneth Sears, now Head of Technical Strategy and Research at Lotus, thinks its real importance was in its layout. It was, he says, the car which established the 'architecture' of all F1 cars from then till now. Side radiators, fuel behind the driver, a nose which has only aerodynamic functions; not a fashion, but a logical optimum which still applies.

Though racing had first priority, it had to be supported by a turnover of road cars, and while the VI and the following VII appealed to the hardened enthusiasts and many weekend racers, Chapman's next concept took Lotus in a direction, which has continued ever since – glass-fibre. He wanted to build a comfortable road car; but instead of investing in heavy presses, or being restricted by individual hand-building, he ignored the norms of the time, read everything written about the subject (always a Chapman feature) and simply struck out fearlessly on his own.

As always he exploited the material to its limits, realising that since it was easy to make complex shapes, he could make one major moulding which did several jobs. Thus the 1957 Elite boasted the first glass-fibre monocoque shell, and confounded sceptics by boasting superb rigidity and delightful handling. It had suspension derived from the race cars, with the tall Chapman strut placed behind the seats, and front wishbones of wide-based shape to reduce the point loadings on the shell – like an egg, a pure monocoque has a thin skin which needs reinforcing to cope with local pressure. But it was expensive and troublesome to build, it did not change the industry.

Having proved his technological point, Chapman remained quite open-minded when designing the Elan which followed. Unlike the Elite, the Elan was



Monocoque 25, one of Chapman's leaps. Dash panel braces tub; inboard springs with rocker arms and high rack cut drag and bump-steer

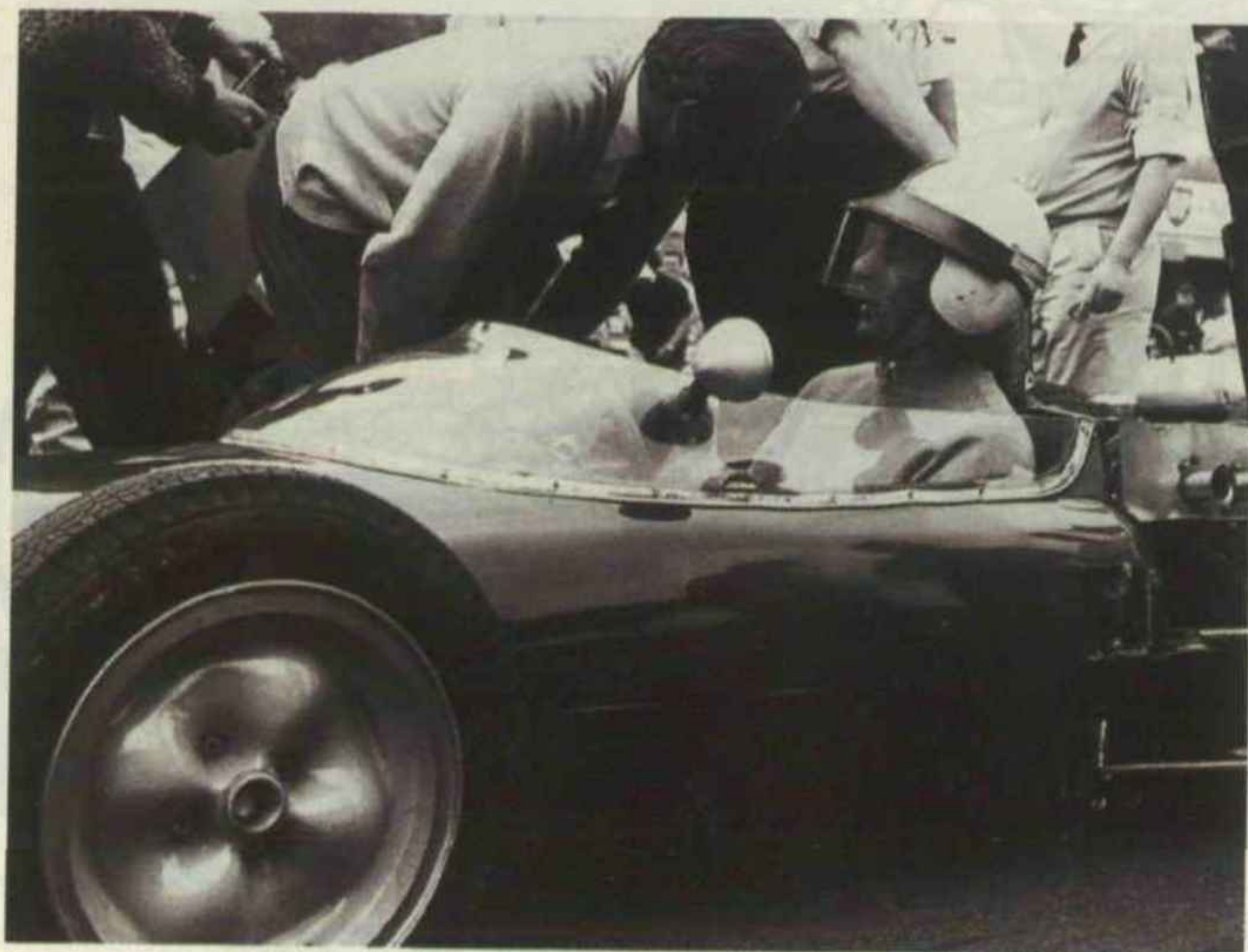
intended to be an open car, and the lack of roof makes it far harder to retain rigidity. But when Chapman saw the simple folded steel backbone his engineers had contrived to test the running gear without the body, he had no hesitation in adapting the idea for production. Bolted to the grp 'tub', it produced a stiff, and watertight, structure with what was effectively one huge reinforcing plate to cope with all the point-loads.

Wobbly web wheel strong and light, below, as Chapman listens to Cliff Allison. Lotus 49 pioneered high wings; grip benefits soon grabbed by all, right. But fast brows reversed stress, causing critical break-ages. Note air screen

It worked well for the small-engined Elan, but in the constant cross-feed of ideas from the road to the racing side, it proved not to be so appropriate elsewhere. In the rear-engined 30 sportscar of 1964, Chapman reversed the frame, putting the Ford V8 of the Type 34 Indy racer in the fork and using the hollow spine for fuel. It was sensationally low and beautiful (another of Chapman's assets was his eye for an elegant shape), but under the V8's torque it flexed dreadfully. They never made it work properly.

Though the Elite had successfully demonstrated the monocoque principle, Chapman's racers did not follow until 1962. From the elegant 16, last of the front engines, low drag came first and after the chunky 18 their shapes were pared down and down, with the driver lying down flatter each time.

With the 20, the bottom of the driver's seat was as low as it could go; yet for the 22 Chapman sank the driver a little more by using his "Theory of the Compressibility of Bums" and slicing the seatbase off flat. However, as the chassis became slimmer, they lost the third dimension of height which brought rigidity. The answer came in 1962 with the 25, whose folded steel monocoque was a simpler but stiffer structure than a multi-tube. The new 'tub' was effectively a single structural member with the driver inside, made practicable by the availability of aircraft bag tanks for fuel which could be inserted within the hollow sections. Chapman's eye always roved over other technologies for useful advances.



The 25 also marked the end of one innovation and the arrival of another. Chapman's 'wobbly web' cast wheel had cleverly used a folded shape to make a rigid unit in the same way as paper becomes strong when corrugated. But as tyre widths soared, cast spokes became more efficient, and the 25 was the last Lotus to use them. Also, as the driver became more reclined, the windscreen became more of an obstruction. Chapman devised the venturi screen, where air was squeezed up through a slot to form an air-curtain – the same principle as on Renault's recent Spider. He even used 'structural air' in 1958, when Le Mans regulations banned rigid tonneau covers; his cars had a cover like an inflatable cushion. Almost as good as metal, and quite legal...

Chapman knew from the start that drag was power thrown away, and even the VIII and IX had carefully crafted aerodynamics inside the engine bay as well as underneath. Through the Sixties, racing car aerodynamics were all about air penetration, until Jim Hall equipped his Chaparral with its wing. After the banning of 1969's high wings, which acted directly on the wheel uprights, designers seemed stuck with nose and tail wings to push the body down on its suspension, requiring very hard springs which not only battered the car but were also desperately uncomfortable for the driver. It took Chapman some time to figure out how to get that downforce off the suspension and on to the wheels again within the rules, but in 1981 he revealed his answer – the twin-chassis 88.

What the regulations said was that downforce

had to be applied through the suspension. His approach effectively enlarged the old illegal high wings, joined them into one huge super-wing and dropped this down to bear on the suspension through light springs. Within this new structure, the traditional monocoque still rode on its own springs as if the outer shell were not there, the driver bobbing up and down slightly through the opening in the upper surface. Because the secondary springs were so light, they squashed flat with the downforce, applying it directly to the tyres. It was perfectly brilliant, and perfectly legal, but as we know it was 'clarified' by the rule-makers into the *parc fermé* of those ideas which would catapult one outfit into a clear lead.

While brewing the twin-chassis idea, Chapman had filled in with his most far-reaching concept of recent years: it was first seen on the 1977 Lotus 78 wing-car, in which he turned much of the body into an upside-down aerofoil and then contrived the idea of side-skirts to stop the air flooding in from the sides and undoing much of the benefit. The subsequent 'ground-effect' era, though inspired by Chapman, was ironically a lean time for Team Lotus after the 79's all conquering '78 season. The 88 would have leap-frogged them back on form, and its banning affected Chapman greatly.

It was at this point that Chapman focussed on the design of a microlight aircraft. Having recently wound up his motor-cruiser companies (where he had achieved new levels of lightness for grp hull structures) the emerging microlight field seemed

to offer design opportunities not much fettered by rules, unlike the way racing was going. Says Ken Sears, "He was always finding ways of winning through innovation, so when racing began to be tightened up to make a better spectacle, he lost the thrill of the big bold step. He'd probably be bored today, with small steady refinements".

Typically, he assembled everything written on microlights and learned to fly one. As most microlights were tube and fabric affairs then, the rules were basic too. Chapman, a life-long aero-enthusiast and pilot, envisaged an enclosed and superlight composite two-seater, a practical tourer which would still qualify as a microlight – something the authorities had not foreseen. It would have significantly undercut the Cessna market. Tony Rudd designed an elegant little four-stroke engine, and the striking canard shape was developed by Rutan in the USA. The prototype was ready to fly on the day Chapman died in December 1982; like all the non-motoring projects, including the Lotus furniture designs, it was soon dropped.

From early days, of course, Chapman employed many designers to carry out his intentions, and the personal contributions of Mike Costin, Len Terry, Tony Rudd, Peter Wright and many others were all vital. But one of Chapman's talents was extracting from others what he himself could envision, and his hand steered every project. Sears: "Chapman could set people targets beyond what they thought they could achieve. His whole approach was one of innovation and competition: winning races or being first to the airport, it mattered to be one up."

The creative atmosphere has always pervaded Lotus, and still does. The Norfolk company is a world-leader in composite moulding and a pioneer of active suspension. Sears thinks that the latter was possibly the first major innovation suggested to, instead of by Chapman, and proved it was possible to separate and resolve factors such as response and travel previously thought incompatible. Similarly the Olympic medal-winning Lotus bicycle, which incorporates some 'bad' engineering (the single-sided fork) for aerodynamic gain. And while the Elise's bonded aluminium chassis is rightly praised, it uses technologies which already existed. Someone just had to be bright enough to put them together in a new way – a lesson learned from the man who created Lotus.

Argentina 1977, left: Andretti waits, Chapman watches. 78's brushes were first scheme to preserve ground effect; later sliding skirts more effective. Notorious 88, below, was elegant answer to resolving several conflicting factors. Its exclusion dampened Chapman's passion for racing technology



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BREAKING ECLAT 2L

JANUARY 1982. TEARS AT NUMBER 10, newsreaders scrabbling for a map of north-west Africa and travel agents panicking to get *News of the World* scribes on the first plane to Timbuktu.

Lost, for reasons still unexplained, in a land inhabited only by scorpions, camels and mirages, Mark Thatcher, the PM's *enfant terrible*, brought hope to the cartographically challenged but failed to inspire many other English explorers to follow his footsteps.

Just another headline-grabbing moment in the 20 year history of what started as a bourgeois Frenchman's New Year jolly and amazingly is still recognised, if only by the mention of Thatcher's name, as the toughest rally on earth, and the most costly, both in human and monetary terms.

In the wake of other great motor-ing marathons in the 1960s and '70s, like the London-Sydney, London Mexico and their French equivalents, the Paris-Dakar was conceived by Thierry Sabine, a modern-day French adventurer in the mould of history's greatest travellers.

Unlike the seriousness of the Anglo-phone events, Sabine's rally began as a post-festivities jaunt in the former French colonies of North and West Africa, from a Paris gripped by winter to the balmy heat of Dakar in Senegal. The only obstacles: the world's largest desert, three punishing weeks' travel, 8000 miles of torture and for some a lifetime's commitment – literally.

Gregarious Gauls in 2CVs, boxy Renault 4s and even an amphibious army truck made Penelope Pitstop and her Wacky Racers look normal. With one short-wave radio for security, some *foie gras* sandwiches and a bottle or two of warm Sauternes for sustenance, the French drove off into the world's biggest sandpit.



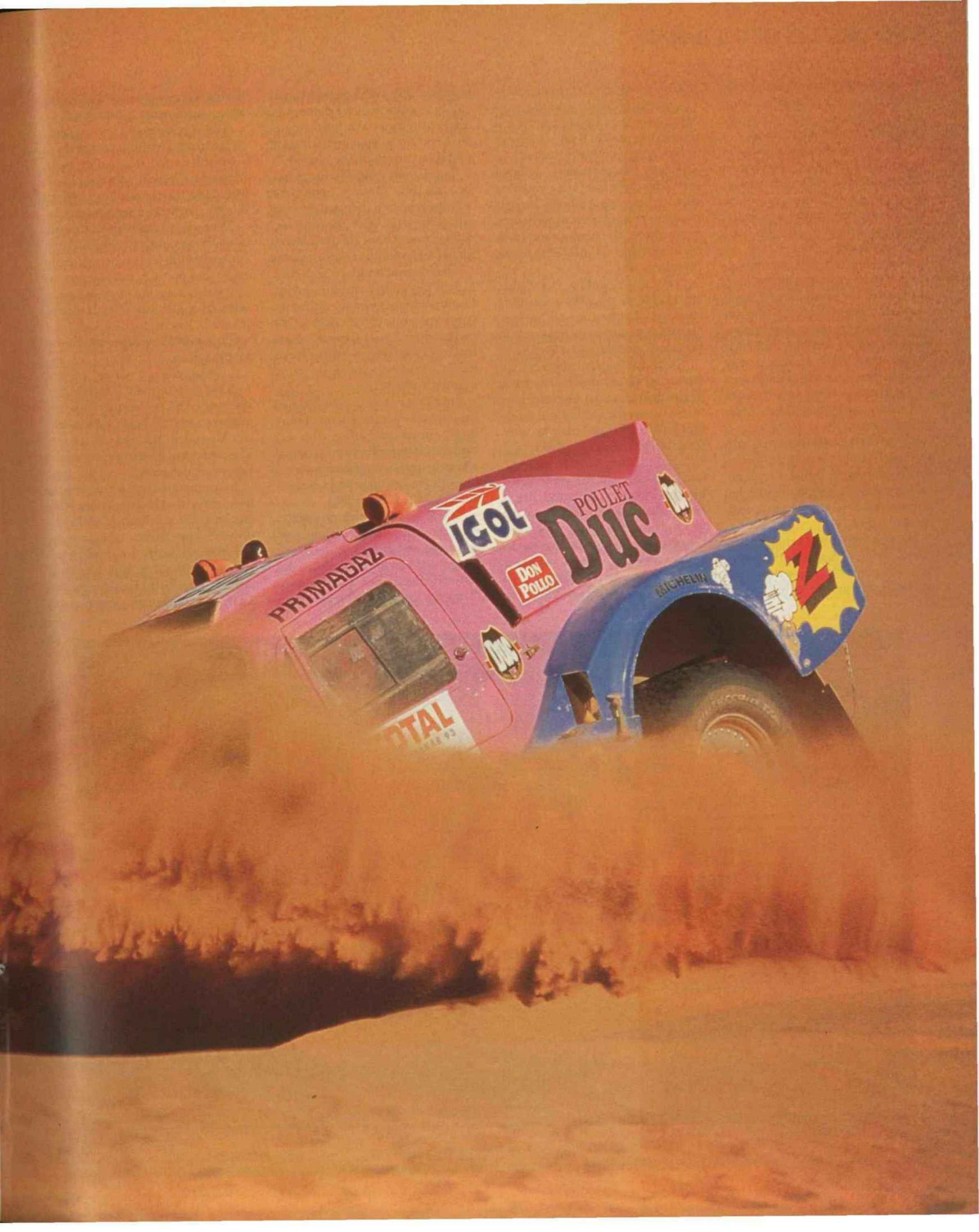
"Thierry made the rally seem like a big party, but the minute we hit the Sahara, it was a serious business," said Hubert Auriol, then a baby-faced BMW rider and now the only man to have endured all 20 editions of the Dakar, latterly as organiser. "The collection of vehicles looked funny, but we all wanted to get to Dakar. That's the one thing about the rally that has not changed."

Like the Pied Piper, Thierry Sabine led 170 pathfinders into the desert on the final days of 1978. Making ➤

TWO DECADES *of the* DAKAR

IT STARTED AS A NEW YEAR'S JOLLY FOR HIGH-LIVING FRENCHMEN IN THE 1970s BUT BECAME A HIGH-TECH SHOWPIECE IN THE '80s. JEREMY HART LOOKS AT THE MOST GRUELLING RALLY OF THEM ALL – THE PARIS-DAKAR

The brainchild of charismatic Frenchman Thierry Sabine (above left), the Paris-Dakar embodies the spirit of adventure that has brought triumph and tragedy



TWO DECADES OF THE DAKAR

history by winning the first ever stage of Dakar was Jacky Prive in a Range Rover. Then there were no separate classes for cars, bikes and trucks.

Through the ether, nightly radio broadcasts by HF radio linked French radio audiences to the tented bivouac, or camp, set up under the black Saharan sky. News of derring-do and danger raised goose-pimples from Calais to Cannes.

A week into the new year, broadcaster Max Meynier, transmitting from the back of his Toyota Land Cruiser, read out news of the first fatality on an event to become as well known for death as glory. Motorcyclist Patrick Dodin died after crashing near Agadez, the crossroads of the desert.

By January 23rd, after 6000 miles of competition in Algeria, Mali, Niger, Burkina Faso and Senegal, just 74 of the desert warriors reached their goal – Dakar. Incredible, that in totally unsuitable vehicles with no prior experience, one in three of the entrants reached the westernmost point of Africa.

"I think then it was easier for the bikes," said Cyril Neveu, the first winner of the Dakar and now organiser of the rival Tunisia Rally. "Stock

bikes were better built than stock cars. Except for Claude and Bernard Marreau in their Renault 4, the top finishers were all in Range Rovers or Volkswagen four-wheel drives."

Thierry Sabine returned to Paris a hero. Film of the first Dakar, with cars banging bumpers at 80mph through mud hut villages wowed audiences everywhere. The dentist's son from Le Touquet had no choice but to run the rally again.

"I knew it would be challenging and I knew we would have fun, but I expected this to be a one-off," he said. "I never expected so many people to fall in love with the desert like I had."

The Dakar bug had given French racers and adventurers Sahara fever. Yachtsman Gerard d'Aboville (later to row across the Pacific) and three-time Le Mans veteran Henri Pescarolo set sail for the Sahara in 1980.

"I didn't know what to expect," said Pescarolo, who this year entered his 13th Dakar in a American desert racing Chevy pickup. "I had seen the film and heard the stories of spending hours digging and going two weeks with no shower, but until you see it for yourself it means nothing.

"As a racing driver you expect to

be looked after, with hotels and pretty girls but out there in the desert, well it doesn't matter if you are the president, you are on your own. I learned a lot about myself on the Dakar."

Neveu won again for the second year on his Yamaha, while the Volkswagen Iltis dominated the four-wheel brigade. The caravan had swelled from 170 to 216 in a year but still less than a hundred reached Dakar.

The Marreau brothers came back in their R4 and again finished fourth. Leaning on other cars going through corners was one of their tactics. "We can't help it," said Claude, aware that his days of glory would be short-lived. "It's the only way to go round a corner at speed."

Just three years after the fun had begun, and with the arrival of electronic news gathering, the car manufacturers spotted the Dakar as a way to market boring family saloons. Cue Citroen and their works entry of four CX 2400 GTi's in 1981.

"It was inevitable that car makers would find the Dakar irresistible," said Parisian Land Rover dealer Rene Metge, who (with the help of the Sahara) defeated the Citroën quartet. "They saw the Marreau brothers with

the R4 and thought they could bring along an ordinary CX and win."

If Citroën had prized open the door to the desert, within another three years the flood gates had dumped Mercedes, Range Rover, Lada, Mitsubishi, Porsche and Opel into the world's toughest proving ground.

With the works teams came big name drivers and big budgets. Partly because of the French nature of the event and partly because it was an endurance race, Le Mans veterans seemed popular choices for the desert. Jaussaud, Pescarolo, Courage, Ickx and Jabouille all swapped the Sarthe for the Sahara.

"The trouble is, a day at Le Mans feels like running the 100 metres after doing the Dakar," said Jacky Ickx, who won in 1983 behind the wheel of a Mercedes 280. "But to have put a Formula One driver in the car would have spelled disaster."

Sure enough, Grand Prix drivers have tackled the Dakar. But none with any great success. Former McLaren driver Philippe Alliot – taking to two wheels in Africa – has had more success than most, but it was a baptism of fire for the Frenchman. On a narrow track though a desert oasis,



A clash of cultures and contrasts... When the Dakar caravan swings into town it brings much-needed foreign currency but also the dangers of high-speed rallying – accidents have taken the lives of locals

Alliot found himself up to his axles in sand. In an instant, his wheels stopped turning and the lack of momentum threw him over the handlebars onto the desert floor.

The Frenchman scrambled, unhurt, from the sand, brushed himself down and stumbled back to his Yamaha. Full of fuel, laden with navigation equipment and red hot from three hours battling through the Sahara, the bike was unmoveable. "Then, as if by magic a Berber (nomad) came out of the palm trees and gave me a hand," said an amazed Alliot.

The jump from the cockpit of a McLaren at the Hungarian Grand Prix to the saddle of a motorbike in the world's most notorious rally is a huge one. The difference between Alliot and his F1 counterparts is his decision to opt for two wheels, not four.

Ferrari's Patrick Tambay drove a Range Rover and Williams star Clay Reggazoni competed in a Mercedes, specially adapted so the paralysed Swiss driver could brake and change gear by hand.

"To do the Dakar with a car is nothing too different for a Grand Prix driver, I have driven in it twice," said a dusty Alliot, standing in just his

underwear and a pair of pointed leather sandals at a rest stop in southern Morocco. "To do it on a bike is far more of a challenge."

The arrival of serious rally teams and some real competition sent the Dakar into orbit. Very quickly it lost its teenage innocence. The fun did not disappear, but the realities of racing in the most remote corner of the globe, over dunes 100 feet high and in sand with the qualities of a quagmire, suddenly smacked Sabine and his cohorts in the face.

Not everyone lamented the changes. The people of the region give thanks for the wealth the rally brings – the Moroccans and the Mauritians, Malians, Guineans and Senegalese. Typical are Mohammed, the taxi driver in Agadez who wanted a fiver for a one-mile fare, and Abdul, the kid who wanted a rally jacket for showing us to the hotel.

Eating in Timbuktu, the sort of African town so dusty that even the makers of a spaghetti western would look for somewhere cleaner, was virtually impossible when the rally swells the Tuareg staging post to bursting point.

The Hotel Bouctou, normally an

unpretentious demi-pension for backpackers and used car dealers, was a zoo. The owner, a Basil Fawlty character with seemingly limitless energy, trotted from table to table wielding plates of couscous and *frites* at a frightening speed. Every hour he works when the rally is in town is a week's wages the rest of the year.

Suddenly gone were the days when a true amateur could enter the rally in his Range Rover and stand a chance of winning. The only true adventurers left in the event are the lone bikers for whom the rally is a solo battle with the elements. Their days are often 20 hours long, spent pushing and pulling their heavy machines through deep sand, then repairing them at night for another day of lone combat with the desert.

Just five days into one of the 10 Dakar's I have now followed, I munched on my nightly rations in the company of Michel Sansen, a middle aged Belgian painter. It was to be the last dinner and last night of his life.

"It takes a lot out of you to do this," he said in the dimly-lit tented village that makes a temporary home for the competitors for a few short hours each night. "I have no shock absorbers

and no spares, and every hole in the road shakes me to the bone. But it's like a drug. Its appeal is the same as it must have been for early explorers in Africa."

Six years he had spent scraping together the £17,000 it takes to prepare and race the most basic of desert bikes, and within six days of the finish his life was snuffed out in an accident in Mauritania. He wasn't even racing. He was just riding through a local town en route to the nightly bivouac.

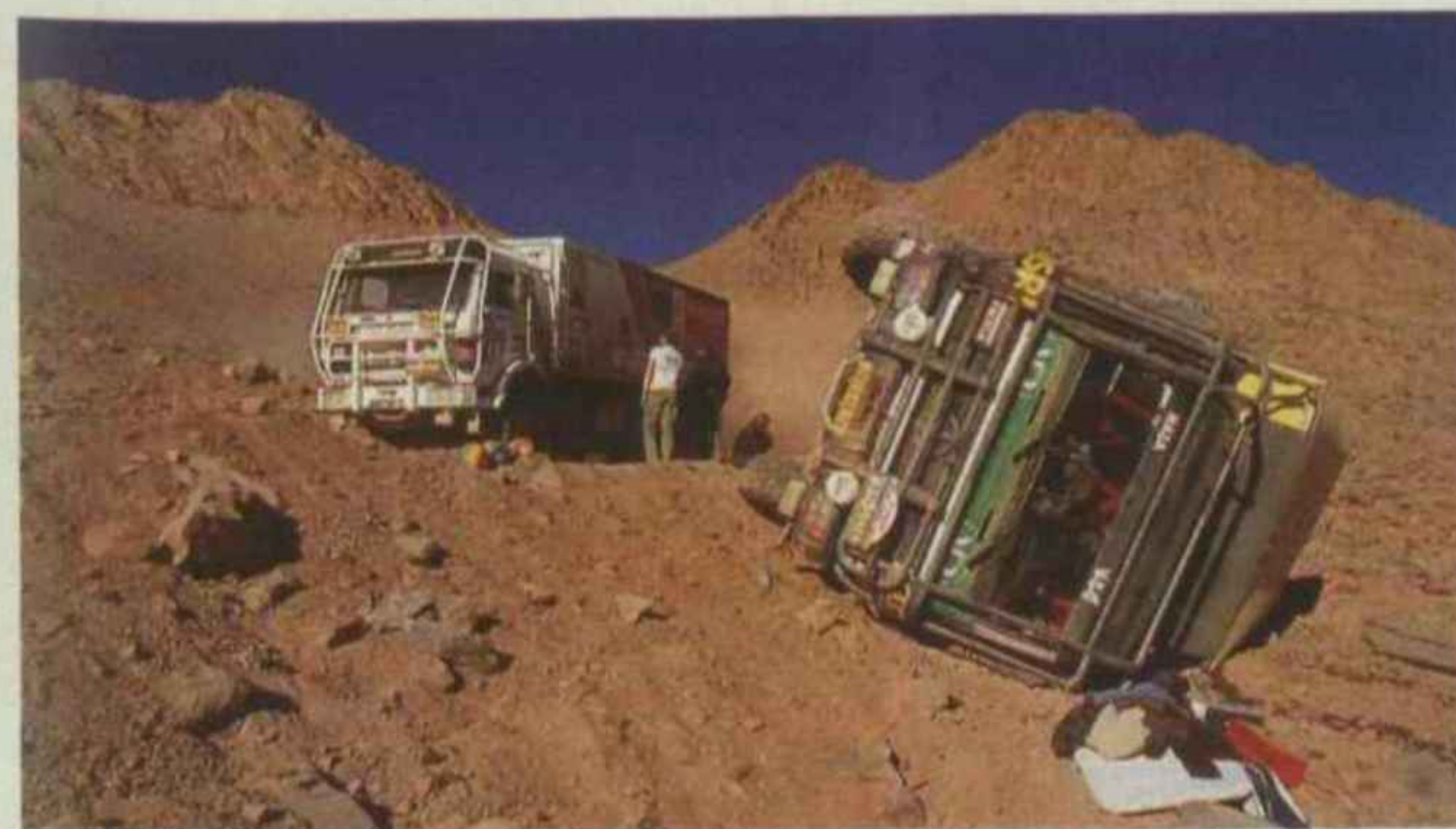
Sansen became another statistic in a tragic tally, but one death threatened to do more than merely add to the sad total. Just as the rally was reaching superstar status in France, upstaging even the hallowed Tour de France, Thierry Sabine lost his life on the event he had nurtured from its birth. On January 14th, 1986, while leading a rescue mission to guide lost motorbike competitors to safety, Sabine's helicopter crashed in a violent Saharan sand storm.

His father Gilbert vowed that the rally would live as a memorial to his son. But the greying dentist from Le Touquet radiated none of the guiding light that emanated so naturally →



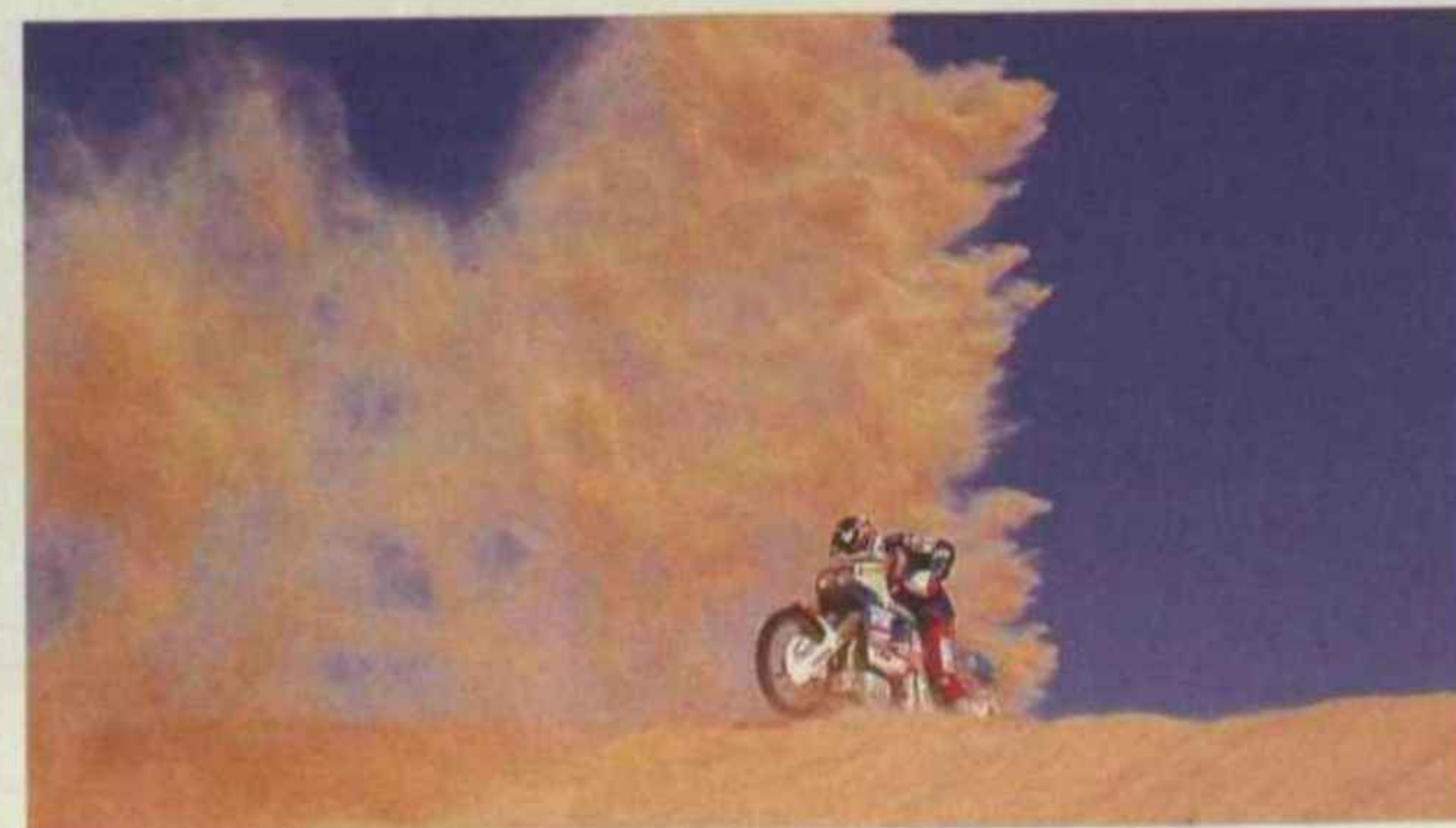
DPPI

The Marreau brothers' trusty Renault 4 (above) fooled the works teams into thinking anyone could succeed on the event. The reality (below) was rather more stark



DPPI

Sabine (above) believed the Dakar was a place for the true sporting amateur, best illustrated by the hardy lone bikers who struggled for up to 20 hours a day in the desert



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- 1996 C4S Yellow/Black
- 1995 993 Cabriolet Silver/Black

MERCEDES BENZ

- 1996 S600 Coupe Black/Grey
- 1991 560 SEL Limousine 100" Stretch

DODGE

- 1996 Viper Roadster Black/Black

ASTON MARTIN

- 1997 DB7 Convertible BRG/1,900 Miles
- 1991 Virage 5 Speed

LAMBORGHINI

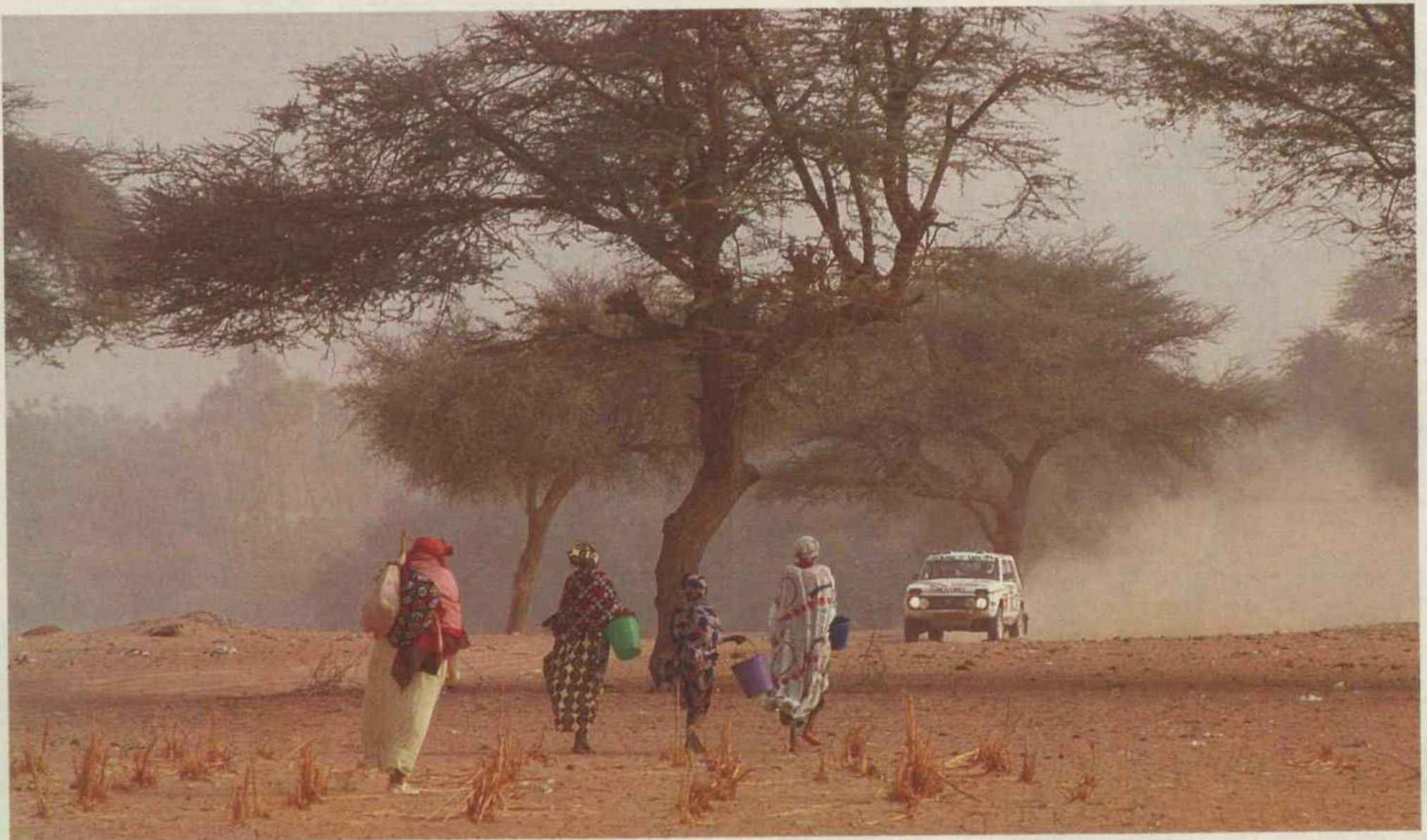
- 1989 Countach Anniversary \$99,000

BOATS

- 1991 32' Riva Ferrari Unused & Magnificent
- 1989 46' Cougar With Tractor/Trailer

It's not how much business we do, but how we do business.

TWO DECADES OF THE DAKAR



The harsh climate of the African continent (above) laid waste to the hopes of many, but Ari Vatanen only lost the 1988 rally when his flying Peugeot (below) was stolen from outside his hotel...

from his bearded son, and for a while the Dakar entered its darkest period.

As a tribute to Thierry Sabine, 1987 was a resounding success. Peugeot swept all before them as Finn Ari Vatanen, returning to action after an almost fatal accident on the Argentine rally 18 months before, raced to the first of his four victories in the Sahara.

In 1988, however, the rally flopped in what was meant to be another hour of glory. That year the 'Dakar' claimed the lives of three competitors and three African spectators, causing an outcry across Europe as to the morality of such an event.

No death was more shocking and had more impact on the rally than that of Dutch truck racer Kees van Loevezijn. Pictures of him, still strapped into a racing seat, after being catapulted to his grisly death through the windscreen of a racing DAF truck were wired around the world. Headlines like 'Into the Rally of Death drive the 600' followed. The deaths in 1988 even provoked comment from the Pope, who likened the event to "Barnum selling his circus to commerce and industry".

It would have been impossible to cram any more drama, excitement and energy into the first decade of the



Dakar. How the rally could survive a second 10 years seemed unfathomable. An simple answer came from a Belgravian adventurer, straight out of the same mould as Mark Thatcher.

"There are so few competitions where you can compete against the top drivers," said Mark Dutton before embarking on the rally in the early '90s. "The thrill of the Dakar is the fact that it's still an adventure. That's why we are doing it."

The knowledge that the rally can still woo the armchair adventurer into the Sahara has kept the Paris-Dakar alive. For even among the dark days of the late '80s, at least the competition was fierce.

The greatest battles were fought between Mitsubishi and first Peugeot, then Citroën between 1987 and 1994. Mitsubishi had found it hard to beat the advanced technology Porsche 959s of Ickx and Metge in the mid-'80s, and then found the former World rally Champions just as tough.

Vatanen won in '87, and was on course for a win again in 1988... until his Peugeot was stolen from outside his Bamako hotel. Not even Hollywood could have dreamed up a plot like that one.

Juha Kankkunen took advantage of Vatanen's loss, but Ari came back to notch up his second, third and fourth wins in 1989, 1990 and 1991.

Mitsubishi looked close to despair and close to chucking in the towel.

In 1992, when, for the first time, the Dakar did not finish in Dakar, but instead at Cape Town, Mitsubishi finally beat the might of the Peugeot/Citroën army. In a race to the tip of Africa, Hubert Auriol, already a winner on two wheels, won on four for the Japanese.

Again Mitsubishi won in 1993 with Bruno Saby, before Pierre Lartigue scored a hat-trick for Citroën, but Auriol had not only saved Mitsubishi from loss of face, but also saved a stagnant middle-aged event.

In 1995, the dashing desert gent took the reins of the Dakar, banning the multi-million dollar works prototypes that had dominated the rally for a decade. His plan now is to hand back some of the advantage to the amateur adventurers who have loyally supported the race throughout its lifetime.

"We still welcome factory teams on the event, but with vehicles that are closer to the ones you can buy at your local garage," says Auriol. "It won't make the Dakar boring. In fact it will bring back some competition and at the same time return the Dakar to the spirit of '78." M





The Hon. Victor Bruce

THE HONOURABLE VICTOR BRUCE STARTED HIS CAREER BY DRIVING IN NATIONAL TRIALS BUT WENT ON TO WIN THE MONTE CARLO RALLY. BILL BODDY REMEMBERS HIM

THE HON VICTOR AUSTIN BRUCE, SON of the second Baron Aberdare, was born on August 4th, 1897. He left the Army in 1919 and found himself in the midst of the increasingly popular and expanding field of motoring and offered his services to the AC Company at Thames Ditton, who had built the better class of small cars since before the Kaiser conflict. The factory being close to Brooklands Track, Victor presented himself there as soon as it reopened, in 1920. Before that he had won a gold medal driving a 10hp AC in the 1920 MCC Land's End Trial – an achievement he repeated in the JCC's London-Manchester Trial, which necessitated making a non-stop climb of the 1-in-8 Mam Tor Hill.

At Brooklands the AC was third in the MMC Championship race but at Shelsley Walsh Bruce had trouble on the start-line, and a similar catastrophe occurred at South Harting hill. Bruce had better luck at the Track in 1921, having temporarily deserted AC by persuading Lionel Martin, who was starting to promote the new Aston-Martin, to lend him the prototype side-valve car with the Isotta-Fraschini chassis. With this old warrior Victor Bruce won both the Junior Long Handicap and the 10-lap Handicap races at the May JCC Meeting, against, in the first event, a Douglas car and AM foreman Addis in another Aston-Martin, and in the long race from a Marlborough and Addis again.

Although this old Aston must by then have covered some 140,000 miles of testing, development, and demonstration driving, Bruce borrowed it again for the JCC's sensational new innovation, the 1921 200-Mile Race

at Brooklands, and the 'Coal Scuttle', as it was nicknamed, was game for this arduous task until tyre trouble delayed it and a failed big-end finally stopped Bruce 12 laps from the finish.

During 1922 Bruce drove an AC on the London-Holyhead Trial (making a fine ascent of Bwlch-y-Groes) and in a JCC Half-Day Trial, but had used a GN for the Land's End Trial, winning another gold medal.

The great event of 1923 was a freak stunt thought up by S F Edge, who was now the ardent publicist for AC Cars Ltd, as he had been in pre-war days for Napier. The object was to prove that standard ACs could climb the High Street at Clovelly in Devon, which, rising from the shore, consisted of a series of four and a half steps each four inches deep, four feet apart, along a 1-in-4, seven-foot-wide path, with a final 1-in-5 slope 300 yards long. This feat had been accomplished by a 20hp Armstrong Siddeley but it had used a special 30:1 axle-ratio. Edge saw a challenge for the AC light cars and sent six from the factory to show their step-storming prowess. Two were normal 18cwt two-seaters with 16.25:1 bottom gears while Victor Bruce drove an aluminium sports AC weighing 17cwt with a 14.35:1 first gear ratio. The other ACs were six-cylinder models.

The crews had had an overnight stop at Yeovil after leaving Thames Ditton, and the luckless RAC Observer who was to ride in each car at Clovelly was collected at Bideford. The cars had to be reversed to the foot of the steps, through a difficult seven-foot gap between houses. In spite of minimal clearance between ➤

The Honourable Victor Bruce strikes a typical pose with some of his trophies and one of the AC Sixes which took him to so many international victories

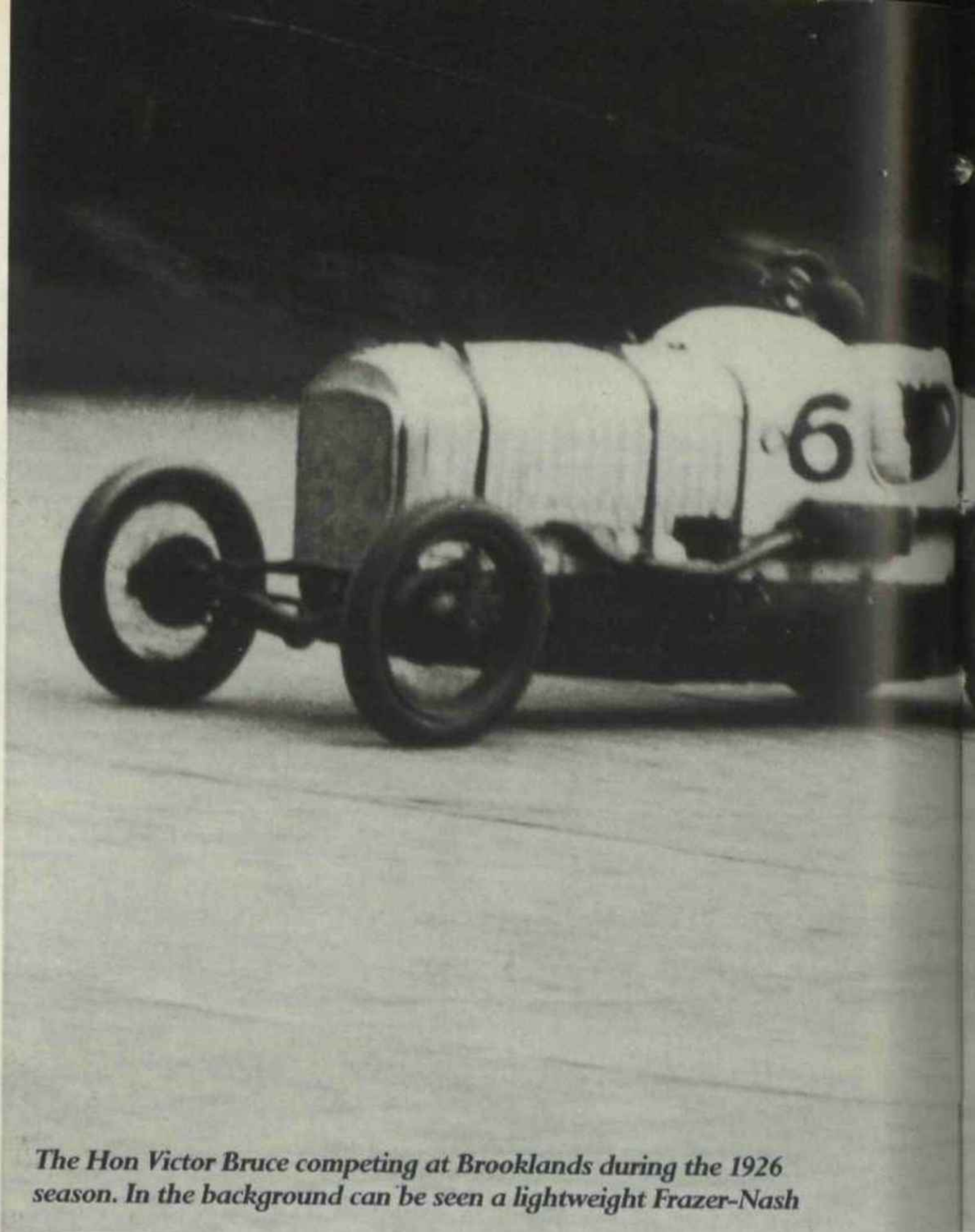
THE HON. VICTOR BRUCE

battery boxes and those steps, all six were successful, J F Browning and A Codrington being followed by Bruce, whose sports AC "seemed to be too fast for safety, bouncing and jumping in alarming fashion and driver and passenger being lifting four or so inches off the seat as each step was struck." But all got up easily, the AC Six with a full load, although the worst step bent the undershield of the sports AC against the flywheel, emitting a loud shriek. It was straightened out with tyre-levers... After which the AC Sixes came up, driven by Edge, Gillett and Col J S Napier, a happy occasion for the dour Mr Edge. But the police soon put a ban on further such frolics; the steps being left to a sledge pulled by an unfortunate donkey...

The next exciting assignment for Victor Bruce was attempting a climb of Snowdon, another publicity ploy thought up by Edge. This attack on the 4.5-mile, 1-in-6 track, increasing to 1-in-5, was definitely a challenge, especially as the proposed path was found to be too narrow, necessitating driving up the railway, bumping over the sleepers and negotiating several sets of points. Bruce had an AC Six, Brownsort a four-cylinder AC. Both were standard models except for

ground clearance being increased with wooden blocks. Bruce, who had again performed well in an arduous London-Holyhead Trial with a sports AC, started first and had little trouble, the 30x5in Dunlop Cushion tyres, recently made available to AC's customers, ironing out the problems of the railway lines, etc. He left at 6.30am from Llanberis station, ahead of a train carrying spare tyres, planks and the Press and cine-camera men. He stopped for about 15 minutes for water which he tried to convey to the AC's radiator in his mackintosh but had to wait for a bucket from the train. He continued, in mist, all the way to the summit, having taken about 1hr 50min running time. Even a puncture at half-distance did not stop him, as the large fat tyre stayed on its wheel.

The four-cylinder AC had a much more difficult ascent, its unsuitable 28x3.5in tyres being bound with rope which caused a delay when these wore through and became entangled with the brake drums. So Brownsort dropped behind the train, presumably taking to a passing loop (hence the aforesaid points) to allow it to pass. He was delayed by the AC having to be chocked-up to get over gullies and then he needed water and some oil.



The Hon Victor Bruce competing at Brooklands during the 1926 season. In the background can be seen a lightweight Frazer-Nash



Victor Bruce and his AC on his first Monte Carlo rally. He finished 12th



Mrs Mildred Mary Bruce plus AC on her way to the 1927 Monte Carlo rally

He took about 45 minutes longer than Bruce, and had nearly failed, after letting a wheel drop off the station platform almost at the summit, before being lifted back for the last 60 yards of rocky steepness. But he drove the AC to Surrey, whereas Brownsort's was put on a railway truck.

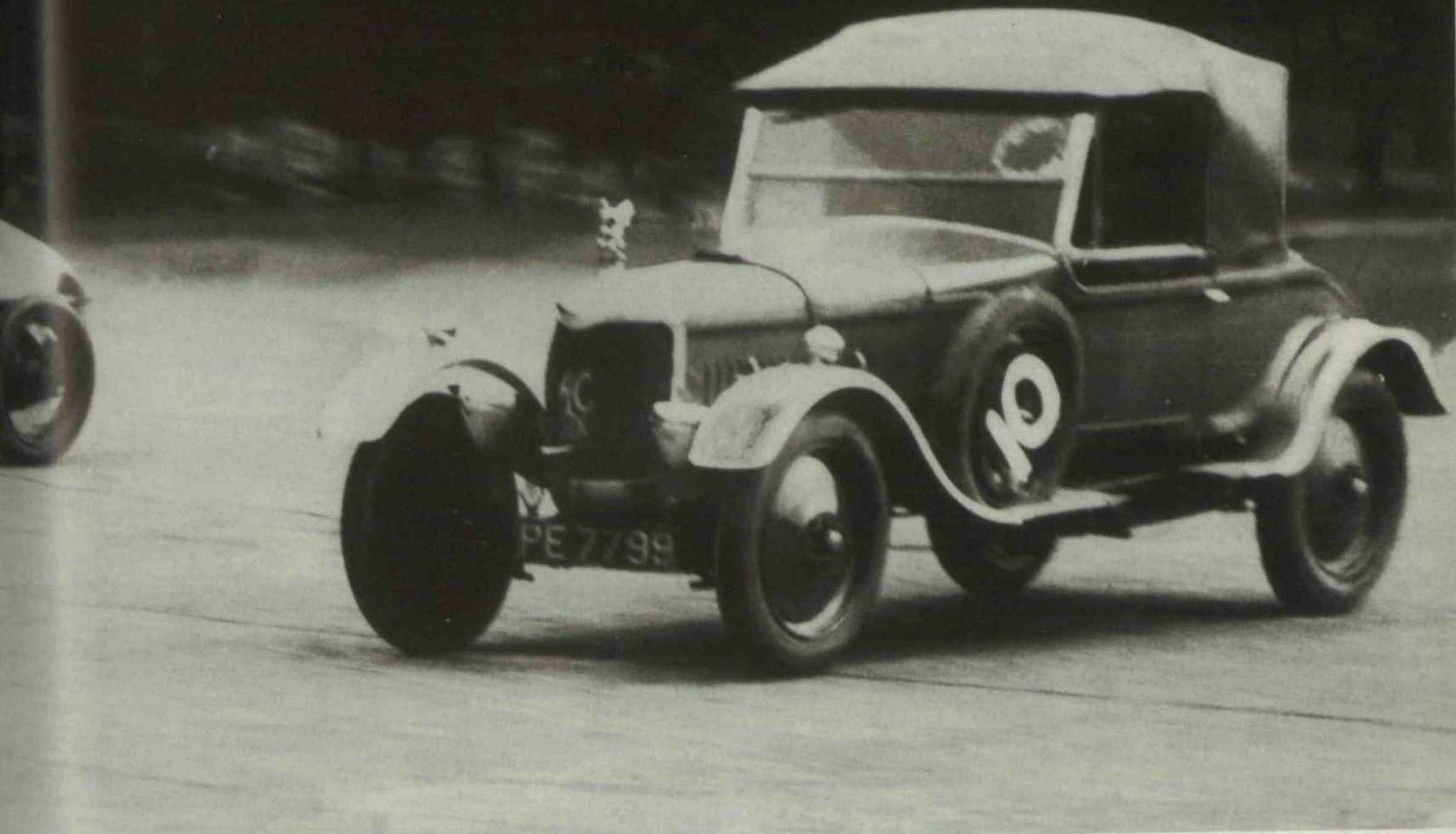
It had been good publicity and no doubt put another smile on Edge's face, even if William Letts had got an Olsmobile up in 1901 in one hour, the same time as the trains. Other cars took six or more hours, walkers just two hours. But Edge's joy was short-lived, for the very next day successful ascents were made by air-cooled vee-twin cars, a Stoneleigh and a BSA, which took under 50 minutes and 42 minutes respectively, both without stopping their engines and the latter going non-stop all the way. However, the BSA had a 26.7:1 bottom gear (compared to Bruce's 12:1 bottom gear) and chains on its 895x35mm Dunlop Magnum tyres, used to give clearance. It was also partially stripped, it was said to prevent a gale blowing it over the Snowdon precipice!

The important event of 1924 for manufacturers of small cars intended to appeal to the growing number of comparatively impecunious buyers

was the RAC Small Car Welsh Six Day Trial. Seriously as it was taken by the professional drivers there were flashes of humour, as when the Trojan contingent wrote in the mud on the disc spare wheel of a Seabrook that had suffered many punctures 'Try Solids', and 'Tishy' (the slowest of current Derby horses) was similarly inscribed on two Rhodes whose front wheels had caved inwards.

A special award was made to the RAC observer, whose appropriate name was Lightbody, for pushing the Austin 7 most of the way up Bwylch-y-Groes. It was a tough event, in which Victor Bruce drove an 11.9hp AC. He justified the task, even taking on the observer from a car that had retired. Bruce took the gold medal in his class, the AC tying for second fastest in the Brooklands speed-test with a Lea-Francis (55.55mph).

Victor Bruce took a particular interest in freak challenges, and when the JCC invited its members to try to get up 1¼:1 Alms Hill, near Henley-on-Thames in 1924 he nearly managed a clean ascent with an AC Six, in middle gear. He continued to take part in trials, winning a silver cup and forming part of the winning Club Team in the 1925 London-Holyhead



event and gaining gold medals in the 1924 Exeter run in a drenching hurricane. He took part in the 1925 Lands End and Edinburgh, with AC Sixes, and drove an 11.9hp AC in the 1925 JCC High-Speed Trial at Brooklands, claiming a silver medal, while at the Blackpool speed-trials his AC won a sportscar class from Oats' OM. He won the 1926 London-Holyhead Trial outright, while gold and the occasional silver medals were the norm in MCC trials; his 2-litre AC was fastest up the Test Hill at a 1926 Brooklands meeting.

Bruce's greatest achievement was taking part in that year's Monte Carlo Rally. This great winter adventure, perhaps the most prestigious event until the Alpine Trials were established, had commenced in 1911 but the war having called a halt, it wasn't resumed until 1924. British drivers took little notice until, that is, Victor Bruce started from Glasgow in an AC 2/3-seater with a large white flag flying from its radiator cap inscribed with 'GB' in large letters. He was placed 12th out of 32 and won the Mont des Mules hill-climb. For the 1926 event, he persuaded the Scottish Club to use John o'Groats as a starting point, which necessitated taking the Club

Secretary A K Stevenson up there, and back to Glasgow in another 2/3-seater AC. But history was made, Bruce being the first British outright winner, although it was a close-run thing, the ACs crown-wheel breaking up and having to be replaced with a Citroën spare by French mechanics overnight before the final test. *The Autocar* published a full report, its Mr Geoffrey Smith having watched the travel-stained cars (44 entries) arriving from points all over Europe. Bruce also again won the hill-climb.

Immediately after the rally Bruce married Mildred Mary Petre, the 25,000-franc prize a welcome wedding present. In 1927 the Hon Mrs Victor Bruce won the Rally *Coupe des Dames*, was sixth in the rally itself, and first in her class in the hill-climb - with an AC saloon of course. Great motorists, the pair went off on the Paris-Nice 5000 mile trial and on into Africa with an RAC Observer, who recorded only 9.5 hours needed to adjust or repair the AC, and that the starter was used 620 times, the wipers were in action for 12 hours, the brakes twice adjusted and the pneumatic upholstery re-inflated twice. The biggest repair was a replacement back axle.

In '28 she started from Stockholm

and again did well and immediately afterwards drove to Finland, further north than any mechanical vehicle had penetrated previously.

In 1929 snowstorms prevented her Arroll-Aster from reaching the Riga start, but she got to Berlin to retire due to fog and fire. In 1930 she started from Sundervall in a straight-eight Hillman and was 21st out of 87 finishers.

Back to racing. In 1925, Bruce drove an AC Six in the *Coupe Georges Boillot*, reaching fifth place until the engine gave out, and he got a gold for finishing the 1927 Essex MC Six-Hour Race. For the 1930 JCC 'Double Twelve' race the Bruces had their own Silver Eagle Alvis, which, despite a broken valve after Mrs Bruce had challenged the leading Speed Six Bentley, came home 13th at 67.54mph. Mrs Bruce had also competed with an AC in the lesser Brooklands races.

The adventures continued, with more Monte Carlo Rallies, speed-boat racing, and experiments with air-to-air refuelling, by which time Mrs Bruce had become established in commercial aviation, after her solo round-the-world flight in a Blackburn Bluebird IV and had done that solo 24 hour record with a 4½-litre Bentley at Montlhéry at 89.57mph. Husband

and wife also set world records up to 15,000 miles, at 68.02mph in terrible weather, Bruce having a narrow escape when the AC overturned on the icy surface; they resumed, with the works racing driver J A Joyce sent to help, and the subsequent celebrations at London's Hotel Cecil were thoroughly deserved. Why December? To reduce timing costs...

In 1929 they took a 7hp Jowett saloon, and towing behind it a 100-gallon fuel bowser, covered a non-stop 72-hour, 2722 mile run at 38.54mph, and then drive back to Bradford, to be received by the Mayor.

In 1941 the couple divorced, and Victor Bruce married Margaret Beechey, by whom he had two daughters and a son. After the war Bruce had formed Silent Travel Ltd. in Woking, to promote electrically driven cars, using an Opel for experiments. It ran in silence, with a 40-mile range at 30mph. When a purchaser was warned of its short range, he said "Don't worry, I only want it to get to my local pub and back..." When I met Bruce in 1975 he told me he had continued to drive an AC up to 1941, followed by a Rover, and then his current Austin 1100. He died in 1978, aged 81. □



MARTINI RACING
AutoCapital



MARTINI
LANCIA MARTINI
MICHELIN

WEBER



LC2 looks great in unmistakable Martini colours. Cabin access is tight and cockpit cramped. Rear tail-lights come from Fiat van

WITH BETTER LUCK, THE LANCIA LC2 COULD HAVE BEATEN THE PORSCHE 956. GIANCARLO REGGIANI REMEMBERS IT AS BRUNO GIACOMELLI TAKES ONE TO MONZA FOR A FINAL BLAST

LANCIA BELTER

NEARLY TWO DECADES AGO, THE WORLD OF SPORTSCAR racing was turned on its head. In a bid to revive seriously flagging crowds and grids, racing's rulemakers at FISA threw out the increasingly jumbled categories that allowed cars to be entered in one of six increasingly confusing groups, opting instead to allow manufacturers just four classes in which to race. At the top of this list lay Group C – an unfettered formula in which the only real restrictions on race car designers came in the form of fuel consumption. You could choose any engine you wanted and mount it in almost any chassis that took your fancy – all that mattered was that it did not drink its fuel too fast or too soon.

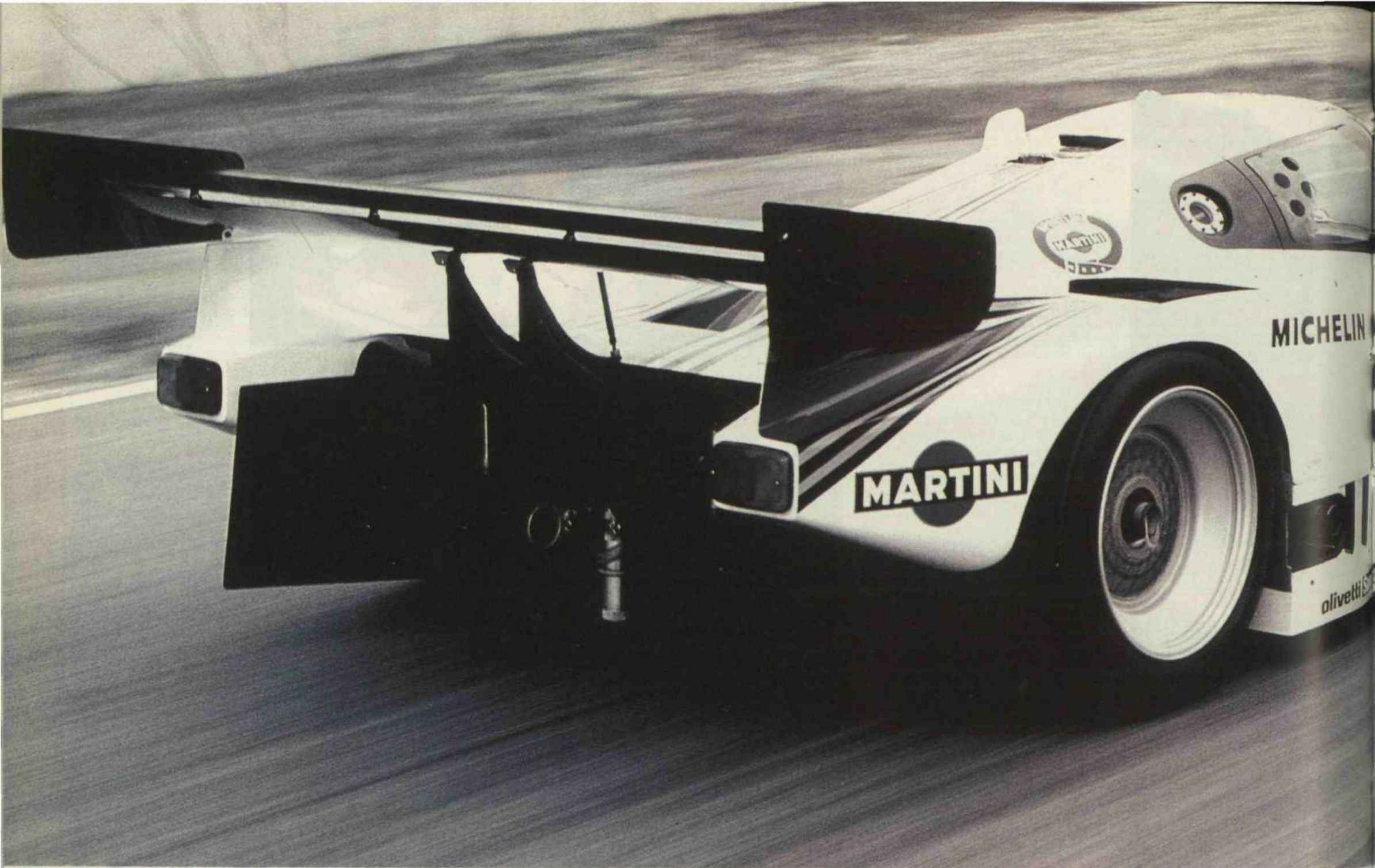
In Italy, as the old Group 6 racers enjoyed their last hurrah, all eyes turned to Lancia. In the first season of Group C, the marque had taken up FISA's offer of running an interim Group 6 racer, the 1.4-litre, turbocharged LC1, thereby allowing it an extra 12 months to prepare its all-new contender. But with typical Italian efficiency, Lancia's board took until the summer of 1982 to rubber-stamp its racing plans for the coming year, giving designer Gianpaolo Dallara six months to produce a car capable of taking the fight to the seemingly indomitable Porsche 956. Some task.

Lancia's engineers went to work on a purpose-built engine but it was soon clear that a unit offering both Group C power and economy would take rather more than six months to develop. So Dallara's partner on the project, Gianni Tonti, approached Maranello, which obliged with a 2.6-litre twin-turbo V8, derived from the unit in the road-going Ferrari 308. It was a move steeped in racing history. Twenty-five years after the Prancing Horse had accepted Lancia's offer of its Grand Prix D50s, the favour was being called in.

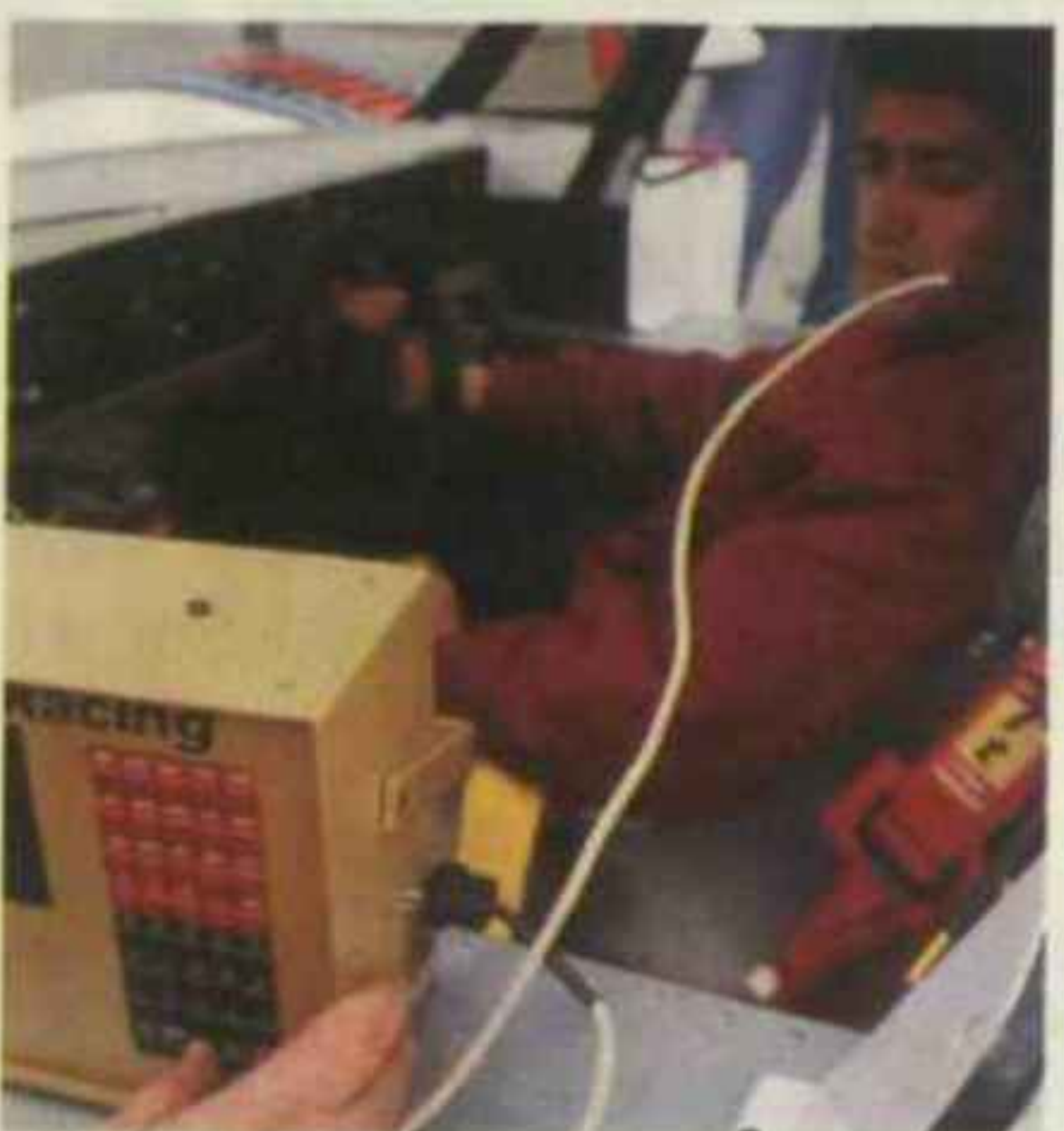
Unveiled in February 1983, the LC2 made its debut two months later at the Monza 1000km, the opening round of the World Endurance Championship. Up against a pack of Porsche 956s, the LC2 immediately showed its potential – Piercarlo Ghinzani lapping the *autodromo* in excess of 135mph and snatching pole from Stuttgart's works cars in the process.

But the observant spectator would have noticed that a string of tyre failures had afflicted Ghinzani and teammate Riccardo Patrese. From pole position, the first LC2 sailed into the lead and held it comfortably until, just eight laps in, a Pirelli slick exploded on the start-finish straight. Ghinzani's race was effectively over and with it went the dream of a home win for the LC2's debut. ➤➤

Around Monza, the LC2 will pull around 2g lateral acceleration when cornering. It will reach 60mph in rather less than 3sec from rest, even with Le Mans gearing, and finally reach 230mph



Cockpit designed for Group C regulations which called for passenger space to be created. Starting requires computer



While tyres remained a worry, reliability soon became the biggest headache for team and drivers alike. Promising runs at Silverstone, the Nürburgring and Le Mans all ended with cars stranded in the pits or by the side of the track. The cars fared no better in a sprint race at the Norisring. Again all the pure speed was there – the Lancia running third – but so too were the gremlins. An enforced lay-off before the next event at Spa allowed team manager Cesare Fiorio to work long and hard in testing and by the time the cars turned out in Belgium they were destined, at least, to last the length of the race. The problem was, their rivals had been testing too and while the LC2s were at last reliable, they were no longer able to match the blistering pace set by the 956s.

It wasn't until the middle of October that Dallara's creation finally secured its first victory. Teo Fabi and Hans Heyer at last came good on home ground at Imola and in doing so secured the marque the runner-up spot in the world championship, albeit with less than a third of the points boasted by Porsche.

Though the team headed into 1984 looking to build on the modest successes of the debut season, it was not to be. Technical problems were slowly weeded out, but vagaries in tyre production and sheer bad luck meant that the highpoints such as victory at Kyalami were all too often outweighed by the lows.

To say that 1985 was make-or-break for the LC2 is considerable understatement. The successes of Lancia's rallying wing served only to increase the pressure on the beleaguered sportscar and its designers. Engineer

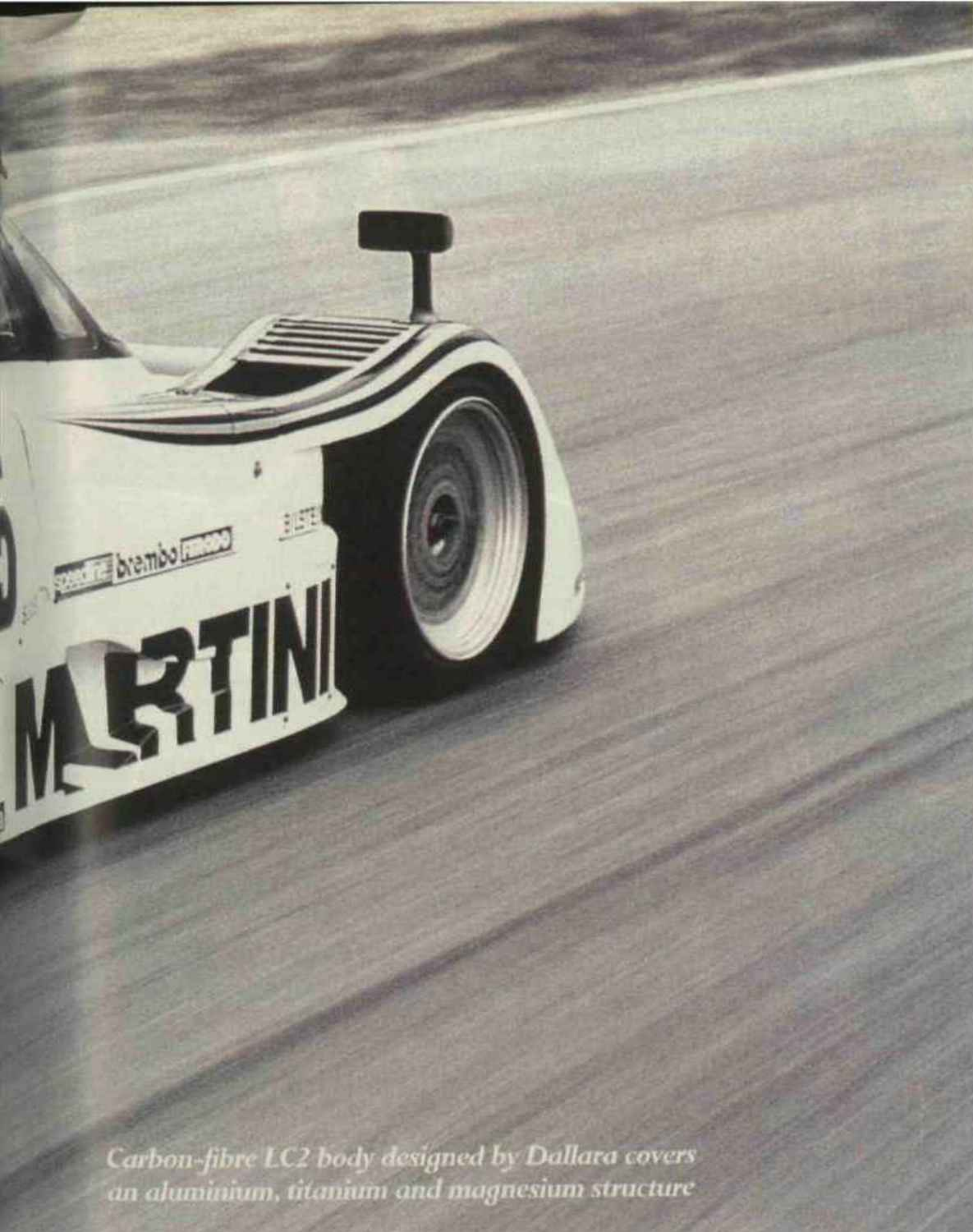
Claudio Lombardi was called in to oversee revisions to the LC2-85 and, at first, things seemed to have improved. At Mugello, Patrese and Nannini seemed guaranteed victory when the engine failed. With hindsight Lancia perhaps should have stopped there and then, for the story soon progressed from drama to farce. A fortnight later the drivers lay in a promising third at Monza when a freak gust of wind blew a tree across the track and the race was abandoned. A possible first place at Silverstone was stymied by mechanical failures, and at Le Mans the cars once more lacked straightline speed.

Two races later the LC2 finally secured its greatest win but the history books only recall one sad fact about Spa '85 – the death of Stefan Bellof in an accident which also wiped out the works Porsche of Jacky Ickx.

The factory cars did return for 1986, but it wasn't long before Fiat cried enough. The works cars were retired and although private entries continued to run until as late as 1991, the few morsels of comfort for the ill-fated project had already been and gone.

The last LC2 chassis built by Dallara never saw the race track and was completed by its owner, Silvano Toni, the former Maranello engineer, over the course of a year. Built to sprint specifications, chassis number 10 houses its powerful Ferrari V8 under the same beautiful, sinuous carbon body that graced the original racers. Even the Martini livery was completed by the same artist who painted the first of the LC2s.

The Ferrari cylinder heads – hardened to withstand racing temperatures – are the same as those from the



Carbon-fibre LC2 body designed by Dallara covers an aluminium, titanium and magnesium structure

288 GTO, while the twin KKK turbos, when running at 3 bar boost, begin to pull at 3000rpm and don't stop until the 9000rpm rev limit is reached. But it is the Lancia's formidable powerband that really puts things into perspective. At just 4800rpm, the LC2 develops over 800lb ft of torque. Weighing in at just 850kg and putting out a shade under 840bhp, the car would hit 60mph in less than three seconds even with the Le Mans gearing that drove to 230mph on the Mulsanne straight.

Starting this monstrous engine requires considerable computing skills, for like so many sportscars of the 1980s, only the appropriate lap-top and software can talk the Lancia's complicated Magneti Marelli/Weber engine management into firing the eight cylinders into life.

For all its inner sophistication, this motor is also an aesthetic masterpiece, with its shining intake manifolds, purposeful fuel and oil lines and exhaust manifolds crafted from Inconal, the same alloy used in afterburners on Tornado jets. Yet amongst all this space-age technology, you'll find a typically Italian touch – the brake lights on the LC2 are borrowed from a Fiat 238 van.

The enormous 14-inch ventilated discs are clamped by four-piston calipers and all around there a further glimpses of carbon and titanium that bind and strengthen the car. The chassis is made from aluminium alloy joined to titanium mounts, and not a centimetre is spared or wasted in the cockpit. There is room enough to operate the pedals, gearshift and steering wheel but nothing else. With your backside resting precariously just three inches from the asphalt and the dashboard in front of

you hosting a plethora of switchgear, the over-riding feeling is of stepping into a modern jet fighter. In reality the performance is little short of it too.

Just how close is clear if you climb on board with Bruno Giacomelli for a lap of Monza. Then, and only then, are the bald figures fleshed out and the true capabilities of this Group C racer becomes apparent.

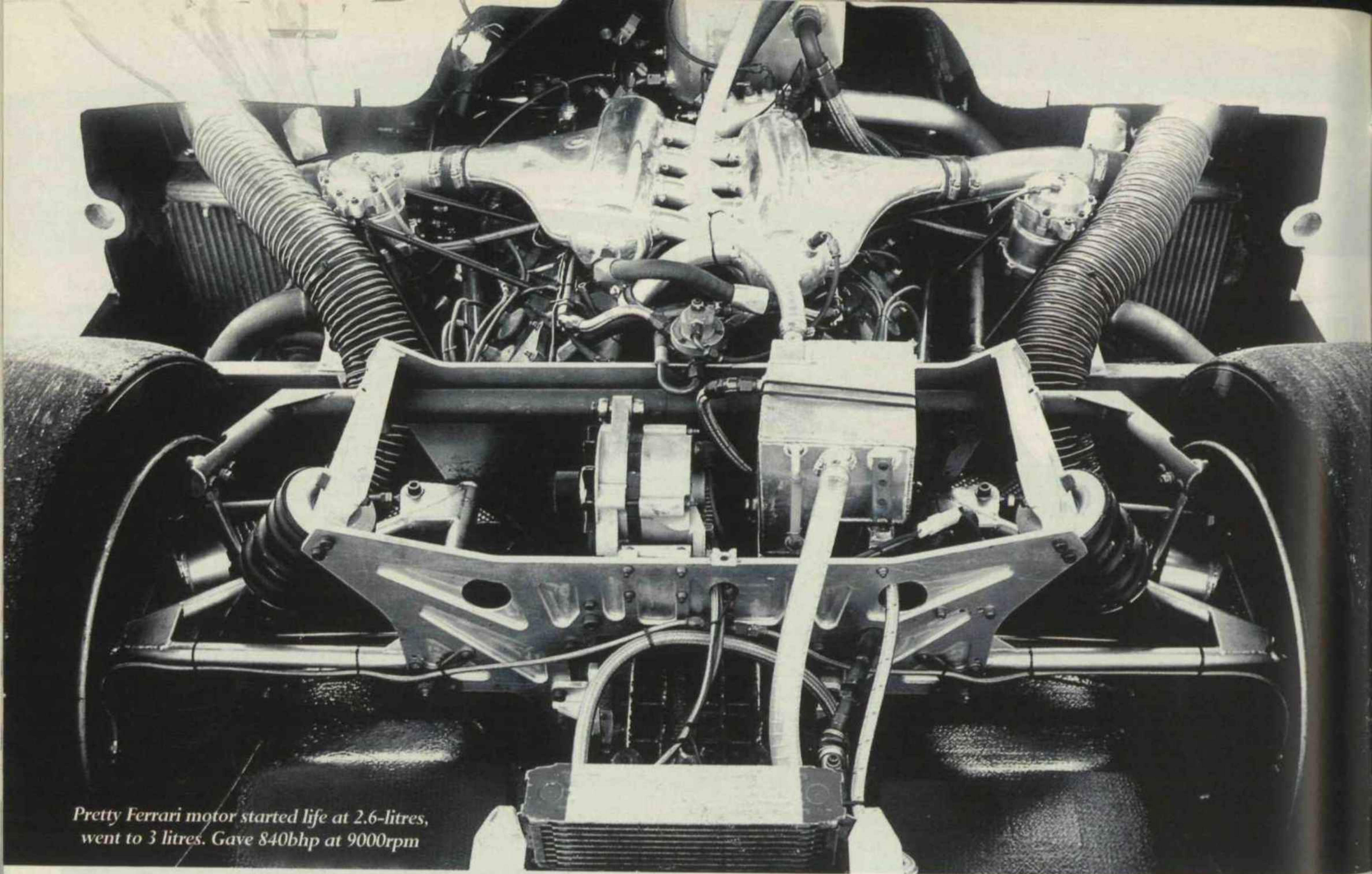
After a gentle installation lap to warm the brakes and check the pressures, Giacomelli starts out in earnest. Running down the long pit straight in fifth gear, the LC2 crosses the timing beam at 222mph, before he dives hard, very hard, onto the brake pedal just 200 metres before the first chicane.

Dropping three gears, the Lancia begins to understeer as the locked rear diff pushes it straight on. To counter this Bruno rides up onto the concrete rumble strip, unsettling the LC2's balance, turning unhelpful 'push' into useful oversteer. It's a neat trick in cars that adopt this driving pattern and one that our driver refers to rather modestly as "child's play".

With the engine revving at about 6500rpm, he snatches third on the short straight before the speed builds inexorably for the wide Serraglio curve, taken in fifth gear and a gently oversteering attitude at a mind-numbing 160mph. Just to add to the fun, Bruno runs the rear left wheel out onto the grass as we slingshot out towards the Roggia chicane, tackled under neck-snapping braking in second gear. Next it's the two Lesmo corners, a sequence of right-handers that puts so ➤

LC2 looks almost other-worldly when bodywork is cracked open. Viewed from dead ahead it is, perhaps, at its most striking





Pretty Ferrari motor started life at 2.6-litres, went to 3 litres. Gave 840bhp at 9000rpm

SPECIFICATIONS

ENGINE

Type	...	Ferrari/Abarth 90 degree V8 2 KKK turbos, water-cooled
Capacity	...	3014cc
Bore/stroke	...	84 x 68mm
Induction	...	Magneti Marelli/Weber fuel injection
Max power	...	840bhp/9000rpm
Specific output	...	279bhp/litre
Power to weight	...	988bhp/tonne
Transmission	...	Hewland VG200 5-speed

CHASSIS

Construction	...	Sheet aluminium monocoque, magnesium hoop reinforcements
Steering	...	Unassisted rack and pinion
Brakes	...	Ventilated discs, 4 piston calipers all round
Front suspension	...	Double wishbones, coil springs, anti-roll bar
Rear suspension	...	Double wishbones, pushrod dampers, anti-roll bar

DIMENSIONS

Length	...	188.9in
Width	...	70.8in
Height	...	41.9in
Wheelbase	...	104.9in
Track f/r	...	57.8/52.9
Weight	...	1870lb

It promised so much... The LC2 leads the field away for the start of its debut race at the Monza 1000km in 1983. For a moment it looked as if the reign of the Porsche 956 was going to come to a premature end. The Lancia streaked into an easy lead and held it for eight laps until a tyre exploded, wrecking both its chances in the race and the dream of a home victory. Over the seasons which followed, success remained all too infrequent



much strain on the car and body that the thought of doing this for 1000km is unimaginable.

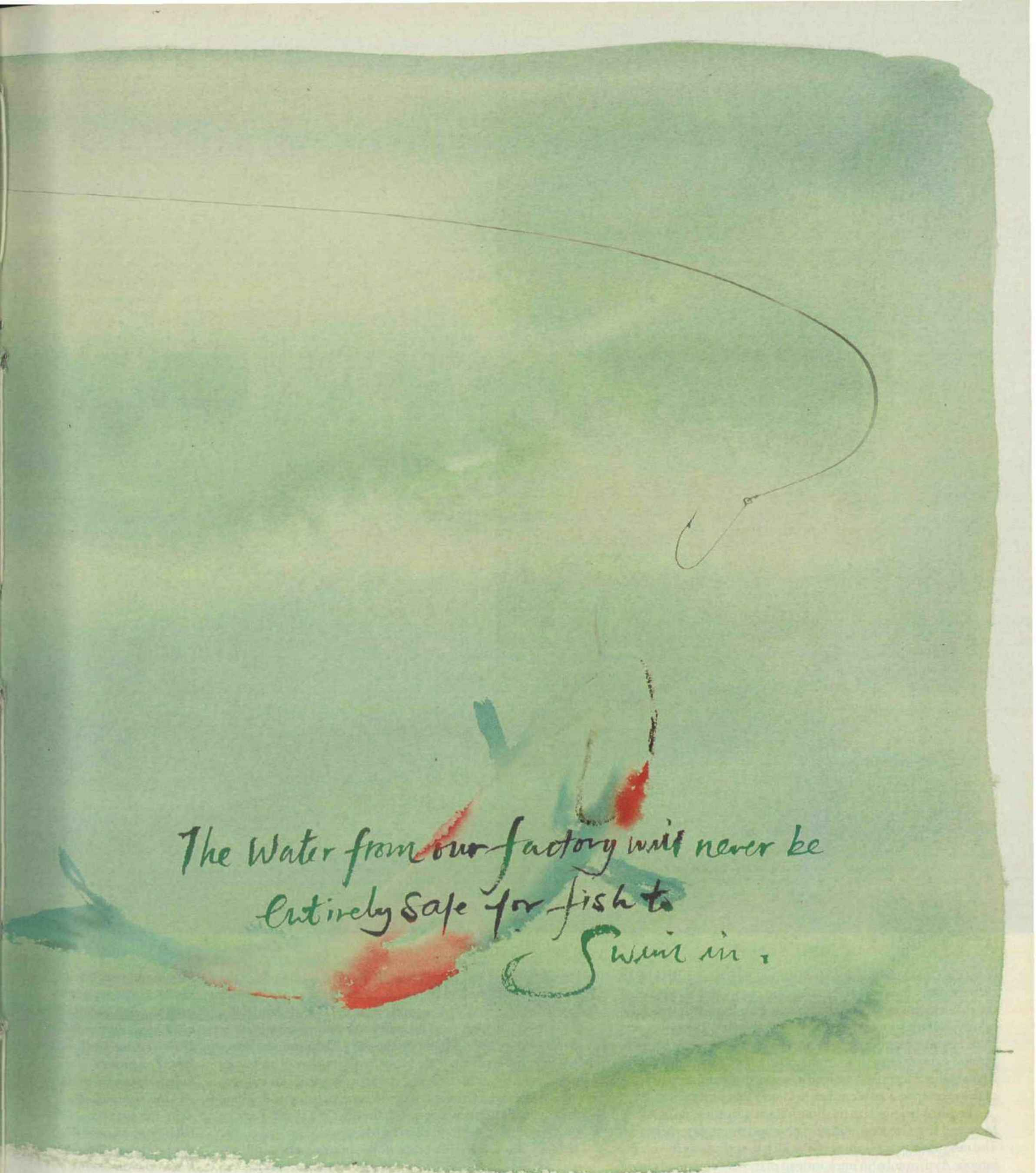
Barrelling through Lesmo 1 at around 120mph, Bruno snatches fifth gear for Lesmo 2 and the Lancia begins to understeer towards the edge of the track at 150mph, with at least 2g trying to force the car off the track at a tangent. Before you can blink, the Lesmos are past and so is the Ascari chicane, taken in second with a flick left and then a long, glorious power exit in third gear using every inch of the road to ensure the maximum speed down the straight to the technical and exhaustingly long Parabolica corner.

Interestingly Giacomelli stays to the right on approach to the turn in point – the asphalt on that side, he reveals, is better suited to high speed braking – before hauling the Lancia quickly left and immediately right at the turn in point. The Parabolica begins at about 110mph and finishes at 150mph and seems to take forever to get between the two. Exiting in fifth gear with your body jammed hard up against the left side of your seat you fly out into the wide expanses of the Monza pit straight to start another lap.

We've have just covered 3.6 miles of the most famous race track in Italy at an average of over 130mph. For Bruno it was all just another day's work in this most sophisticated of offices, for us it provided fitting proof of the sadly rarely realised potential of one of Lancia's most beautiful sportscar. The LC2 may never have been a huge success on the racetrack, but over one lap it is a piece of pure Italian magic.



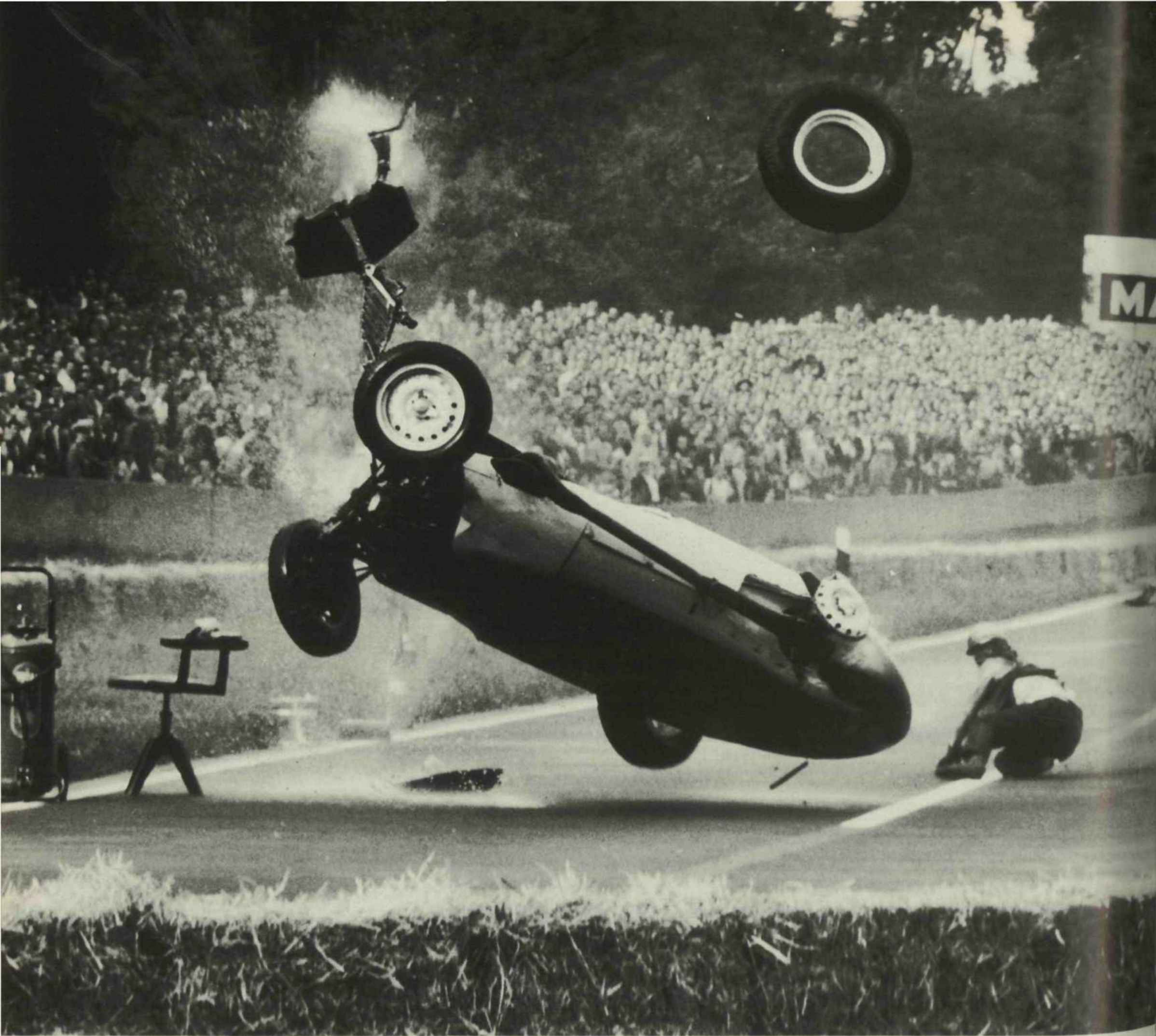
At Volkswagen, 80% of all water used in car production is recycled. However, before it can be deemed clean enough to be used again, the water will undergo as many as 13 different treatments. As part of the cleansing process



The Water from our factory will never be
entirely safe for fish to
swim in.

the water passes through a pond in the factory grounds where bass and carp swim. The pond is always free from toxins and pollutants. But not from fishermen. Sorry, fish.





IT IS ONE OF MOTOR RACING'S ENDURING IMAGES – A BRM P25 cartwheeling down the track shedding components, one being the driver, who appears to be kneeling on the road, watching calmly over his shoulder as the car disintegrates. The driver was Hans Herrmann and, in fact, he was doing cartwheels of his own, but the camera froze him in the position of a mere spectator. Remarkably, Herrmann walked away virtually unhurt after one of the most spectacular crashes in Grand Prix history.

The BRM belonged to the British Racing Partnership of Alfred Moss and Ken Gregory, Stirling's father and manager respectively. The race was the '59 German GP which that year was run on the fatuous Avus autobahn track instead of the fabulous road circuit at the Nürburgring. Moss had elected to drive Rob Walker's Cooper-Climax and so, to keep the organisers happy, the BRM was offered to local boy Herrmann.

Not so local, in truth, for Hans was born in Stuttgart (the home

of Mercedes-Benz and Porsche) in 1928 and it was in one of the latter's models that he had begun his competition career in 1952. He won his class in only his second event, the Deutschland Rally.

Early the next year he and Richard von Frankenberg won their class in the tough Lyon-Charbonnieres rally. This prompted Hans to think big and enter the Mille Miglia, to the dismay of his friends who worried about his lack of experience for such an arduous event. Undaunted, Herrmann scored a superb class win, finishing 28th overall. He was rewarded with the offer of a works Porsche 550 for the Eifelrennen and then Le Mans.

He won the 1500cc Eifel race in the pouring rain, and was paired with Helm Glocker for Le Mans. The little Porsches ran like clockwork, covered the same number of laps and took the flag side-by-side, but officials ruled that the car of von Frankenberg and Frère had covered the greater distance and awarded it the class win ahead of Herrmann and Glocker.

Herrmann watches as his BRM P25 reduces itself to scrap metal at 180mph during the 1959 German Grand Prix. The brakes failed at the end of one the straights at Avus, flinging the BRP-entered car into the hay bales, flipping it into the air and ejecting Herrmann. Incredibly he got up and walked away all but unhurt



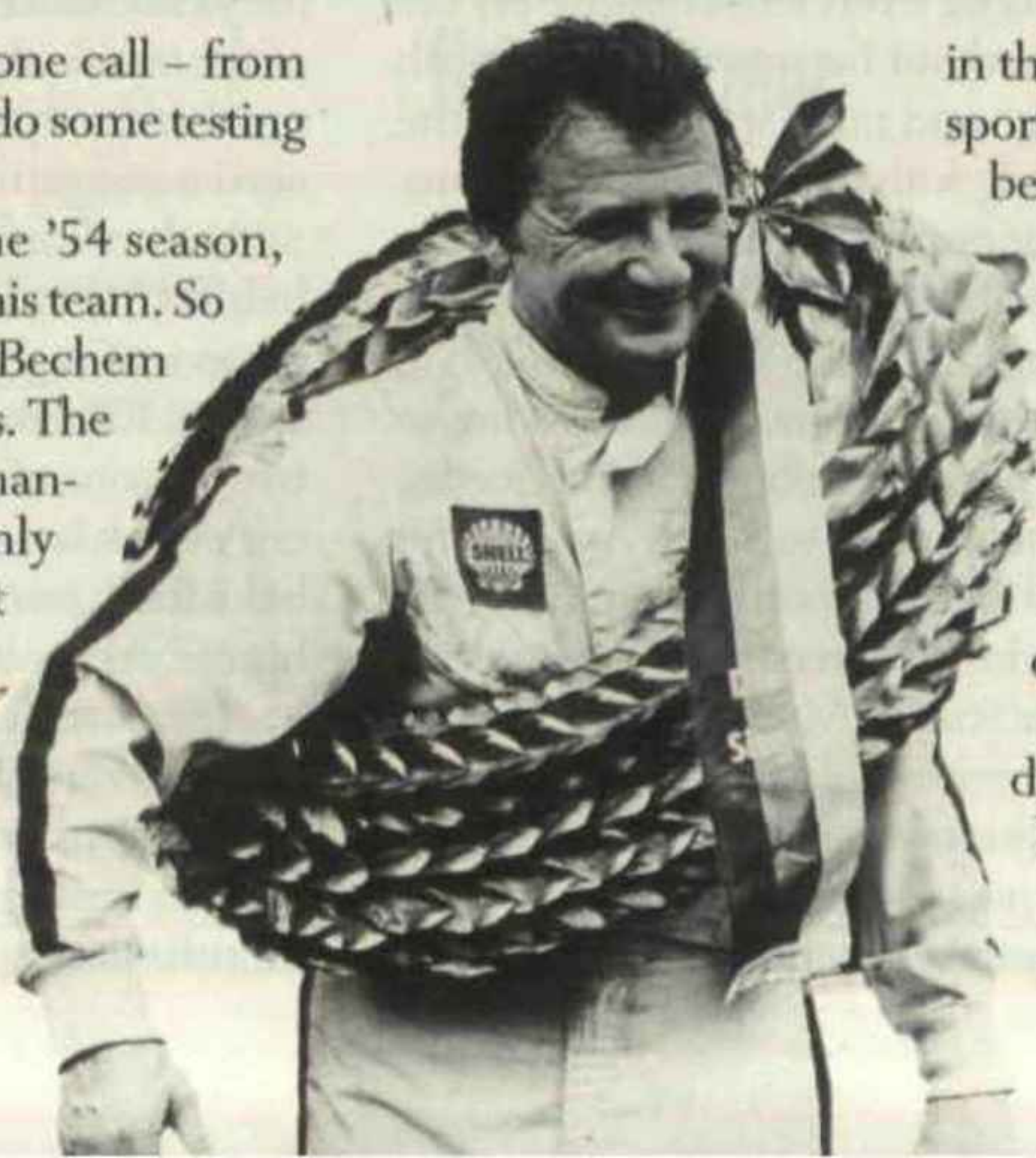
ALL HANS ON DECK

IN 1952 HANS HERRMANN BEGAN RACING WITH A HUMBLE PORSCHE 356. EIGHTEEN YEARS LATER HE RETIRED AFTER WINNING AT LE MANS IN A THUNDEROUS 917. HE RECALLS THE MANY HIGHS AND LOWS OF HIS CAREER WITH CHRIS NIXON.

Then, one morning, he was awoken by a phone call – from Alfred Neubauer. Would Herr Herrmann like to do some testing for Mercedes at the Nürburgring?

Having signed Fangio and Karl Kling for the '54 season, Neubauer wanted a younger driver to complete his team. So he summoned Herrmann, Hans Klenk, Gunther Bechem and Paul Frère to the Nürburgring to test 300SLs. The party stayed in the Sporthotel and Herrmann managed to sleep through his alarm call. He was only awakened by the sound of the cars in the pits. At the end of the second day Hans and Frère were fastest but it was the German, understandably, who was offered a place in the Grand Prix team for 1954, an astonishing reward for a man with barely a season of racing to his name.

A month later Herrmann drove an F2 Veritas



in the German GP, finishing ninth and winning the supporting sportscar race in the 550, setting a new lap record. That year he became the German Sportscar Champion for 1953.

Neubauer allowed Hans to drive Porsche's new Spyder in the Mille Miglia and, with passenger Herbert Linge, won their class and came sixth overall. It was not a race without incident: they came across a closed railway crossing. In a split-second Hans decided both that he could not stop in time and that the Spyder was lower than the barrier, so he banged Linge on the helmet to make him duck and drove over the crossing just ahead of an approaching train.

Ten days later Herrmann was at Hockenheim for his first drive in the new Mercedes-Benz GP car, the W196 streamliner. It was nearly his last too:

"A pipe broke and sprayed hot oil onto my feet as I braked for the Stadt kurve," he recalls. "I lost control, hit a house ➤➤➤"



A streamliner W196 was not the thing to have at the Nürburgring in '54. Nevertheless Hans ran third before retiring. Here he is hounded by Hawthorn's Ferrari 625

A youthful Herrmann poses with his Mercedes racer. His first race was in '52 and, before the end of the next season, he had signed for Stuttgart



and was thrown out." He spent the next fortnight in hospital.

Then came Mercedes' dramatic return to F1, in the French GP at Reims. Fangio and Kling ran away with the race while, not surprisingly, Hans had problems adjusting to the W196. "I found it difficult after the Porsche, which was rear-engined and very light, whereas the Mercedes was front-engined, much bigger and much more powerful. Nonetheless, I made fastest lap and was in third place when the engine blew. Unlike those of Fangio and Kling my motor had not been run-in."

Mercedes were not keen to enter the next race, the British GP, well aware that the streamliners were unsuited to Silverstone, and sent just two cars for Fangio and Kling to be soundly beaten by Froilan González in his Ferrari.

For the German GP at the Nürburgring, Mercedes fielded three open-wheel W196s, to be driven by Fangio, Kling and Lang. Hans had a streamliner which seemed likely to be even less at home on the 'Ring. As it turned out he was a superb fourth fastest in practice and ran a strong third in the race before retiring with fuel injection problems. He found some consolation in winning the sportscar race with his trusty works Spyder.

He was a fine third in the Swiss GP, fourth in the Italian and third at Avus, which was not so much a race as a demonstration run for Mercedes.

In January, 1955 Mercedes sent four cars to South America for the Argentine GP, in which Hans finished fourth. Then came the Mille Miglia and the debut of the new Mercedes 300SLR which provided a sensational victory for Stirling Moss. Even so, despite Stirling's heroic drive, Hans believes he could have won that race.

"Our fuel filler was not properly closed at the Florence Control and on the Futa Pass the cap opened and fuel went everywhere. My passenger was Herrmann Eger. At first the fuel was cool, but

then it got hotter and Eger was all for jumping out because one spark could have set fire to everything. Then fuel got in my eyes, I hit a marker stone and spun. The cockpit was so full of petrol we could not go on, which was a shame as our brakes were perfect. We learned afterwards that Stirling had virtually no brakes left. I am sure we could have won..."

Hold on. Stirling's win was a landmark victory, along with those of Hawthorn at Reims in '53 and Fangio at the Nürburgring in '57. Could Herrmann have beaten Moss? Surely he cannot be serious? But he is. The unthinkable happens and Herrmann's claim is made with such confidence that it deserves investigation.

He is right to say Moss had virtually no brakes left. After the race it was discovered that the linings had worn through, together with some of the aluminium shoes, but the SLRs were equipped with a hydraulic brake booster, which kept them working.

In his celebrated race report Denis Jenkinson wrote that as they entered Bologna the brakes "were beginning to show signs of the terrific thrashing they had been receiving" but went on to say that for the 85 miles from Cremona to the finish they averaged a staggering 123 mph. Clearly, braking was not a problem.

At the Florence control Herrmann was almost six minutes behind Moss, but even had he not retired you can be sure that not even Fangio could have caught Stirling. Nevertheless, to come within 300 km of finishing second in the Mille Miglia with only two seasons of racing behind him was no small achievement.

A week later, in Monaco, Hans had put the W196 into a stone balustrade just before the Casino. He was lucky to escape with his life. As it was it marked the end to his Grand Prix career.

"I was badly hurt but frightened of fire, so I pulled myself out of the cockpit and, with my elbows, dragged myself away from the car. I had two broken ribs, a broken pelvis, my right thigh was broken in six places and my hip was dislocated. I spent three months in hospital.

Mercedes team-mates: Kling (left) and Hans watch Fangio modelling new goggles prior to the '54 French GP at Reims

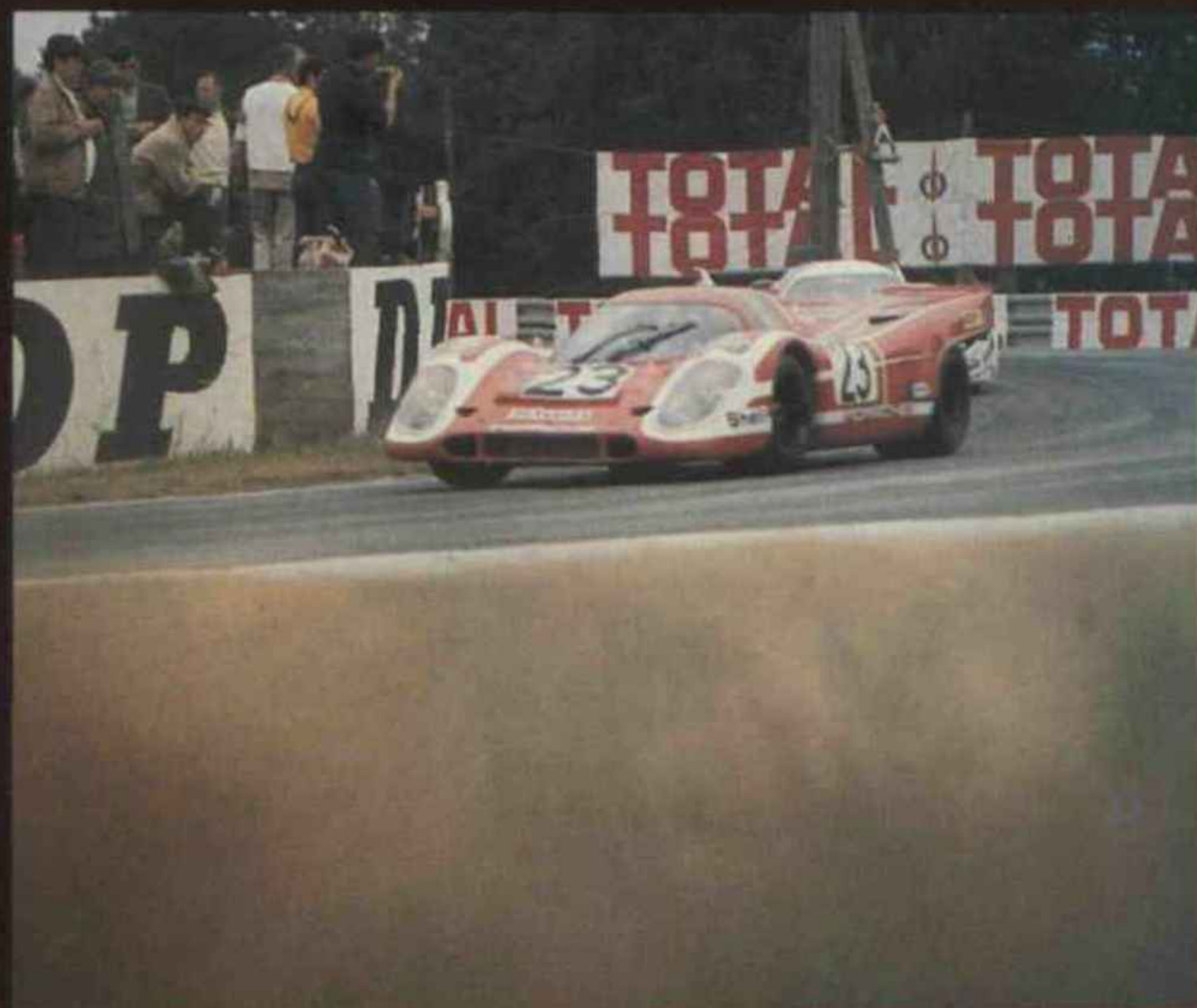




On board a Maserati 250F during the 1958 German GP. He is heading for an early shower as the engine lasted for just three laps



Herrmann battles manfully through the streets of Monte Carlo in the 1961 Monaco GP. He brought his Porsche 718 home in 9th place, ahead of Jim Clark



Le Mans 1970: Herrmann's final outing and his finest hour. Sharing with Richard Attwood, he drove this 917 to victory, Porsche's first in the race

By October Hans was well enough to go to the Targa Florio, where Mercedes were out for the Sportscar World Championship. "I practiced with the 300SLR," he recalls, "but found that it took about half a second between deciding to brake and actually moving my foot. I had to tell Neubauer I could not race. Mercedes won and then announced their withdrawal from competition."

For 1956 Hans went back to Porsche and also drove a Ferrari in the Targa Florio with Olivier Gendebien, finishing third. At the end of the season he had a big falling out with Porsche team manager Huschke von Hanstein over money and moved to Borgward for 1957, concentrating on the European Mountain Championship, in which he finished second.

He stayed with Borgward in '58 – "They were nice people, the engine was very good but the car was too heavy" – returning to Porsche for Le Mans at the express wish of Ferry Porsche. He and Behra finished a fine third overall, behind the Hill/Gendebien Ferrari Testa Rossa and the Aston DB3S of the Whitehead brothers.

"For 1959 I went back to Porsche and there was no problem with von Hanstein but we had no success, either. I drove the Moss BRM at Avus and the brakes failed at the end of the three-mile straight. I was doing about 180 mph and the pedal went to the floor! I knew I was a dead man, but amazingly I only suffered cuts and bruises. I wanted to get back in a racing car as soon as possible, so I asked Mr Porsche if I could do a hillclimb. He gave me a car for Klosters-Davos and I won."

The new decade got off to a good start for Hans, who won the Sebring 12 Hours with Olivier Gendebien in a Porsche RS 60. He then managed to finish both first and third in the Targa: "For some reason Porsche only had five drivers for six cars, so when I wasn't driving with Bonnier I was driving with Gendebien. I won the race with Jo and was third with Olivier."

In 1962 Herrmann moved to Abarth and, over the next four seasons took part in more than 70 races and hillclimbs for the

"I was doing 180mph when the pedal went to the floor. I knew I was a dead man"

♦♦♦♦

Italian team. He twice managed to finish in third place in the European Mountain Championship.

Then it was home to Porsche in 1966, where Ferdinand Piech was now technical director. Over the next three seasons, he would clock up a wealth of podium places for Porsche, culminating in outright wins at Daytona and Sebring in 1968.

His '69 season continued in similar vein until he starred in the closest-ever finish at Le Mans. Hans was given a long-tailed 908 to drive with Gerard Larousse and early in the race they lost 29 minutes while a front hub was changed. However, with less than 30 minutes to go Hans led, just ahead of Jacky Ickx's Ford GT40.

"The last few minutes of the race were unbelievable," wrote DSJ in MOTOR SPORT, "for the two cars passed and re-passed in the sort of wheel-to-wheel racing we would like to see in Formula One."

"Ickx and I passed and re-passed each other three or four times every lap," recalls Herrmann, wistfully. "There was a little red light on the dash to tell when the brake pads were worn down and it was on all the time now. I knew that if I stopped we would be second, so I decided to carry on and see what happened. Two laps before the end Jacky went into the sand on one corner but had enough speed to pull himself out. He won by about one second. It was a big disappointment, for I really wanted to win Le Mans."

So did Porsche. They had just one year to wait. In 1970 they scored their maiden victory and cleaned up with a one-two-three, Hans and Dickie Attwood winning in a Porsche Salzburg-entered 917 ahead of a similar car and a 908.

"I decided that 1970 was to be my last season," says Hans, "but I told no-one, not even my wife. Then as I was leaving my house to drive to Le Mans, she said, 'If you win this year, will you please retire?' With some emotion I agreed. After Le Mans I was contracted to race the Porsche at the Osterreichring and Watkins Glen, but I decided enough was enough and that anything else would be an anti-climax. I'd saved the best until last." ■

SELF-INFLICTED INJURY

CHRIS AMON AMON-FORD AF101

IF WALKING OUT ON FERRARI ONLY TO WATCH THEIR CARS RUN RINGS ROUND YOU ISN'T ENOUGH, THEN BUILDING YOUR OWN DISASTROUS F1 CAR IS RUBBING SALT IN THE WOUND. SHAUN CAMPBELL SYMPATHISES WITH CHRIS AMON

MAKE A LIST OF THE CARS CHRIS AMON raced to earn his living in the 1960s and 1970s and two things strike you. First that there's an awful lot of them, ranging from the Maserati 250F to the Ford GT40 and the Matra MS120. Second, that there are some real oddballs in there. Who now remembers much of the Tecno F1 project, which spawned two undistinguished cars in 1973? Or the BRP Indianapolis car, with which Amon attempted to qualify at the Brickyard in 1967?

It's a list rich with possibilities for the worst car accolade, something that the 53-year-old New Zealand sheep farmer acknowledges can tell you a great deal about his career. Right team, wrong year. Good chassis, lousy engine. Amon only ever got it half right. Of course, he drove some good cars and he leaves you the impression that he'd be happier talking about those, but it's the stinkers we're after and there are several candidates.

"I went out to Indy in 1970 with McLaren. The cars were quite spooky and I couldn't get to grips with them at all. With the possible exception of Denny (Hulme), who wasn't that good at feeding back information, we didn't really know what we were doing. Bruce (McLaren) had come out just for practice and he was struggling, too. Then Denny had a fire in the cockpit and burned his hands. Teddy Mayer got Bobby Unser into the car to do a few laps to see if he could tell us if it was vaguely right. Well, he went out and straight away ran 3-4mph faster than me. He got out and started talking very casually with Teddy about how it needed this and that changed. But I could see that his hands were shaking so much he couldn't light his cigarette."

It takes a brave, or at least a scrupulously honest, man to nominate the car that bears his own name, but Amon harbours no illusion about his 1974 Formula One venture, the Amon-Ford AF101. "It was a disaster," he says. "It was a high-tech venture, but we did it in a backyard. Had we built something basic we would probably have done a lot better, but I was always striving for some kind of



Amon: wrong place, wrong time

Utopia, because I thought I knew technically what I wanted.

"It was very advanced – fuel tanks in the middle with the driver propped forward a bit, titanium torsion bars.

I prided myself on my ability to develop a car, but it was so difficult with this one because it just kept falling apart. The first time I ran it, at Goodwood, a wheel fell off. The same thing happened at Silverstone, along with a few other bits and pieces. I only had to get in and something would fall off. Being the part-owner, I kept saying, 'Make this stronger, change this, change that and the thing ended up so bloody heavy that it wouldn't have been competitive anyway. It was a disaster because we didn't have the resources to make it work.

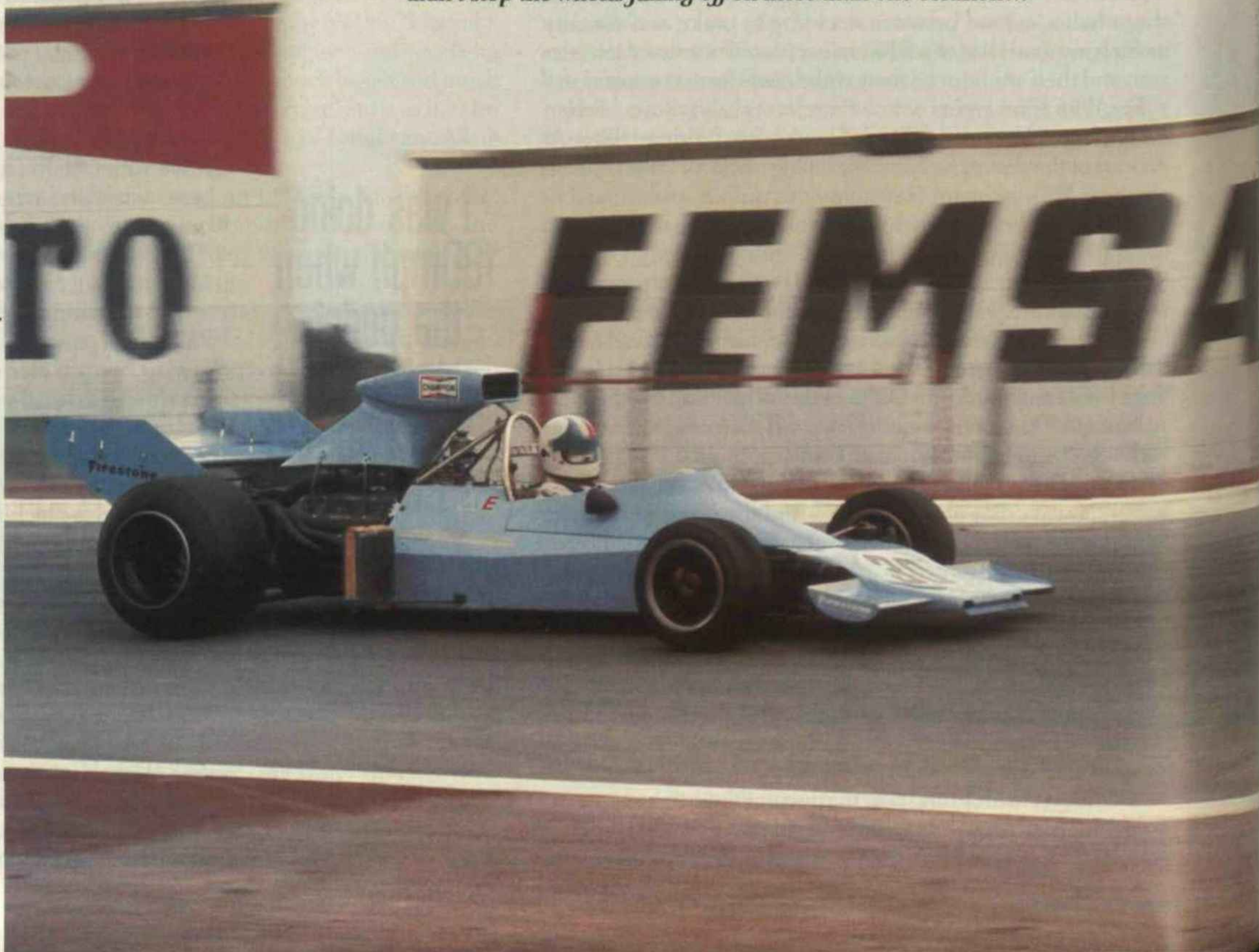
"I understand the car is now in a museum somewhere in Germany," says Amon, adding after a long pause a heartfelt, "Long may it stay there."

The Amon AF101 was a truly unsuccessful race car, but that doesn't

necessarily make it the worst. Curiously, that questionable honour could equally go to a machine in which Amon enjoyed some of his most significant F1 results, including a win in the *Daily Express* Trophy at Silverstone, and two Grands Prix second places. The March 701 is the only car in our conversation that raises the pitch of his voice a tad, so that those tales of his "purple wobbles" in the pitlane over a recalcitrant car suddenly ring truer.

"That was a dead basic, bloody ordinary car," he says... and he still sounds exasperated by it. "I drove it very briefly at Silverstone the day March released it, and then we went down to South Africa for six weeks of development. By day two we went as fast as we were ever going to. The thing just had no development potential.

"Technologically advanced" the Amon may have been, but that didn't stop the wheels falling off on more than one occasion...





The March 701 was never more frustrating than at Spa in 1970. Amon could stay with leader Rodriguez but never get quite close enough to do anything

"It didn't have very good traction, it slid all over the road, and whatever you put on in terms of springs and roll bars, it just kept on doing that. On a smooth, fast circuit it wasn't too bad, but somewhere like Brands Hatch it was an absolute disaster. I could never even vaguely make it work there."

Amon's reasons for joining March, a company that had only been formed a few months before the 1970 season began, can be summed up in three letters: DFV. After three years of acute exposure to the facilities of Ferrari's V12, he was convinced he needed a Ford Cosworth V8 to win races. Testing of Ferrari's new flat-12 engine, in late 1969, had convinced him. "First time out I knew it was way, way quicker in a straight line, but it broke a crankshaft after four laps. The next crankshaft lasted five laps. That was the point when I said enough is enough. I really, really wanted a DFV. Huge mistake."

The original plan had been for March to run a one-car team for Amon, but it soon gave way to something much more ambitious. In fact, when the Grand Prix season opened at Kyalami on March 7th, there were no fewer than five 701s on the grid,

their drivers including Jackie Stewart, Mario Andretti and Jo Siffert. And the cars of Stewart and Amon occupied the front two places. It was a stunning way for a new name to enter Formula One, but it didn't last...

"I'd worked with Robin Herd at McLaren and when we started talking about this I thought he'd do a good job. I don't want to criticise him in any way, but when March came in with all this hype and sold cars to Ken Tyrrell, and then STP, and then a second works car for Jo Siffert, and then another one for Ronnie Peterson, he had only three or four months to design, build and deliver six or seven of them. Basically, it was a production F1 car, very different from what we would have done if we were only running one or two cars."

If the car wasn't up to much, there was room at the top at the beginning of the season. Lotus were going through a painful transition from the venerable 49 to the unsorted 72, Ferrari were well behind on the development of the 312B, and Tyrrell had lost their Matra chassis. Ken Tyrrell's long-term answer to replacing the Matra void was to build his own car, but the only option in the short-term

was to go to March. That put reigning champion Jackie Stewart on the newcomers' driving strength.

"There's no doubt about it, it was flattered by its driver," says Amon. "We got some good results at the beginning of the season, but generally I think Ken and Jackie did a better job with the car than we did. They were running on Dunlops and we had Firestones, and sometimes that made a difference. But then engines became a bit of a problem. It was okay at the beginning of the season, but Cosworth always had a couple of development engines kicking around and Lotus and Tyrrell had first call. Suddenly, by mid-season, I knew my DFV wasn't working as well as theirs. And by then March weren't paying their bills and were probably getting pushed to the back of the queue."

By mid-season the Marches were being pushed down the grids, too, as Jochen Rindt's Lotus 72 and Jacky Ickx's Ferrari came good. Late that year Amon finished third in the Canadian Grand Prix, beaten by the Ferraris of Ickx and Clay Regazzoni. Having his nose rubbed in the dirt by the car he had walked out on 12 months before was an experience he

now describes as "bloody annoying."

Nothing, though, equalled the frustration Amon felt at the end of the 1970 Belgian GP at Spa, the last on the old full-length circuit. He finished second that day, 1.1 seconds behind the BRM P153 of Pedro Rodriguez, having set the fastest lap at an average speed of just over 152mph.

"That was the only time the BRM did that well all year," says Amon. "Usually it wasn't that fast, generally it blew up anyway. But on that day it was different. Rodriguez started sixth on the grid, I think, and he just blew past Rindt and Stewart and me in the first couple of laps. The tow I was getting from him round the back of the circuit was incredible, it was putting me right up on the rev limiter all the way round. I stayed with him the whole way, but there was no chance of getting past unless he made a mistake. And he didn't."

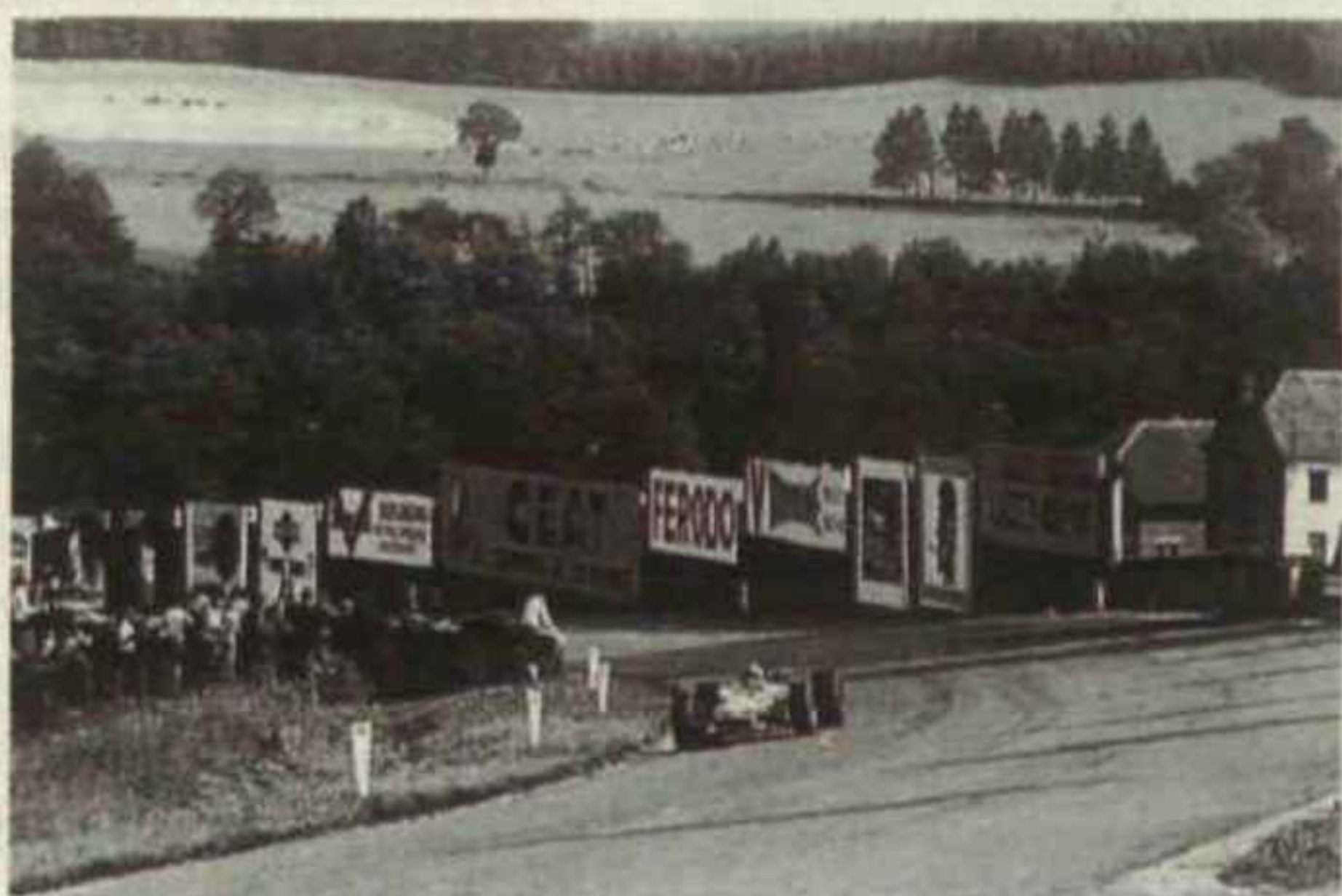
It's what the March might have been, rather than what it was, that prompts Amon's nomination. There's no bitterness or rancour, just a wry chuckle and a reflective "wonderful thing is hindsight". And then another spontaneous burst of exasperation. "But it was a bloody dead basic thing!"

photography by Andrew Yeadon

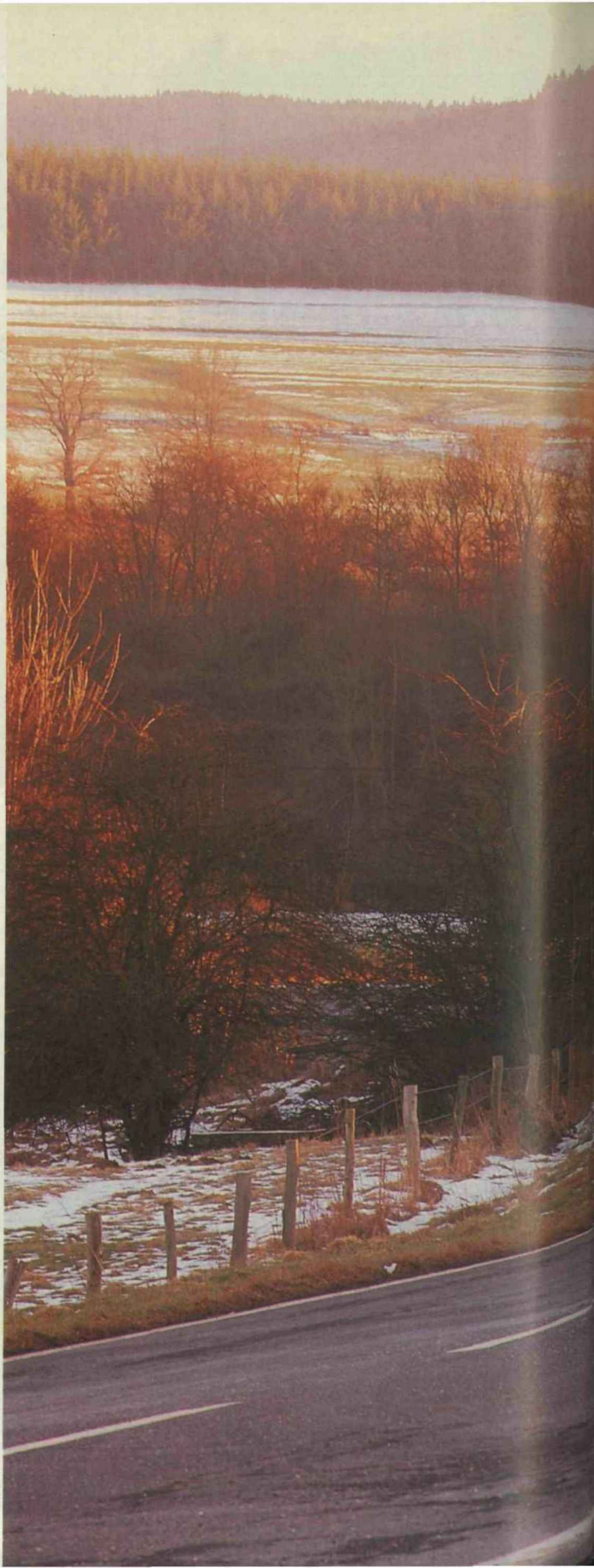
TRACK TESTS

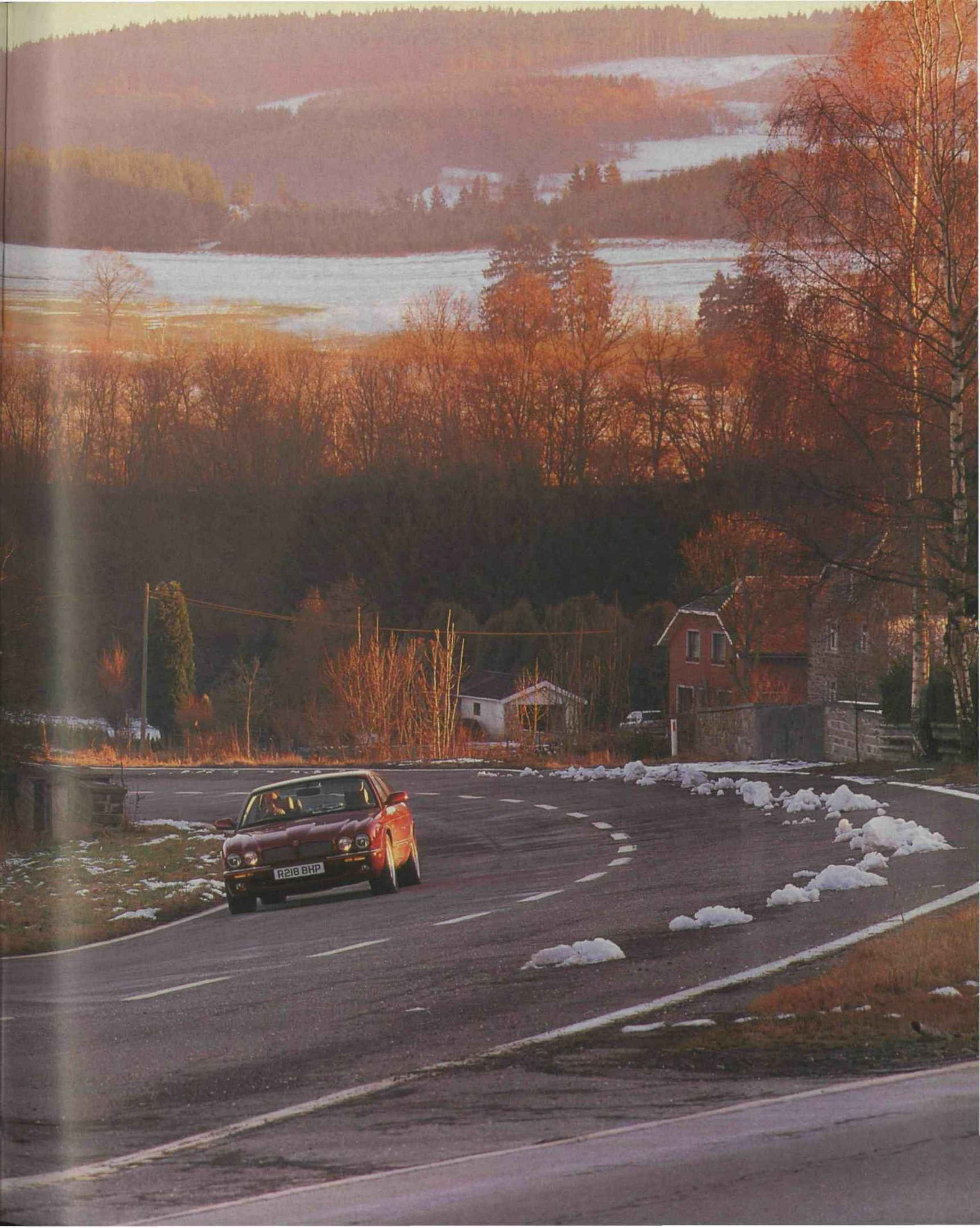
Spa-Francorchamps

AN AMAZING NUMBER OF THE WORLD'S GREATEST RACE CIRCUITS LIE WITHIN A FEW HOURS OF CALAIS. ARMED WITH OLD PHOTOGRAPHS AND OUR JAGUAR, ANDREW FRANKEL SETS OFF TO DISCOVER THEIR PAST. FIRST STOP ON THE TOUR WAS SPA-FRANCORCHAMPS



Jack Brabham's Brabham BT24 at Stavelot during 1967 Belgian GP (above) while, (right) Jaguar XJR tackles same corner in early 1998







It might seem strange to say it now but, you know, Spa never frightened me. To me it was just the most glorious circuit to drive, better even than the Nürburgring." The words are spoken by Tony Brooks, the man who won the 1957 Belgian GP at Spa-Francorchamps in an Aston Martin DBR1 when the race was run to sportscar regulations, the man who won it the following year in a Vanwall and the man who, had the race been run in 1959, could easily have been crowned world champion for Ferrari.

He was a man who saw and triumphed over Spa at its best and one of the few to see it at its worst. He was one of eight British drivers to travel to Spa for the 1960 GP and one of just four to return unscathed. Of the others, Stirling Moss and Mike Taylor were the lucky ones, and were merely fearfully injured. Chris Bristow and Alan Stacey were shown no such mercy by this maverick track.

It is impossible, therefore, to approach this circuit, with anything other than mixed emotions. It's a comfortable three hour drive from Calais and if your transport is a Jaguar XJR, make that an extremely comfortable three hour drive. The temptation to shave an hour off the journey time, a ludicrously simple feat in such a car, however, is to be resisted. The Belgian authorities are not known for displaying humour in the face of trans-continental missiles being deployed to the full, so it's best to sit back, set the cruise control at a steady 85mph and let the mind wander.

The first place mine stopped was at last year's Belgian Grand Prix. My memories of Schumacher's Ferrari cutting through the spray, of Villeneuve's deferential move aside to let him go, tacit acknowledgement if ever there were that, in such conditions, there was no point even trying to stay with the German, will stay

for years to come. Say what you like about Michael's momentary lapses of reason, I cannot believe real Grand Prix enthusiasts are not glad to have him and his prodigious, currently unrivalled talent pounding the race tracks of the world. Never was this more true than at Spa.

Certainly, if you could tune into just one Grand Prix per year these days, your priorities would need to be unusually ordered before you crossed Spa off the list. Yes, Monaco has more glamour, Monza a fraction more history; Hockenheim is quicker. But no other track used for Formula One, not Suzuka nor even Silverstone, comes close to the thrill of Spa. There is perhaps no place on earth better at proving the distinction between genius and mere talent.

To find the track from Calais, cross the border just after Dunkirk and head for Gent, then Brussels and onto Liège. From there head south on the A26, exit at junction 46 and follow signs for Spa and Stavelot. As you get closer to the circuit, ignore signs for Spa itself as the town itself, though pretty is both expensive and some miles from the track. Aim instead for Francorchamps. Once there, you'll not miss the circuit. The main road takes you over the brow of a hill and suddenly, in front of you lies the La Source hairpin. The road runs sharply downhill before climbing for the sky in the shape of Eau Rouge. There is nothing you have ever seen in any photograph or on

Hill (below) at daunting Burnenville in '64. Even now the sweeping turn (above) demands as much courage as Eau Rouge





Tony Brooks mastered Spa like no other of his era

any television screen which can prepare you for the gradient or the fact that, as soon as you have flicked right at the bottom of the hill, all you can see as you rocket up the other side is sky.

Tony Brooks calls it "the only decent corner left in Formula One today and even now it's a pale shadow of its former self. It was one of the most exhilarating in racing, not flat by any means but you'd still approach at 180-odd mph in the Vanwall and flick it from one drift to another."

Today, and in a road car, it's the stuff of dreams. For a start all of Eau Rouge is a public road at the moment and while this in no way prevents you from waiting for a gap in the unpredictable but usually light traffic and having a squirt down the hill, the idea of having a serious crack would be,

to say the very least, more than a little anti-social. Still, I couldn't help running the Jaguar hard down the hill, feeling the springs compress at the very moment you need to ask the car to change direction and belting up the other side, supercharger wailing its own and inimitable song.

This much, then, is knowledge common to everyone with the merest interest in the sport: the most famous corner on perhaps the most famous race-track in use today. But there is more to Spa than this; another 8.4-miles more, to be precise, and very little of it has anything to do with the circuit on which the drivers of today can be seen plying their trade.

After you crest Eau Rouge, the track runs dead straight before spearing off to the right at Les Combes, away from the public road. Such was the depth of the uncleared snow when we arrived that

this section, the new Spa, was good only for discovering that a Jaguar XJR makes a pathetic rally car.

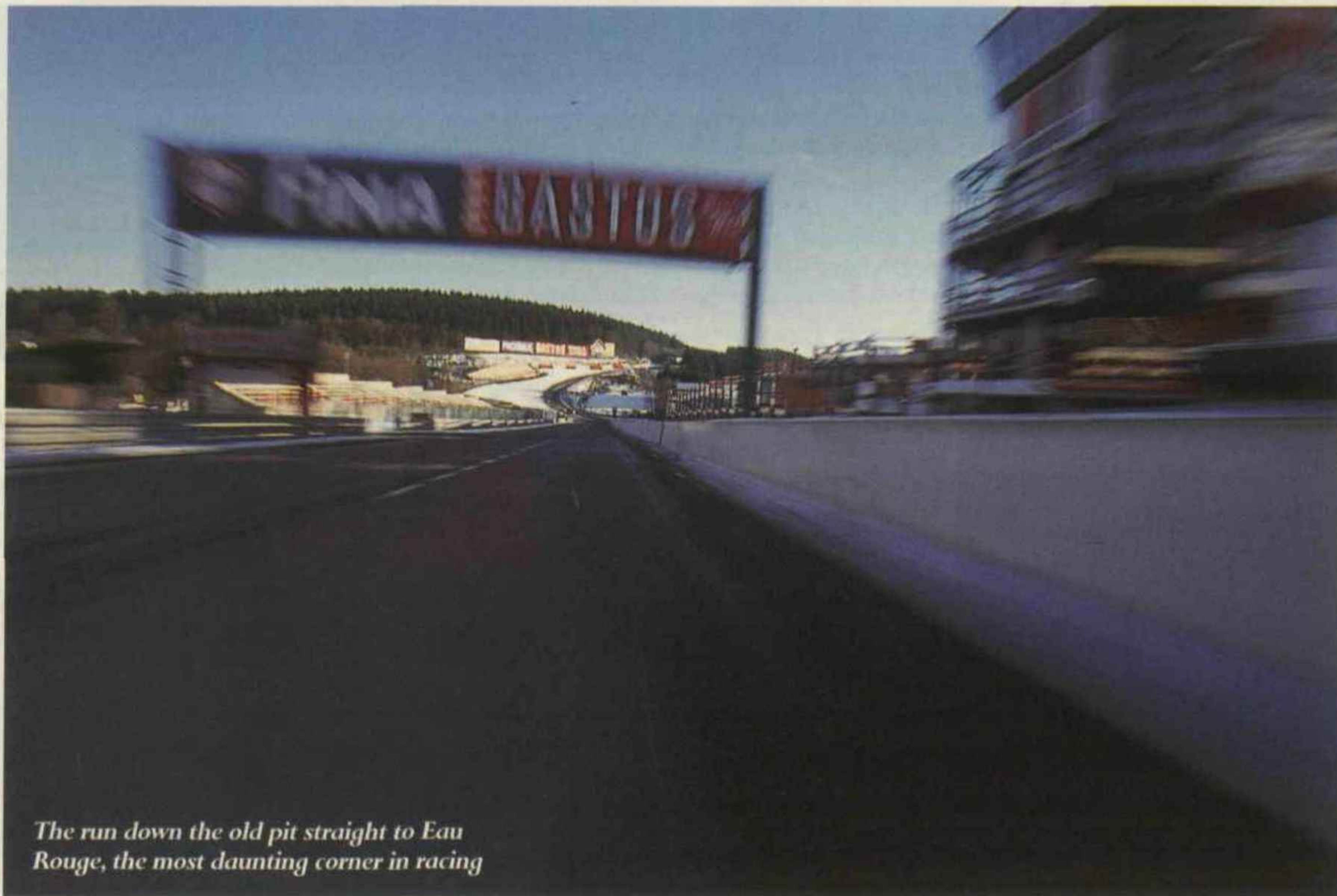
Happily, this is not what we're here for. We're here to find the old Spa, the track in whose reflected glory the one we know today so ably bathes. All you have to do is stay on the main road. Almost immediately, after Les Combes, the track turns and starts to sweep swiftly downhill towards Burnenville. Even today Brooks talks of this corner with audible awe in his voice. It was and remains a corner truly to sort the weak from the strong. It goes on curling to the right seemingly forever, with forest on your left and oblivion waiting on the inside of the track. Brooks remembers, "If you set a car like the Vanwall up properly for the corner, it would go into a drift and stay there for what seemed about a minute. It was, of course, just a few seconds but, from where I was sitting it felt an age."

The price of getting it wrong or even being let down by your machinery here could and did prove terrible. It was here that Bristow lost his Cooper and his life in the 1960 Grand Prix and where, in practice, Moss had lost a wheel from the notoriously fragile Lotus 18, breaking his nose and his legs.

They have destroyed a small part of the track at Malmédy to make way for a motorway. Even so it is not difficult to make out the course of the right turn onto the perhaps the most hallowed of all Spa's expansive turf. For this is the Masta Straight, where the cars would quickly reach maximum speed and be asked to maintain it, engines within a few rpm of destruction while the driver sat and waited for something to break. Such straights on other circuits, such as Reims ➤

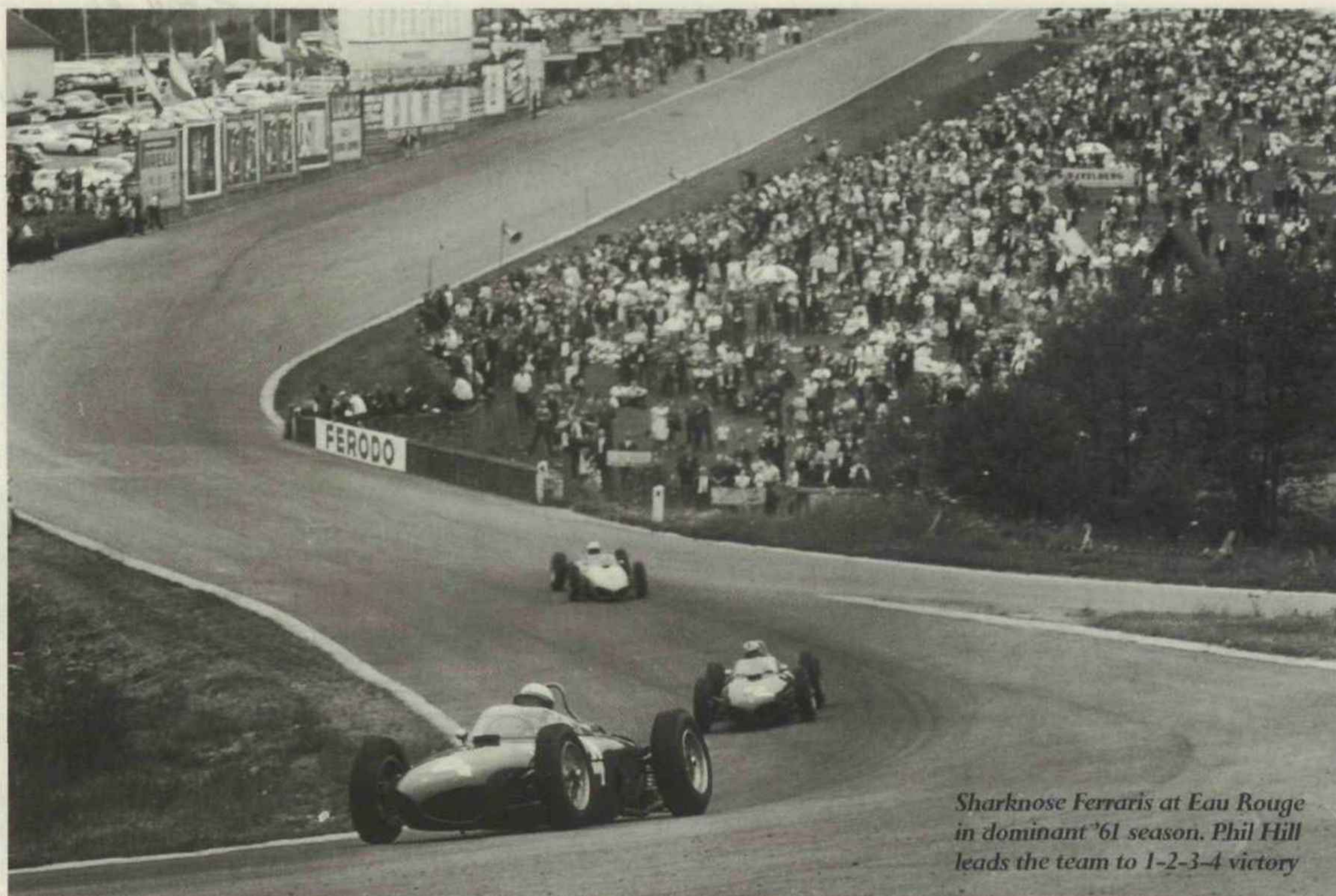


Pescarolo and Beltoise Matra-Simcas in '71 GP



The run down the old pit straight to Eau Rouge, the most daunting corner in racing

TRACK TESTS: SPA-FRANCORCHAMPS



Sharknose Ferraris at Eau Rouge in dominant '61 season. Phil Hill leads the team to 1-2-3-4 victory

and Le Mans' original configuration, were actually welcomed by the drivers. It allowed a period of relaxation where all a driver need do it keep the throttle flat against the floor. Derek Bell said he'd drive down the Mulsanne Straight at 230mph and look at the stars. It also provided time for office administration, a few vital seconds to check all the needles remained pointing at the right part of their dials.

The Masta straight offers precious little of such relief and time only to contemplate the 'kink' half-way along its length. The word comes in inverted commas as, from where I sat, it seemed hardly to do justice to the terrifying left-right flick. And there's more than just the course of the track to prey on your mind. The fact that it threads its way in between the houses that make up the hamlet of Masta helps the concentration too. Today the Masta straight is home to columns of rumbling lorries and there are too many pedestrians to risk running through the kink at much effort.

It's better, at this point, to abandon the car and take refuge in the Masta Friterie.

The Les Hunaudières restaurant on Le Mans' Mulsanne straight never boasted a view like this, nor are its *frites* in the same league. If you sit by the window and look back up the track, you can see precisely where the cars would have flicked into the corner, travelled briefly straight towards you before, hopefully, changing direction and belting on down the straight.

It takes you to the edge of the village of Stavelot. There you'll find an almighty corner, beaten for drama only by Eau

Rouge and Burnenville in its day, which curves around to the road back to Francorchamps. Today it's the best corner on the track being two lanes wide with traffic running in only one direction. Except that, during the many hours we spent at the corner, there was no traffic. It's one corner you can still have a proper stab at. The temptation is to turn in too slowly, underestimating the helping hand provided by its gentle but significant banking. It's the perfect curve for the Jaguar, quick enough for disguise its bulk and sufficiently long to allow the car to settle on its springs and hammer through, pouring torque into the Pirellis, goading them into stepping a few degrees out of line.

It was a crucial corner, your exit speed determining your pace through the gently uphill sweeps that take you straight back to Francorchamps. Brooks says the need to be quick here is greater than almost anywhere else of the circuit as the gradient punishes doubly the smallest mistake in lost time.

Suddenly, you're back on the current Grand Prix circuit, hurtling up to Blanchimont, and if you cannot take this flat, you probably have no business in a modern F1 car. They turn in at around 180mph. It is here, more than at Eau Rouge, that the abilities of modern Formula One cars seem at their most outlandish.

All that then remains between you and the La Source hairpin is the Bus-stop chicane located by the old Clubhouse corner. Much derided by drivers, the chicane looks out of place on ➤



All that remains of the old track... Crumbling rumble-strip at Masta



Chips and engine oil; the Masta Friterie has a prime track view



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TRACK TESTS: SPA-FRANCORCHAMPS



The Jaguar XJR tackles the Masta kink as it is today. In its day this was an almost completely flat out left to right flick

this curling, diving track. Even so, it breaks the rhythm no more than La Source which follows soon afterwards and bypasses the site on which two of Britain's greatest talents were needlessly lost.

Both Dick Seaman and Archie Scott Brown crashed here. Both were leading their races, both driving through the relentless Ardennes rain. And both were driving too fast. Seaman was not, in fact, badly injured by the impact of his Mercedes against a tree, just knocked unconscious. It was the ensuing fire that claimed his life the following day. As Scott Brown's Lister-Jaguar lost control, nineteen years later, a wheel spinner actually grazed Seaman's memorial. Archie also succumbed to his burns the next day, having been left in the apparently none too caring hands of the same doctor who had treated Seaman all those years before.

Certainly there is no denying the horrors that took place at this circuit and it is impossible to spend any time here without, however briefly, taking time to remember those who raced their last here. In the end, however, your thoughts linger not on those who died, but on those who conquered this circuit. Try to imagine



Rodriguez/Oliver Porsche 917 on its way to win '71 Spa 1000kms at nearly 155mph

standing at Stavelot during the 1973 1000km race when Jacky Ickx's little 3-litre Ferrari 312PB came around in the middle of a lap which took just 3min 12.7sec to negotiate the 8.761 mile circuit. He averaged 163.7mph for that lap. And then try to think of the Rodriguez/Oliver Porsche 917 coming through the Masta kink during the 1971 race. They covered 622miles in

four hours and a minute, at an average of 154.8mph.

I would have liked, too, to have seen Brooks and Moss taking Burnenville in the Vanwalls. But if I could watch one race it would be the 1963 Belgian Grand Prix. There one of the greatest displays of driving virtuosity ever seen took place. The race was run, again, in pouring rain and, as the flag fell, Jim Clark's Lotus 25 was just another car, starting from eighth place. But by the time the field came round again, the Lotus was leading. Thirty-two laps later it took the flag, just a

fraction short of five minutes before the next car crossed the line.

We left Spa as we had arrived, swaddled in the Jaguar, minds full of the contradictions of this place. There is little to find here that celebrates the circuit beyond its shortened, current course. There's an interesting but small museum at Stavelot, but if you want further evidence of its history you'll be likely to find just fragments of rumble strip under the grass verge at Masta and a grave stone in the forest by Burnenville. But at least that part of the track which remains in use does its best to honour the spirit of the old circuit. For whatever else you say about the new Spa, its boast today is as great as any from the past. Now as then it is the greatest circuit for the greatest racing cars. And as the XJR swept onto the next track in the tour, it is this, more than anything else, for which the circuit at Spa-Francorchamps should be remembered. ■



Jim Clark wins '63 Belgian GP. It will be five minutes before the next car finishes

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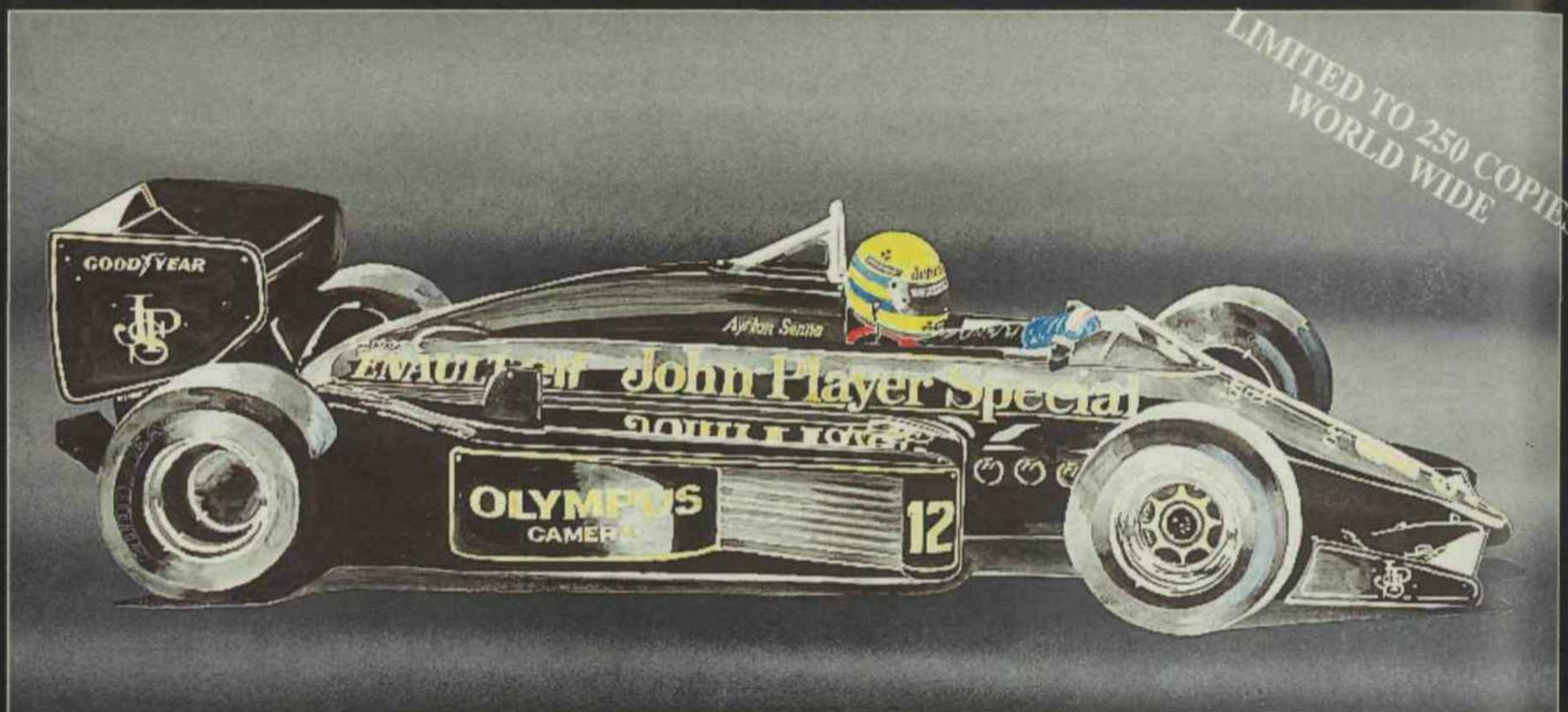
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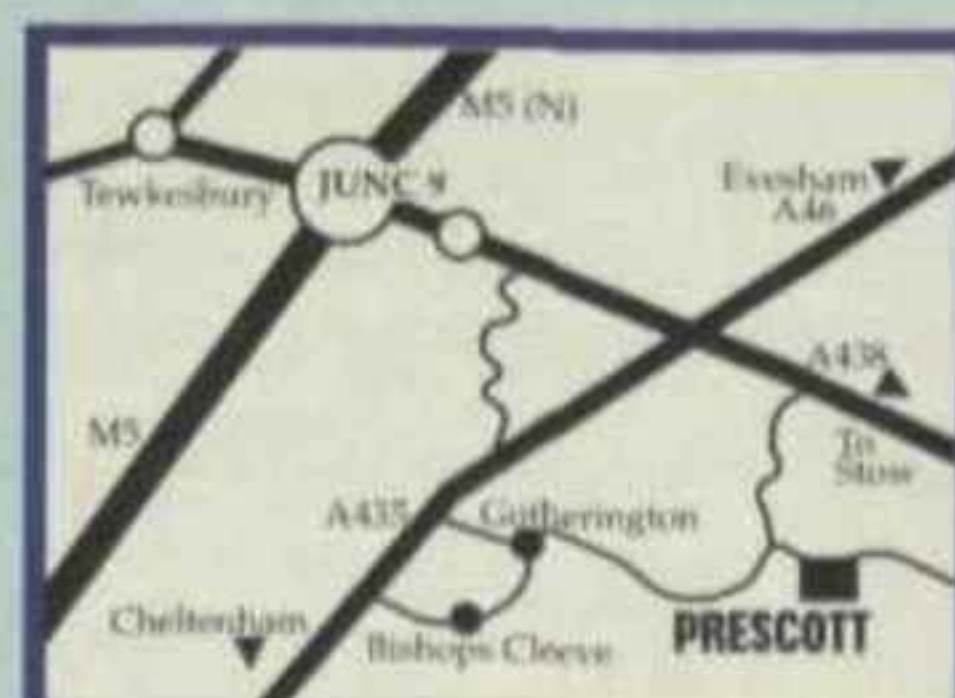
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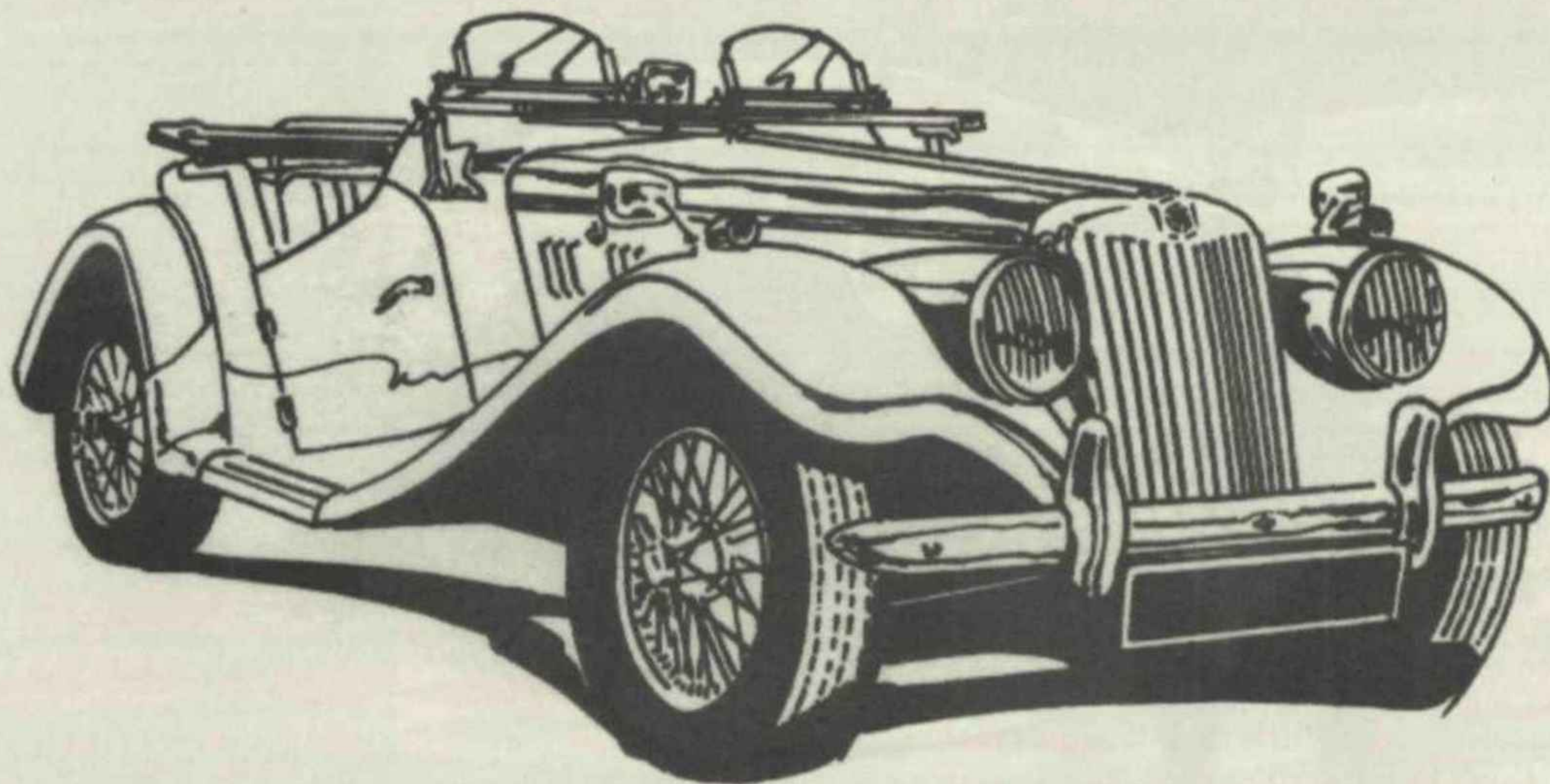
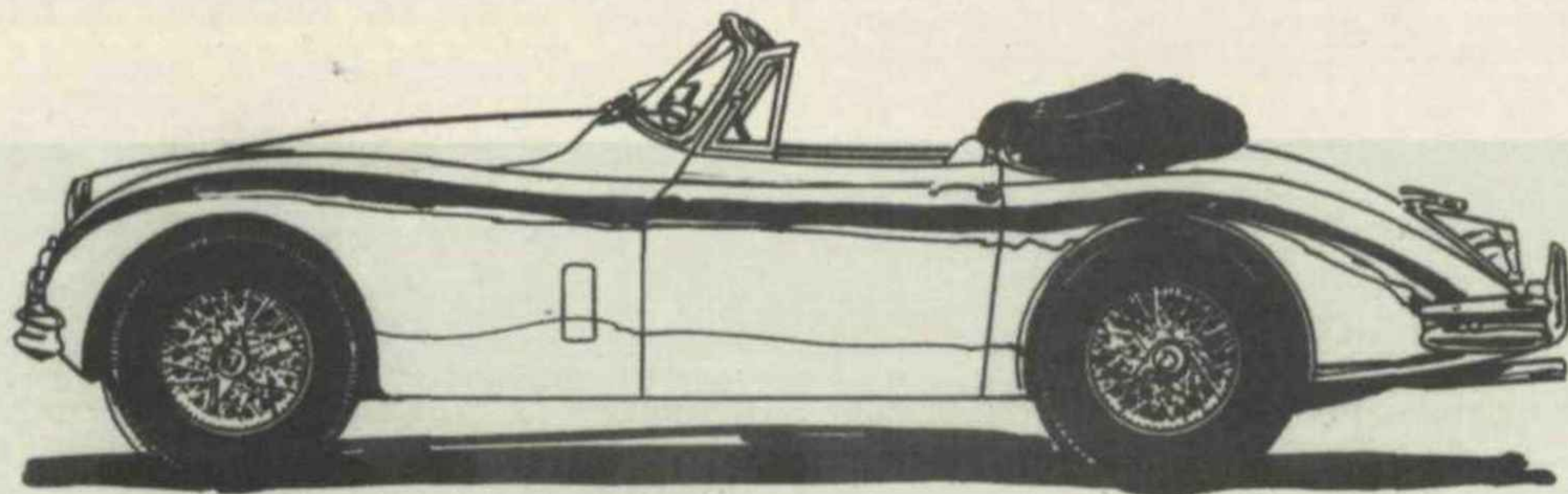
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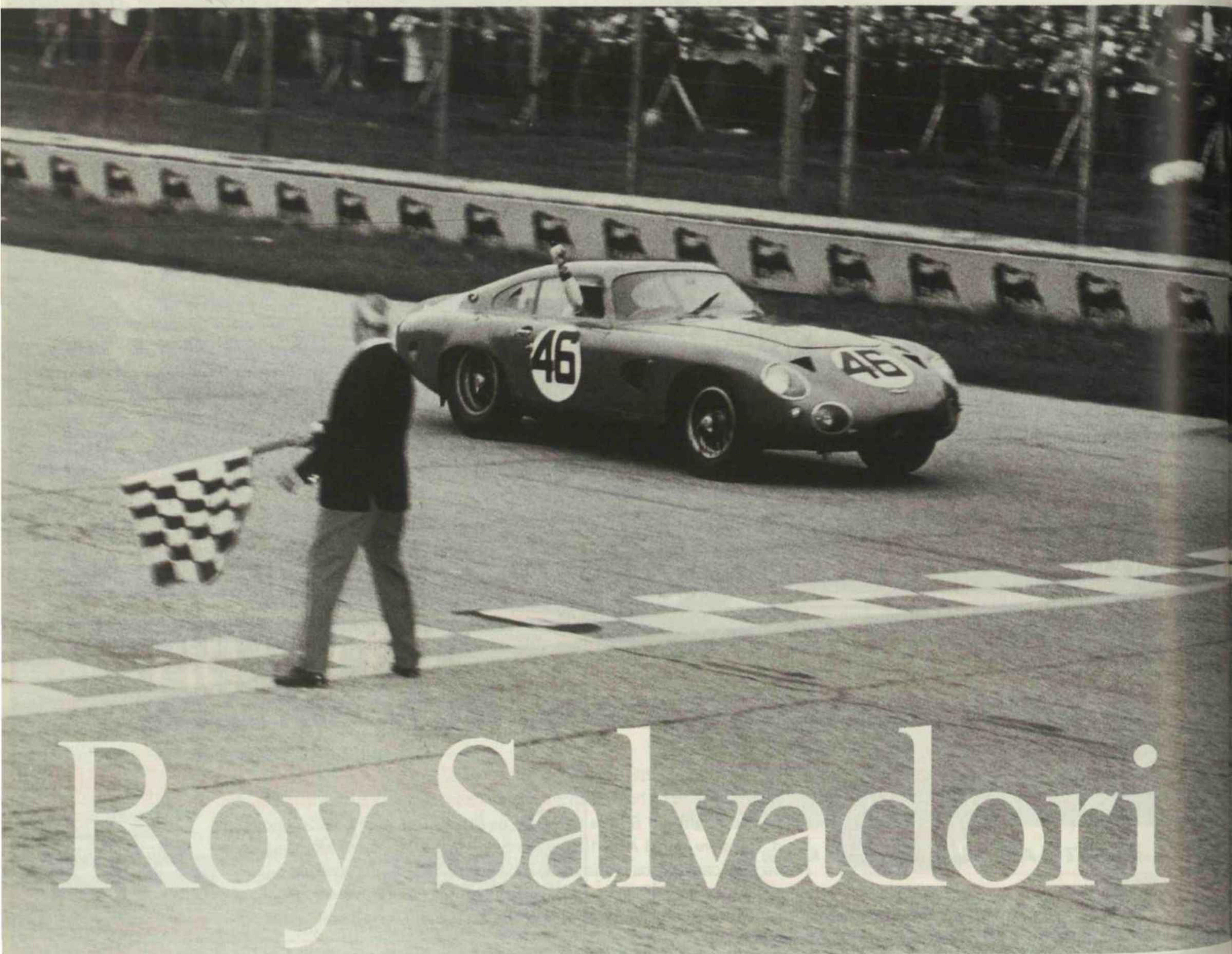
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Roy Salvadori

Coppa Inter Europa, Monza, 1963

AN UNRELIABLE CAR, POOR PRACTICE AND TOUGH OPPOSITION DID NOT BODE WELL FOR ROY SALVADORI'S CHANCES IN A THREE-HOUR SPORTSCAR RACE IN ITALY. BUT THE ENGLISHMAN STILL WENT OUT AND BEAT THE LOT

ASTON MARTIN PLAYED A VERY IMPORTANT PART IN my career. I drove for Astons for about eight or nine years consistently, and then they pulled out of Formula One and played around with the GT car. I drove with Jimmy Clark and Innes Ireland for John Ogier, which was really a works team, and I also drove with Jimmy in the Border Reivers car, which was always sponsored by the factory.

Then I had a lapse of about a couple of years when they weren't racing or they were only racing at Le Mans. It wasn't until 1963 that John Wyer said, "Look, we're getting the GT in sensible form, will you drive at Monza? It's our last race."

It was the Coppa Inter Europa, a three-hour race supporting the Italian Grand Prix, and I agreed to do it. So I came back to the team for a one-off after a couple of years away. Prior to that

Bruce McLaren, Phil Hill and Graham Hill had driven the car, but it was breaking an awful lot.

We had very little practice, and that was in the wet. We hadn't shaped up terribly well, and the Ferrari GTOs were considerably quicker, at least three or four seconds faster. Although we knew we could go faster, that wasn't too encouraging. It was a very rushed effort, and there was a lot of guesswork. We were very lucky with the gear ratios – John Horsman had a guess at it, and he was practically right, although in truth we were over-revving.

With Astons, whatever we seemed to have, apart from the Grand Prix car, we had a maximum of 6000rpm. When I started with them on the DB3S it was 6000rpm and when I left them it was

"It got to be a little close, and we would make signs to each other."



A jubilant Salvadori crosses the line to win the 1963 Coppa Inter Europa for Aston Martin

the revs. We were meant to keep to 6000-6100rpm, but it was useless. I was touching 6300 on the straight down to Parabolica. It was the only place where we had the advantage over the Ferrari.

I didn't like using 6300rpm, so at first I was a little timid – then I realised that if I was going to tackle Parkes, I was going to have to use all my revs. Only then I was able to close up on him. We had a few seconds help from the pit stop, and then it was maximum revs the whole time, I wouldn't even look at the rev counter on the straight. And that just equalled out the performance.

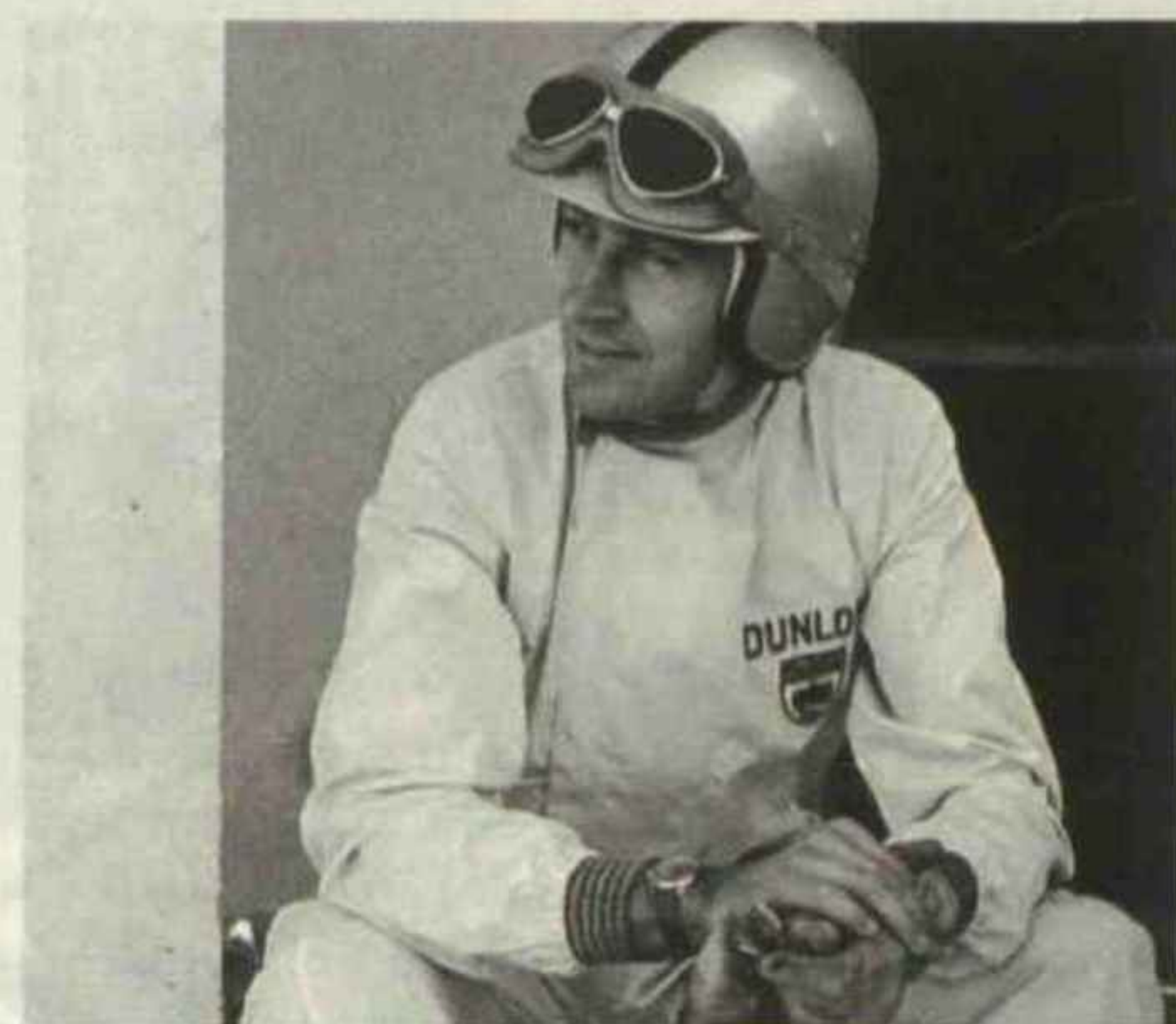
The Ferrari was quick on acceleration, and the only way we could tip him was at the end of the back straight. We could just sneak by, and then it was a matter of braking. But with my four-speed box I was clobbered, because with five speeds he would just pick me up and could overtake me just going over the finishing line. That was the three hour worry – where could I lose him?

We were braking very late, but we were being very sensible with each other. It got to be a little close, and we would make signs to each other. Nice signs. I'd tell him when he could overtake, which side of the road I was going to hold. It's what we'd do sometimes; just let them know you'd leave it clear for them if they wanted to have a go – although you were hoping that they wouldn't make it.

The lead changed many times, and I knew that if I could get him to put a foot wrong, and stop slipstreaming me, that I'd be first past the post. I had to make my move in traffic, but for some reason the Italians seemed to be behaving. I'd tried on or two occasions, and I think it was pretty obvious what I was trying to do!

On the particular occasion that I caught him on the hop, I made it look like I was going to follow them through. I backed off a fraction and then got on it again, and just managed to whistle past before he could.

I don't think it was more than about four or five laps from the end. I'd left it very late. In a three hours race there's plenty of opportunity, and there were a reasonable amount of cars in the race. I thought I should have been able to lose him



Salvadori was promised his DB4GT if he won...

earlier, but at Monza you can pick up a tow from a quite a way back.

It was a nice, exciting win. When I crossed the line everybody got excited, and the Italian Aston Martin agent got so excited that he jumped off the pitwall and broke his ankle. Later in the season I got a trophy from the BRDC for the best performance by a British driver racing abroad, an ERA Trophy of some sort.

Another memorable person that weekend was Fangio. Jimmy won the GP, and I won the sportscar race, and he was very kind to both of us afterwards. He watched it and enjoyed himself. He was always a wonderful guy; we didn't speak his language but you could always communicate with him.

The funny thing about these races is that you'd never talk about them afterwards. You just go away from the circuit and it's something in the past. I would have loved to have talked to Parkes, especially after this sign business, and said, "We had a jolly good dice." But never in those days did we have the opportunity. It was arrive, do what you have to do, and then it was completely forgotten.

Looking back on it now, I think he may well have thought that I had something up my sleeve – "Roy's got all this planned out." In fact I was absolutely flat the whole time. I've got a

copy of the report on the condition of the car at the end of the race. It was just about on its uppers. We only had a few laps left on the brakes, and a few laps left on the tyres.

The other thing I remember is David Brown saying before the start, "Well, if you win the race Roy, you can have the car." I knew he wasn't serious! Mind you in those days those cars weren't worth that much, but it would have been nice... ■

6000 bloody rpm! John Wyer used to drum it into us that that was it. When you've got these long straights and you see the thing at 6000rpm virtually on the start of the straight, you don't want to look...

The race was just before the Grand Prix, and we did have quite a few of the drivers watching with interest. The lap times were very quick, and if you have a look you'll probably find that we would have been way up on the starting grid for the F1 race. (In fact Roy's fastest race lap would have put him 17th out of 28 in F1 qualifying. - Ed.)

At the start Mike Parkes took off in one of the GTOs. Mike was a very quick driver. I think he could have given Stirling a run – he was a fantastic driver. Meanwhile I was worrying about



A furious dice with Mike Parkes' 250 GTO continued for the entire race



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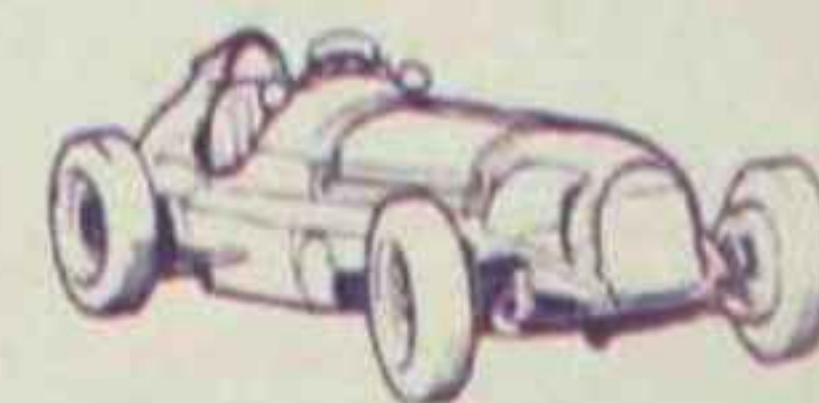
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Simon Bull

FROM FAMILY HEIRLOOMS TO FAST CARS, THIS TELEVISION ANTIQUES EXPERT HAS AN EYE FOR CLASSIC ENGINEERING

THERE ARE SIMILARITIES BETWEEN SIMON BULL'S TWO prime fields of expertise: both involve fine engineering accuracy and precision timing. The scale, however, differs radically. On the one hand, Formula One racing cars, especially Tyrrells; on the other, the world's finest mechanical timepieces. For Bull is one of the world's leading experts on clocks and watches, and a stalwart of BBC's *Antiques Roadshow*.

The clocks came after the cars, though not by much. While Bull, fresh from school, was learning to make Triumph TR wings in a panel-beaters' shop, he met a wealthy enthusiast who had a kart track in his Sussex garden and needed a weekend mechanic to keep his house-guests mobile. He also collected cars, and when Mike Salmon would bring a Ferrari from Maranello Concessionaires, the young Bull made sure he had a ride.

Work facilities allowed him to spray his first car, a lovat green Frogeye Sprite, bright Porsche orange. "That was the perfect first car," he remembers. "If I ran a bearing I could pick up another perfectly good engine at the scrapyards for five pounds."

This same patron collected fine clocks, and when Bull saw a large decorated bracket clock in a Brighton shop he told his friend, who said "buy it; pay whatever you think right." Bull nervously paid £400; it turned out to be worth £4000. From then on he began to hunt for interesting timepieces, teaching himself from books, and decided this was his field.

Somewhere around 1969, Christies advertised for a clock expert, and his friend advised him to apply. "Tell them you're an important collector and know everything. There's no-one there who can find you out." It was with what he calls this "considerable amount of bluff," followed by much diligent research, that Bull turned himself into one of Britain's top horological authorities.

Unusually for such a specialised field, fame came too, with the pilot of an unlikely TV idea called *The Antiques Roadshow*. Twenty-one successful years later, Simon Bull is still enthusing to camera about other people's clocks, the only remaining figure from that first experiment.

After several years at Christies, Bull started his own firm dealing in clocks, watches and scientific instruments, and since 1986 has been an

independent consultant in the field, retained by France's oldest clockmaker, Leroy, and by auctioneers on the continent.

Meantime the Sprite was replaced by an MGA Twin-Cam – "300 miles between pistons, regular as clockwork" – after which a Morris Minor provided long-time London transport. But an acquaintance who owned three S-type Invictas made him a fan of the marque, and as well as

calls "a go-kart by another name. Back to my origins, really." The Modenese go-kart was then honourably semi-retired, so the team could concentrate on the next project. "In an idle moment I asked Derek Gardner which Formula One car he'd most like to renew acquaintance with, and he said his Tyrrell 005. And by chance it came up for sale soon after."

It was the perfect buy. As a youngster Bull revered Jackie Stewart, and here was a car specifically built around JYS. The car was tested in last month's *MOTOR SPORT*, so there's no need to elaborate on how successful Stretton and 005 have been. "It's notorious for its super-short chassis, but it doesn't give Martin any problems." Evidently: he won the FIA Thoroughbred GP title in 1995.

Perhaps Bull felt this was all too easy; he is now committed to getting one of the 034 six-wheeled Tyrrells onto the track. "There's the small problem of tyres, shocks, body panels..." he laughs. "I must have been completely mad to take it on, but I've never had so much encouragement from the old-car world."

It has confirmed his high opinion of its designer, Derek Gardner. "I think he's one of the great racing engineers. His Tyrrells were the only serious opposition to Lotus in his day."

It will be up to Stretton to rediscover the quirks of four-wheel steering; Bull won't be driving the 034. "I've never driven my serious cars. I think a good car deserves a proper driver, and luckily I enjoy being team-manager. And somehow it's never the right moment – I wouldn't take the risk before the season starts, afterwards there's always something to fix, and mid-season there's too much going on." He loves his Invictas, though he has retired from VSCC racing. "I like the club, it's a wonderful outfit, but there's no point in hammering your car in order to finish behind the specials." On the stocks are a type 37 Bugatti ("It will be ready next year. Mind you, I've been saying that for the last 15 years...") and a truly rare survivor, a racing Voisin C3.

However, even the six-wheeler looks dull and conventional alongside Bull's latest project, now being assembled by Sam Stretton, Martin's brother. It's a Reliant Kitten estate. With a 1000cc Kawasaki motor, six-speed sequential gearbox, Formula Ford brakes and the terrifying threat of 160mph on tap... **GC**



Watch this space... Bull has added a six-wheeled Tyrrell to his collection

buying one of these S-types he and Invicta expert Derek Green assembled a racer in 1992. "I'm no great driver," says Bull, "so when I saw Martin Stretton hurling a 4½-litre Bentley around the Nürburgring, I asked him to race my S." This spectacular combination became one of the racing highlights of vintage meets in the early '90s.

Watching historic racing tempted Bull to get into single-seaters, and in 1992 he bought an F2 March, with which Stretton dominated the '93 European F2 series. Apart from Martin's highly visible contribution, Bull credits Tyrrell designer Derek Gardner.

"I asked Derek which F1 car he'd like to get reacquainted with... and he said 005"

"Having sized us up, he agreed to help. He has a quite remarkable ability to predict settings and ratios just from a circuit plan."

Next came an unstoppable Maserati 4CM with which Stretton won almost everything they entered. "I wonder if it's the most successful pre-war car of all?" Bull muses about what he



Getting the Royces right

IT USED TO BE COMMON PRACTICE, AND still is, for manufacturers to examine, test and even dissect the cars of competitors to discover what the opposition had to offer. In this respect Rolls-Royce Ltd was no exception. Thanks to the Rolls-Royce Enthusiasts Club, which has again generously placed some more of their archive material at my disposal, we are able to divulge more on this fascinating topic. And if you think this applies only to non-sporting cars, remember that the 40/50 Ghosts did make occasional appearances in Brooklands' races, speed hill-climbs and in long-distance and other trials. Also, that the R-R Twenty was developed into the 25/30, from which were evolved the 3½-litre and 4¼-litre Derby-Bentleys, with which E R Hall did so well in three TT races.

During the Great War, Henry Royce had been using a Calcott light car, and by 1918 he was convinced the Company should have a smaller car to supplement the splendid 40/50, to meet post-war economic changes. He began designing the dohc Goshawk engine in 1919, based on war-time aero-engine concepts, but only one was built. Subsequent development of the small Royce encompassed push-rod overhead valve-gear, unit engine and gearbox, and a three-speed central-change gearbox.

As early as January 1919 it was thought that a good continental car should be examined, and a 15.9 Delage was acquired albeit in such poor condition that even the delivery driver complained. It was overhauled before submission to Royce, and EW Hives decided in future that he'd like to see cars bought for experimental purposes first, as he found the Delage disappointing, "a proper bunch of trouble, a nasty heavy brute".

Royce was furnished with a detailed description, and the engine was dynamometer-tested. Mr Royce caused more delay by asking that the Delage be fitted with a light body, not a heavy 4-seater, new tyres, and other small modifications. Hives had to tell Royce that a two-seater body with dickey was fitted but the weight with passengers would be 5cwt over his

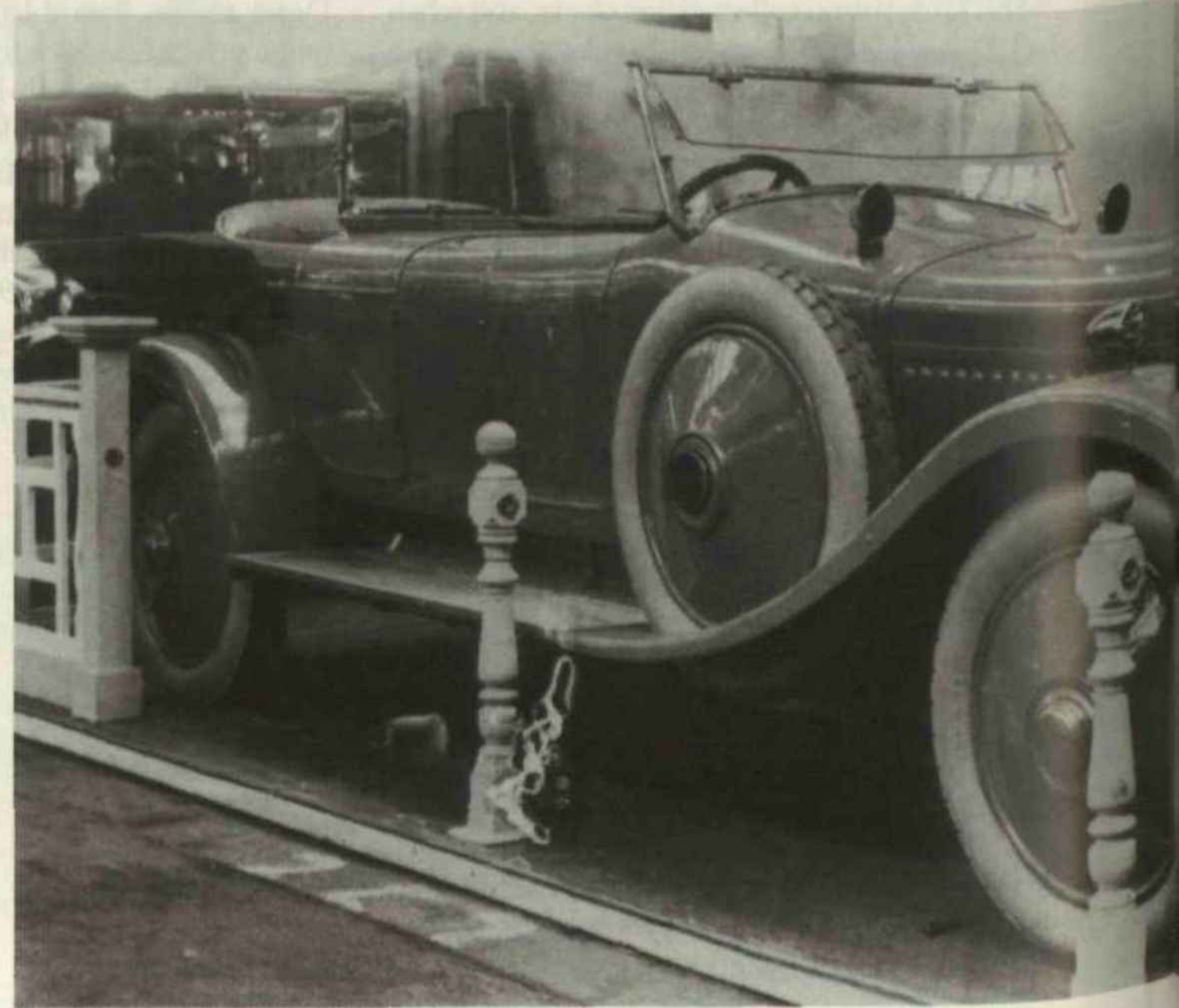
request, as the wheelbase was very long. The Delage would now do 45mph, 55mph down a slight hill, but only 12 to 13mpg, which it was hoped aero-engine vacuum-control would improve. Conduit Street was now asking about using it for a staff car, perhaps because there was a shortage of available Royces at the end of the war. Hives (later Lord Hives) told them that Royce might keep the Delage for only a month as it wasn't very suitable, but after a Buick had been investigated this might be available, or a Marmon, when received.

Meanwhile, after a crude wiring diagram of the Rushmore electrics had been drawn up, the Delage was driven down to West Wittering. An R-R carburettor from an old two-cylinder R-R had been tried but the original Claudel-Hobson was replaced, which gave 20mpg at 30mph. Hives thought that after the Delage they should get a Buick, as the French car was "not in the same street."

By April 1919, Royce was driving the Delage. He remarked that small cylinders and high gearing militated against good fuel consumption. He compared the Delage with a 40/50 R-R, which gave a regular 16 to 18mpg

on ordinary cross-country journeys, "if the temperature is sufficiently high and the roads hard". For the TT races of 1905/6 Royce used high gears and compression ratios in a slow-speed engine, and driver control of mixture strength and water heat. (Rolls had won in 1906, Northey was second in 1905). Before the end of April 1919 Royce had finished with the little Delage, having concluded it had "a large, heavy, clumsy chassis" with a radiator too small for summer use and a low cylinder capacity per mile – an unusual measurement. He told Claude Johnson, the R-R Manager, he thought they should make £50 on the resale and that experience with the Delage made him confident that six cylinders were the way to go, but that the small Royce must be lighter and of at least 20 rated hp. He still blamed poor post-war petrol for bad mpg.

The next move was to borrow a four-wheel braked Type GS Delage with a six-cylinder 4524cc engine. Royce was sent a description, as before. He was told that the engine 'over-oiled' when running light, with bad smoking, and that the valve gear was very noisy, and that there was a very bad vibration period at 43mph in third

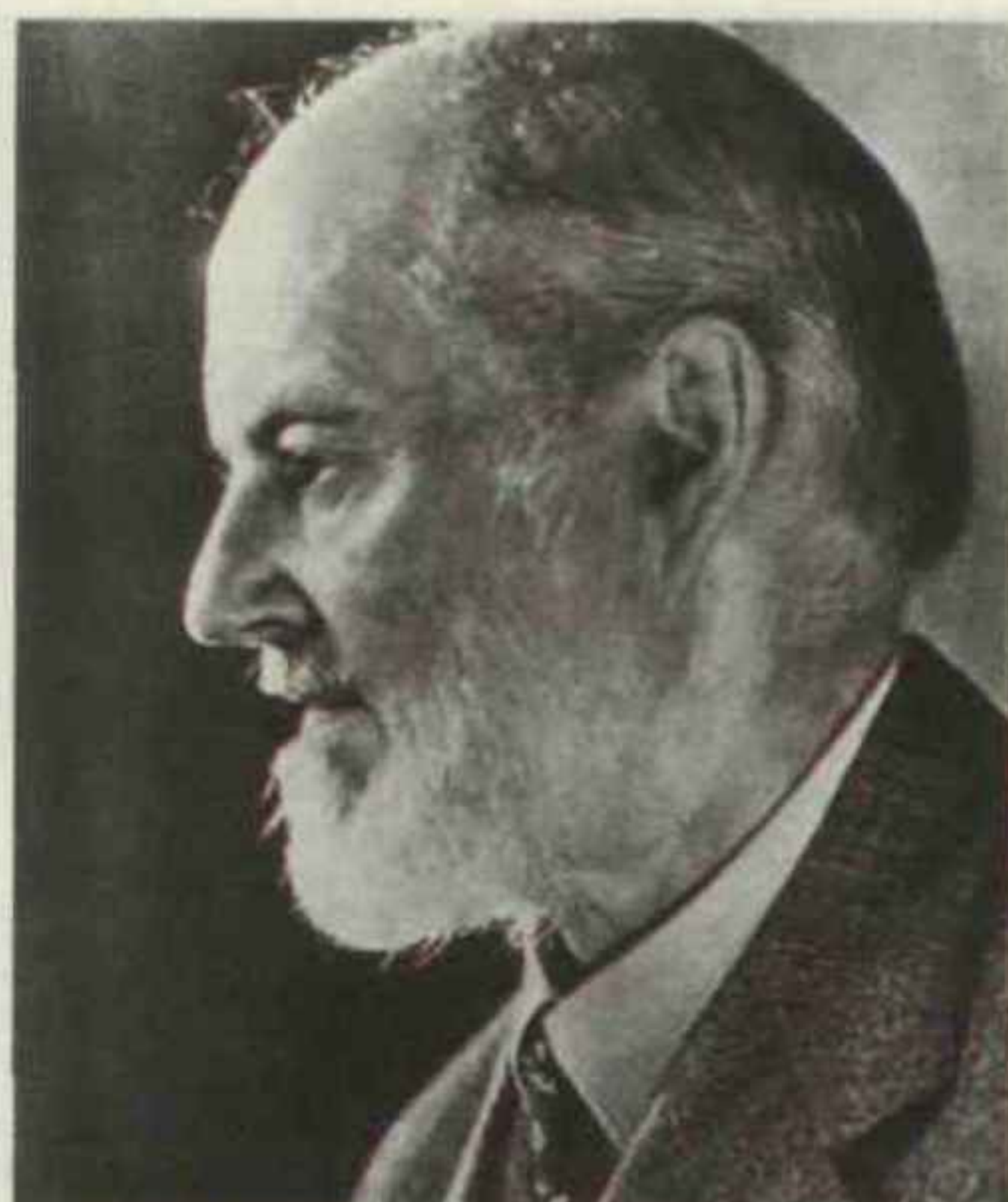


gear. The top speed was 60mph, so the period could not be tried in top as the same revs meant 67mph. If the throttle was opened quickly the engine stopped. Without a clutch-brake it was normal to crash the gears, but the clutch only grabbed lightly on take up. The top gear ratio was 3.75 to 1.

Royce was interested mainly in the brakes, with the 40/50 Rolls Royce in mind. Both cars weighed 36 cwt, the Delage on non-skid Michelin tyres, the Royce on Dunlop Magnums, at 60lb per sq in. The Delage beat the Royce's dry pull-up distances, taking 40 yards from 40mph. On front brakes alone the Delage needed 82 yards. Royce approved of the Delage's braking, but suspected it would not stand up like a 40/50's if used continuously, due to its unribbed drums. But he found even the countershaft brake good, as on locked wheels the car "skidded but did not jump". Royce judged "the Delage steering very nice, but heavy on full lock, the chassis low so of rather nice appearance, but the brakes the outstanding feature". They had chosen a Delage as more of these cars had 4WB than all the other so-equipped French cars put together.

Considered heavy for its power, the chassis with lamps and battery weighed 27cwt and gave 18mpg at 40mph. The Weymann vacuum-feed stalled the engine, so for bench tests pressure-feed was substituted.

A Delage similar in type to one scrutinised by Rolls-Royce in the '20s



Royce - unimpressed by Delages

The car was obtained in 1920 and kept until January 1923, then sold.

A Committee of Hives and four other executives decided in October 1921 to look at Goshawk-size cars at Olympia and at Delage, Fiat and Dietrich in particular; Claude Johnson then had a run in a used Delage, as they and Mr Royce decided a new car would not provide the required data. They did try out softer springs on the Delage and did all manner of tests with weights on the steering wheels and drop-arms of both cars, and wobble trials, which not being an engineer, I fail to understand! The castor-angle was measured and the cooling system showed how much water it passed (five gal at 1250rpm took 5min 15sec). Performance up Ticknall Hill was also recorded.

In June 1922, Royce drove the Delage, finding it noisy. "The plugs fouled up, the starter would not turn the cold engine and the footbrake required a Samson to make a quick stop." After nine miles the car broke down, Royce's first such stop since 1906, as without coil ignition and with a dud starter he was helpless as the magneto had packed up. He left the car in a shed, and came home in a Ford. But remember his was a used car. As an electrical engineer I do not think he would have approved of a starter switch of two cheap carbon contacts, one on a spring blade. Royce summed-up "If this is a specimen of Delage effort to cut out R-R, it is not a bit like an R-R"...! Other experimental cars were 'Stork' and 'Heron' and a Hispano Suiza was used to prepare the Ghosts for 4WBs by 1924/5.

Those were just two cars used by R-R for valuation; there were many others, but that is another story...

miscellany

BROOKLANDS TROPHIES SELDOM reveal themselves these days at sales or elsewhere, so it is nice to know that the Jackson Cup won at a LCC meeting in 1930 by Jack Bartlett in his Salmson has been found in Jersey.

* * *

THE FUSS ABOUT POLLUTION AND congestion could have been solved in the 1880s if the authorities had banned cars unless they could be kept off public roads and lanes while parked - after all, horses and carriages were not normally so parked. Now we are engulfed with static vehicles free-parked on roads. It is surprising that the government has not introduced incentives for the use of smaller cars, which use less polluting fuel, if such pollution is true, and take up less space. Lower tax may not be the answer in this pecunious age, although this, coupled with the reduction in ever-rising fuel bills, should be?

* * *

I WAS SURPRISED SOME READERS recalled my one-time plea for small cars which could return a genuine 60/60 - that is, of mph/mpg. In this connection, Brian Joscelyne reminds me that the VW Golf TDi does 57.6mpg and 126mph, with turbocharged diesel fuel injection. Wouldn't it help to encourage such cars?

* * *

HERE ARE THE DATES FOR THE 1998 Inter-Register contests: STD Driving Tests, Brooklands, April 4; Pre-war A7 Club navigational run, East Midlands, May 17; Humber Register navigational rally, August 16; Crossley Register treasure hunt, Yorkshire, August 30; Riley Register scatter rally, Forest of Dean, September 13; Alvis Register navigational rally, Warwicks, October 18; Austin 10DC night rally, Hampshire, December 27. The new club secretary is Chris Nelder, who can be telephoned on 01398 323013.

THIS YEAR'S INTERNATIONAL ALVIS Day is to be held in Coventry on June 14. In addition, on June 23, in conjunction with the Alvis Register, the Alvis OC is holding a meeting at Brooklands to commemorate the Henleys Alvis Day that was first held there and to remember the 1923 200 Mile Race victory by an Alvis. some 75 years ago as well as the 50th Anniversary of the Alvis Register. For the former, contact Derek Tourle on 01798 875320, while for the latter call Brian Maile on 01737 245339. Appropriately, the Jowett CC will have its National rally in Bradford on May 24, based on the Cedar Court Hotel.

* * *

THE HISTORIC ENDURANCE Rallying Organisation (HERO) announces that its LEJOG will not be held this year and resumes on December 4-7, 1999.

* * *

WE ARE SAD TO HAVE TO RECORD that, after a short illness, the 750MC's former Chairman and serving Managing Director Mike Featherstonhaugh has died from cancer. He was an active member in 750 Formula racing, using a car of his own design which he had recently rebuilt for driving in the 750 Trophy series. We offer his widow Helen and his sons Tristan and Patrick our deepest sympathy.

* * *

THE VINTAGE SPORTS CAR CLUB IS now installed in its new offices at The Old Post Office, Chipping Norton (tel: 01608 644777). Its first race meeting of the year will be the Spring Start at Silverstone on April 18.

* * *

THIS YEAR'S BROOKLANDS SOCIETY Reunion at Brooklands takes place on June 28, while Museum fixtures will include MG Day on April 19 and a rally for Rolls-Royce 20 and Ghost club members on April 26.

Quadrat



Connell's Darracq noses ahead of the Delahaye on the banking; Templer's 2.3 Alfa, the sports Alta, Delage and Peugeot follow. Hunter is already out

The Fastest Road Car challenge

IN THESE 1990S THERE ARE SOME VERY fast road cars available to those who can afford them. Back in the pre-war era the question of who had the fastest road car arose, as I mentioned last month. Before it was more or less resolved at Brooklands, we used to think of Forrest Lycett's great 8-litre Bentley as ripe for the honour.

The others included Hugh Hunter's 2.9 s/c Alfa Romeo, winner of the 1938 Mille Miglia, Craig's 4.9 s/c Type 50 Bugatti, an SSK 28/250 Mercedes-Benz, Ian Connell's 4-litre Darracq, Whitney Straight's road-converted Maserati, and Torin's 2.9 GP Maserati of which I wrote of last month and had timed to equal on a wet track the Lycett Bentley's standing start ¼-mile time in the dry. John Dugdale of *The Autocar* questioned which was the fastest, and I suggested in *MOTOR SPORT* in 1938 that the sooner a race was held the better.

Challenges came in from Connell, Torin, and R G Lewis with a 2.3 Alfa.

In the end two Brooklands races at the 1939 Whitsun Meeting were agreed on: three laps of the Campbell circuit, then five laps of the 'Mountain' course, all to start together in road trim but sans full windscreens. It was scarcely conclusive, because Lycett decided his big Bentley was never intended for circuit racing, and Torin's Maserati had blown up. So the runners comprised Arthur Dobson in Rob Walker's Type 135 Delahaye, the Hon Peter Aitken driving a 3-litre Delage, Hunter's Alfa Romeo, Connell's Darracq and Guy Templer's 2.5 Alfa, backed up unrealistically by Cowell's 2-litre Alta and Baroness Dorndorf in Miss Patten's sports 1991cc Peugeot.

It rested between Hunter, Connell and Dobson, and the first race saw the Alfa win from the Delahaye by 0.8sec, at 65.94mph, the Darracq third. Over

the 'Mountain' circuit, after Dobson had coped with an engine fire, the Delahaye's just superior acceleration got him ahead, the Hunter Alfa out with a broken gearbox. So the Delahaye won by 14sec from the

Darracq, at 71.15mph, a 10.4sec victory on combined times, both doing best laps at 73.13mph. On the subject of the Maseratis, last month a slip gave Oats two of them but he actually raced a 2.9 four-seater.

obituary

C E C Martin

That cheerful extrovert racing driver Charles Martin, who drove with enthusiastic verve, an amateur amongst professionals, has died. Charlie Martin ran illicit motor-cycles while at Eton, his first car a Vitesse-GN, followed by a Brescia Bugatti, a Lancia Lambda and, while apprenticed to Austin's, a s/c Ulster A7. He some good placings in races and trials, with a Frazer Nash, a T37 Bugatti, an F-type MG Magna, and

a new K3 MG Magnette.

After sharing MGs in LCC and BRDC events, real racing began with a T35B Bugatti and the K3, the latter fourth at Le Mans in 1934. Charles then went to Molsheim with Charles Brackenbury and bought a T59 3.3 GP Bugatti. Awaiting delivery, he ordered a T51, which he raced with some success.

When the 3.3 Bugatti was ready he drove this pure GP car back to England in pouring rain. Not overly reliable, it was second in the IoM and third in the 1935 Donington GP. With a works Aston Martin he and Brackenbury, a lively pair, won the Biennial Cup at Le Mans. He drove a works Aston Martin in the 1935 TT, and a

VSCC Hereford Trial

THE VSCC HELD ITS POPULAR ANNUAL Herefordshire Trial under a cloudless sky on February 14, entries numbering 106. Twelve sections had to be attempted, the two Slaughters omitted as too rough for pre-war cars after an off-road event had chewed them up. Hamish Moffatt had organised the other excellent hills and he supervised the trial in his OM. Of these hills, Bearwood reminded Lakeland



Joint-winning 'Cream Cracker' MG

competitors of the notorious Drumhouse, as it had a rocky surface and a very steep final gradient. A stop/restart was also included and competitors were urged to walk up first. Even experienced drivers such as Seymore Price failed the restart, but his son Simon by determination and bouncing, got away, both in Ulster A7s, and Simon Diffey in Moffatt's Brescia Bugatti likewise,



Uphill work for Squires' A7 special

only to have the engine expire.

At one time the foot of this hill was occupied by a line of A7s and Tidd's sports-type 12/4, a reminder that the entry listed 44 Baby Austins. Ward Hill proved difficult until it dried out and there Purnell had a long pause curing his Singer Junior of fuel blockage. Shooters was a long section in fine open country, with three hairpins and a final grass ascent. Harry Stringer and his Stadium A7 looked a likely outright winner until he missed one of these turns. Both Edwardians got up, Roscoe in his Overland, Fenton in the Buick and Telford defeated wheelspin and coaxed his Model-B Ford saloon to the summit. J Bullett in this A7 was one of those making a model climb here. The famous ex-Sandy Skinner 'Wooden Austin 7' was out again in the care of Briscoe, who was finding it non-adhesive under the prevailing conditions. Excellent that the outright joint winners were Ian Williamson in his historic s/c 939cc 'Cream Cracker' MG, and Barry Clarke's A7.

135 Delahaye in 1936. Martin next bought a 2.9 P3 Alfa Romeo, placing second to Etancelin's 4.8 V8 Maserati in the 1936 Pau GP, second to Wimille's T59 Bugatti at Deauville and second again in the 1936 Donington GP behind the works 3.8 Alfa Romeo. Martin also won the 1936 Nuffield Trophy race in a borrowed ERA (R9B).

Winning form came again in the 1936 '500' with Dixon in the 2-litre Riley. For 1937 Charles bought ERA R3A, winning at the Avus. He then turned to boats, but road cars included a Railton, a Lancia Aprilia and T55 Bugatti, and he created the four-engined Martin-JAP.



Charlie Martin after the 1935 Donington GP

Latterly a Brooklands Society Vice-President, he was absolutely in the spirit of pre-war racing. The memory of Charlie Martin and 'The Brack' will not diminish; our deep sympathy goes to Joy, his wife.

miscellany

THE 750 MC, FORMED IN 1939 TO encourage Austin 7s to compete against other baby cars when they were too often up against Ford V8s and Allards, etc., is active and well established. A section of the membership is concerned to use standard A7s and wish to restore their cars to original specification.

Many books guide them in the matters of history and technicalities and those who need detailed data on all aspects of the original A7s will find this in 'Original Austin Seven' by Rinsey Mills. It gives year-by-year changes in an informative text, illustrated by colour pictures of all aspects of chassis and body work. The book sells for £19.95.

* * *

IN THE TV DRAMA ABOUT THE LIFE of Sir Oswald Mosley I saw a fleeting glimpse of a Model-T Ford tourer, a Vulcan lorry being stopped by pickets during the 1926 General Strike, and the Mosleys arriving to address the miners at that time in a 1923 14hp Sunbeam tourer. But a background Sunbeam saloon with the characteristic light waistline was, the producer might have realised, some years too modern for that scene.

* * *

THE MOSLEY FILM HAS A tenuous association with motor racing in view of Max Mosley's status in F1. Incidentally my name may still be 'black-listed' as a Fascist, for before the war some friends who took me in a 3-litre Bentley to see their Bugatti race had a mother keen on the Mosley movement, and I could hardly refuse her request that I pay 1/- to join... There was an amusing sequel. The family had a radio and TV business as a sideline - we used to take girlfriends to watch very brief evening pioneer TV programmes in the shop - and the Blackshirts commissioned the company to equip a Bedford van as a loud-hailer unit. One son took this for

a test-trip which happened to take him past the Albert Hall just as the famous riot broke out. Lots of anti-Mosley protesters saw the van with its swastika insignia and fell upon it. My friend was rescued by the police and surprised when they told him not to hang about, "Just drive at the crowd..." Later the elder son did yeoman war-service with very advanced radar techniques.

* * *

THE SINGER OC IS ALIVE AND active. Apart from its monthly meetings, its National Day will be held at Ropley Station on June 21, combining steam with petrol. Its magazine now has colour pictures, and apart from the better-known Singer Juniors, vintage ohv Tens and Seniors are being restored. The Club has unearthed a report of a bad accident to Lionel Martin's Singer Ten in the 1914 London-Gloucester Trial, in which it overturned, but without much damage. Membership Secretary is Peter Hart, on 01920 830 19.

* * *

THE BULLNOSE MORRIS CLUB HAS been investigating LAP and Chesterfield ohv heads for Morris engines for its magazine. It will be basing its Summer Tour on July 10/12 at the Palace Hotel, Buxton, when 1920s costume will be encouraged.

* * *

THE FRAZER NASH SECTION OF THE VSCC holds its Irish Raid on August 15/16, commemorating Dudley Coley's 1938 handicap victory in the Cork GP. Two races over the famous pre-war Phoenix Park circuit will be held, one a Frazer Nash-only contest. Details: James Parker on 0181 840 2280.

* * *

THE NEXT ROLLS ROYCE HERITAGE publication is an erudite discourse on supercharged aero-engines. It costs £6.00 from the Trust, PO Box 31, Derby DE24 8BJ.



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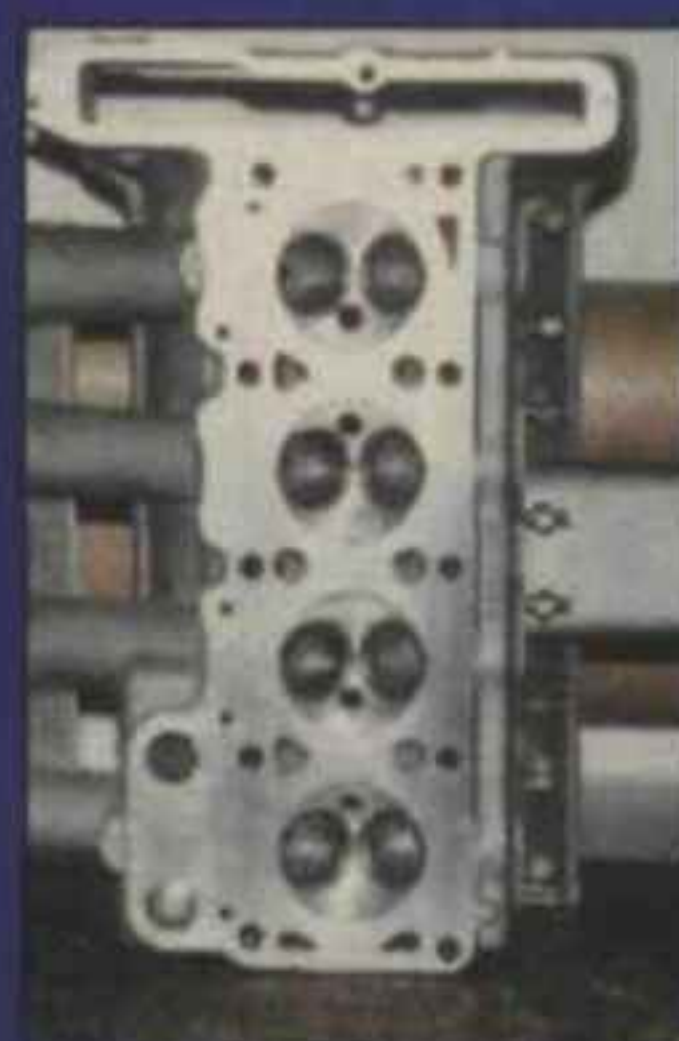
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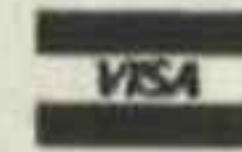


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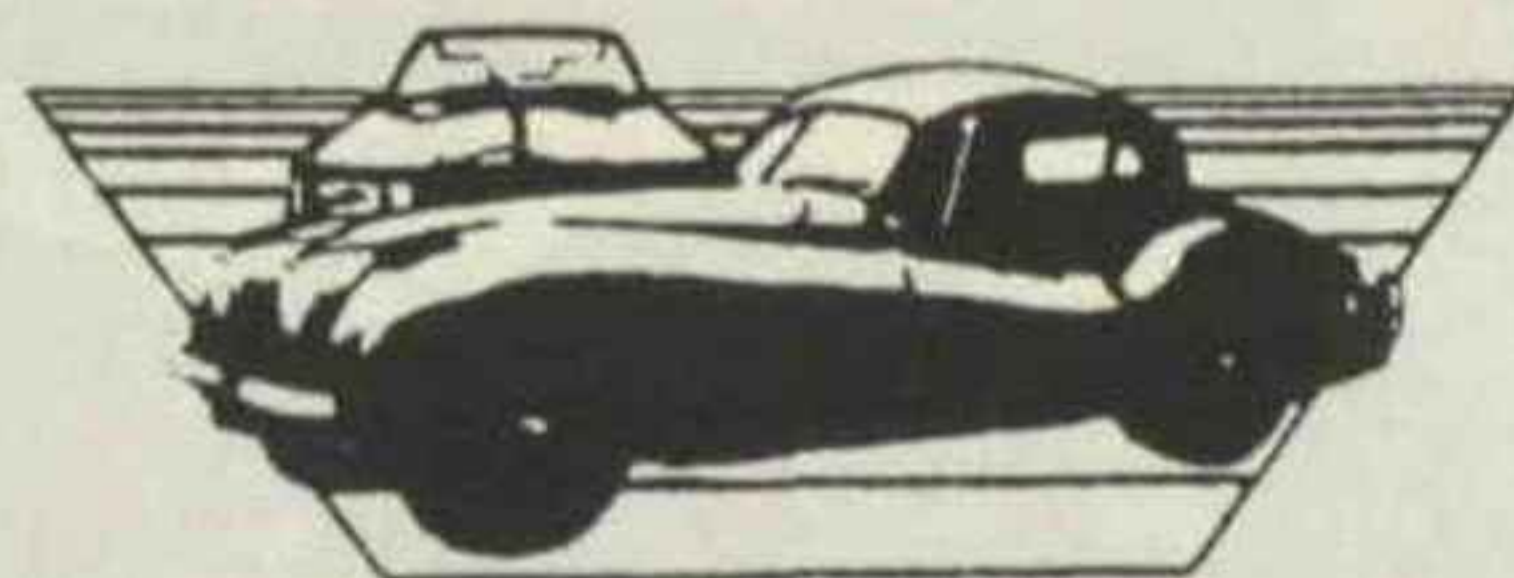
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You can certainly tell Spring is just around the corner. Seven Lancia Aurelia B20's in the workshop and all wanted now!! Ken's III series Aurelia engine re-build completed successfully. I did 100 kms today in a weather window so I can now pull down the heads.

Chris's European "barn find" as I series Aurelia is now completed MOT'd and sporting its new UK registration. Brake master cylinder was playing up on road test so that will have to come out! Nick's I series Pininfarina coupe in for its yearly service and MOT. Lovely early Jaeger instruments set in a special dashboard.

John is on his way down this afternoon with his VI series Aurelia in order that I can start this long overdue engine re-build. Lucky man is our John all the way back from France with three broken head studs and hardly any compression on No. 2 cylinder, but she kept going!! No time or space for any more - Happy Motoring.

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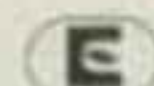
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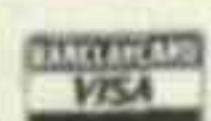
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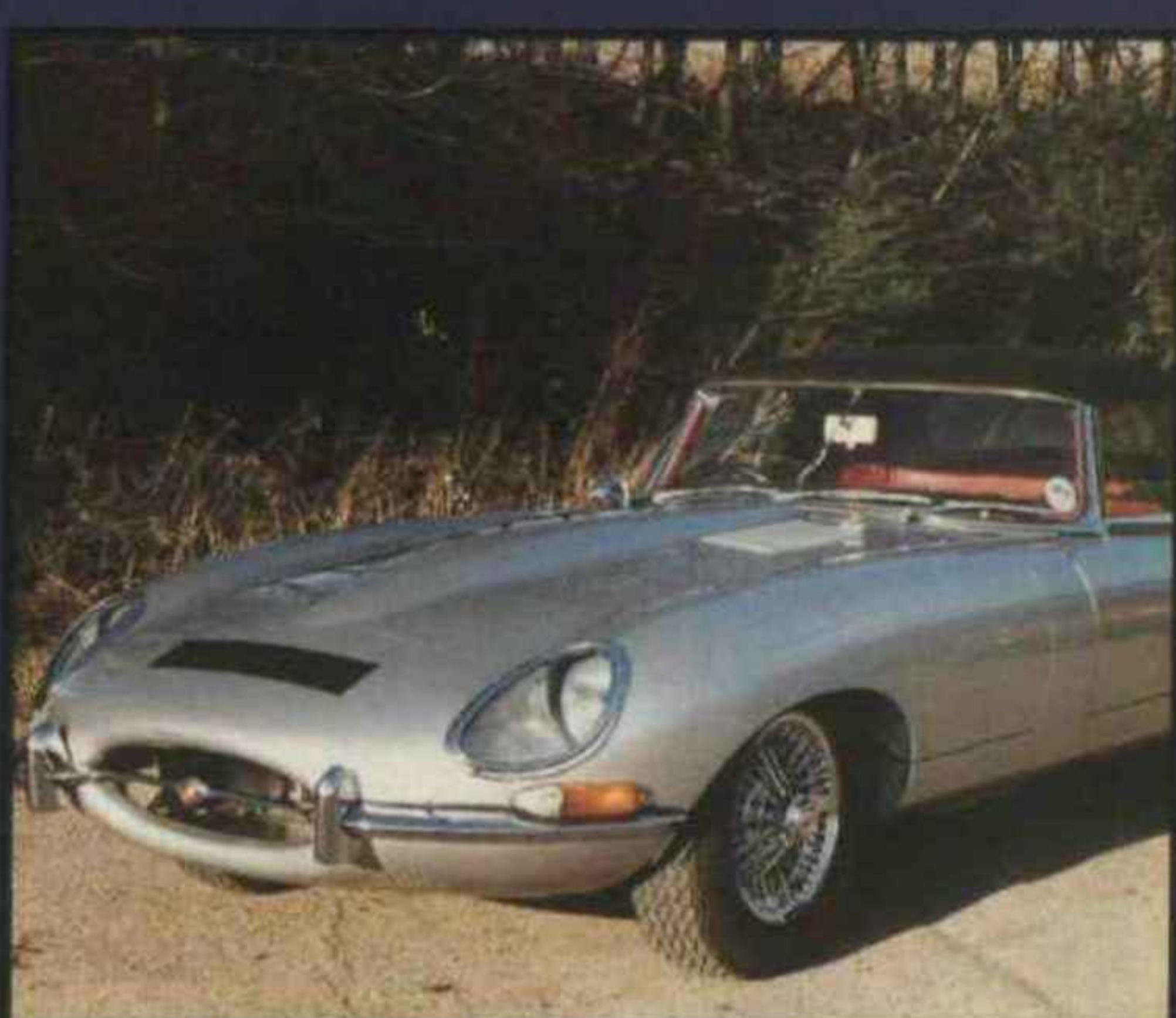
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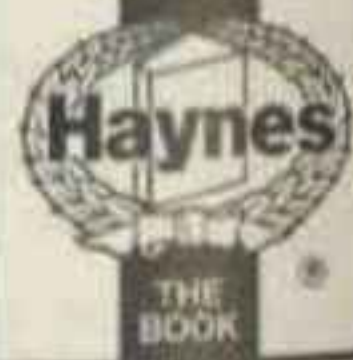


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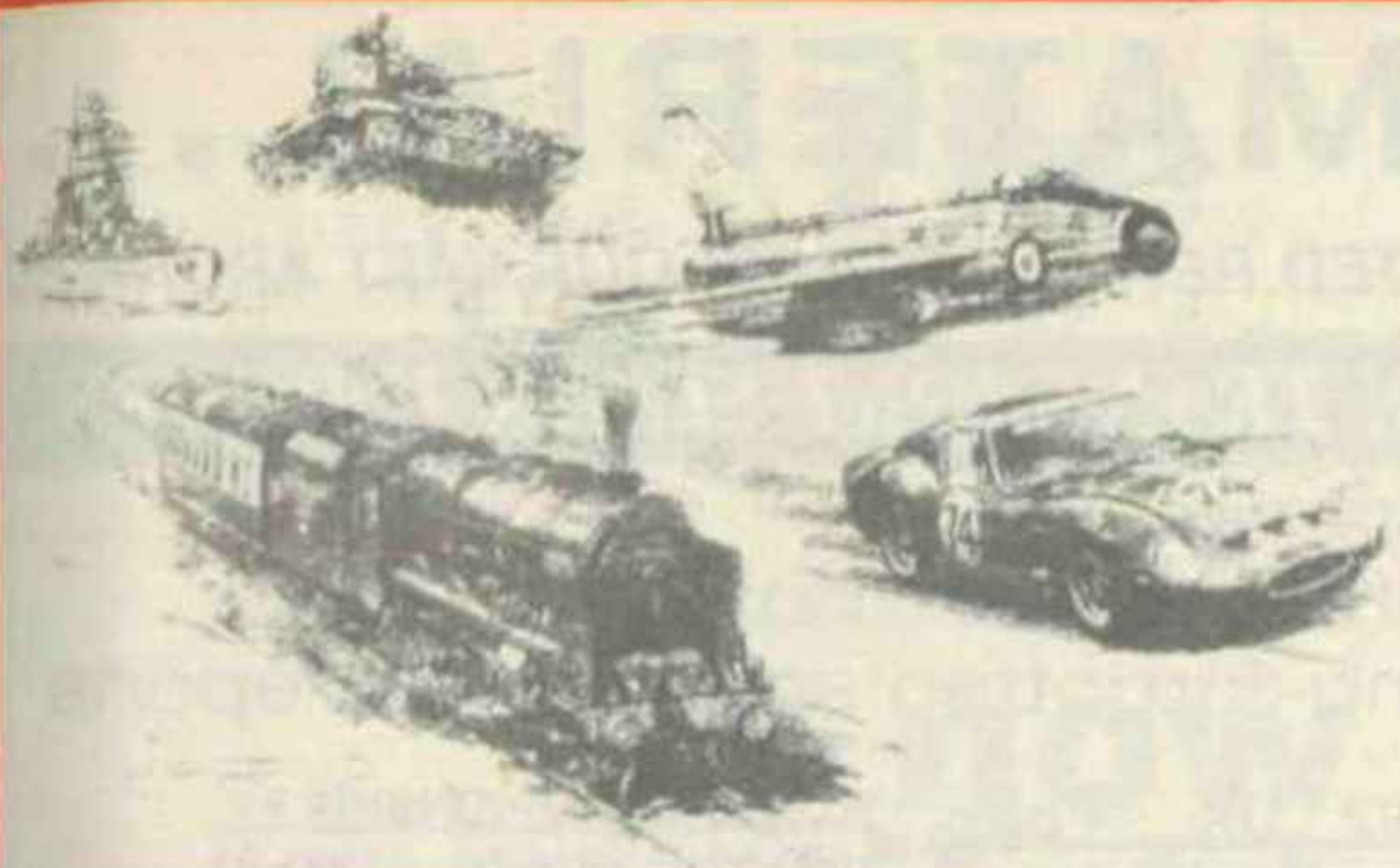
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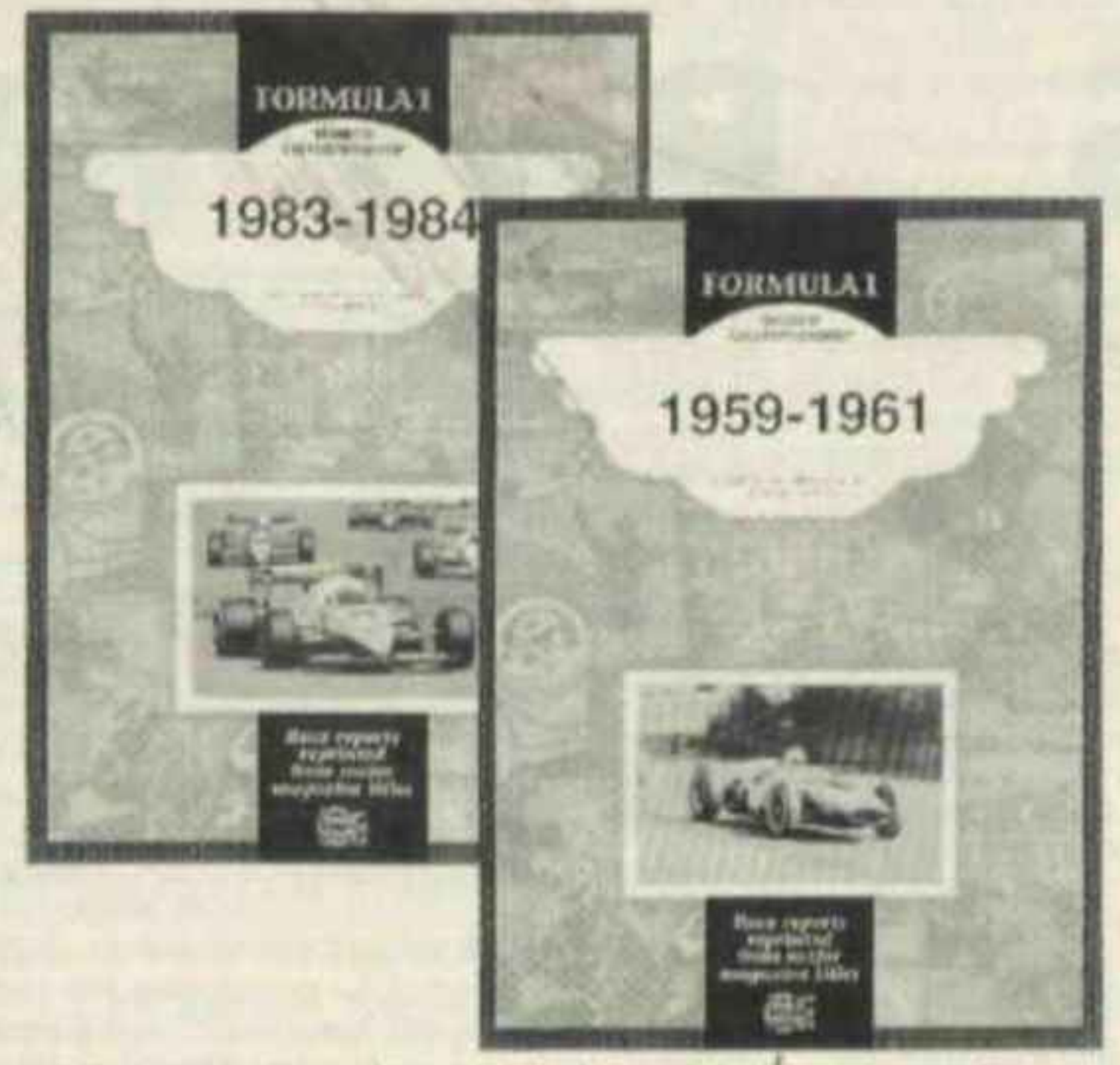
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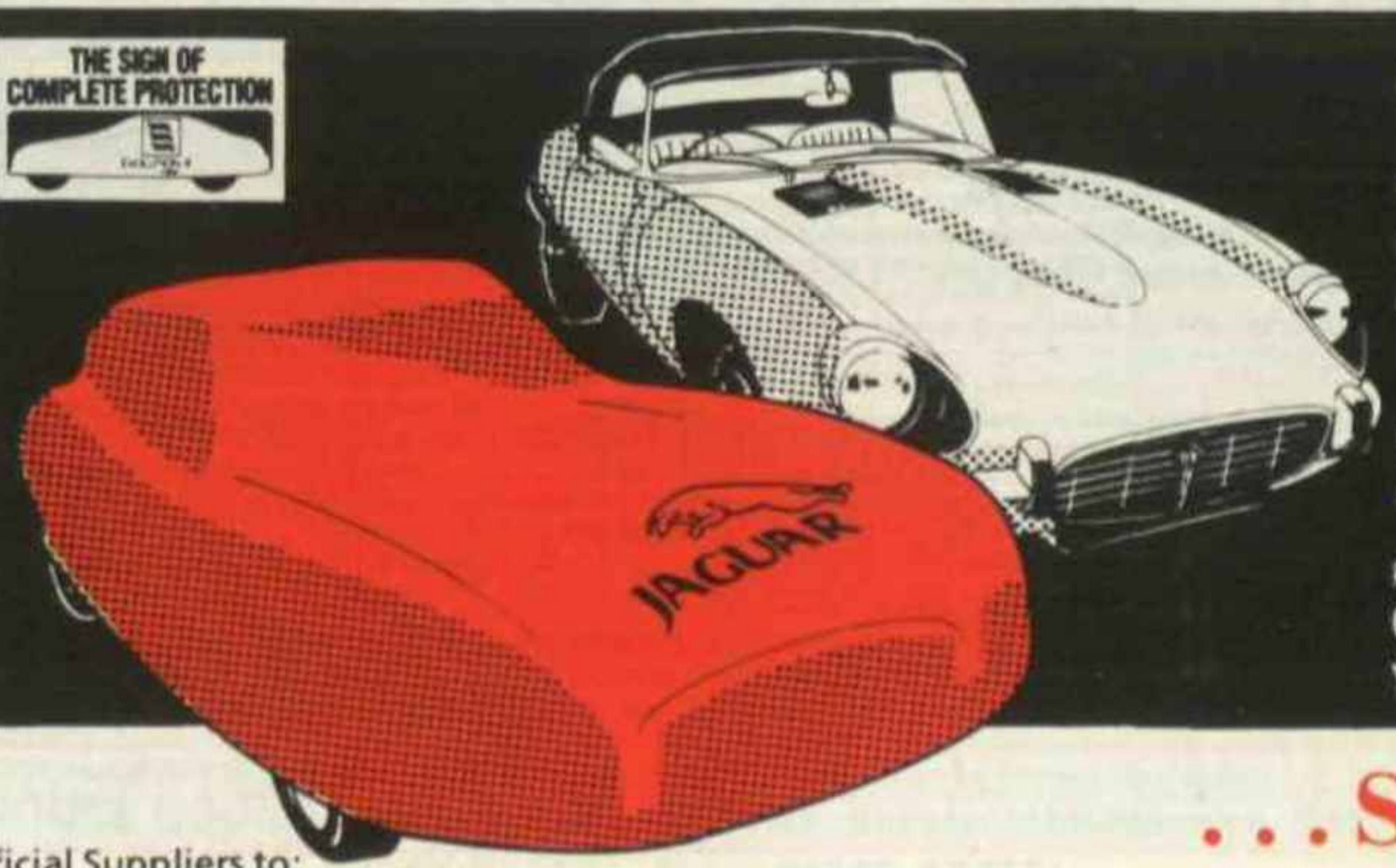
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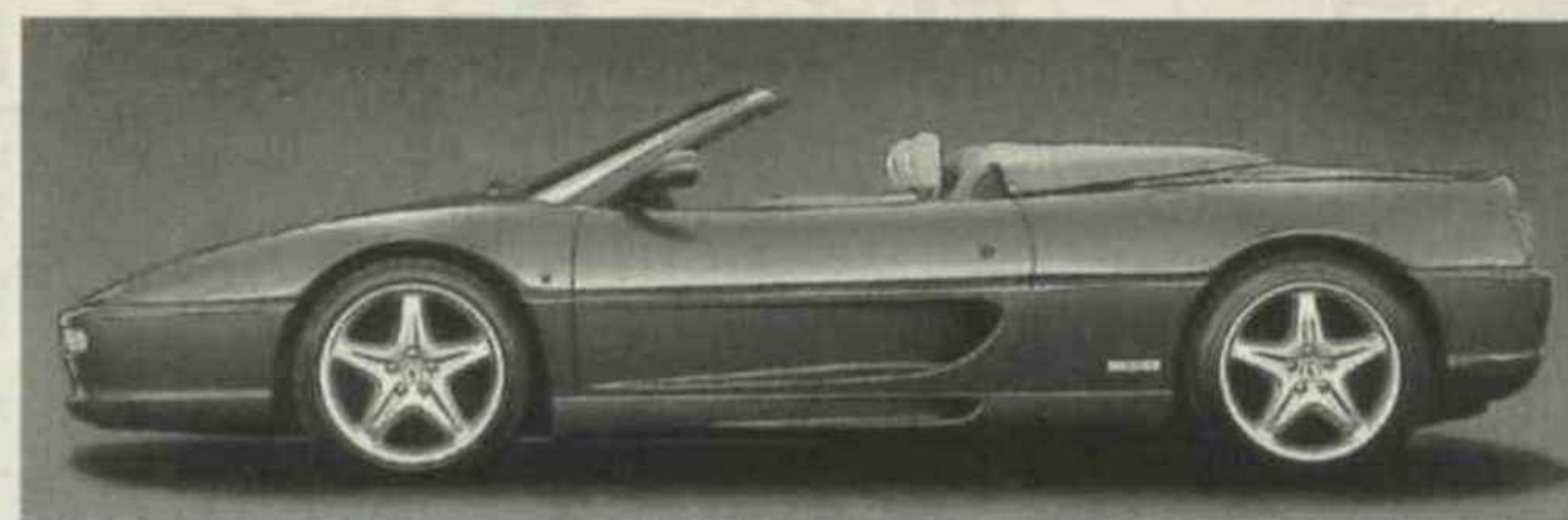
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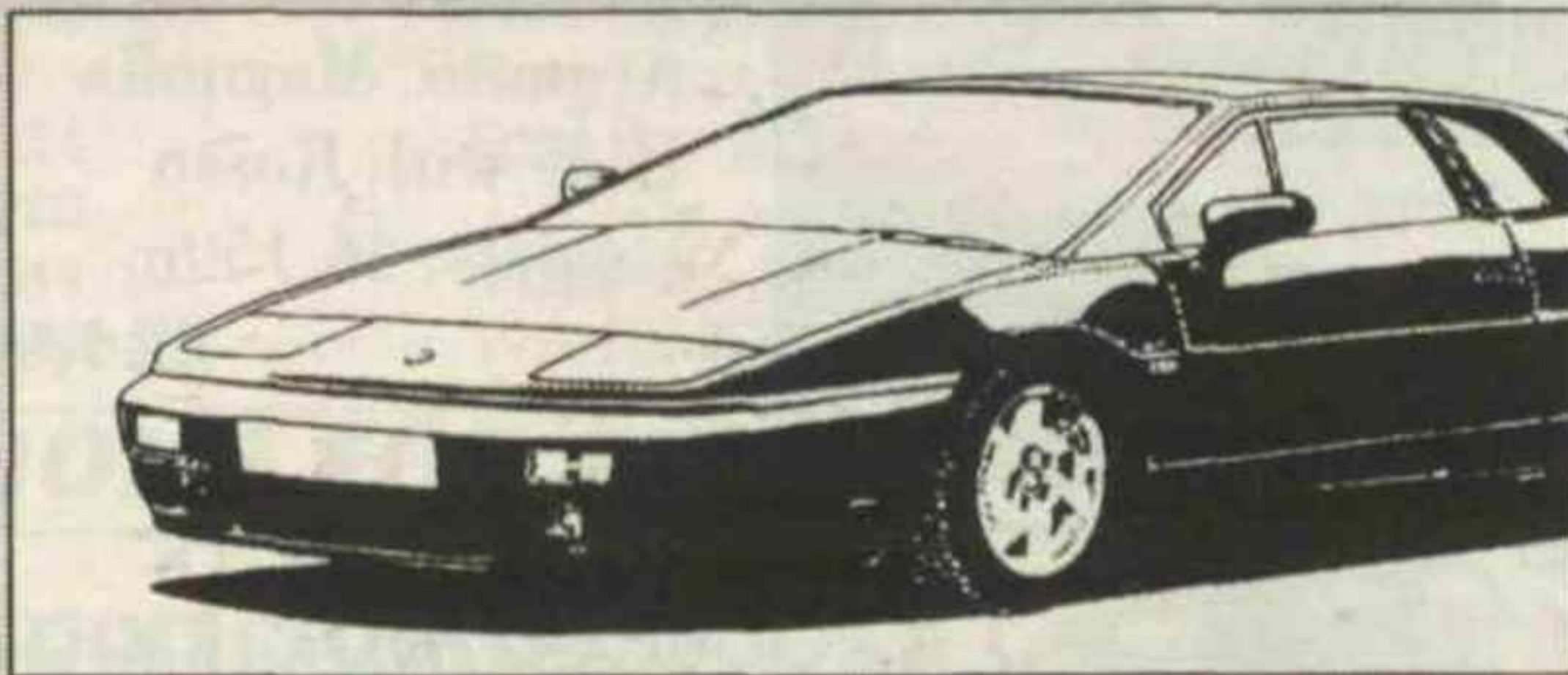
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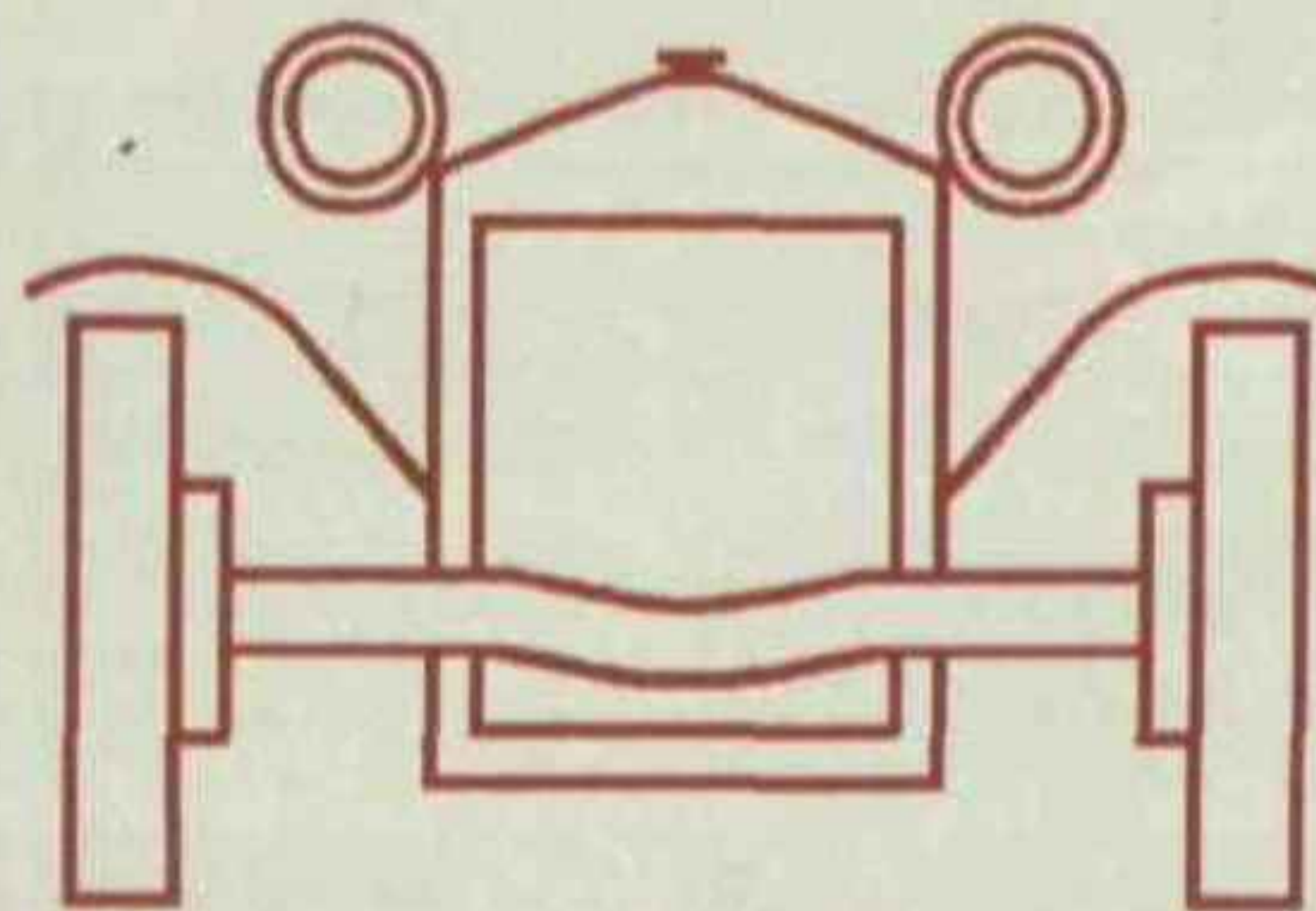
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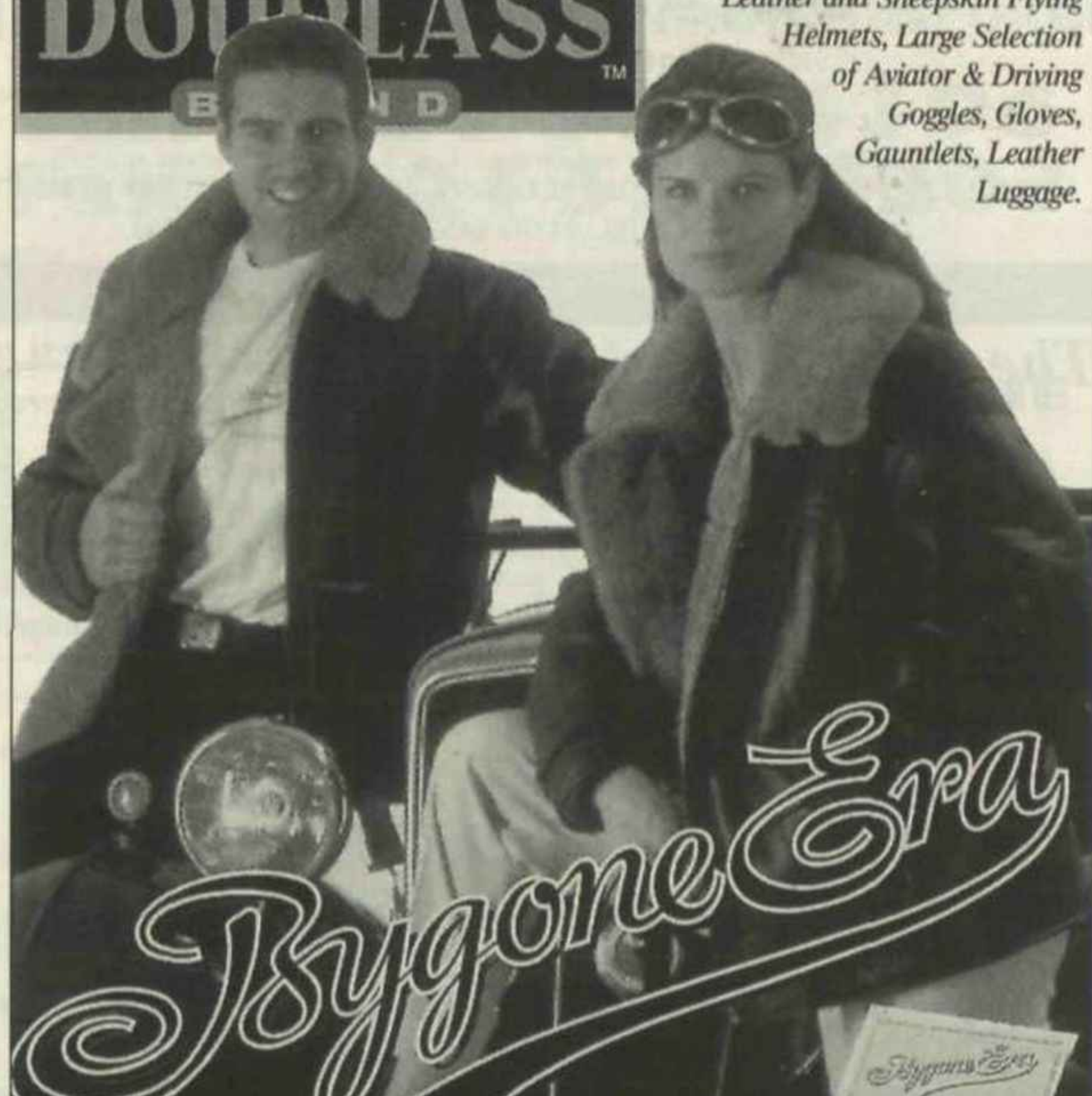
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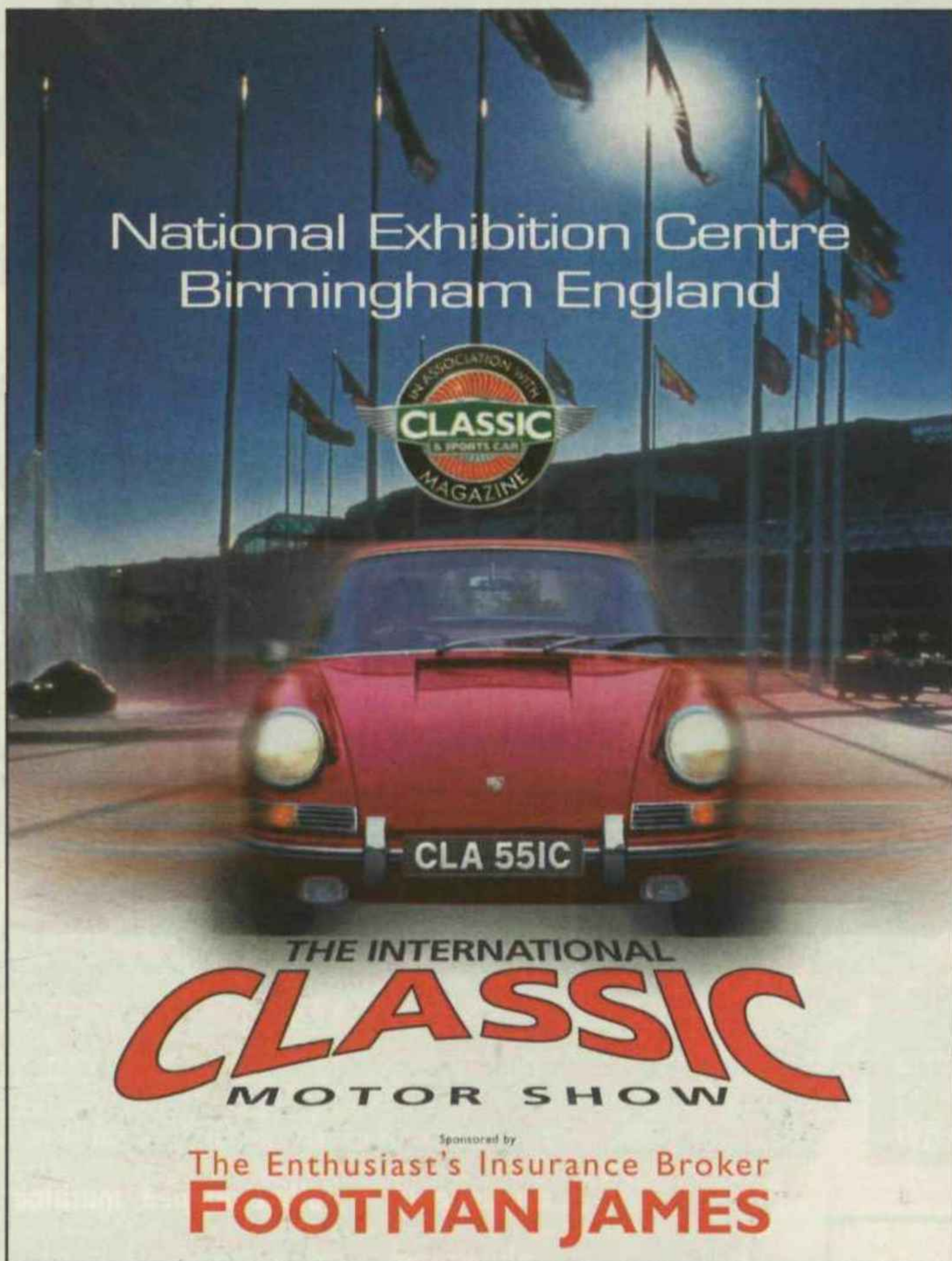
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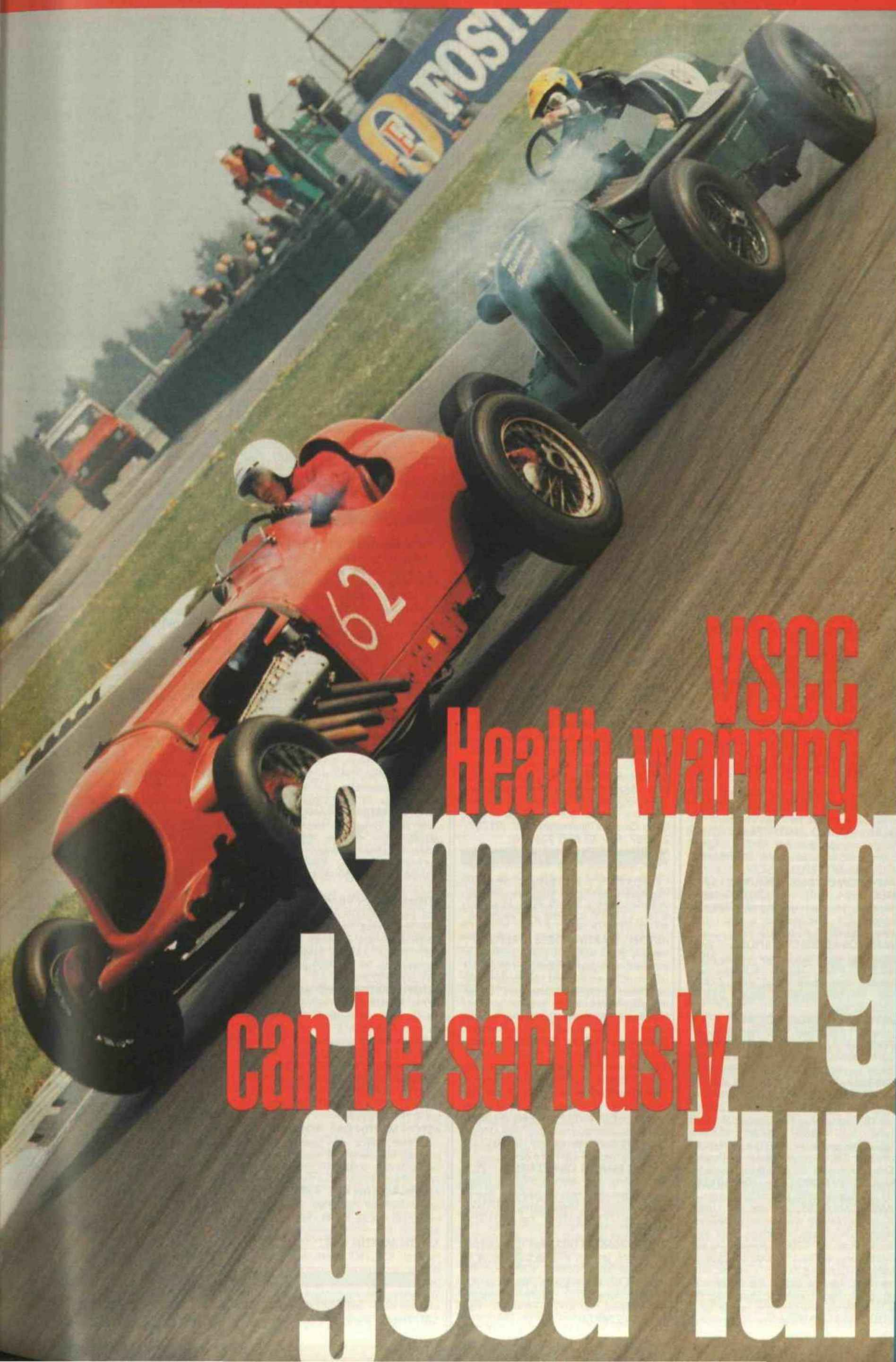
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V

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1297cc 1979-87	£102.50
1297cc 1984-89 Man tr	£186.00
1297cc 1984-89 Auto tr	£191.50
1389cc 1989-91 Man tr	£195.50
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1297cc 1984-88 Auto tr	£191.50
1389cc 1988-91 Man tr	£195.50
1598cc 1981-88 Man tr	£183.00
1598cc 1981-88 Auto tr	£189.00
1598cc 1988-90 Man tr	£195.50
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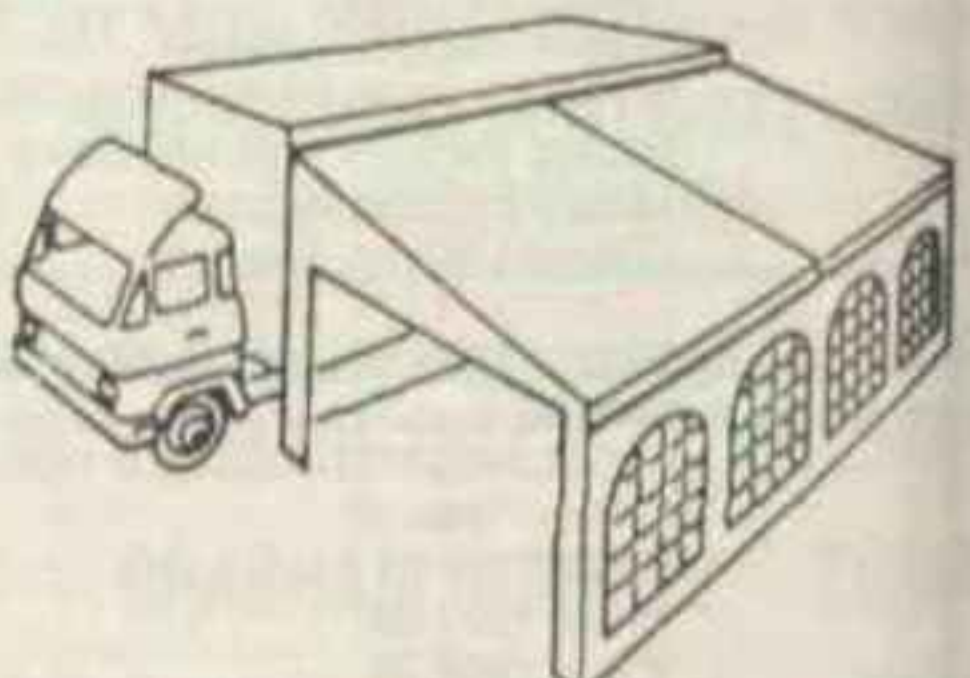
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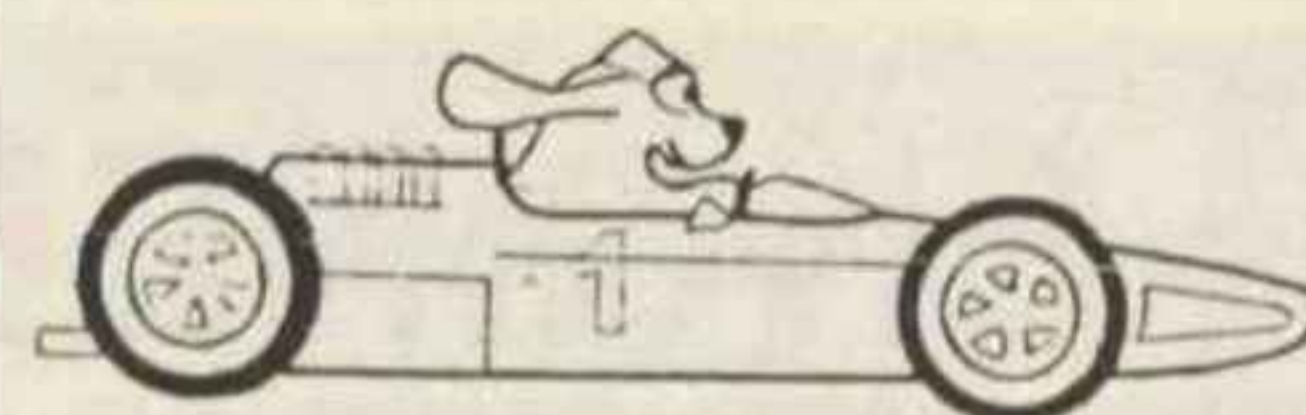


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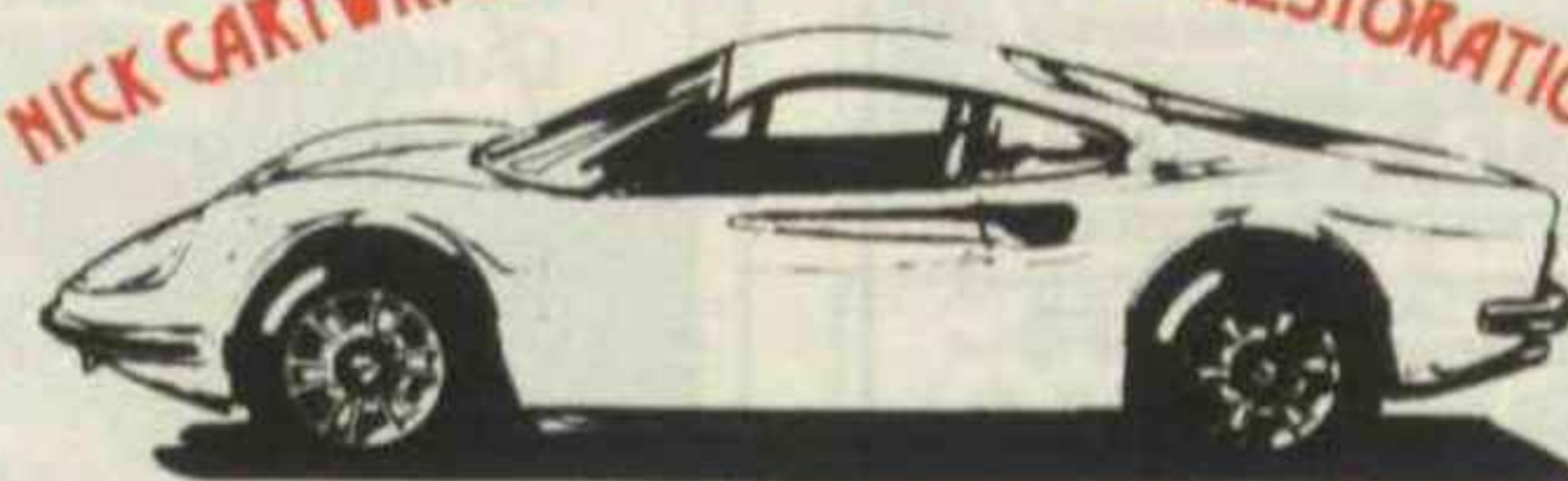
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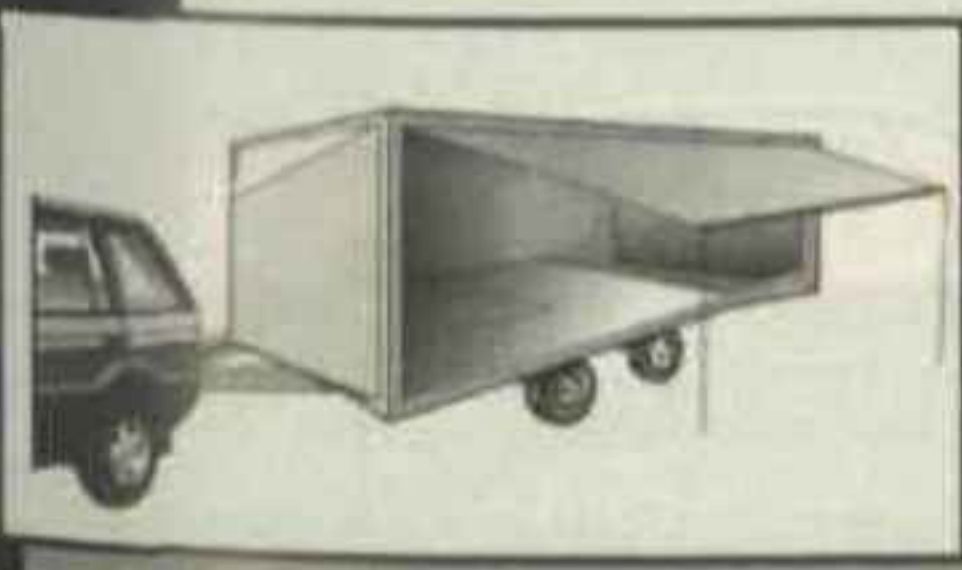


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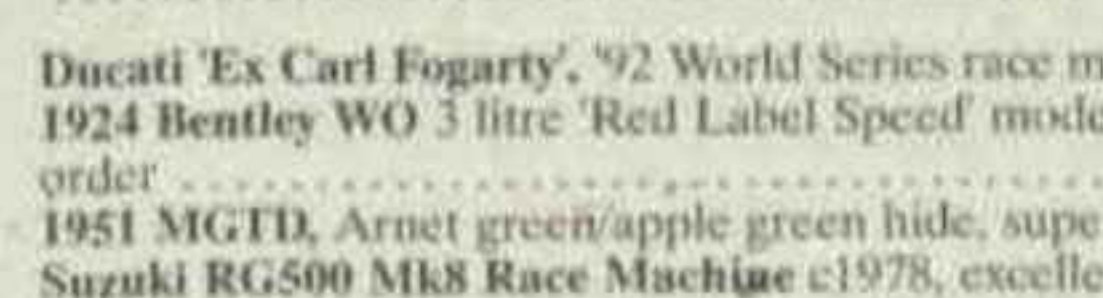
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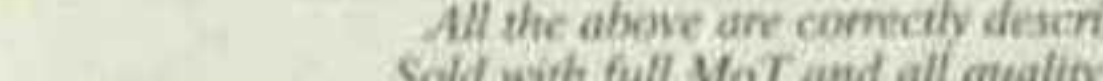
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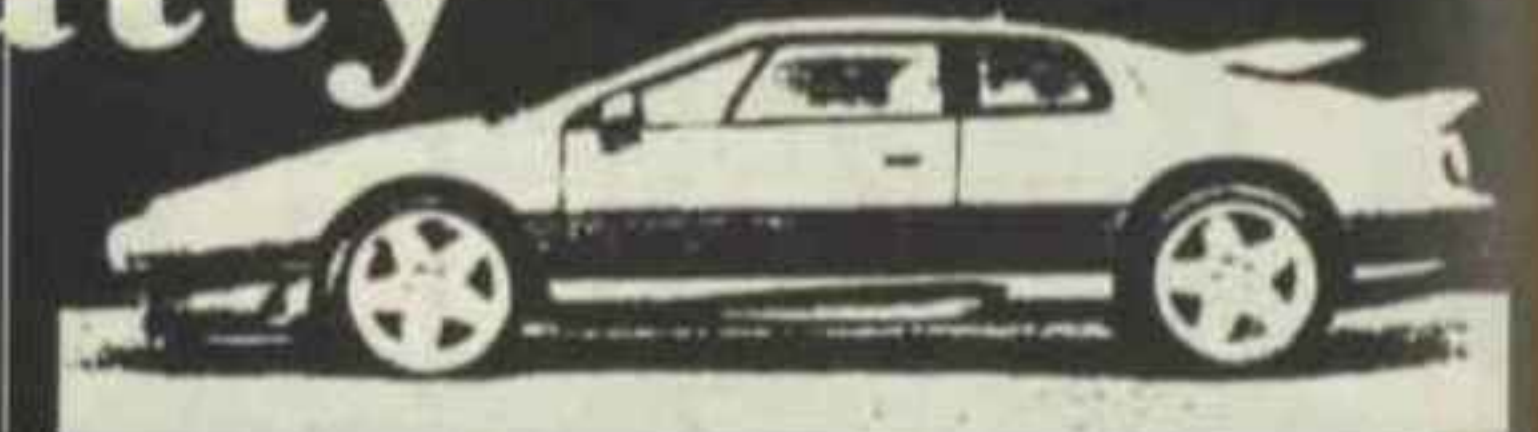
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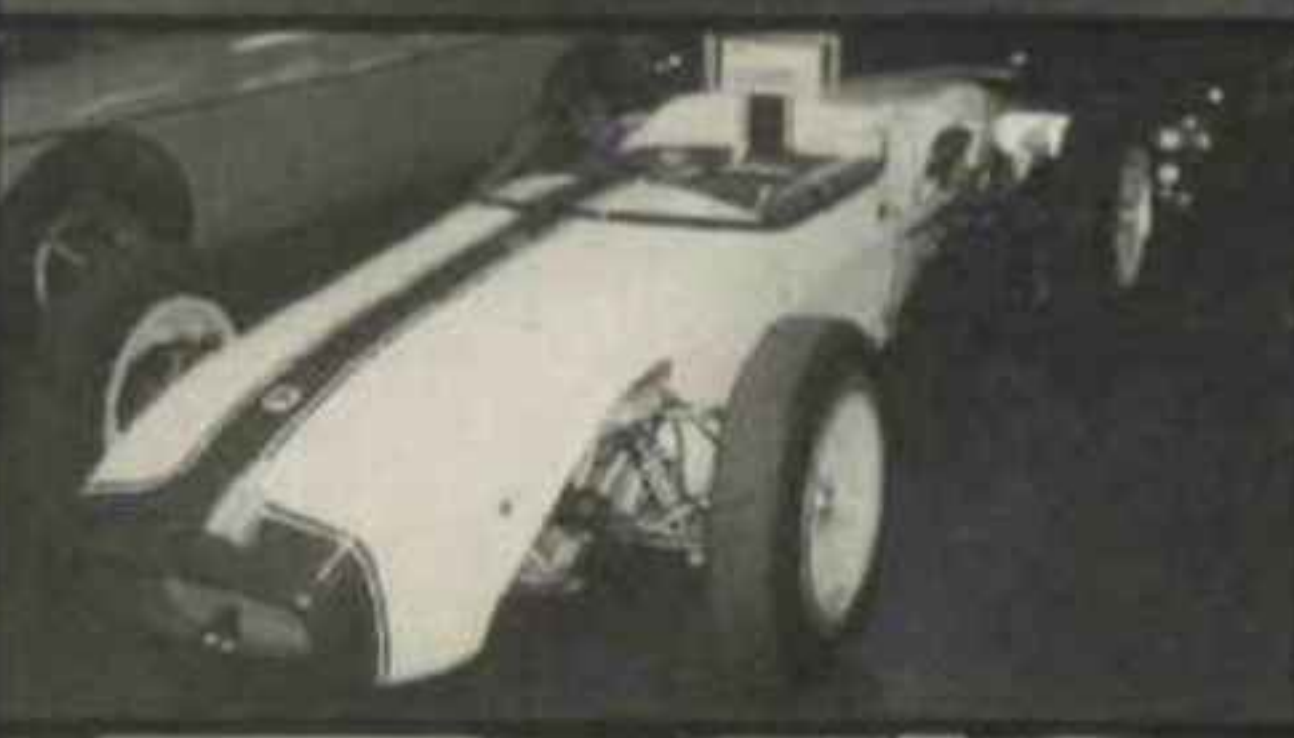
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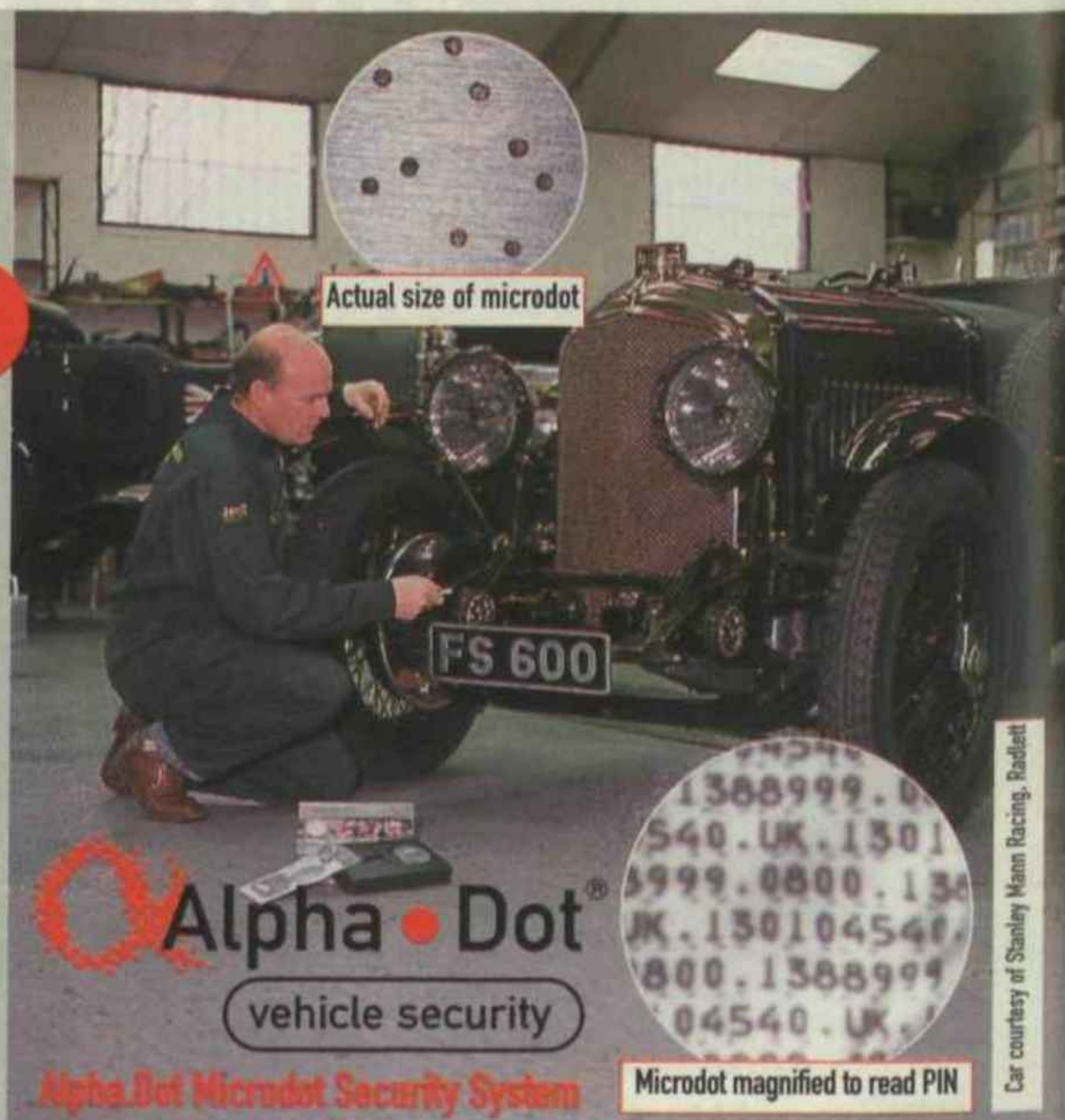
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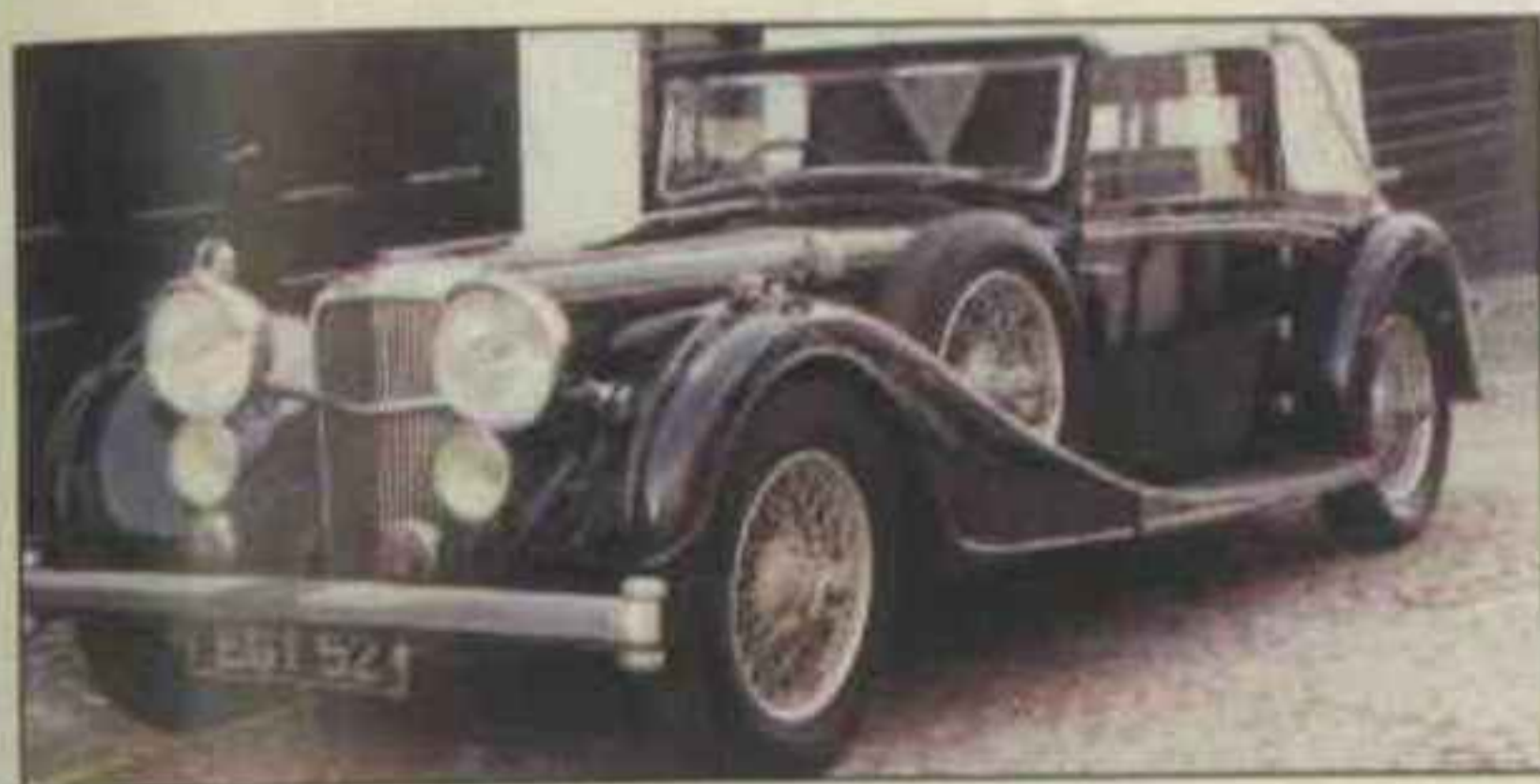
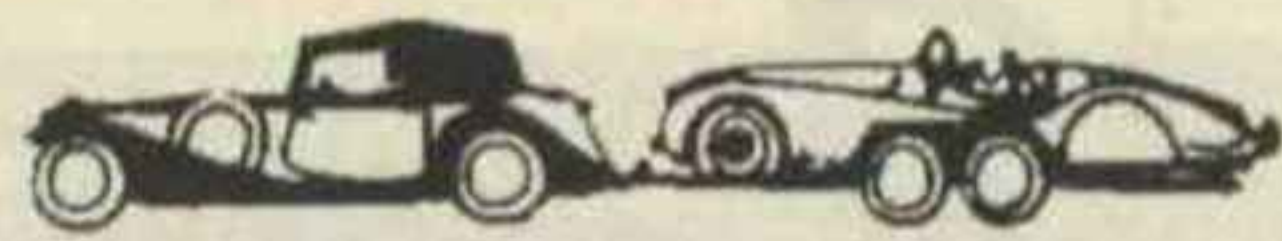
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- 1939 Delage D8 120S LeTourneur et Marchand Aerospport Coupe
- 1938 Delahaye Type 135M Figoni et Falaschi Cabriolet
- 1929 Duesenberg J Bohman & Schwartz Berline
- 1932 Duesenberg J Franay Convertible Sedan
- 1933 Duesenberg J Rollston Torpedo Convertible Victoria
- 1938 Horch 855 Erdmann & Rossi Special Roadster
- 1926 Isotta Fraschini Tipo 8A S Fleetwood Roadster

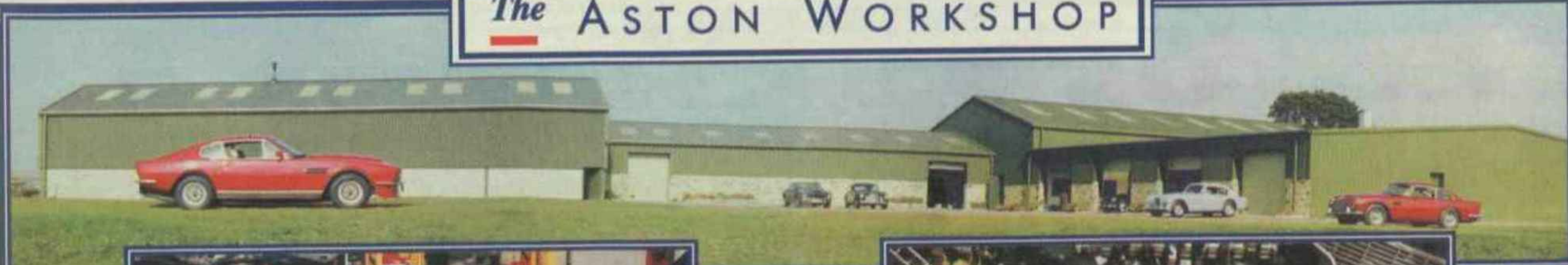
- 1933 Lincoln KB Willoughby Panel Brougham
- 1937 Lincoln K Willoughby Panel Brougham
- 1938 Maybach SW38 Glaser Four-Door Cabriolet
- 1927 Mercedes Benz Model K Castagna Town Car
- 1936 Mercedes Benz 500K Cabriolet C
- 1929 Minerva AK Labourdette Faux Cabriolet
- 1935 Packard 1207 Twelve Convertible Victoria
- 1932 Rolls Royce Phantom II Continental Figoni et Falaschi Pillarless Berline
- 1934 Rolls Royce Phantom II Continental Kellner Cabriolet
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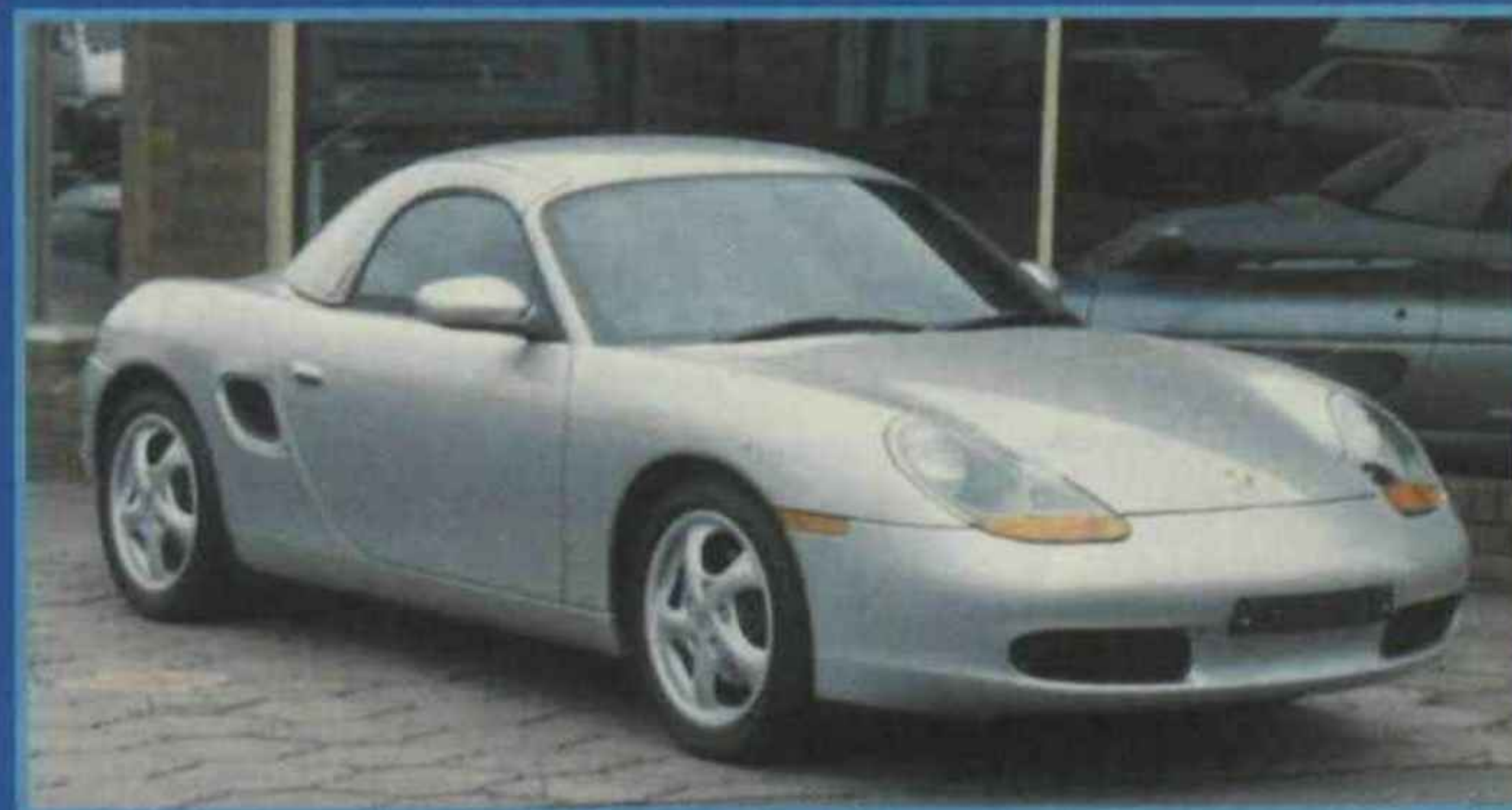


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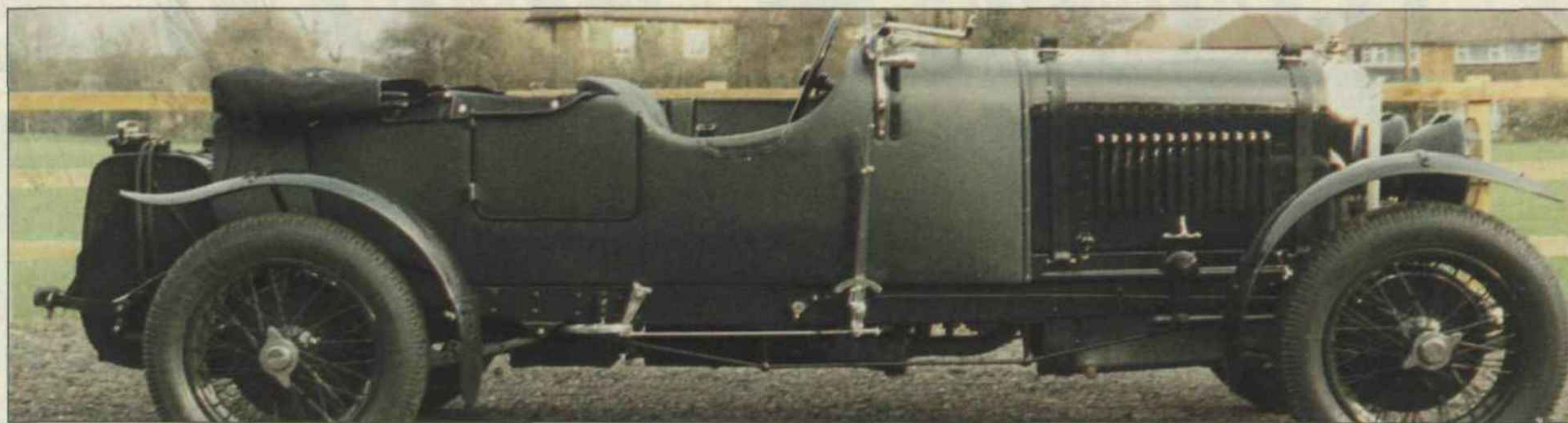


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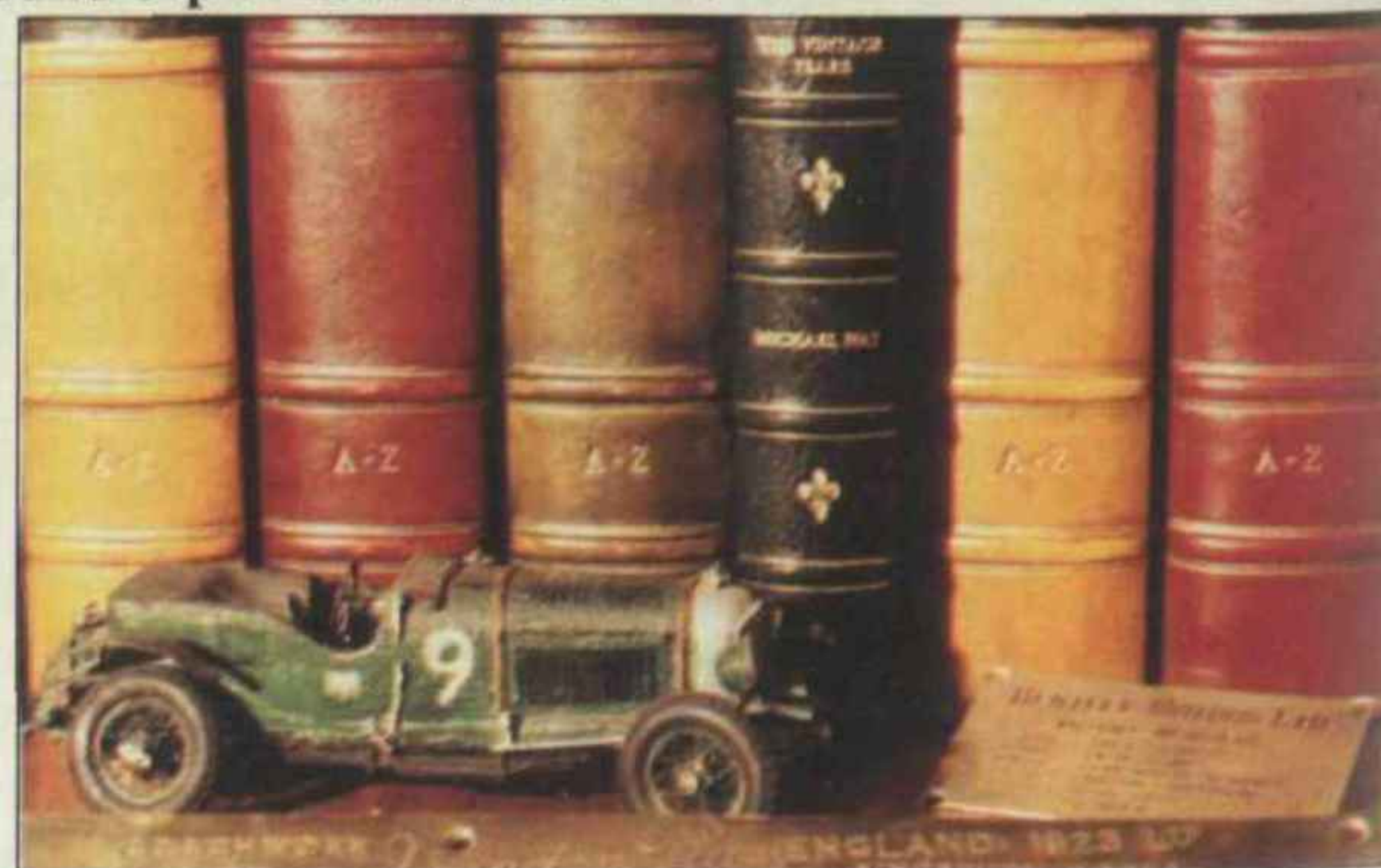
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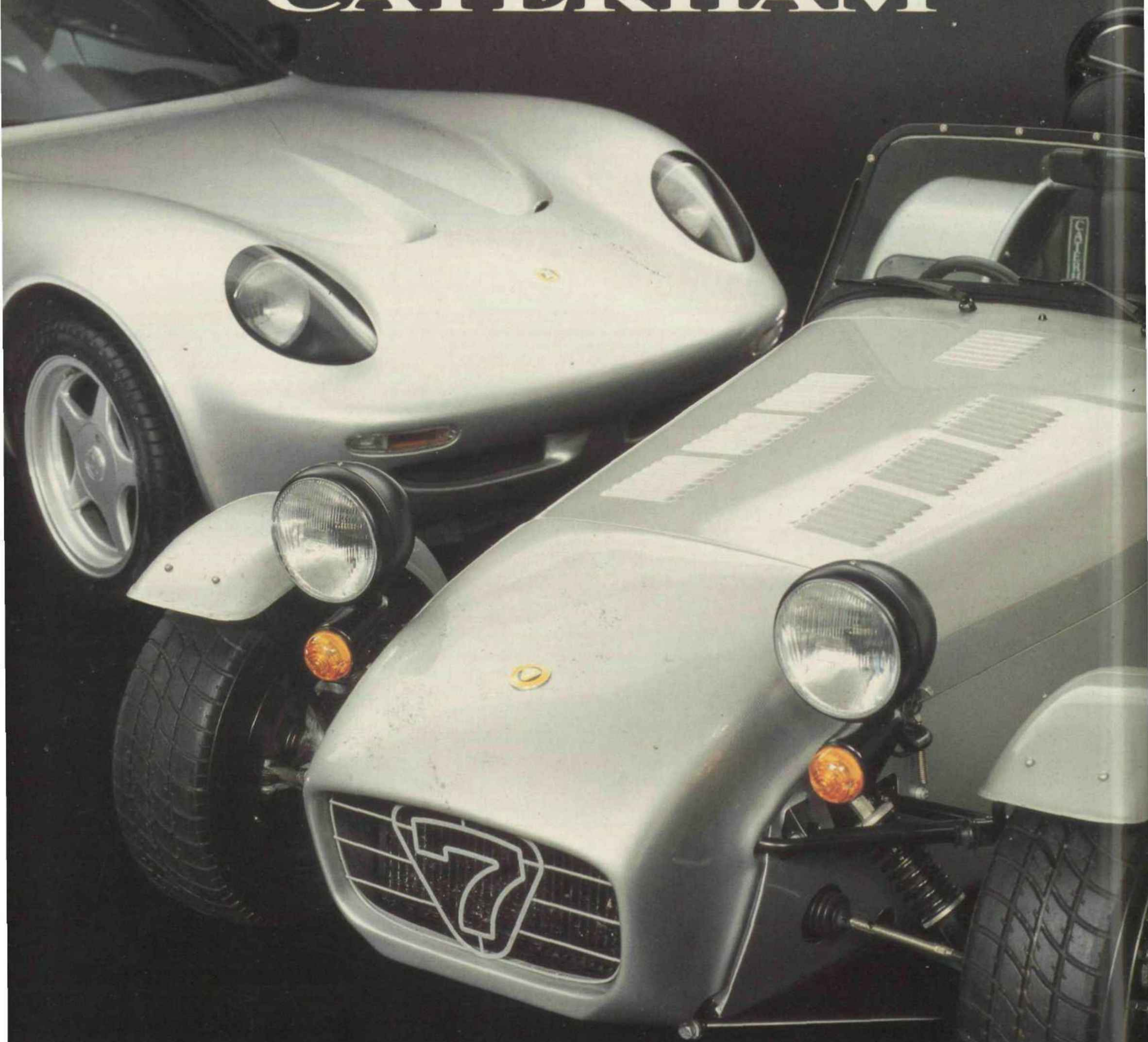
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