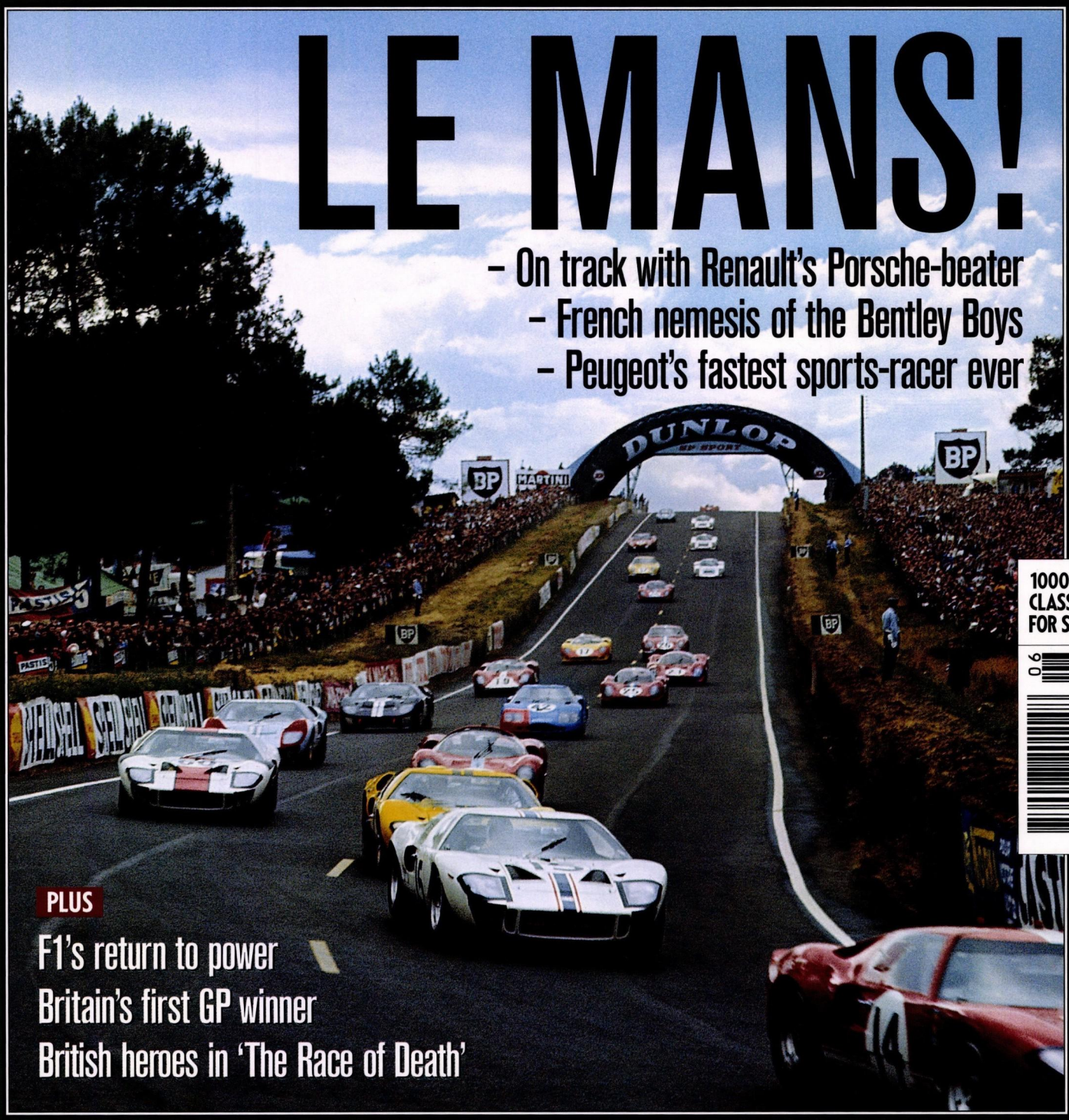
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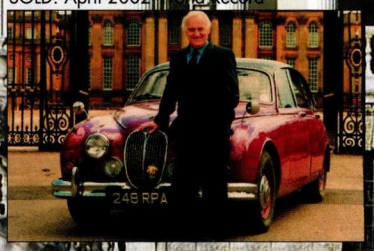


THE JAGUAR LEGEND

SOLD: Jaguar Legends 2001 World Record



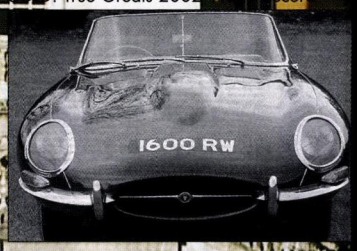
SOLD: April 2002 World Record



SOLD: Jaguar Legends 2002 World Record



SOLD: True Greats 2002 World Record



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Coys are returning to our popular Summer venue, Chiswick Hous in London for our annual Summer sales. This year, on the lawns c this, the finest of all palladian villas, Coys, as the market leader i the sale of historic Jaguars will be holding our landmark *The Jaguc Legend* sale. In conjunction with The Jaguar Legend will also be ou traditional Summer *Fine Motor Cars at Chiswick House* sale and th Coys Collectors Department will also be holding its substantial sal of Lifestyle Collectibles, including automobilia, and Formula memorabilia. Also toys and models, die cast, tin plate, engineere and steam driven, pedal cars and cycling.

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editorial



THE INTERNATIONAL RULES OF our sport are written in French. There is an English translation in the FIA's *Yearbook*, but when the inevitable loophole leads to the inevitable bout of semantics, it is the Gallic interpretation that 'settles' the argument.

Why? The French were first off the mark, that's why. They hosted the first recognised motor race (the 1894 Paris-Rouen), the first three Gordon Bennett Cups and the first grand prix. Panhard, De Dietrich, Renault, Peugeot, Mors and Richard-Brasier swept all before them bar the occasional Mercedes onslaught – and SF Edge's 1902 Gordon Bennett success for Napier. It would be 21 years before a British marque scored another win of equal note – Henry Segrave's French GP victory for Sunbeam (page 50) – and a further 33 before a British car was clearly the class of a Formula One field.

The French dominance lasted until the arrival of the 8C Alfas in the early 1930s. It, i.e. Bugatti, held its own against the 'Monza', was put in the shade by the subsequent Tipo B – and totally buried by the arrival of the Silver Arrows. France had run out of inspiration, instead putting its faith in mystery cars that rarely turned up or overhyped machines that broke on the start-line.

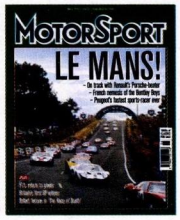
Sportscar racing offered some solace, Bugatti (1937 and '39), Delahaye ('38) and Talbot ('50) winning Le Mans four times in five runnings either side of WWII. But even this, France's greatest race, the world's most prestigious endurance event, then slipped from the host's grasp.

You'd think that Renault and Peugeot would be falling over themselves to win it year in, year out. Instead they have just three victories between them. It's as though the threat of a home humiliation outweighed the value of an 'expected anyway' victory. Certainly, both Renault (page 28) and Peugeot (page 42) tasted bitter defeats before savouring the champagne. Matra, which won three times in a row (1972-74), and Rondeau, the victor in '80, were smaller companies with less to lose.

Less angst surrounded France's earlier successes in this race. When Chénard et Walcker won the first running of it in 1923, and Lorraine-Dietrich took the spoils in '25-26 (page 36), the only surprise was that upstart Bentley had beaten them in '24. That was *not* the preordained way of things.

Such confidence, however, is fickle. Losing it is easy, gaining it – and keeping it – is decidedly not. Peugeot's rally hero Marcus Gronholm and Renault's bright new F1 star Fernando Alonso both have it in spades right now. But even success does not guarantee it, as the F3 legend Don Parker (page 66) and BMW's rally programme of the early '70s (page 60) proved. It is a 'language' that defies translation, but which is universal – and devoid of loopholes.

Motorsport's *je ne sais quoi*.



LAT

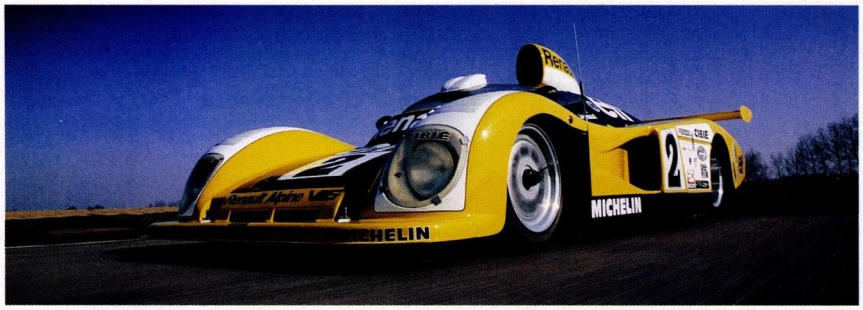
Yank regiment – Fords to the fore on lap one of the 1967 Le Mans 24 Hours

Vol LXXIX No 6 JUNE 2003

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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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Programme notes *Did you miss the 1923 French GP? Here's the inside line. Page 57*

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Self-demotion *Don Parker – the F3 dominator who wouldn't move up. Page 66*



Stage flight *BMW's 200Tii could have been Ford's big rally rival – but for politics. Page 60*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Jackie Oliver is back in a GT40 for the Legends event, now in a two-driver format

both: LAT

GREATS LINE UP FOR TWO-DRIVER LE MANS 'LEGENDS'

SIR STIRLING MOSS AND PHIL HILL ARE JUST TWO OF the star names lining up for the Le Mans Legends historic race on the Saturday morning of this year's 24-hour classic. Moss will drive the 1959 race-winning Aston Martin DBR1, the sister car to the one he drove in that year's race. Run for cars from the period 1959 to '71, the race features a 60-strong field packed with cars from the event's history.

For the first time the Legends race will use a one-hour, two-driver format, starting at 10.15am on Saturday, June 14. This means that the huge crowd will be treated to a race of actual Le Mans cars, or genuine sister chassis, with the bonus of dramatic driver changes in the famous pitlane just hours before the big race itself.

Moss will share the famous Aston with the marque's current boss Ulrich Bez, while Hill is scheduled to race an Alfa Romeo TZ. Fellow former Le Mans winner Jackie Oliver will race Martin Colvill's Ford GT40, while David Piper's Porsche 917 and Nick Mason's Ferrari 512S are amongst the later cars in the race.

Other Maranello greats entered include P3, 250LM, 330LMB and 250GTO.

'SMALL FRY' SPORTS RACE HEADS REFRESHED REVIVAL PROGRAMME

SMALLER-ENGINED SPORTS-RACING CARS OF THE 1950s will be one of the key new features for the Revival Meeting in early September. Elsewhere in the programme the saloon car event will revert to 1960s machinery and the Formula Junior race will be for the earliest examples of the front-engined racers.

For the first time up-to-2.5-litre sports-racing cars will have an event to themselves for the Madgwick Cup, with Lotus, Cooper, Lola, Elva and Kieft representing the specialist British constructors of the period. Porsche and Maserati will offer them international opposition.

The Lennox Cup motorcycle race will be renamed the Barry Sheene Memorial Trophy, while the Freddie March Memorial Trophy will revert to its normal 12-lap format after the one-off evening enduro of 2002.

The Fordwater Trophy will have a new look as it concentrates on special-bodied sports and GT cars designed for circuits like Le Mans and Monza. Among these will be slippery-bodied French cars from Alpine and Panhard.



Lotus Cortinas will make a welcome Revival return

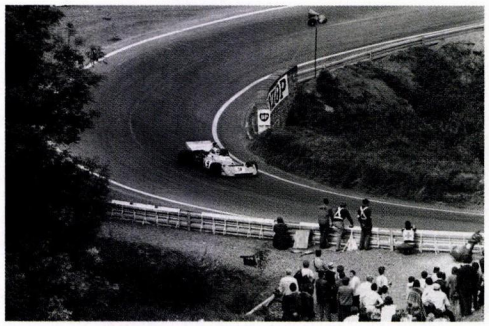
F1 HISTORICS HEAD FOR CLERMONT BY THE DOZEN

THE BIGGEST-EVER GATHERING OF V12-POWERED F1 CARS is the target for the Clermont-Ferrand Festival Historique at the end of July. The venue last hosted a grand prix in 1972 when Chris Amon's Matra MS120 led the first half of the race.

The FORCE organisation is working with the event's promoters to attract as many V12s as possible. Already confirmed are four BRMs, ranging from the P126 of David Brown to the P160 of Nick Rini.

Several Matras are expected, including the MS120 of David Coplowe, fresh from a major rebuild, and it is hoped that Ben Liebert's Cooper-Maserati will be there.

Negotiations have started with the Matra museum about having cars present, possibly on static display.



LAT

Matra's famous wail to add top note to V12 weekend

SUNDAY IN THE PARK

THE FOURTH RUNNING OF THE COPENHAGEN Historic Grand Prix is expected to be the biggest and best yet, with a longer and wider track for the event which takes place on August 2/3.

Run on a 1km circuit in the main park in the centre of the Danish city, the event will feature a wide range of classes, from pre-war racing cars through to pre-72 F3 cars, Formula Junior, GT/GTS and sports-racing cars.

His Royal Highness Prince Joachim of Denmark will take part in a Ford Lotus Cortina, while local heroes Jan Magnussen and Jason Watt will demonstrate current touring cars.

A QUICK DASH OF MARTINI

A PAIR OF LANCIA LC2S WILL RACE IN Group C races in Europe this season with Americans Richard and Benton Bryan driving.

The ex-works Martini Racing cars were built in 1984 and one was raced by Bob Wollek, Riccardo Patrese and Mauro Baldi.

After being dropped by the works team in 1986, the Dallara-designed cars have more recently been raced in America. Now they are back on this side of the Atlantic, fitted with 3-litre Ferrari turbo V8 engines as used at Le Mans in 1984.

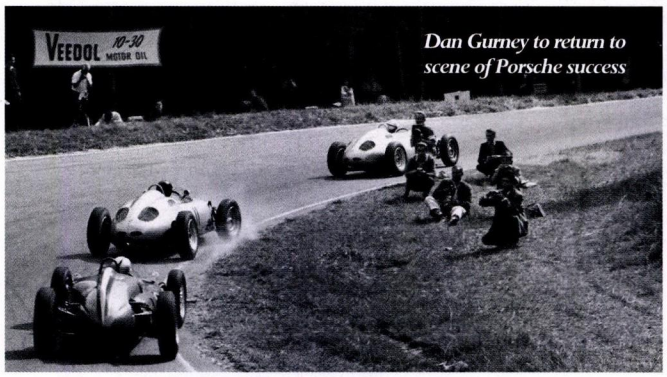
A new organisation has been set up to run the series under the Group C/GTP Racing banner, with racer Jim Graham moving into a central role in the structure.



LAT

Martini Lancias to brighten GpC grids

CROWD EXPECTED AT SOLITUDE



Dan Gurney to return to scene of Porsche success

LAT

THE SOLITUDE CIRCUIT NEAR STUTTGART CELEBRATES ITS CENTENARY WITH A MAJOR event on July 26-27. Dan Gurney, winner of the F1 race there in 1962, will star along with Hans Herrmann, Jochen Mass, Dieter Glemser and many more.

The road circuit, used from 1903-65, will stage regularity events on a 4.6km course based around Schloss Solitude. Cars and bikes that competed there feature in the 175-strong entry, along with more recent cars. Porsche 908s and 917s will line up beside the Ferrari 512M of Arturo Merzario and David Piper's Ferrari P4.

OLD FRIENDS REUNITED

FORMER VSCC PRESIDENT 'STEADY' BARKER recently celebrated his 83rd birthday by being reunited at the old Ibsley circuit with 'Simplicity Itself', the innovative 750cc Austin Seven racer built by Jack French in 1953. 'Steady' drove the car to a debut victory there 50 years ago.

'Simplicity' is now in the care of Barry Clarke, also a former VSCC president.



courtesy of Ronald Barker

Barker's 'Simplicity' wins in '53

news in brief

VAUXHALL WILL PLAY A MAJOR part in the VSCC meeting at Shelsley Walsh on July 6. Up to 100 30/98s will be there as part of its centenary celebrations. The event will include appearances from Vauxhall sporting icons, including race and rally cars, and drivers. It is hoped that the the 'Baby Bertha' special saloon car will be in action.

* * *

THIRTY-SIX YEARS ON FROM entering in the first London-Sydney Marathon, John Tallis is aiming to compete in the fourth running of the event in June 2004 in the same Volvo Amazon.

In 1968 Tallis was a Volvo dealer in Bath and took part in the 12,000-mile event. He kept the car, which still has just 14,500 miles on the clock, and he plans to refurbish it for the 2004 marathon.

* * *

SWEDISH COMMUTERS NILS Bergquist and Karl-Erik Magnusson have pledged to return to more rounds of the British Historic Rally Championship this season. Attempting the Astra Stages in North Wales for the fifth time, their Volvo PV finally recorded a finish, taking fourth in the Historic category.

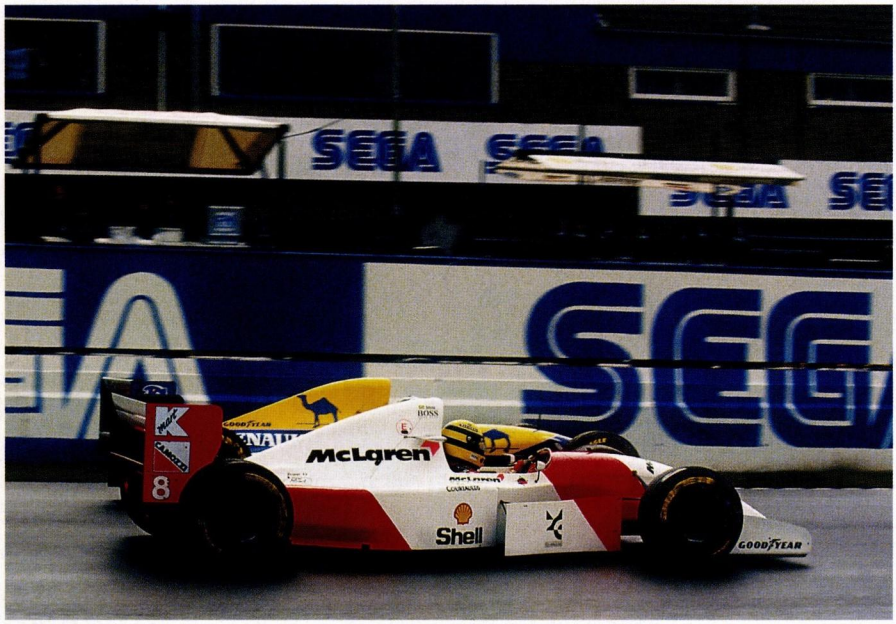
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PAINTINGS BY ARTIST DEBRA Wenlock depicting the Ards Tourist Trophy races from 1928 to '36 will be on display in the Old Town Hall, Newtownards on June 16-24. Timed to coincide with the 75th anniversary celebrations of the event and titled 'Campari and Soda Bread', the exhibition will celebrate all aspects of the great road race.

* * *

THE MOTOR RACING ARCHIVE has now been relocated to a purpose-built facility in Watton, near Thetford, in Norfolk. Its new telephone number is 01953 882699.

VSCC'S SENNA TRIBUTE AT DONINGTON



LAT

Senna begins arguably the greatest-ever single lap in '93; a decade on, Donington is to honour him

THE BIGGEST-EVER GATHERING OF AYRTON SENNA'S grand prix cars will be the key feature of the VSCC's 'tribute to Ayrton Senna' race meeting at Donington Park on June 21/22.

Marking the 10th anniversary of Senna's epic victory in Donington's European Grand Prix, the weekend will be headlined by demonstration runs and static displays of cars raced by the Brazilian during his Formula One career. It will be the first time that they have been gathered in one place.

All of the McLarens he drove, three Lotuses, a Toleman and the Williams FW08C that he first tested at Donington 20 years ago will be there. Extensive Senna memorabilia will be on show, both at the circuit and at the Donington Grand Prix Collection, with shuttle buses operating between the track and the collection's building.

The 19-race programme includes the VSCC's Seaman and Flockhart Memorial Trophies, while six races will be run for the Shell Historic Ferrari Maserati Challenge. The only UK rounds of the season for this series will feature separate races for disc-braked sportscars, drum-braked sportscars and single-seaters, with all groups racing each day.

obituary

'Possum' Bourne



LAT

Bourne's Subaru at the 2001 New Zealand Rally

NEW ZEALAND LOST ITS BEST-KNOWN RALLY DRIVER AT THE END OF April after a freak road accident during preparations for the Race to the Sky Hillclimb.

'Possum' Bourne, 47, never recovered from injuries sustained in a head-on accident with a fellow competitor and died in hospital 11 days later. He is survived by his wife Peggy and three young children.

His rally career spanned 25 years and included seven Australian rally championships and three Asia-Pacific titles.

He was due to contest the Production Car category of the World Rally Championship this season with Subaru.

Hugely popular in his native country, Bourne's success was instrumental in the establishment of Subaru in Australia and New Zealand.

Rallying has lost one of its good guys.

EVENTS OF NOTE

MAY

23-25 MONZA (I)
Famous Coppa Inter Europa meeting includes rounds of FIA historic series.
24/25 ROCKINGHAM (GB)
MG Car Club hosts packed weekend of classic racing.
Tel: 01235 555552
24-26 SILVERSTONE (GB)
Races for Group C and Supersports feature in F3/GT meeting to mark BRDC's 75th year.
Tel: 01327 857271
25 MALLORY PARK (GB)
HSCC championships in action in Leicestershire.
Tel: 01327 858400
25/26 THRUXTON (GB)
Heritage Grand Touring Challenge action is on BTCC programme. Tel: 01508 536239.
30-JUNE 1 PAU (F)
Grand Prix Historique takes superb grids onto famous road circuit. www.bearn-online.com
31 BUILTH WELLS (GB)
Mutiny Historic Rally is round four of Armajaro MSA British Historic Rally Championship.
Tel: 01594 810821
31/JUNE 1 ZANDVOORT (NL)
Dutch seaside track hosts FIA historic championships.

JUNE

7/8 SILVERSTONE (GB)
Heritage GT Challenge race runs within BTCC meeting.
Tel: 01508 536239
8 CADWELL PARK (GB)
VSCC's annual race meeting at challenging Lincs track.
Tel: 01608 644777
13-15 NURBURGRING (D)
Superb line-up of races for Jan Wellem meeting includes TGP, Supersports and FORCE.
20-22 ZOLDER (B)
European Historic Grand Prix is packed with top races, including HGPCA, Group C, Group 4, FORCE and FIA championships.
21/22 SILVERSTONE (GB)
Annual MG Car Club bonanza also hosts BRDC Historic Sportscar Championship round.
Tel: 01235 555552
21/22 DONINGTON PARK (GB)
Packed VSCC weekend is headed by celebration of 10th anniversary of Senna's European Grand Prix victory.
Tel: 01608 644777
21/22 SNETTERTON (GB)
HSCC offers two days of racing in Norfolk.
Tel: 01327 858400
27-29 A1-RING (A)
FIA Cup for TGP cars tops the bill.
28 SILVERSTONE (GB)
Aston Martin Owners' Club St John Horsfall meeting includes Formula Junior race.
Tel: 01865 400400

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2 1950 Frazer Nash Le Mans Replica. Displayed at the 1950 New York Motor Show, chassis '421/100/110' was successfully campaigned by its first owner in SCCA events and underwent comprehensive restoration by TT Workshops upon its return to Great Britain in 1990.

3 Ex-Rob Walker 1954 Connaught B-Type GP Single-Seater. Tony Rolt at speed in Chassis 04, 1955 British GP at Aintree.

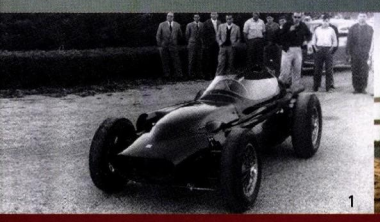
4 Ex-Horace Gould 1953 Cooper-Bristol Mk II. Raced extensively during 1953 by 'Big Orrice' Gould, chassis CBMKII/11/53 is offered in race-ready condition having been maintained to the highest standards and campaigned in many prestigious European Historic events over the past decade.

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GOODWOOD ROAD RACING COMPANY
1993 FESTIVAL 2003 OF SPEED

TOP HAT FESTIVAL: DONINGTON PARK

WOLF HUFFS AND PUFFS BUT JUNIORS BRING HOUSE DOWN

THE FORCE CLASSIC GRAND PRIX Car races pitched Formula One cars against F5000s, and the opening race developed into a battle between Mike Littlewood (Wolf WR1) and Peter Williams (March 761).

Littlewood led from the start and was breaking away from the ex-Brian Henton March until the traffic got in his way. An inspired Williams closed, caught and passed the ex-Scheckter car to win, despite the car jumping out of gear. Because of that he skipped race two, allowing Littlewood an easy time of it – until his engine went sick after four laps, gifting the win to Mike Wrigley (Lola T330) who had dashed back from Spa for the two races.

A terrific two-part FIA Lurani Trophy Formula Junior round fell to Michael Schryver (Lotus 22) after the first race-winner, Mike Hibberd, spun his Lotus 27 on the opening lap of race two. Schryver had his work cut out, though, as he traded the lead with Edwin Jowsey (Lotus 22) and the Merlyn Mk5 of Denis Welch. Jowsey spun when lapping Tony Steele's Lola and, after a magnificent avoidance, Schryver survived to take the win on aggregate from Welch and Hibberd.

Frank Sytner and David Clark teamed up to win the HMRN Sports Racing Challenge, while Irvine Laidlaw and James Diffey won the Gentlemen Drivers' race in a Porsche 904/6, despite Laidlaw spinning on the first lap.



both: Jim Hodgrave

Simon Garrad/Graeme Dodd (BMW 2000) won a lively Top Hat Pre-1965 Touring Car Race despite the car running out of fuel on the last lap, while Denis Welch trounced the field in his Lotus 23B in the Cloth Cap Pre-65 Sports Car Race.

John Clark's Cooper T39 won a restarted Drum Brake Sports Car race from Laidlaw's Maserati 250S.

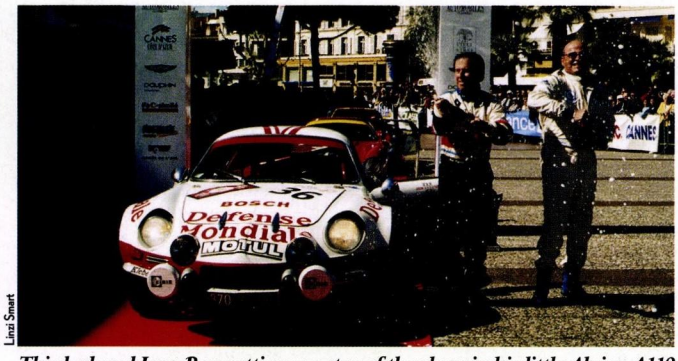
Finally, the 'Sebring Salute' race provided a one-two for cars that had Sebring history, the Ford GT40 of Chris Chiles winning from Laidlaw's Chevron B16.



Top: Wolf hunts down March 'hare'. Above: Gentleman Drivers blast off

TOUR AUTO

BATTLING HARDMAN ENSURES THAT IT'S NOT ALL CHILES PLAY



Linzi Smart

Third-placed Jean Ragnotti was a star of the show in his little Alpine A110

AFTER AN ALMIGHTY FIVE-DAY BATTLE against the Ferrari 250LM of Peter Hardman, Chris Chiles took a second consecutive Tour Auto victory in his Ford GT40.

After a mix of timed road stages and circuit races across central and southern France en route to the finish in Cannes, Chiles had a winning margin of just 13sec.

For much of the event it had been a three-way lead battle courtesy of Danny Sullivan in a Porsche 911RSR, but gearbox failure after two laps of the Ledenon circuit put the former Indy 500 winner out with only one road stage left to run.

Jean Ragnotti was the French hero of the event, taking his Alpine A110 to third place overall once Sullivan had retired.

It proved a disastrous event for British-entered AC Cobras. The Jon Minshaw/Martin Stretton car crashed out on a road section and was later hit by the similar car of Justin Law.

On the highest parts of the road stages near Aix-les-Bains, the stages were fringed with snow despite the Tour running in dry conditions.

TGP: JARAMA AND SPA

FAST FREDY FOILS FOLCH

FREDY KUMSCHICK WAS A CONVINCING victor when the TGP season started at Jarama in mid-April. The Swiss steered his Williams FW07C to the flag with a margin of 4sec over local man Joaquin Folch in his ex-Keke Rosberg FW08.

Folch was headed by the Tyrrell 011 of John Wilson until its diff blew. With a clear track ahead, Folch chased Kumschick but was never able to trouble the leader. In their wake British veteran Dave Karaskas took third in his Arrows A4, reigning champion Mike Whatley a class-winning fourth in his Ensign N175.

Kumschick did it again at Spa in early May, but had to work hard having dropped to third at the start behind Folch and the Arrows A4 of Hubertus Bahlsen.

When Bahlsen locked up at the Bus Stop chicane, Kumschick grabbed second and set off after Folch. With two laps to go, Fredy powered ahead to complete a double victory.



Jacques Lethon

Folch takes an early lead at Spa, but Kumschick (25) registered a victory



Jim Hodgreve

Sanders' Lotus Cortina crests the Mountain on its way to a tin-top victory

HSCC: CADWELL PARK

JASON'S A MERLYN WIZARD

JASON MINSHAW REMINDED EVERYONE of his outright pace by taking Historic Formula Ford spoils at the HSCC's annual foray to Cadwell Park. His Merlyn Mk20 came out on top after an entertaining contest with Paul Sleeman's Macon MR8.

Local ace Neil Dunkel secured the Classic F3 honours ahead of Frank Gomm's ex-Piquet Ralt RT1, while other single-seater winners included Matthew Watts (Brabham BT16) and Edwin Jowsey (Lotus 22).

In the Historic Racing Saloons, Chris Sanders scored a memorable victory in his Ford Lotus Cortina. He bettered Simon Garrad's BMW once Graeme Dodd's Jaguar was sidelined.



Roy Dempster

Winner Linney leads Minshaw Maser

GROUP C: SPA

JAG VICTORIES

THE GROUP C SEASON KICKED OFF AT Spa over the early May Bank Holiday weekend, and Jaguars were on top in both races.

Justin Law guided his XJR10 to victory on Saturday, but Win Percy took the spoils the following day in Henry Pearman's XJR11. In both cases David Mercer was the big challenger to the Jaguars in his Spice SE90C, claiming second place each time.

Unfortunately, the weekend was marred by a shunt for Nick Rini's Jaguar. Although its driver was unhurt, the car was badly damaged when it went off at Blanchimont.



Jacques Lethon

Cat-astrophe: Rini's Jag is salvaged

MSA HISTORIC RALLY CHAMPIONSHIP

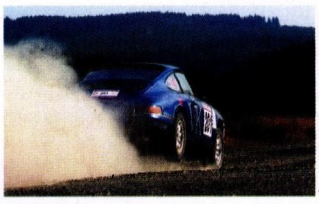
PORSCHES SUFFER ON HARD STUFF

MAJOR DUST PROBLEMS IN WALES DID not prevent Steve Perez and Dessie Nutt enjoying a day-long Porsche struggle on the Astra Stages. Perez won the day by a handful of seconds after a last-stage charge.

Richard Gower stormed to victory in the Post-Historic category in his Ford Escort.

Three weeks later it was the Tarmac roads of Epynt that awaited the crews on the R&M Williams Welsh Rally. Nutt suffered transmission failure on stage one and Perez retired mid-event, leaving the Sunbeam Tiger of Paul Kynaston to scoop the Historic spoils.

The Post-Historic section provided glory for two former racing drivers, Stuart Rolt (Porsche 911S) heading Ray Bellm (Ford Escort).



Mike Hally

Not so dusty: winning 911 of Perez

BRDC HISTORICS: KIRKISTOWN

TWO FOR NICK

NICK LINNEY SCORED A DOUBLE AS THE BRDC Historic Sports Cars made their debut at the Kirkistown track in Ireland as part of the circuit's 50th anniversary celebrations.

Linney's Lister 'Knobbly' coped well with increasingly wet conditions, while Jac Nelleman extended his championship lead with a brace of class victories in his Lotus 17.

Despite a tangle with the Lotus 11 of Neil Davies in the opening race, Alan Minshaw bounced back to battle hard with Linney in the second race aboard his Maserati Birdcage.

HSCC: DONINGTON PARK

SIMON DOES IT AGAIN, BUT NOT SO SIMPLY THIS TIME

SIMON HADFIELD BEGAN HIS 2003 IN fine style by registering two wins at Donington Park in April. Victory in his ex-Keke Rosberg Chevron B40 at the HSCC's season-opener followed a win in the Cloth Cap enduro at the previous day's JCC meeting with David Clark aboard their Elva Mk7.

Hadfield surged past the Lola T400 of Edwin Jowsey at the Old Hairpin and was never headed again in the Derek Bell Trophy race, despite Edwin giving spirited chase. The immaculate blue Chevron was driven beautifully by Hadfield, but Jowsey's handling of the F5000 car earned the teenager the Barrie Williams Driver of the Race award – a new category from the HSCC this year.

The meeting's other highlights included an excellent '70s Roadsports race won by Andy Shepherd's Lotus 7 after Charles Barter's Datsun 240Z wilted. A six-car pack disputed the lead for much of the race.

Graeme Dodd's debut in the JEC XK Challenge netted him a win but only after a hard fight with Darren McWhirter's similar XK120. Dodd eventually squeezed through mid-race but McWhirter chased him home.

Oliver Smith (Merlyn Mk11A) took his second win in a brief career by winning a shortened Historic Formula Ford race, stopped when Steve Bradley rolled at Redgate. Smith was being caught by Jason Minshaw (Merlyn Mk20) at the time, and was very relieved that the race only ran for six laps.

Jowsey was back in his father's Brabham BT28 to take Classic Racing Car honours after his severest rival Matthew Watts spun his ex-John Watson Brabham BT16 out of contention at the chicane.

Victory in the Formula Junior race went to Mike Hibberd, his task eased after pole-sitter Michael Schryver (Lotus 22) spun out on the opening lap, and Neil Daws' engine went sick whilst pursuing Hibberd's Lotus 22.





all: Jim Houlgrave

Jowsey gets the jump on Hadfield (top); XK120s pour on the coals (above)

VSCC: SILVERSTONE

COOPERS AND THE PACEY MISTER MAJZUB SPRING INTO ACTION



Bill Kirkpatrick's Cooper T45 heads for Amschel Rothschild Trophy glory

BILL KIRKPATRICK CAME OUT ON TOP of an excellent Cooper battle to win the Amschel Rothschild Trophy race at the VSCC Silverstone Spring Start meeting, which was held on the International Circuit for the first time. Kirkpatrick's T45 finished just ahead of the T43 of Andrew Smith.

Due to time constraints after an unfortunate course car accident, the Patrick Lindsay Memorial Trophy for pre-war cars was amalgamated with the Rothschild race. John Ure duly put in a great display to finish third overall and claim the Lindsay Trophy with ERA R9B.

Julian Majzub took an excellent Itala Trophy win in the Pacey-Hassan Bentley after a dice with the Hispano-Delage of Robin Baker. The affair was only resolved when Baker visited the Priory gravel on the penultimate lap.

Julian Bronson took his very quick Riley Blue Streak to its seventh Fox & Nicholl Trophy win before switching to his Lister Jaguar for the '50s Sports-car race. Although he managed to lead early on, he was forced to settle for third behind the Cooper Monacos of John Harper and Ted Williams.

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The Editor reserves the right to edit all letters

FINDING BONETTO

SIR,

One of the elements of special interest to me in May's edition of MOTOR SPORT was the picture of Felice Bonetto in action, which appeared in Tony Watson's story about Oscar Galvez.

This is the 50th year since Bonetto was killed in the Carrera Panamericana, and there is a curious connection between that incident and present-day motorsport. The crash happened in a town called Silao, which lies close to Leon, in Guanajuato province. Leon is the city where the Corona Rally Mexico is held; an event which could be one of two possible new additions to the 2004 FIA World Rally Championship.

When I was in Mexico this year reporting on the Corona Rally I went to look for the site of Bonetto's crash, but could not find it, even though I knew there is a commemorative plaque at that place.

So I took a Mexican colleague, Guy Lassauzet, and went again to Silao looking for any male over 70 years who might know where the accident happened. We immediately found a gentleman of 82, who took us straight there. He explained about the dip in the road at a crossroads where Bonetto had lost control of the car.

Our friend then told us how he had helped move the wrecked Lancia D24 out of sight of other competitors. He remembered everything like it was yesterday, and he was so moved that someone had asked him about the crash after so many years that tears welled up in his eyes.

I measured the distance between the track and the point of impact with the house. It was about 75 metres – and the car had been spinning around in the air all the way.

I AM, YOURS ETC,

MARTIN HOLMES, WOKING, SURREY

* * * *

ALIVE AND WELL

SIR,

In the light of recent correspondence following the article in March's edition, your readers will be pleased to know that Chris Irwin is alive and well.

It was somewhat eerie, in the light of your feature on him, to bump into Chris recently and renew his acquaintance some 38 years after we used to race against each other in Formula Three.

His wish is to remain anonymous – for the time being.

I AM, YOURS ETC,

WARWICK BANKS, BOURNE, LINCS

* * * *

THAT'S NOT ME!

SIR,

I have recently become reacquainted with MOTOR SPORT, and congratulate you on what must be, at least for people of my generation, the finest publication of its kind.

However, I would like to point out that a small correction is required. On page 44 of the February issue centred around Cooper, a caption names me as being in a photograph passing the time in 1968 with Vic Elford.

This is not the case, however. While I always enjoyed talking to Vic, it was not me doing so on that day.

The other person in the photograph is another friend, Robin Widdows. This makes sense, of course, because Robin drove his only grand prix in a Cooper-BRM during the 1968 season.

I AM, YOURS ETC,

JONATHAN WILLIAMS, ESTEPONA, SPAIN

* * * *

GROUP THERAPY

SIR,

After viewing Eric Kent's letter in the March edition of MOTOR SPORT, I felt the urge to contact you with the details of what happened to the No40 Group 44 GTP Jaguar which I drove at Le Mans.

As far as Le Mans 1984 is concerned, here's the story from a driver's perspective.

I don't recall the position of the car as eighth overall at 6.00am (as Mr Kent records), but I remember taking my turn in the car after a pitstop. The car was reported to have gearbox shifting problems, similar to the other car.

I had fresh tyres, with no scrubbing, and proceeded to warm them up and break them in. As I was approaching Tertre Rouge, the car started to understeer badly and crashed into the barrier.

The vehicle was damaged on the left front and the oil line to the engine was damaged. I tried to call the pits on the radio, but could not make contact, so I proceeded around the course idling in low gear. I finally got to the pits and the damage was assessed by the crew as repairable. But then the Jaguar VIPs decided the car should be withdrawn because they feared the engine would eventually give out.

Even though the car was driven slowly around the course, the oil level was greatly reduced. There was no apparent damage to the engine, nor was there a loss in oil pressure at idle speeds around the track, but the one thing they did not want was a Jaguar V12 engine failure.

Goodyear examined the tyre and determined it was a tyre failure which had triggered the accident. The tyre deflated causing the car to understeer into the barrier. This information was shared with the Jaguar VIPs and pit crew.

The No44 car eventually experienced gearbox problems. It seemed Hewland did not install any filtering for the gearbox. Running sprint races in IMSA had not shown any indication of this. As Mr Kent says, the Lancias did indeed suffer the same fate with their VGC transaxles, so there was a weak link in the filter process. Jaguar's VIPs were fine with this gearbox failure, as it did not reflect any possible engine problem.

If our No40 car had continued through the race, it would have possibly gone out with gearbox shifting problems as the other car experienced.

The race results were disappointing for all involved in this project. Bob Tullius and Group 44 presented a formidable team. I owe the start of my professional career to Bob, back in Trans-Am in 1966, and I was very honoured to have been called back for duty on the Le Mans project.

I hope I have shed some light on the snags which caught us out.

I AM, YOURS ETC,

TONY ADAMOWICZ, COSTA MESA, CALIFORNIA

* * * *

MY GENERATION

SIR,

The day that I bought the April edition of MOTOR SPORT I also purchased the then-current *Autosport* magazine, and upon reading the two publications it struck me that Formula One now and then are separated simply by sheer commerce.

I have loved F1 for more than 25 years, but reading your '100 Things That Made F1 Great' made it really hit home that my nine year-old son is seeing a very different 'sport' to the one I grew up with.

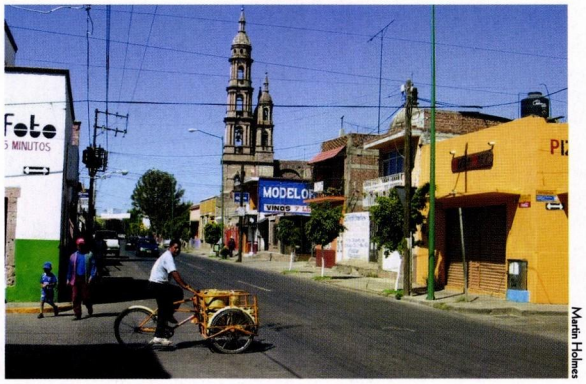
What sums it up is that he's a big fan of Villeneuve (G, of course!) as a result of watching a video of the Dijon 1979 race, knows Senna was more charismatic (and arguably quicker) than Schuey, and that the Tyrrell P34 won in Sweden '76. But he couldn't tell you how many races Schuey won last year.

And so here are a few late contenders for your top 100 things.

How about 'Different Helmets', such as the '78 Bell 'Eye-Hole' and '79 Simpson 'Star Wars'. And then there's helmet 'bibs' (à la Master James), funky flared team gear – McLaren '76 being a great example – a proper heel-and-toe action and, finally, chaotic garages, including Ferrari whose trestle tables for lunch featured copious amounts of Lambrusco. Happy days!

I AM, YOURS ETC,

SIMON HILL, PADDOCK WOOD, KENT



Martin Holmes

Fifty years on, the Silao street where Bonetto died is much built up

LETTERS FROM READERS

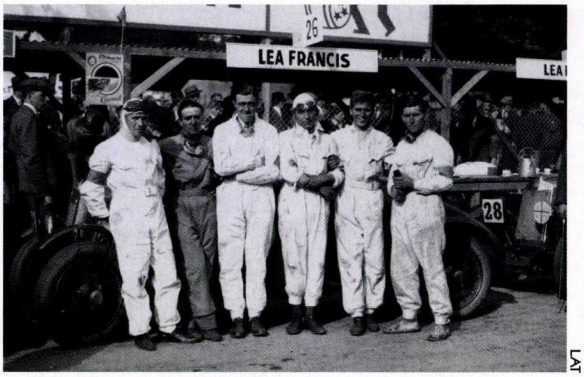
GREEN LEAF

SIR,

The picture of Tom Delaney and Willie Green commemorating Donington Park's 70th anniversary, in the news pages of the May issue of MOTOR SPORT, was lent added interest by WB's article on the Irish international grand prix races in Phoenix Park, Dublin from 1929 to '31.

Presumably, the Lea-Francis Hyper which Green was driving is the car which his father drove as part of the factory team and which Willie bought as a 'barn find' at a Brooks auction at Earls Court a few years ago.

Turning to WB's piece, the picture of the 1929 Team Prize-winning drivers, on page 61, includes (second from right) a chap with a definite physical resemblance to 'young Willie'. Could this be Green Snr, who was third in the Saorstát Cup and fifth in the Irish international grand prix?



We saw a resemblance, too, but Willie tells us his dad is No3, not No5

Of course, one driver in the 1932 Saorstát Cup is still an active racing driver. The remarkable Tom Delaney, driving the selfsame ex-Kaye Don '28 TT-winning Lea-Francis, then in his first season of racing I believe, led away from the start. He is prominently portrayed doing so in Bob Montgomery's very useful little album on these races (Dreolin Publications, 1999).

While I was attending Rockingham for its opening Historic Festival in 2001, I was chatting to Mr Delaney and mentioned this publication to him. He had not then seen the picture but instantly recalled his disappointment when his good start was negated by fuel pressure problems, which slowed him and eventually forced his retirement.

It was as though he was recalling a race from the weekend before.

I AM, YOURS ETC,

CHRIS MASON, RICCALL, YORK

* * * *

KIEFTS FRONT...

SIR,

I read with considerable interest the excellent article by Gordon Cruickshank on the grand prix Kieft. In September 1958 I acquired this car, which was a rolling chassis, from Merrick Taylor, who at the time owned Kieft Cars, near Meriden Street, Birmingham. The car had an ENV pre-selector gearbox with a special alloy housing to lower the driveshaft, alloy wishbones all round, coil springs at the front and a transverse leaf spring at the rear, rack-and-pinion steering, early-type Dunlop disc brakes and alloy wheels.

I do remember two other bare chassis frames existed, with some spare parts.

At the time Tony (Podge) Dealey and I were going to put a 2-litre Alta engine in the car with a Shorrock blower whilst I was away doing my national service. It turned out that Tony was too busy looking after Tom Norton's Cooper 1100cc and ERA R4D. In the end the Zoller blower was not performing very well and, with the assistance of the Kieft engineers, we carried out some modifications in our works toolroom. These proved unsuccessful and so our blower went into R4D.

The whereabouts of the Godiva engines was unknown at this time. I eventually passed the car on to Tony and, with my cousin, acquired his HAR single-seater.

I am glad that Cyril Kieft has seen his brainchild come to fruition at long last.

I AM, YOURS ETC,

A E BETTINSON, WORCESTER

* * * *

...AND REAR

SIR,

Further to my earlier letter published in the April issue on the topic of the little-known rear-engined Kieft GP car, in early April I was delighted to receive a 'phone call from Cyril Kieft in Spain. It seems that, like so many of the 'old guard', he is an avid reader of MOTOR SPORT and read your article and my follow-up letter with great interest. He spent some time explaining to me the facts surrounding the design concept for the rear-engined car and he answered the questions I posed which have, for me, been unanswered since 1953!

This delightful man, now in his nineties, was full of enthusiasm and interesting facts and urged me to follow up my earlier letter with this information for the benefit of all interested.

He explained that he had indeed obtained an Archie Butterworth flat-four engine to install in his innovative rear-engined car intended to attack the interim GP formula of 1952-53.

He and his engineer had replaced the original four Steyr barrels and heads and replaced them with 'double knocker' Norton barrels and modified heads. Thus he anticipated Colin Vandervell's engine for the Vanwall Special by two years. The engine, as modified, was quite powerful but regrettably suffered severe overheating of the rear cylinders when installed in the car. This was the reason for the air intake duct seen on the somewhat bulbous nose. The duct took air from the nose to the rear cylinders.

Regrettably, it was ineffective and, despite several attempts to cure the problem, the project was abandoned.

Cyril told me that the car was first tested at Silverstone where the overheating problem reared its head. After modification of the car to incorporate the duct, it subsequently only ran in competition once, at Prescott, where I was lucky enough to see it.

He went on to tell me of his record-breaking exploits in France and of the development of the Kieft sportscars, a few of which still exist, I understand. He also advised me of the sad passing of Don Parker a few years ago. Who can forget the great battles he and Stirling Moss had during the 1952 and '53 Formula Three seasons? Happy Days!

I AM, YOURS ETC,

DAVID STICK, ST AUSTELL

* * * *

NINE POINTS OF THE LAW

SIR,

It was nice to see the Lotus Mark IX, with the Vic Berris cutaway, featured in the May issue. But a few corrections are needed to what was said.

It was suggested that the Lotus Mark X, with the Bristol engine, was a development of the Mark IX. The X was actually a development of the Mark VIII.

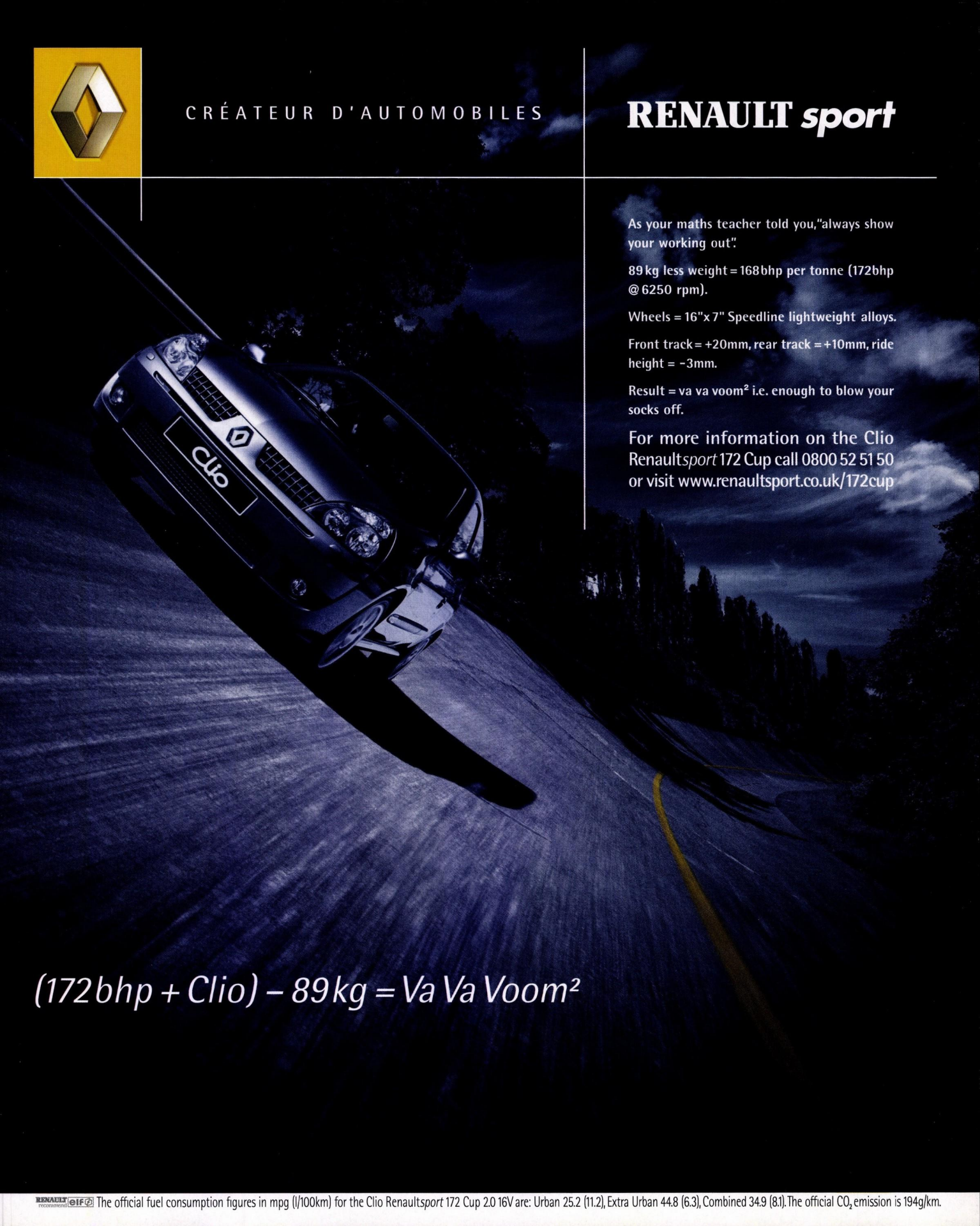
The works Mark IX, with the MG engine, carried the registration number 9 EHX, not 9 ENX. After this car was sold to America, the registration 9 EHX appeared on several Lotus Elevens.

The disc brakes on the works Mark IXs, 9 EHX and XPE 6, did not become a "standard factory fitment on top-spec IXs". Lotus fitted disc brakes to only one other Mark IX, the chassis exhibited at the 1955 London Motor Show. A private owner, Bryan Hewitt, also retro-fitted disc brakes to his Mark IX, XPJ 932, after studying the layout and hydraulic pipe runs on the Motor Show chassis when it was afterwards displayed at the Coventry-Climax showrooms in Piccadilly.

The statement that the "Mark IX's spaceframe has been eulogised as an exemplar of the art", with a pointer to the tubes in the Vic Berris cutaway drawing, needs some clarification. The two works cars, 9 EHX and XPE 6, did have quite elegant spaceframe chassis which were the forerunners of the Lotus XI chassis. But the cutaway drawing which is referred to actually shows the standard production Mark IX chassis which was based on the old Lotus Mark VI frame. It is a simple and rugged frame, but no-one would eulogise about it – and it isn't even a spaceframe!

I AM, YOURS ETC,

MIKE MARSDEN, RANGEWORTHY, BRISTOL



RENAULT recommends elf The official fuel consumption figures in mpg (l/100km) for the Clio Renault*sport* 172 Cup 2.0 16V are: Urban 25.2 (11.2), Extra Urban 44.8 (6.3), Combined 34.9 (8.1). The official CO_2 emission is 194g/km.

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Ex Walkinshaw & Percy



Ford RS3100 'Cologne Capri' Chassis GAECNA 19997 (1974), Ex Nikki Lauda
Ford 3.1 litre 'Kent' Capri Chassis GAECLP 19997 (1973/74)
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Chassis No. 287
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JAGUAR XJR 12
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JAGUAR XJR 12
Silk Cut No.2
Chassis No. 688
1988 Runner up Spa-Francochamps
1989 Le Mans Team Car



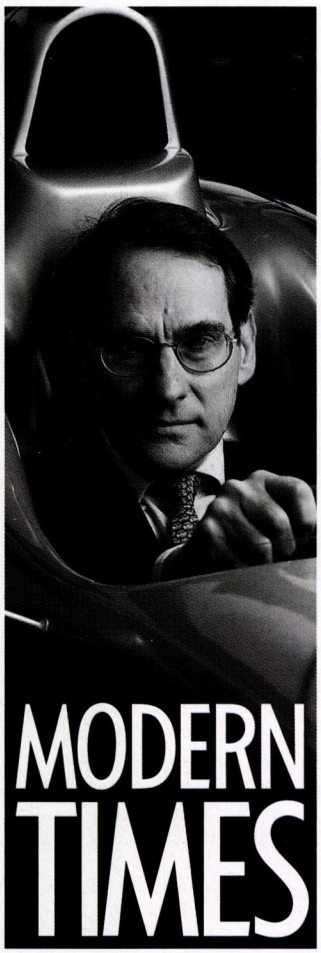
JAGUAR XJR 14
Chassis No. 791
Nurbergring Winning Car fitted with Cosworth HB engine (undergoing final assembly)

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MODERN TIMES

TWO EUROPEAN ROUNDS SO FAR IN this year's world championship, and two Ferrari victories. The trio of season-opening flyaway races gave us lots of topsy-turvy excitement and, once the Brazil timesheets had been disentangled, three different winners. But has F1 now settled back into the same old groove of Ferrari domination?

Not necessarily. M. Schumacher delivered a pole/victory/fastest lap clean sweep in both European races, one with last year's car, one with the elegant new 2003/GA chassis. But at Imola his brother Ralf's Williams-BMW was second-fastest qualifier, leading until its first pitstop; and the McLaren of championship leader Kimi Raikkonen came through hard from sixth on the grid to prevent a Ferrari one-two. In Barcelona the biggest Spanish F1 audience that anyone can remember saw local hero Fernando Alonso push Schumacher relentlessly for the full distance, and conquer Rubens Barrichello in the other new Ferrari with some ease.

The Renault's excellent aerodynamics suited the Catalunya circuit perfectly, while its comparative power disadvantage was less of a handicap there. However, the key ingredient in Renault's best result in modern times was the calm, confident and consistently hard-charging 21-year-old in the cockpit. Alonso was brilliant in Malaysia – his first pole and his first podium, despite raging 'flu and a recalcitrant gearbox – and hugely fast in Brazil, earning another third place even though his collision with Mark Webber's wreckage meant that his afternoon's work ended in the medical centre rather than on the podium. But in Barcelona, spurred on by all those wildly waved Spanish flags, he was really special.

It's a cliché the journalists love: a driver who is racing in front of his home crowd can always dig a little deeper, find a little extra something that he didn't know was there. But it's an assumption that most F1 drivers privately treat with disdain, notwithstanding the polite noises they make in press conferences about how happy they are to be at their home race. They reckon that, as professionals, they will always race as hard as they know how, whatever the circuit, whoever the crowd. Moreover, they will usually admit off the record that at their home race it's actually harder to do a good job, because their whole weekend is plagued with more interviews, more publicity shots, more hand-shakings and more media work, all of which get in the way of concentrating on the task in hand.

And yet history doesn't entirely bear this out. After all, a driver is a human being, not a machine. The excited adulation of a noisy crowd cheering him on has to produce some sort of psychological effect, some extra snippet of motivation, however hard he may try to deny it. Hans Stuck maintains that, during the 1977 German Grand Prix at Hockenheim, he could actually hear, despite his earplugs and the scream of his Brabham's flat-12 Alfa engine, the crowd roaring when he dived out of the forest and into the stadium section and they realised he'd moved into third place. Perhaps that was his imagination, but he would certainly have been visually aware of those massed grandstands erupting with delight.

Nigel Mansell, of course, never made any secret of his love for the British crowd, and his strange internal mixture of exhibitionism and insecurity fed on their worship, producing some of the greatest races of his career – not least those conquests of Williams team-mate Nelson Piquet at Brands in 1986 and Silverstone in 1987.

Fangio, as quiet and undemonstrative as Mansell was neither, was capable of winning anywhere. But his majestic Argentine Grand Prix victories four years on the trot just seemed right and proper: no-one presumed to beat the Old Man at home. Emerson Fittipaldi won the first two Brazilian Grands Prix, and Carlos Pace the third, all to rapturous acclaim from the Interlagos crowds: Nelson Piquet and Ayrton Senna both won there twice. How ironic, then, that the home win



LAT

Home run: it was a fairytale for Jabouille when he scored his and Renault's first F1 victory on home soil at Dijon '79



Fernando Alonso showed in Spain that his Renault, on that circuit at least, was the equal of the newest Ferrari

DPPI

that Rubens Barrichello craves still eludes him.

Gilles Villeneuve's maiden grand prix win came in Montreal, on the track that is now named after him, and was one of those special moments in motor racing. As was Jean-Pierre Jabouille's French Grand Prix win at Dijon in 1979, because JPJ had quietly lived, breathed and sweated that Renault turbo project ever since its hesitant first race at Silverstone just 26 races and 24 months before. It was a totally French effort, and so it was particularly satisfying that its first win happened at home.

Alonso's fine race in Spain wasn't quite a victory, of course, but for me it echoed some other great home drives by youngsters early in their career. Jean Alesi's first F1 drive was in France – Paul Ricard in 1989 – and resulted in a storybook fourth place. And just last year Mark Webber was fifth in his first-ever F1 race in his native Australia.

In 1986, in his first season with Benetton, Gerhard Berger led his home race at the Österreichring from a front-row start until a flat battery, of all things, sent him into the pits. His climb back to seventh place earned him fastest lap.

More esoteric, perhaps, was Kazuyoshi Hoshino's brilliant drive in dangerously wet conditions in the 1976 Japanese Grand Prix. Bridgestone, taking its first hesitant steps in F1, had made a small supply of tyres for his privately-entered Tyrrell. From 21st on the grid, Hoshino was an unbelievable third by lap 13. But, as the track began to dry out, his tyres wore fast. After the third set were used up there were none left, and he was reduced to a spectator.

Alonso's Barcelona drive was in tune with one of the most pleasing themes of this F1 season: the rise of a new generation. Raikkonen is 23 years old, and little more than three years ago he was in Formula Renault. Jenson Button, with 56 grands prix under his belt now and consistently out-qualifying and out-racing his 32-year-old ex-world champion team-mate, is also 23. Michael Schumacher is 13 years older than the man who was pushing him so hard in Spain, and has started 160 more grands prix.

To many TV watchers Fernando seems a complete newcomer, but of course two seasons ago, aged 19, he was already in F1 with Minardi. To the outside world, qualifying on the back row, and finishing 13th or retiring from a lowly position goes pretty much unnoticed. But insiders watched him doing a sterling job with uncompetitive equipment, and marked him down as a man to watch.

The speed with which Alonso has adapted to racing for one of the top teams underlines the key role that Minardi has played in F1 for so long, both during Giancarlo Minardi's dedicated reign and now under the ever-determined Paul Stoddard. Some of its apprentices brought cash and little else, and rapidly disappeared again: drivers like Gaston Mazzacane and Esteban Tuero. Others – Giancarlo Fisichella, Jarno Trulli and most recently the impressive Webber – have parlayed their Minardi experience into well-deserved membership of the F1 establishment. Now lying third in the drivers' championship, Alonso is just about the most sought-after individual in the paddock, although it will no doubt take a lot to prise him from Flavio Briatore's iron financial grip.

Meanwhile, this year's Minardi hopeful is reaping much valuable experience from qualifying and racing near the back, and impressing a lot of people as he does so. As those who watched him in Formula 3000 will know, Justin Wilson, quietly spoken and almost bashful out of the cockpit, is hugely brave in it. He is not remotely overwhelmed by racing in the world's most daunting company, as his extraordinary starts confirm. In Australia, his first grand prix, admittedly on tyres that were temporarily ideal for the changing conditions, he went from the back of the grid to ninth in the opening laps. In Spain, from 18th on the grid, he was eighth at the end of the first lap – and this in a car that not only lacks the horsepower and testing miles of its rivals, but also certainly doesn't boast launch control. It would be fascinating to see how well Justin could perform, with the experience of this year behind him, in a more competitive car next season. There's not always much justice in the cruel world of F1, but it would certainly be just deserts for Justin if he were to follow Alonso and Webber into a more competitive drive.

The pundits always reckoned that Imola and Barcelona would be Ferrari races. Looking ahead, Monaco's result will probably depend on Saturday's qualifying, as it usually does, but Austria and Canada should be more open. Clearly the new Ferrari is a great car, but Renault's package is coming on in leaps and bounds, and Williams, after a difficult start to the season, are desperate to start putting it together. And we haven't seen the new McLaren yet... M

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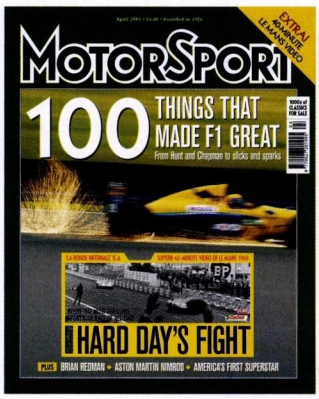
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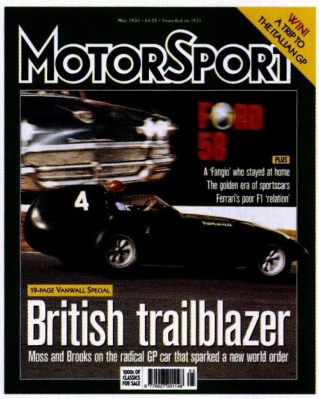
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LEGENDS



Baghetti wows the locals as he marches the sole Ferrari 156 to victory on its, and his, F1 debut at the Syracuse GP

LAT

GIANCARLO BAGHETTI

THERE WERE BUT FIVE LAPS REMAINING in the 1996 Australian Grand Prix when Jacques Villeneuve got the message from the Williams pit: his oil pressure was falling, and if he were to finish the race he needed to back off.

Galling, this, for it meant surrendering the lead to team-mate Damon Hill. Already he had become only the third driver in history (joining Mario Andretti and Carlos Reutemann) to start his first grand prix from pole, and now he had come within a few miles of being only the second to win it. Thus, the record of Giancarlo Baghetti remained intact and, in all probability, it will stay that way.

I well remember a torrential day at Aintree in July 1961, when only the inspiration of Stirling Moss offered any real challenge to the dominant Ferraris of Wolfgang von Trips, Phil Hill and Richie Ginther in the British Grand Prix. After Moss had retired, they swept on to finish 1-2-3, but the fourth Ferrari, a quasi-works car, finished up against a bank.

Baghetti looked a little shocked as he stepped from his wrecked car, which had aquaplaned off the road, appropriately enough at a spot named Waterways. Momentarily, he leaned against a wall before setting off on a long trudge back to the pits, a picture of dejection. Baghetti had been running only 10th at the time of the accident, so it may be said that the commentator overreacted somewhat to his departure. Nevertheless, in itself it was news indeed. "Baghetti," the man hollered, "is beaten at last!"

Although this was not a great racing driver, nor one who ever would have claimed otherwise, Giancarlo Baghetti, who was a charming, raffish character, took with him to the grave a place in Formula One history. Like François Cevert, Richie Ginther or, more recently Giancarlo Fisichella, he won only one world championship race, but it came, uniquely, in his very first grand prix.

In fact, that race at Reims was not his first in an F1 car, for already he had contested a couple of non-championship events – and both of those, too, he had won. When he arrived at Aintree, therefore, Baghetti's strike rate was 100 per cent, so perhaps it was no surprise that the commentator became highly animated as the Ferrari slithered across the grass.

At the end of the season, but this time driving a Porsche, Baghetti won another non-championship race, at Vallelunga, and thus concluded his maiden F1 season with four victories.

Remarkably, he was never to win again, and my impression was that he was not too much bothered by that. Giancarlo was very obviously a man who savoured life's pleasures, and

while it was clear that motor racing was very much among them, it was not a matter of, 'I race, therefore I am'.

Born on Christmas Day in 1934, the son of a wealthy industrialist, Baghetti went briefly into the family business, but swiftly came to appreciate that this was not the life for him. Instead, from 1956 on, he raced Alfa Romeos and Abarths with some success.

Following the death of Alberto Ascari, in 1955, no Italian driver had emerged at the very top level. True enough, Eugenio Castellotti and Luigi Musso had raced with some distinction, but the philosophy at Maranello in those days was to sign more drivers than needed, so that they were always competing with each other for a drive in the next race. Castellotti and Musso, braver than was good for them, were both killed in Ferraris.

It was Musso's death, at Reims in 1958, which led Count Johnny Lurani to come up with the idea of Formula Junior, in the hope of creating a breeding ground for world-class Italian drivers. Baghetti decided this was for him, and in 1960 won the Italian title with a front-engined Dagrada-Lancia.

Not unnaturally, he harboured dreams of one day driving for Ferrari, but in fact Enzo's inclination was increasingly to look outside Italy. Within 18 months, he had lost not only Castellotti and Musso, but also Alfonso de Portago and Peter Collins, and he had been roundly denounced by large sections of the press.

"The Old Man was getting criticised to hell," remembers Phil Hill, "and of course the Vatican pitched in, saying racing should be banned, and Ferrari was a killer of young men, and all that stuff. The Vatican always pitched in..."

That being so, Ferrari was not predisposed to sign any more Italians, for when the country's own sons were involved in tragedy, the condemnation of him was always especially vociferous. But as so often with this unpredictable man, it put him into conflict with himself, for in his heart what he wanted most was to see Italian drivers winning for Ferrari.

What followed was a classic Maranello fudge. For 1961 the factory F1 drivers were Hill, von Trips and Ginther, but it was suggested to Eugenio Dragoni (later a highly controversial Ferrari team manager, but then operating the small Scuderia Sant-Ambroseus) that perhaps he might care occasionally to run a fourth car for a promising Italian.

Thus Enzo was able to keep faith with his patriotic stirrings, but was also – since it would not be a factory-entered car – distanced from potential censure, should anything go awry.

Initially, Lorenzo Bandini, another star of FJunior, was favoured for the drive, but in the end a scarcely believing Baghetti was chosen. This was the first year of the new 1.5-litre F1, for which Ferrari was very well prepared, and the British teams emphatically not. Lotus, Cooper and the rest had early notice of the form the season would take: at Syracuse, there were no works Ferraris on the entry list, but the 'private' car was down to run, driven by one G Baghetti.

The race was held on a Tuesday, a Sicilian national holiday, which I remember because on a weekday, as I surreptitiously listened to the radio when I should have been doing prep, I wasn't expecting to hear a race result; more than that, I wasn't expecting to hear that Dan Gurney had been beaten by someone I'd never heard of.

The following day's sports pages were full of it. This unknown rookie, and this dramatic new 'sharknose' car, had won at their first attempt, with only Gurney's Porsche offering any real opposition. Ferrari, the papers suggested, was going to waltz away with the season, and they were right, although at Monte Carlo and the Nürburgring the works cars were beaten by the genius of Moss.

As Stirling won perhaps his greatest race, in Monaco, that same day Baghetti took part in the Naples GP where, against minimal opposition this time, he won without problem. His first championship race would be at Reims, and there, it was widely assumed, he would get his first touch with reality.

Not so. Giancarlo may have qualified only 12th, but he made swift progress in the early laps, and when the factory Ferraris failed, for once, the French Grand Prix came down to another battle between Baghetti and Gurney, Dan getting help on this occasion from team-mate Jo Bonnier, the two Porsche drivers attempting unsuccessfully to unsettle Ferrari's upstart by crowding him.

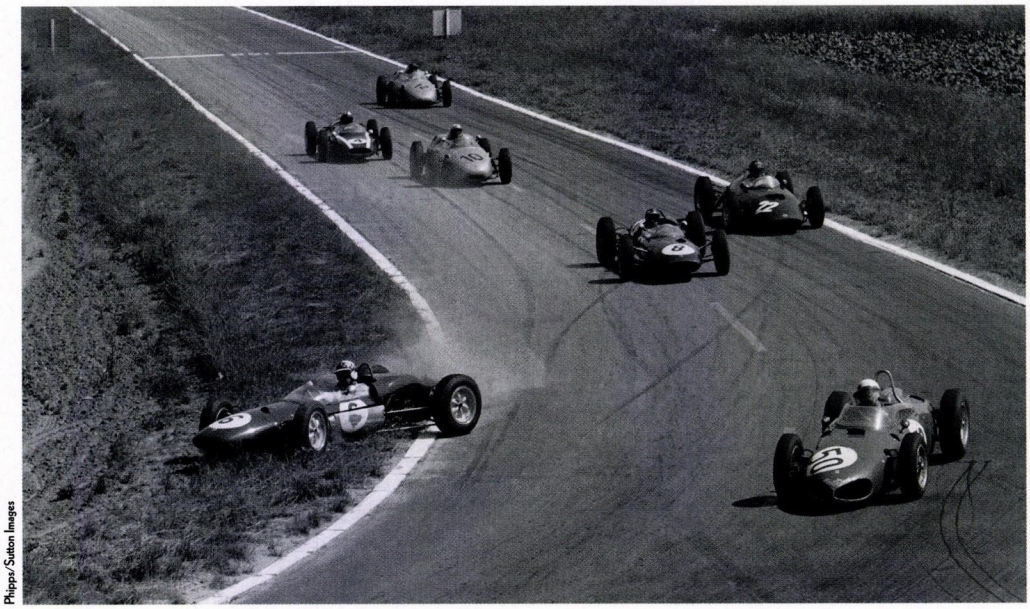
What you needed more than anything at Reims was horsepower, of course, and Baghetti's car unquestionably had more of that than Gurney's, but on Dan's side were guile and experience. On the long to the flag, he put the Porsche squarely in the middle of the road, and held it there. Baghetti feinted left, saw Gurney glance in his mirror, and jinked right, timing the move to perfection.

Dan could have blocked him but, as he says, you didn't do that sort of thing back then: "I've got to admit, it crossed my mind! But no one blocked in those days and, anyway, Baghetti did it just right – he deserved to win."

In 1962 Giancarlo drove occasionally for Ferrari, but by now the cars were overwhelmed by the British teams, and after a quite disastrous '63 season with the fledgling ATS outfit, his career faded away. Following a desultory time in '64 driving Scuderia Centro-Sud's elderly BRMs, he confined his F1 appearances to the Italian Grand Prix, in which he drove a Brabham in '65, a Ferrari in '66, and a works Lotus 49 in '67. The following year he retired for good. This was an F1 career such as probably will never be seen again – a career in reverse, with all its success at the very beginning.

Perhaps, given his money, his taste for the sweet life, Baghetti never had the desire of the great ones; perhaps, for that matter, he never had the ability, either. But although Villeneuve came close in Melbourne seven years ago, it seems more than unlikely that anyone will ever again win his first GP.

Baghetti, who died of cancer in the autumn of 1996, was a delightful man, who never lost his love for motor racing, and would invariably show up at Monza each September. When I asked him once how he looked back on his time as a driver, he laughed: "I should have retired at the end of 1961 – then everyone would remember me as a phenomenon!" M



Phippz/Sutton Images

Baghetti coolly heads a battle for fifth early in the '61 French GP as Ireland has a moment; Clark and Hill follow

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A J FOYT



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A GUIDE TO LE MANS

1929 - Bentley

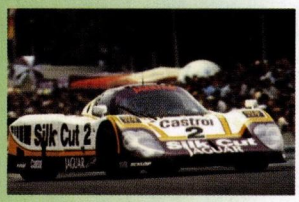
Bentley contested Le Mans from the earliest days of the event, taking fourth place in 1923. However, it was during the years from 1927 to 1930 that the marque dominated the race. The greatest year for Bentley was 1929, when the Bentley Boys, led by the Speed Six of Barnato and Birkin, took a clean sweep of the top four places.





1988 – Jaguar XJR9

It took 31 years for Jaguar to return to victory at Le Mans when, in 1987, the XJR9 took an emotional victory. It was the marque's first triumph since the D Type win of 1957. The Group C project, developed and managed by Tom Walkinshaw's team, netted fifth in 1987 with an XJR8, but it was the 1988 victory that went down in history.



1933 – Tazio Nuvolari

In 1933, Tazio Nuvolari achieved the remarkable feat of winning Le Mans at his first attempt when partnered with Raymond Sommer in an Alfa Romeo 8C. The 'flying Mantuan' was widely regarded as one the greatest pre-war drivers and his Le Mans victory was one of 11 major races he won that year.



Great wins

1953 – Duncan Hamilton/Tony Rolt, Jaguar C Type

Jaguar dominated Le Mans through the 1950s, scoring five wins in seven years. The C Type really started that domination, and in 1953 the irrepressible Duncan Hamilton, partnered by Tony Rolt, took a famous win. Having initially been excluded after practice over an administrative issue, the drivers went into the race having spent the previous night drowning their sorrows in the belief that they would not be racing.



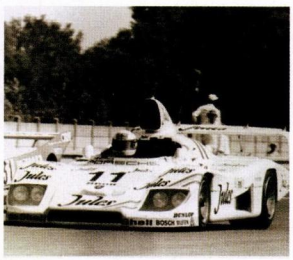
1972 – Graham Hill

Three years after he suffered terrible leg injuries in an accident that effectively ended his Grand Prix career, Graham Hill won Le Mans with Henri Pescarolo in a Matra. That result sealed Hill's place in motorsport history as the only man to complete motor racing's triple crown of winning the World Drivers' Championship, the Indianapolis 500 and the Le Mans 24 hours.



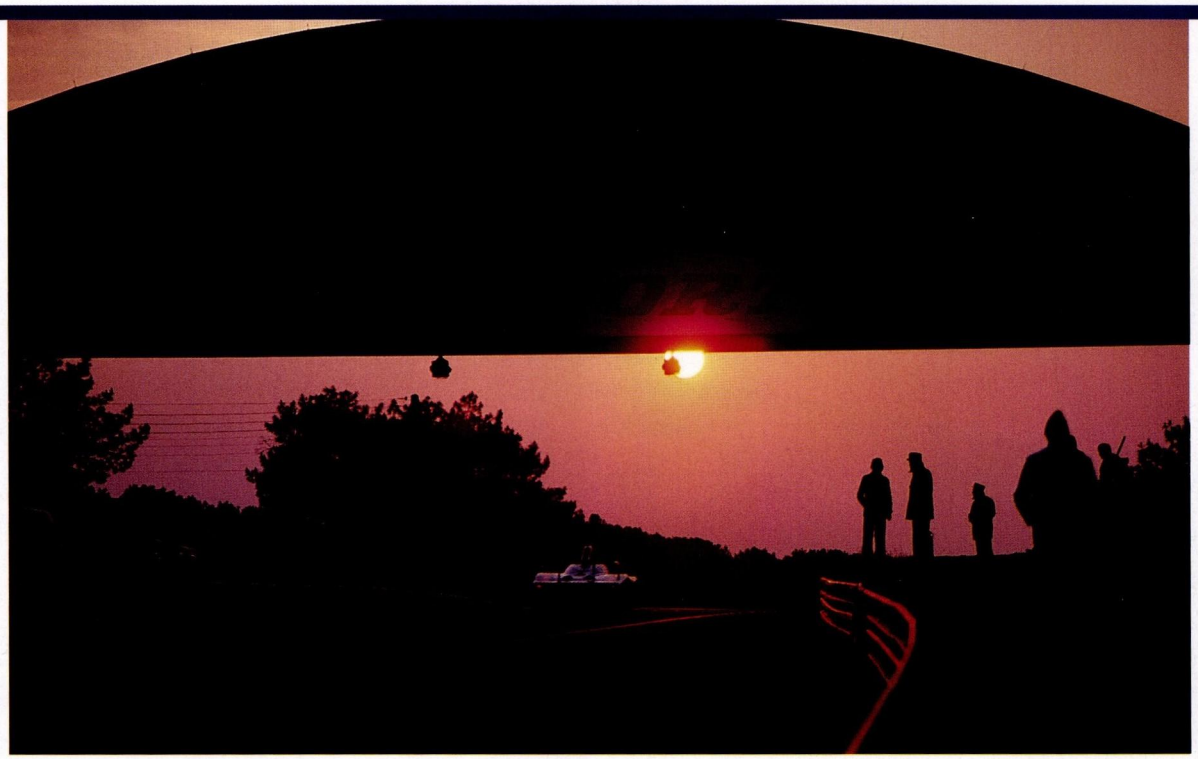
1980s – Derek Bell

The driving combination of Derek Bell and Jacky Ickx is legendary in terms of Le Mans success. Of Bell's five wins at Le Mans, two of them came in 1981 and 1982 with Ickx and Porsche. The 1982 victory was the first for the Porsche 956, which along with its 962 evolution, would win the race seven times in all.



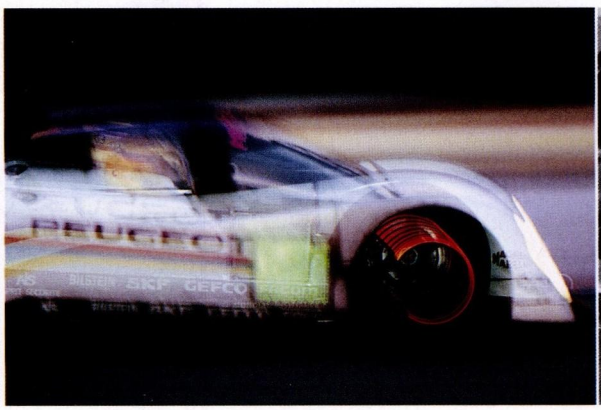
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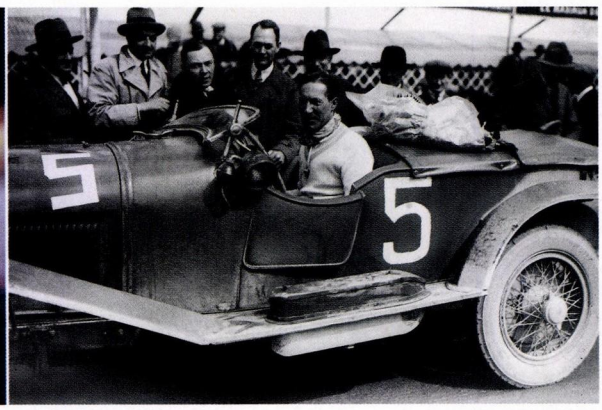
See our main advertisement on page 54



THE FRENCH RESISTANCE

THE BRITISH HAVE ALMOST MADE LE MANS THEIR OWN THANKS TO THE EXPLOITS OF BENTLEY, JAGUAR AND THE ARMY OF FANS WHO MAKE THE YEARLY PILGRIMAGE. PORSCHE AND FERRARI HAVE HAD THEIR SAY, TOO. BUT THE FRENCH HAVE WON AT LA SARTHE AS WELL, YOU KNOW! WE HIGHLIGHT A TRIO OF LOCAL SUCCESSES IN THE WORLD'S GREATEST ENDURANCE RACE





Rainer Schlegelmilch, DPPI, Archive Serge Pozzoli


Renault
elf
442
CIBIÉ
FERODO
MICHELIN
2



ALL FOR ONE

RENAULT HAD NEVER LOOKED LIKE WINNING LE MANS – ITS MOTORSPORT PROGRAMME WAS TOO FRAGMENTED. THAT ALL CHANGED IN 1977, BUT IT TOOK ANOTHER YEAR FOR THIS REVOLUTION TO TAKE EFFECT. PAUL FEARNLEY EXPLAINS WHY

photography by Malcolm Griffiths

JUDGING BY HOW FAR THE MAN HOLDING the microphone-on-a-stick jumps back as the car fires up, our fervent hope that this Le Mans-winner's turbo V6 might not bust today's noise limit has just foundered.

Jean-Pierre Jaussaud is not overly bothered. He reveals that his first race was here at Goodwood in 1964 (the occasion of Jackie Stewart's F3 debut), but a recce lap leaves him barely the wiser: "I don't remember it being this fast." Tooling around for photos on a lovely spring day is fine by him. Besides, he says, Michelin can no longer supply the correct tyres for the car: "It still looks beautiful, but it is not so good to drive fast now."

Better to remember her how she was.

BENEATH THAT LONG, FLOWING DRESS LAY a chic French supermodel, all geared up for her biggest day. Truly, this was a match made in heaven: France's biggest car manufacturer to take France's biggest motor race – for the first time. A consummation. Before the national celebration, though, lay the 24-hour ceremony, the key to which was the 'aisle', aka 'The Muldoon', Les Hunaudières: 50 seconds at 220mph.

All seemed set fair. Le Mans had seen nothing like it since Ford's scorched-earth policy of the late Sixties. Renault's yellow, matt black and white was overpowering in 1977; its 60-strong team swarmed the paddock. And it wasn't just the quantity: Gérard Larrousse, François Castaing, Jean Sage, François-Xavier Delfosse, Michel Têtu, Bernard Dudot, Jean-Pierre Boudy – this was a team brimming with talent. And that's before we get to its driver line-up: Depailler/Laffite, Jabouille/Bell, Tambay/Jaussaud and Pironi/Arnoux.

Le Mans was the only goal that year for the tested-tested-tested Renault-Alpine A442. The car had made its debut at La Sarthe the year before, setting pole and fastest lap and leading for eight laps before retiring from third with piston failure after 11 hours. But that chassis was sprint spec. No, *this* was Renault's first serious attempt.

Two seasons of underachievement had, it was hoped, been put behind the A442 via an intensive regime: four endurance runs at Paul Ricard, and lots of max-speed running on aerodromes and along the Chambéry-Grenoble autoroute!

The team, too, was better prepared than ever before. The amalgamation of Alpine, Gordini and Renault into Renault Sport during 1976 was slowly eroding the rivalries within this Unholy Trinity: less *liberté*, but more *egalité* and *fraternité*. The man behind this unification was Larrousse. He had driven for Alpine at Le Mans in 1967-68 – and been unimpressed. His later, successful spells with Porsche ➳

and Matra had been much more to his liking, and he wanted to instil this same cohesion at Renault. He was indubitably thorough, but this process was not the work of a moment – as 1976 had proved.

Larrousse's first race in charge, for instance, should have been a walkover at the Nürburgring. Instead Jean-Pierre Jabouille and Patrick Depailler, under strict instructions not to race each other, slid off on the first lap. France had a wealth of speedy talent, but appeared to be short on team players.

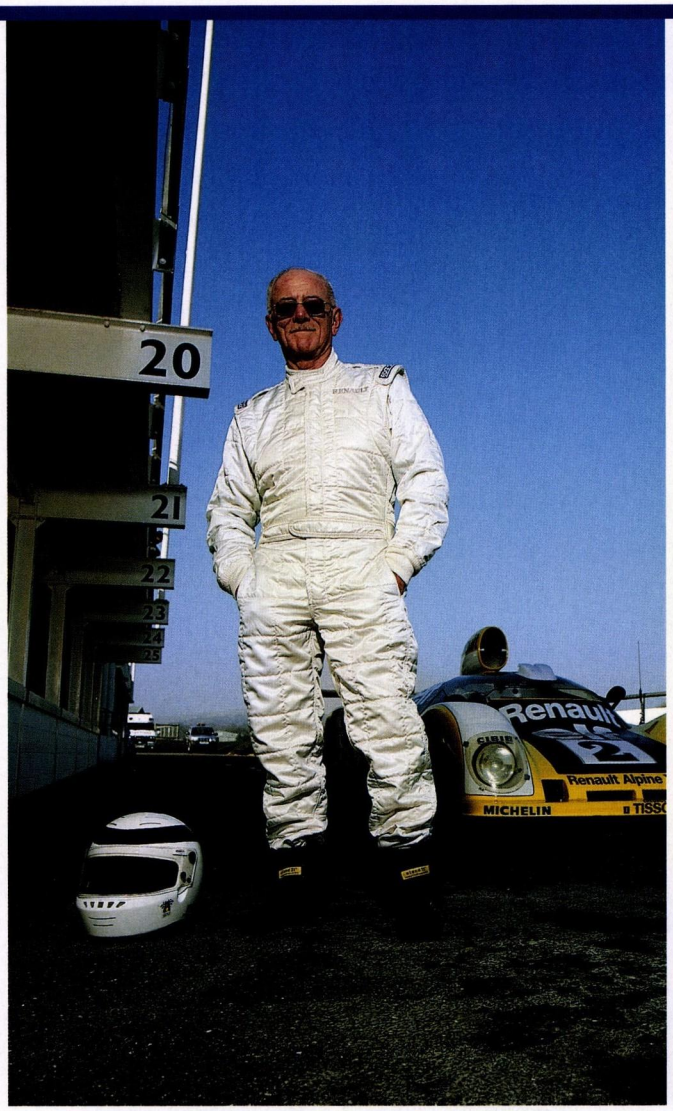
Forty-year-old Jean-Pierre Jaussaud knew that this was his calling card. A late starter in the sport, he'd been French F3 champion in 1970 with Tecno and the runner-up in the '72 European F2 series at the wheel of a Brabham. The following year he finished third at Le Mans for Matra, a result he repeated in '75 with Mirage. As the 'Elf' generation flourished, this moustachioed man from Caen knew he was not the apple of single-seater team managers' eyes, and that the long-distance stuff would be his future *métier*. Renault Sport's young guns had other strings to their bows, F1 and F2, and so he knew that Larrousse would need a workhorse to bear the brunt of the A442 programme...

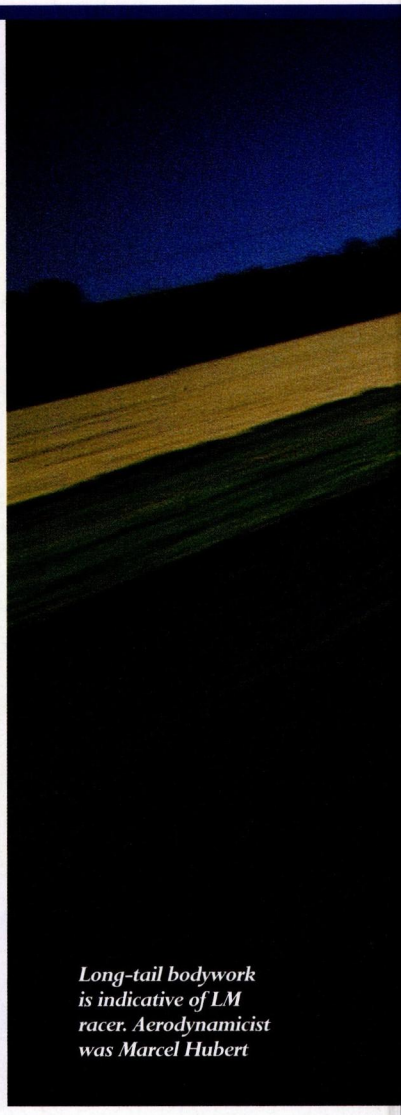
"For a long time I was on the telephone to Larrousse persuading him to let me test the car. I knew that he had no real need of me for the race, and that this was the only possibility of me getting a drive," says Jaussaud cheerfully. Larrousse eventually gave way. "I enjoyed all of the testing, working with the designers and engineers. It was an important job and I was happy to do it." He was even happier when he was rewarded with a place next to Patrick Tambay for the race. Sadly, their A442 would register the first of the three stunning retirements.

After four hours the squad held a comfortable 1-2-3; the nearest works Porsche was in 15th place. However, one by one, they were sidelined by the same problem: a melted piston. 'The Muldoon' had got 'em. Nothing, it seemed, could prepare you for it.

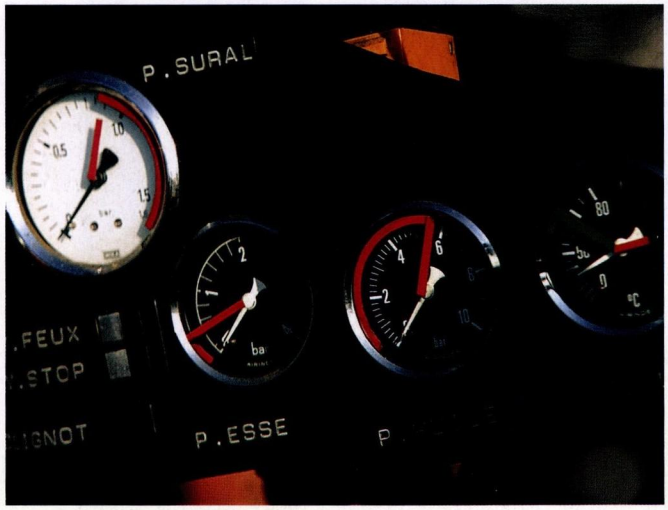
One month later at Silverstone, Renault made F1 history with the first appearance of its turbocharged RS01. It should have done so on a wave of euphoria: Le Mans a feel-good memory, F1 its exciting future. Instead it knew that it would have to return to La Sarthe, for Le Mans *had* to be won before F1 could become its priority.

All of this would've been dismissed



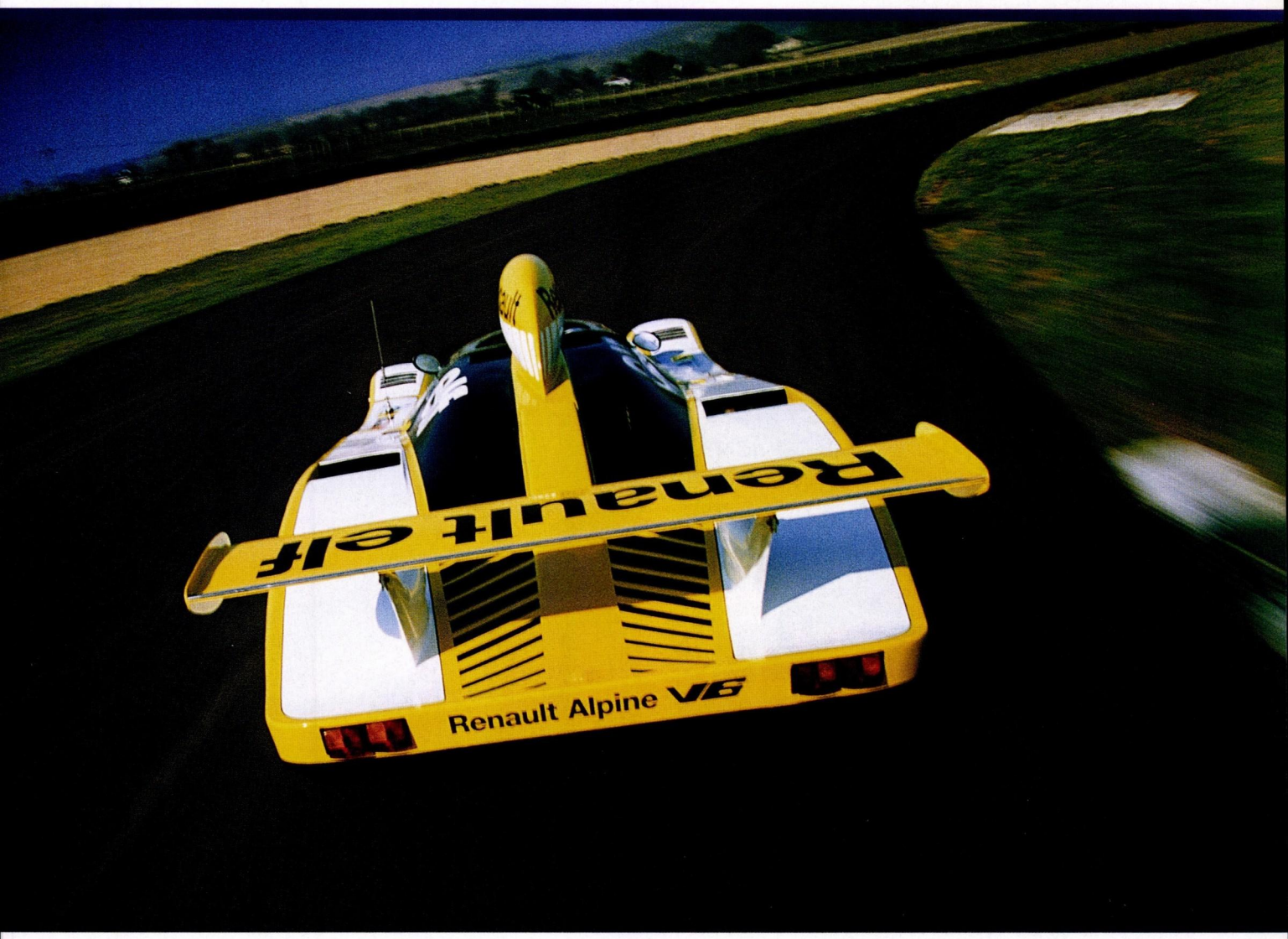


Long-tail bodywork is indicative of LM racer. Aerodynamicist was Marcel Hubert



Top: Jaussaud today. His original overalls were recently ruined by a flood! Above: Cockpit has lots of dials to keep a wary eye on along 220mph straight

'I enjoyed all of the testing. It was an important job and I was happy to do it'



as ridiculous just five years before: Renault was a motorsport minnow, as François Guiter, the go-ahead competitions boss of Elf, was about to find out. He had a problem: Matra's Simca deal meant that Elf would have no front-line representation at Le Mans in 1972, for Simca was tied to Shell. In response he approached Renault.

Cowed by the 'dreams of victory' and subsequent failure of the Alpine V8s at Le Mans in 1968, Renault had washed its hands of motorsport. Thereafter it appeared content to bask in the reflected glow of Alpine's numerous rally wins – and pretend that Matra's racing successes weren't happening. When Guiter proposed that it should build a racing engine for the European series for 2-litre sportscars, as a stepping-stone towards a fully-fledged Le Mans assault, he was met by careworn inertia. Undaunted, he simply handed the budget to a new generation of engineers at Gordini's Viry-Châtillon factory and told them to get on with it. They did.

Designed by Castaing and Boudy, the 90-degree V6 CH1 produced an encouraging 270bhp and was soon dropped into the tail of Alpine's new 1973 sportscar. Conceived by André de Cortanze, the A440 was a neat, simple, multi-tubular machine – that suffered from understeer and a lack of torque and reliability. The longer, narrower A441 of 1974 was much better. With 285bhp driving through a stronger Hewland (FG400) 'box, this 575kg machine dominated the 2-litre series, scoring a championship 1-2-3 with Alain Serpaggi, Jabouille and Larrousse. It was time to step up.

That Alpine-Renault was able to do so was thanks to the foresight of colourful team boss Jean Terramorsi, and the youthful vigour of Dudot. The latter's colleagues had thought him mad when he bolted a Garrett turbo onto one of Renault's R16 four-pots. Even when they saw the figures this generated they still expressed doubts. In truth, these staggering numbers came hand in hand with a precipitous power curve and hideous lag – yet Jean-Luc Thérier somehow conjured a victory in the 1972 Critérium des Cévennes out of his all-or-nothing A110 Turbo. Terramorsi was convinced and sent Dudot to the US to learn more about turbos. Renault's recurring bhp problem was about to come to a dramatic end.

Turbo testing began in the winter of 1974. Group 6 sportscar racing had a more generous atmospheric/forced induction equivalency than Formula One – 1.4 compared to 2.1 – so Dudot had 2142cc to play with. Actually, he stuck with the baseline 1996cc for the first CHS engine. Even so, power shot up from 285 to 490bhp at 9900rpm and torque was almost doubled. That was on the dyno, of course; its behaviour on the track was an unknown. It was with trepidation – and without the unready A442 – that the team went to Mugello in March 1975 for round one of the World Manufacturers Championship. It won!

This victory proved a double-edged sword, however. It raised expectations too high, too soon, which made the subsequent disappointments all ➤



TECHNICAL SPECIFICATION

ENGINE

Type	turbocharged 90-deg V6, four-valve heads, DOHC, water-cooled, load-bearing
Capacity	1996cc
Bore x stroke	86 x 57.3mm
Compression	7:1
Max power	500bhp@ 9900rpm
Max torque	275lb/ft @ 8100rpm
Fuel injection	Kugelfischer
Weight	130kg

DRIVETRAIN

Gearbox	Hewland TL200 Mk2
Clutch	Borg & Beck, double-plate

CHASSIS

Type	multi-tubular
Bodywork	glassfibre
Wheelbase	2466mm
Track (f/r)	1444/1442mm
Length/width	4800/1840mm
Weight	770kg
Suspension	double-wishbone

RUNNING GEAR

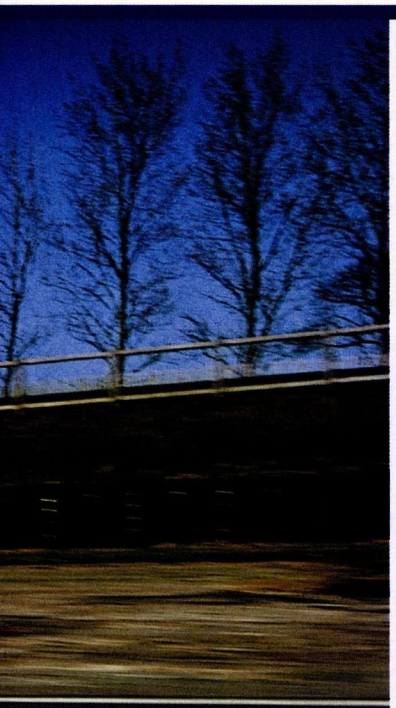
Dampers	Koni
Steering	Knight, rack
Brakes	Lockheed, vented discs, inboard (r)
Fuel capacity	160 litres
Tyres (f/r)	Michelin
Wheels (f/r)	Dymag, 10.5/14.1in

the more crushing; it would remain as Renault's only sportscar win of the next two seasons. The 500bhp A442 was the fastest thing out there – but success always eluded it.

Despite this, the young thrusters at Renault were encouraged – and still ambitious. Among them was Bernard Hanon, the Assistant MD. He saw no reason why Renault should not succeed in motorsport – at all levels – with the implementation of a more co-ordinated policy. And the chance for change came at the end of 1975 when Terramorsi had to step down because of ill health. The choice of successor was stark: Jacques Cheinisse, Alpine and rallying to the core – or Larrousse. The latter proposed rigorous change, new work practices, a general streamlining. He got the job.

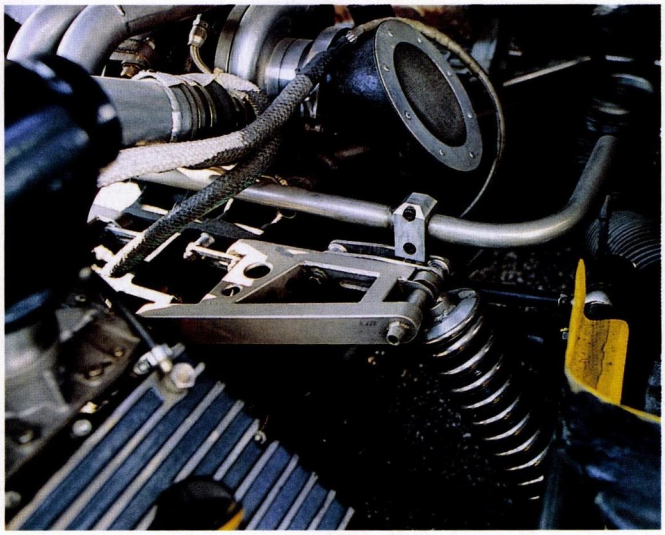
Renault was increasing its grip on Alpine; its yellow had replaced their blue. The problems, however, went much deeper than a coat of paint. The chain of command between Renault, Alpine and Gordini was confusing, rivalries abounded, and Larrousse met with a mixed reaction: de Cortanze couldn't work with him, but he found an ally in technical director Castaing. Two days in every week they travelled to Dieppe to oversee the A442's build.

"It wasn't easy for me to boss my former team-mates about," explains Larrousse. "But there were advantages to my situation: I knew everyone's strengths and weaknesses." And they knew he knew. "We got a very good team out of it." But not yet the result he so dearly wanted – and needed. Larrousse had spent a fortune in 1977



Compact engine and chassis is swamped by low-drag body. Beautiful end result







Top: Cooling ducts to rear brakes sited on wing stays. Middle: Single turbo used. Above: Cibié lights add to Gallic flavour, but car not 100 per cent French

'This facility would allow the A442 to run at full speed – at least until it snowed!'

and drawn a big Le Mans blank.

Testing for the 1978 Le Mans began in the autumn of '77 – in the USA! Mirage's Harley Cluxton had told Larrousse of the 12km banked track at the Transport Research Centre in Ohio. This capacious facility would allow the A442 to run at top speed for all eternity – at least until it snowed! But not even acts of God could be allowed to hamper progress. Viry-Châtillon broke new ground with a test-bed that allowed engine and gearbox to be assessed simultaneously.

"That was our biggest step," says Larrousse. "It was this that allowed us, just a few weeks before the race, to solve the problem with fifth gear..."

There were other late additions. In April, at Istres airport, Jaussaud ran a car fitted with a Perspex cockpit 'bubble' designed by aerodynamicist Marcel Hubert. Jaussaud was convinced the flimsy, hinged item would blow off. Instead it added 10kph to the top speed, albeit at the expense of a claustrophobic and hot cockpit.

The biggest surprise, however, was the unveiling of the A443 just two weeks before scrutineering. An extra 3mm of bore (2138cc) and increase in boost (0.85 to 0.95 bar) gave it an extra 20bhp. This, allied to longer bodywork courtesy of an extra 16cm of wheelbase, allowed Jean-Pierre Jabouille to clock 225mph on the straight – and dispense with the disliked 'bubble' and underside brushes meant to create ground effect.

These developments were indicative of the fact that Renault *wanted* all its cars to be different; it did not want a repetition of the retirements of 1977. Which is why the second car (chassis 03) was designated A442B. This was fitted with the smaller engine, but also boasted the longer tail section; its crew decided to stick with the 'bubble' and brushes.

The third car, that of Jean-Pierre Jarier and Derek Bell, was in A442 spec, i.e. no big engine, no long tail, no bubble, no brushes. Jaussaud had been originally designated to drive it, but when Tambay was sidelined because of injuries sustained at Pau, the team's oldest driver was paired with its youngest, 26-year-old Didier Pironi, in the A442B.

Jaussaud knew just how to play it: "I was there to fight against Porsche, not against my team-mates or my co-driver. Naturally, Didier wanted to be quicker than me. If I went quicker he would respond, so I held back so ➤

that he would do the same. He was glad to be quicker, and I was happy for him to feel that way. I had a good feeling, too: the car was bloody quick, and it was very stable."

Jacky Ickx's Porsche was on pole, but Stuttgart's men hit trouble early, Ickx and Hurley Haywood pitting at the end of lap two with fuel feed problems. Worse was to follow. Ickx lost 45min while fifth(!) gear was replaced after just six hours, and so Porsche put him in its only well-placed 936. As in '77, he charged through the night – but this time there would be no miraculous victory, more gearbox woes putting the win beyond reach.

At daybreak the A443 was holding a two-lap lead. It had been in front for 12 hours and not missed a beat. Indeed, it was running so well that Jabouille set a new lap record on lap 226... That rang Larrousse's alarm bells. He told Dudot to reduce the boost. Thirty minutes after he had done so, the A443's engine seized.

"Jabouille blames me for this failure," says Larrousse. "Maybe reducing the boost did cause the problem, but we couldn't tell for sure. I spoke with Castaing before making this change and he was in agreement with me."

All eyes, barring those of a tearful Jabouille, were on Pironi and Jaussaud, who were four hours from victory.

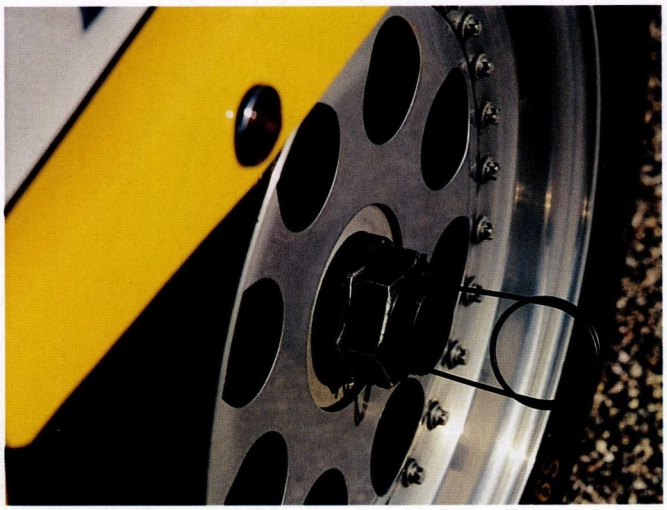
"That was a nervous time," says Jaussaud. "I heard a cracking noise every time I pressed the clutch and changed gear. I am shorter than Didier and was worried that I wasn't pressing the clutch far enough. I told Larrousse my fears, and when Pironi came in for the last scheduled pitstop, he asked him about it. Didier said that he was having no such problems, so they kept him in for the final stint."

Pironi was fibbing, though: he was struggling with an increasingly stiff gearchange. He was dehydrated, too, his cramps so bad that he was using his left foot to accelerate. But such is the confidence of youth. Jaussaud and Larrousse admit that this decision was a mistake. How close they came to disaster was proved when Pironi collapsed while making his way up the stars to the podium.

Larrousse: "The Jaussaud/Pironi car was not my favoured one, but Pironi did some really good laps, especially at night. Jaussaud was a bit less fast, but he was quick and consistent. They worked very well together."

France rejoiced. And Renault Sport breathed a sigh of relief. M

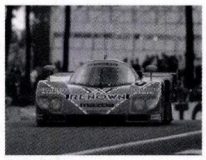


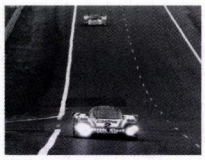


Top: Driver looks through slot in canopy; night vision was not a problem. Above: Original size tyres no longer available; wheels are unoriginal, too

'I heard a cracking noise every time I pressed the clutch and changed gear'

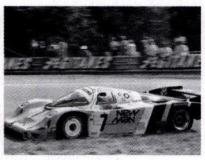
24 HEURES DU MANS 70 RACES

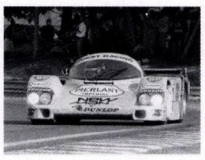

1991, MAZDA

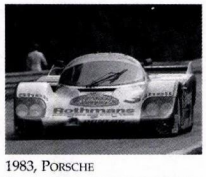

1988, JAGUAR

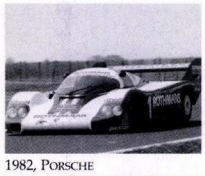

1987, PORSCHE


1986 PORSCHE


1985 PORSCHE


1984, PORSCHE


1983, PORSCHE


1982, PORSCHE

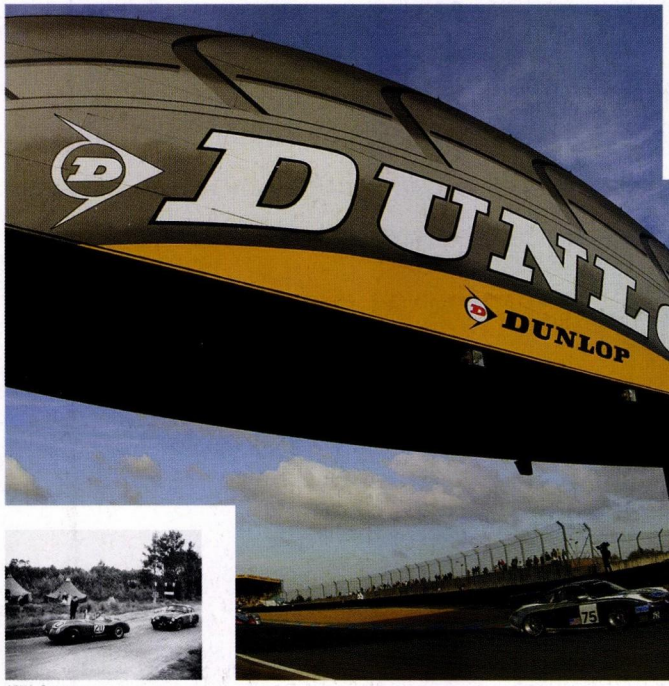

1981, PORSCHE


1979, PORSCHE


1977, PORSCHE


1964, FERRARI


1963, FERRARI




1962, FERRARI


1961, FERRARI


1960, FERRARI

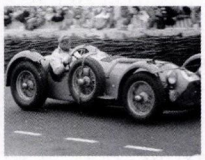

1957, JAGUAR


1956, JAGUAR


1955, JAGUAR


1953, JAGUAR

1951, JAGUAR


1950, TALBOT-LAGO


1939, BUGATTI


1938, DELAHAYE


1937, BUGATTI

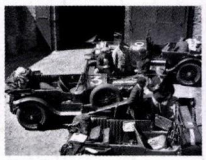

1935, LAGONDA


1931, ALFA-ROMEO


1930, BENTLEY


1929, BENTLEY


1928, BENTLEY


1927, BENTLEY


1926, LA LORRAINE


1925, LA LORRAINE


1924, BENTLEY

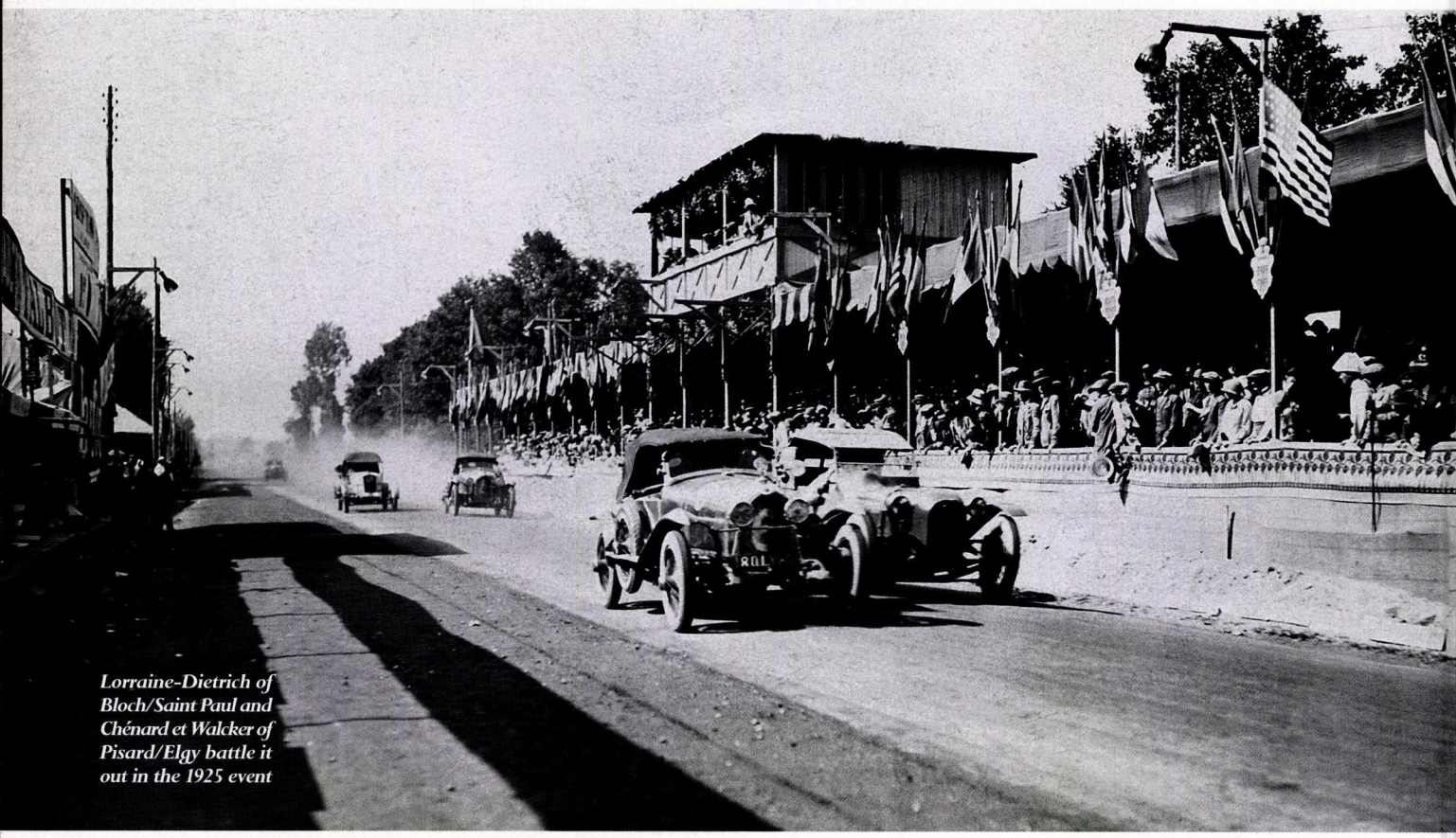
34 DUNLOP WINNERS

DUNLOP

DRIVERS KNOW.

FATE OF ENDURANCE

IN THE EARLY EDITIONS OF THE LE MANS 24-HOUR RACE, LORRAINE-DIETRICH CARS WERE SERIOUS RIVALS TO THE BENTLEYS. ONE OF THOSE MARQUES BECAME A LEGEND; THE OTHER FADED INTO HISTORY. ANTHONY PRITCHARD DESCRIBES A BRIEF MOMENT OF GALLIC GLORY



Lorraine-Dietrich of Bloch/Saint Paul and Chénard et Walcker of Pisard/Elgy battle it out in the 1925 event

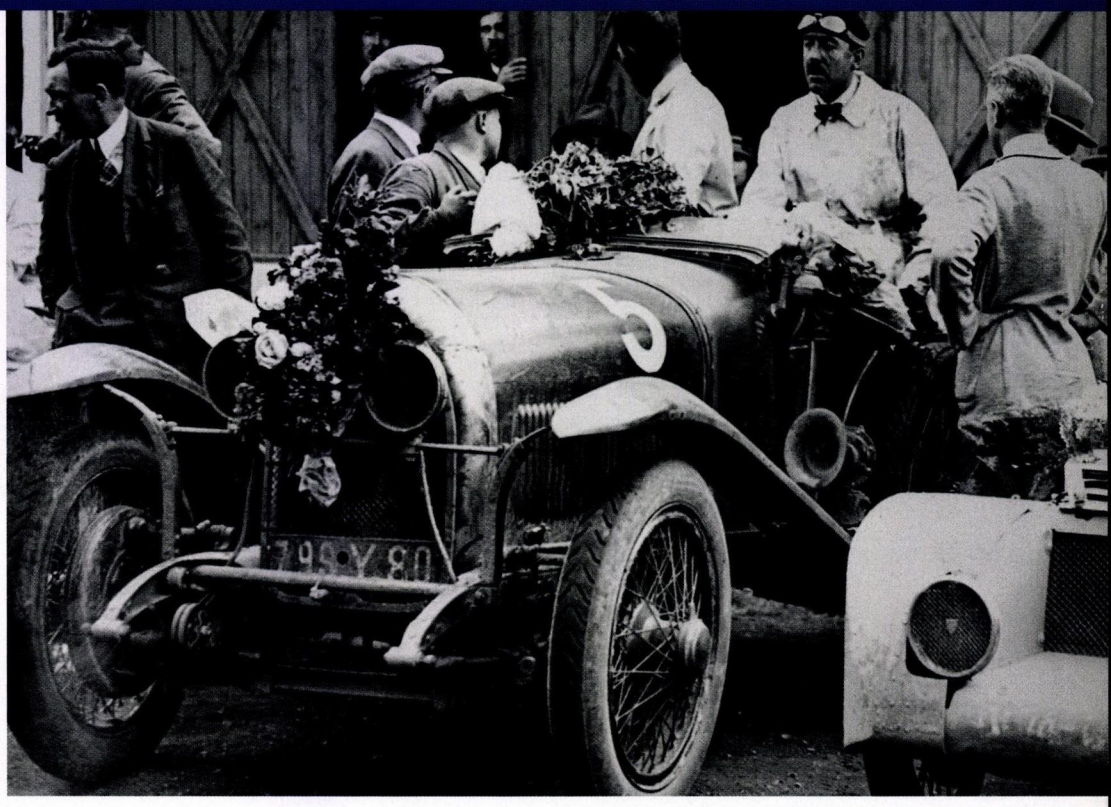
EIGHTY YEARS AGO THREE LORRAINE-Dietrich 15CVs lined up for the start of the first Le Mans race. Two of them finished, albeit well down the field, and these six-cylinder cars appeared in the next three 24-hour races. Their later successes, and their battles with W O Bentley's products, led to the model becoming known in Britain as the 'French Bentley'. Although the two makes were similar in performance, and not so far apart in engine capacity, the 15CVs were cars of a very different character and background to their British counterparts.

When the Le Mans 24-hour race was first held in 1923, the entry list was dominated by some of the most popular names in the French motor industry: Berliet, Bignan, Chénard et Walcker, Georges Irat, Rolland-Pilain – and Lorraine-Dietrich – names that are now almost completely forgotten. Challenging them was a single British Bentley, and over the years 1924-26 a needle match developed between Bentley and Lorraine-Dietrich.

The origins of the two makes and the design philosophy behind them were very different. De Dietrich, with roots going back to the 18th century, was an early heavy engineering company with factories at Luneville in Lorraine and Niederbronn in Alsace. Following the Franco-Prussian war of 1870-71, France ceded Alsace and part of Lorraine to Germany, so the Niederbronn factory was in German territory and the Luneville one on French soil. In 1905 de Dietrich was split into independent French and German companies.

The Luneville company, known after the split as Lorraine-Dietrich, had started building cars in 1897. It first adopted the designs of the younger Amédée Bollée and then of Turcat-Méry, while Niederbronn built cars to the designs of Ettore Bugatti. Niederbronn ceased car manufacture in 1904, but it flourished at Luneville, where Lorraine-Dietrich cars were built in substantial numbers. The company also competed in early grand prix racing, albeit with limited success.

The German invasion of France at the start of the First World War engulfed the Luneville factory, so Lorraine transferred production to the factory that it had opened in 1908 at Argenteuil to the north-west of Paris. During the war years the company concentrated on aero-engine development and manufacture. In post-war years the cars took a secondary role and most of them were dull and undistinguished touring cars. The one exception was the B-3-6 15CV model, the work of designer Marius Barbarou. It was an ugly duckling that turned into a very beautiful swan.





Archive Serge Pozzoli, Guy Griffiths

Archive Serge Pozzoli

Above: De Courcelles and Rossignol with the Lorraine which headed the 1925 Le Mans race. Below: night-time attention at the rickety Lorraine pit in 1923

The six-cylinder 3446cc engine had a fixed cylinder head, exposed, very long needle pushrods and coil ignition. There was gravity fuel feed to a Zenith triple-diffuser carburettor, and in its original form the 15CV engine developed a modest 40bhp or so. Transmission was by a single-plate clutch, a three-speed gearbox with a central ball-change and spiral-bevel final drive. The front axle was suspended on semi-elliptic springs, but there were cantilever springs at the rear. Steering was left-hand and there were artillery wheels. A new rounded radiator shell closely resembled that of the Bentley and carried a prominent cross of Lorraine. There was the choice of wheelbase ranging from 9ft 6in to 10ft 8in.

Lorraine-Dietrich introduced the 15CV in 1920 as a relatively unsophisticated, rock-steady and reliable family car. Unlike the 3-litre Bentley, which was to become its closest rival, the 15CV had no recent sporting pedigree; but that was soon to change.

A sports version of the 15CV was introduced in 1923, but there were few mechanical alterations. When details of the Le Mans 24-hour race, intended to demonstrate the reliability of ordinary touring cars, were announced many French manufacturers were very interested, including Lorraine-Dietrich. For any production car to survive 24 hours of racing, day and night, on the very poorly surfaced, ill-maintained, dusty roads of the period would be something well ➤

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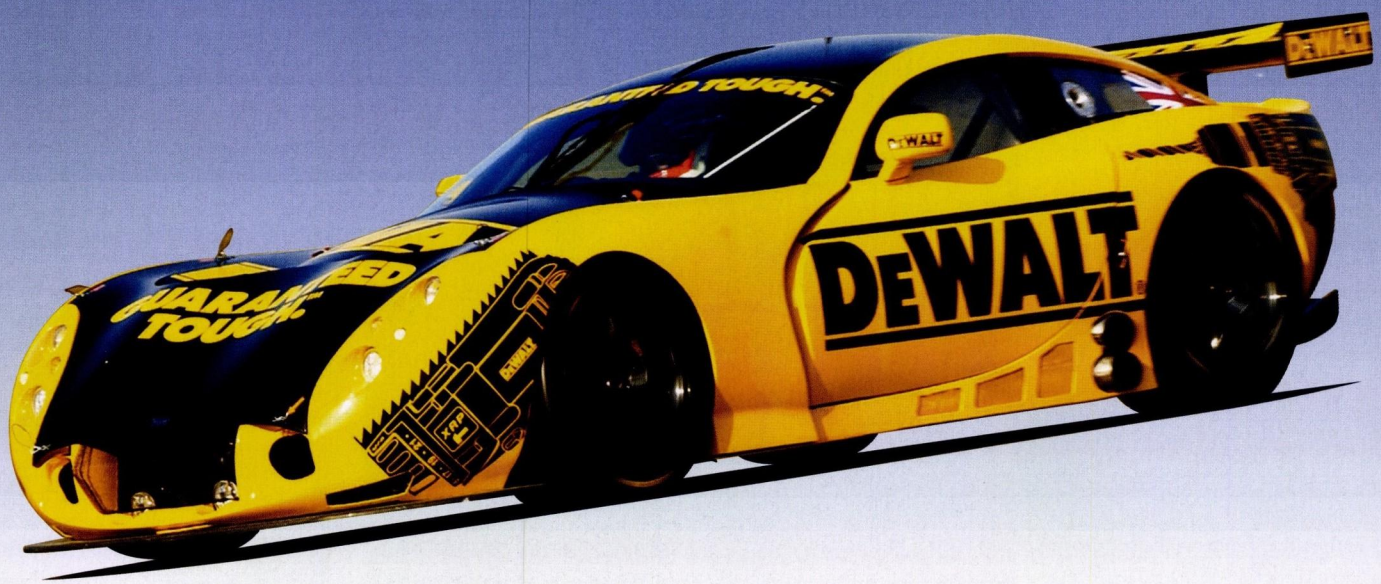
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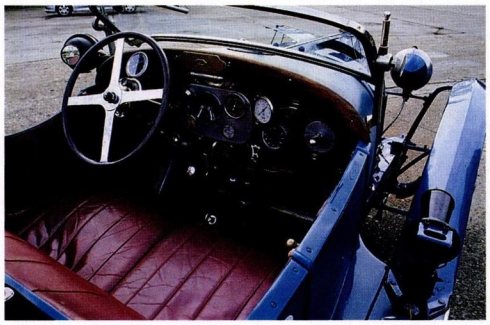
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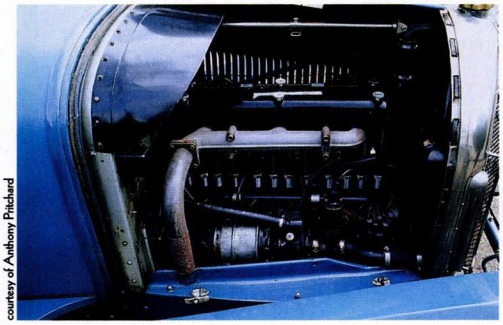
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TRUE-BLUE LE MANS SURVIVOR STILL IMPRESSES





courtesy of Anthony Pritchard

THE 1926 WINNER IS THE ONLY GENUINE survivor of the Le Mans cars. After the race Robert Bloch acquired it and cut off the tail, which he replaced with a platform to carry luggage and two spare wheels. The car passed through a number of different hands before Serge Broussard discovered it in 1972, bought it and restored it. Madame Jeanne Leroux, whose father worked for Lorraine, acquired the car in 1995 and her son Philippe and his wife Christine appear with it at historic events.

It is a long-legged car, still with a very robust performance, and the six-cylinder engine is remarkably smooth. Although the 'crash' gearbox needs the usual careful timing and the occasional crunch is almost unavoidable, it is quite light and positive. By vintage standards the steering is light, and the very large, servo-assisted brakes are firm and powerful.

This Lorraine-Dietrich is an exceptionally handsome and potent car. It is enough to make Bentley owners turn a deeper shade of British Racing Green.





worth advertising. That there was no outright annual winner mattered little, for a win in the Triennial Cup would provide even greater publicity.

So three 15CV Lorraine-Dietrich tourers lined up for the start of the first 24-hour race, held on May 26-27, 1923. Private owners had entered the cars, but the works provided enthusiastic support. However, in terms of speed, the three Lorraines were hopelessly outclassed: two 3-litre Chénard et Walckers led throughout, chased hard by the Duff/Clement Bentley, until the British car lost over two hours while a holed fuel tank was repaired. As the race progressed driving conditions were made difficult by the roads breaking up, and by gusting winds and rain squalls during the night hours.

The Lorraine-Dietrich entries were not without their problems during the race, but the 15CV of Gérard de Courcelles and André Rossignol covered the eighth-greatest distance, 1158.417 miles, at an average of 48.267 mph, just under 40 miles less than the Bentley which was a joint fourth on distance. Robert Bloch/Stalter had a troubled race, covering 943.896 miles to put them joint 19th with a 2-litre Rolland-Pilain. The third Lorraine-Dietrich, driven by Flaud/Lecureuil/Gonzargue, retired.

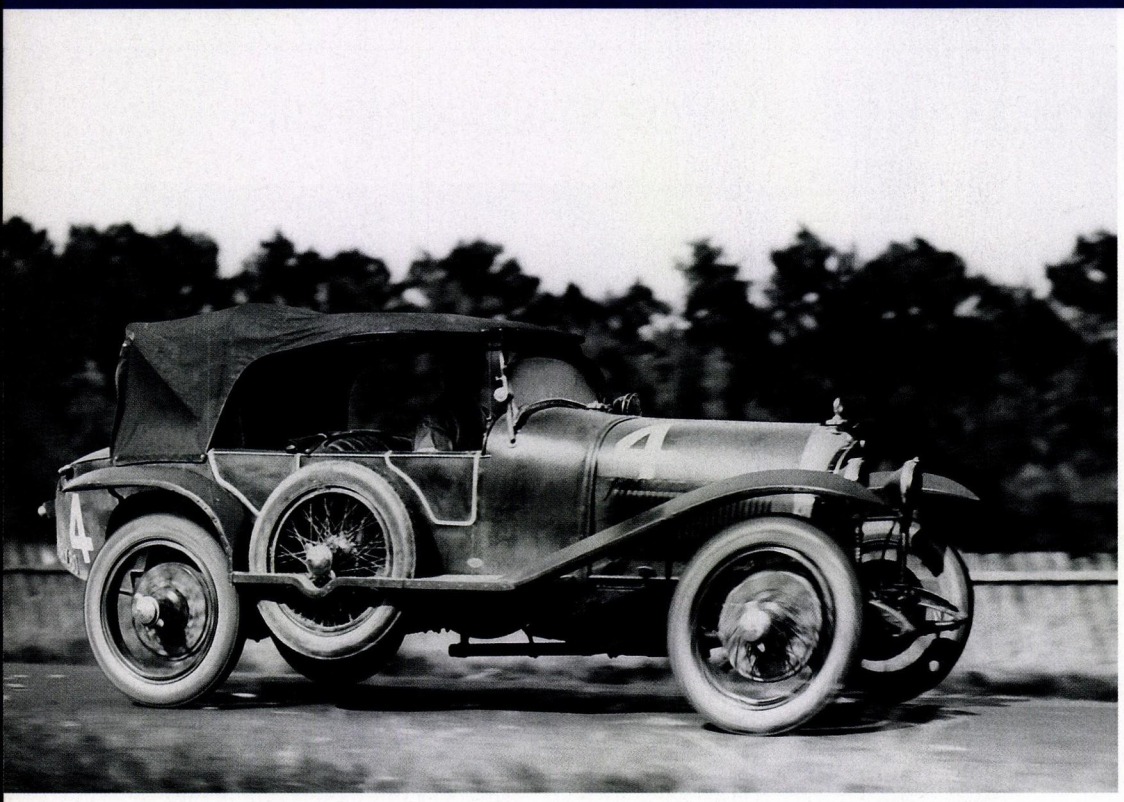
In 1924 the 15CV was fitted as standard with front-wheel brakes and Barbarou evolved a Sports version on the short chassis, with dry-sump lubrication. The sports model also had a multi-plate clutch, the Perrot-type brakes were larger than standard, and there was a Dewandre servo too. A tachometer and Rudge-Whitworth centre-lock wire-spoked wheels were usually fitted. This model was available with a four-seater tourer body by Labourdette or as a sports saloon, and with a 3.5:1 back axle ratio fitted, the makers guaranteed 80mph. Because of the similarity of radiator design, you might think that a Lorraine coming at you head-on was a Bentley, but there was no mistaking it from any other angle.

Three Lorraine-Dietrich cars were again entered in the 1924 Le Mans race, which was postponed until June 14-15 in the hope of better weather conditions. All the entries in the race were French apart from the 3-litre Bentley of Duff and Clement. There was a new regulation which required drivers of open cars to stop at the pits after five laps to erect the hood and this had to stay in place for 20 laps. The 3-litre Chénard et Walckers led initially, but after six hours' racing both had caught fire and eliminated themselves, so Bloch/Stalter with their Lorraine led from Duff/Clement, with the other two Lorraines in third and fourth places. During the Sunday morning Duff had pulled ahead of the leading French car.

'You might think a Lorraine coming at you was a Bentley, but there was no mistake from other angles'

Just before 1pm the Bloch/Stalter Lorraine retired because of what was said to be "serious valve trouble", and although the Bentley lost a lot of time in the pits during a precautionary change of both rear wheels, when the finish came Duff/Clement had covered the greatest distance, 1380 miles. But the long pitstop had reduced the Bentley's average speed for the final five laps to below the qualifying minimum, so those were discounted. In the official results the Bentley had covered 1290.44 miles, only marginally greater than the Lorraines that had covered the second- and third-highest distances. Stoffel and Brisson had completed 1280.49 miles and de Courcelles/Rossignol 1276.77 miles.

Lorraine-Dietrich had learned that Le Mans required a combination of speed, mechanical toughness, good preparation and thorough testing. Three Sports models were entered in the 1925 race held on June 20-21, the car driven by Stalter/Brisson fitted ➤

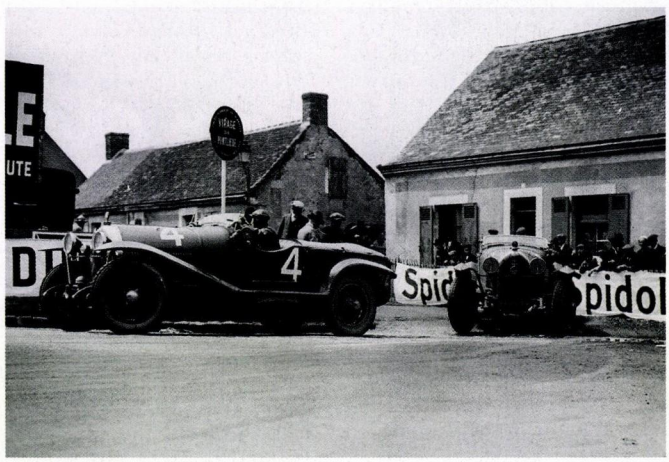


For 1926, Le Mans Lorraines had torpedo bodies. Above: Stalter/Brisson car with hood up. Below: Sister cars at Pontlieue hairpin head for second and third places

with twin Zenith carburettors. The opposition included two Bentleys and two of the new twin-cam Sunbeams. Bentley and Sunbeam fought a fierce duel, which led to mechanical problems. One of the Lorraines driven by Bloch and St Paul was in third place when it spun three times and overturned, and so, by 4am, the French cars of de Courcelles/Rossignol and Stalter/Brisson led from Chassagne and 'Sammy' Davis with the surviving Sunbeam. The Sunbeam drivers were still pushing hard and, by 6am, had moved into second place. These were still the positions when the race ended – victory of sorts for the Lorraine marque, whose leading car had covered 1388.129 miles at 57.838mph, though it should be remembered that there was no *official* winner of each annual race until 1928.

Once more three cars were entered in the 1926 Le Mans race, held on June 18-19. This time there was a three-sided battle fought by Aries, Bentley and Lorraine-Dietrich. The Lorraine-Dietrich entries appeared in their manufacturer's catalogue as the 'Le Mans' model, but only four were built, the three race cars and a spare. These differed from other 15CV Sports models in having twin-plug ignition, twin Zenith carburettors and torpedo bodies built by Kelsch. A novel feature of the coachwork was a flexible joint between the bonnet and the fabric tourer body, which reduced vibration and shake. The three-speed gearbox was more than adequate for Le Mans, for its high gearing gave a maximum speed in bottom gear of 50mph and a top speed of approximately 95mph.

In the 1926 race two of the three Bentleys retired, but 'Sammy' Davis with the surviving car found himself in third place, splitting two Lorraines. He was given instructions to try to catch and pass the second-placed car, but half an hour before the finish he slid into a sandbank at Mulsanne. So Bloch and Rossignol (who covered 1585.993 miles at 66.082mph), de Courcelles and Mongin and Stalter/Brisson took the first three places on distance for Lorraine, ahead of two 2-litre OMs. De Courcelles/Mongin also won the second Biennial Cup.



both: Archive Serge Pozzoli

Lorraine-Dietrich was increasingly concentrating on aero engines and after the 1926 race ceased to support entries at Le Mans. In 1928 the company changed its name again to Lorraine (but most people had been calling the cars this or 'La Lorraine' for some while).

A Lorraine did return to the Sarthe circuit, in 1931, and Robert Trebor and Louis Barlat drove it to fourth. They covered 1763.074 miles, 112 miles behind the winning 8C 2300 Alfa Romeo co-driven by Tim Birkin and Lord Howe. The last appearance of a 15CV at Le Mans came in 1934 when Just-Emile Vernet entered a car for himself and Daniel Porthault. They retired early in the race.

In 1929 Lorraine joined a government-sponsored consortium of airframe and engine builders known as the *Societé Generale Aeronautique.* Wisely, many other aviation companies abstained from joining, as the consortium was unsuccessful, and in 1932 Lorraine's bankers appointed a receiver. The company was not closed down, but over a period most of it was sold off in parts.

The 15CV was finally fitted with a four-speed gearbox in 1930 and the model ceased production in 1932. The last Lorraine car was the 4-litre side-valve 20CV. A bored and penurious public had received it without enthusiasm at the 1931 Paris Salon; only a few hundred were sold and Lorraine ceased car production in 1934.

After he left Lorraine, Barbarou built powerboats at a factory alongside the Seine at Meulan, west of Paris. One of his boats, powered by a W12 450hp Lorraine engine, clocked almost 90mph on a stretch of the Seine at Sartrouville between Meulan and Paris. It was a last hurrah for a name which had briefly shone among the great sporting marques but, like so many others, then withered away under the hard realities of Europe in the Thirties. M

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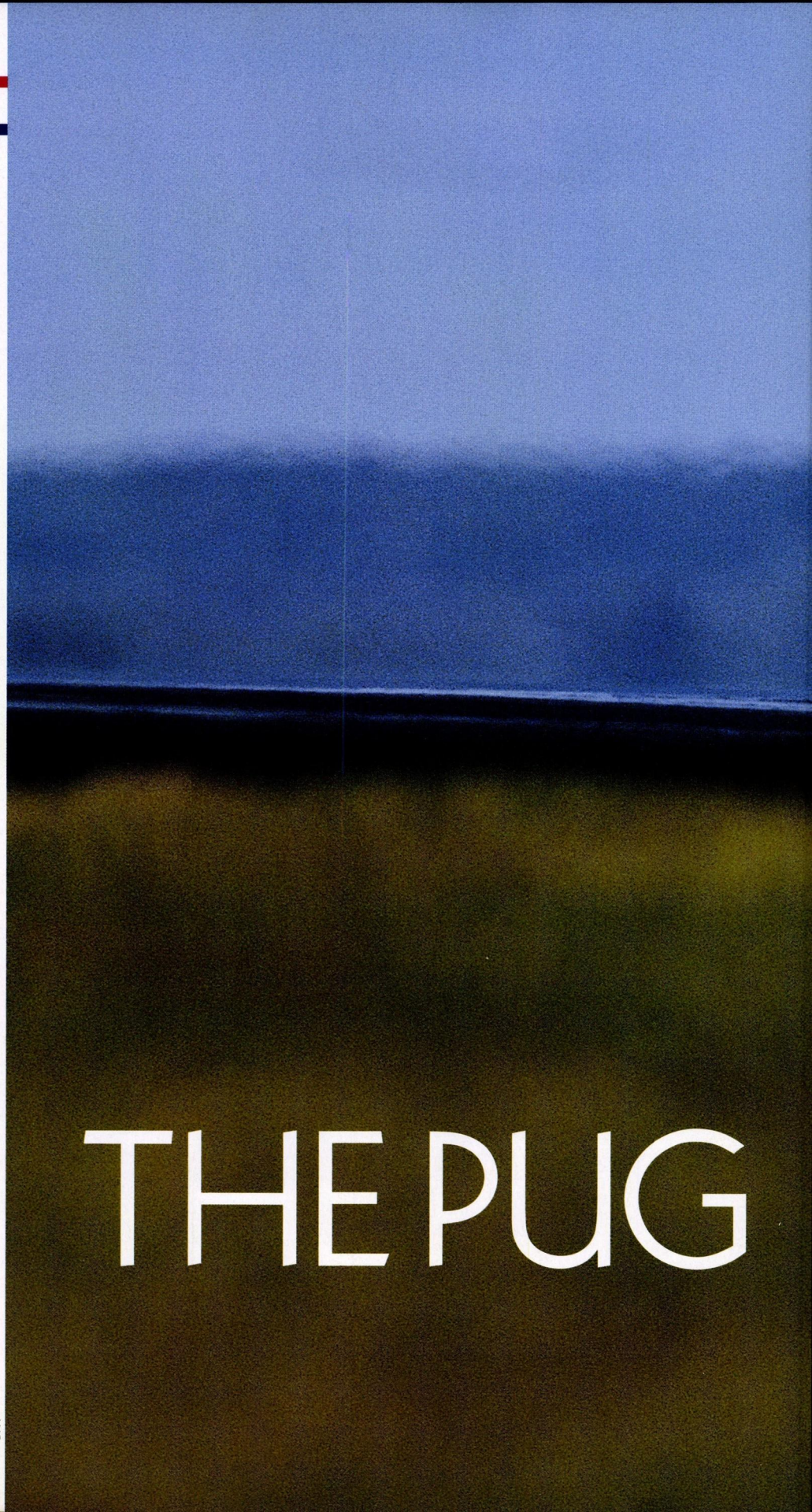
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THE PUG

TAKE OUT OF THE EQUATION THOSE pedal-to-metal laps around the old eight-mile Spa-Francorchamps or the pre-Hella Licht-S Osterreichring, and a Porsche 917 couldn't live with a Formula One car in 1970 or '71. At Brands Hatch, Monza or just about anywhere else, the machine often regarded as the ultimate sportscar and its great rival, Ferrari's 512, were barely fast enough to have scraped onto a grand prix grid of their time.

Vic Elford's pole in his 917K at the Monza 1000Km in April 1970 would not even have got him onto the grid for that year's Italian Grand Prix. But fast forward 20 years, and there is an oft-overlooked sports-prototype that would have had no problem qualifying in the middle of the Formula One pack week in, week out. Step forward the Peugeot 905 Evo 1 *bis*, the fastest sportscar of all time.

The statistics prove the point. In 1992, the season in which Peugeot claimed the final Sportscar World Championship crown with its lightweight 3.5-litre Group C machine, Philippe Alliot and Yannick Dalmas routinely pulled out qualifying times that were on a par with those set by the Lotuses and Benettons of the day. Yet that's only part of the reason why the V10-engined 905 can lay claim to such a grandiose title.

It also has to do with the phenomenal pace of the Peugeot around Le Mans. Since the addition of the Mulsanne chicanes no-one has lapped faster that Alliot's 3min 21.209sec pole of 1992. Yet even that doesn't fully explain why Peugeot's take on the final version of the Group C rule book can claim to be the 'fastest ever'.

One does not have to be overly cynical to suggest that a formula sharing its engine rules with F1 was introduced by the sport's governing body, then still known as FISA, to snare manufacturers into stepping up to the pinnacle of the sport. These 3.5-litre cars were in many ways grand prix cars with all-enveloping bodywork, but the 905, distinct from cars such as Jaguar's XJR-14 and the Toyota TS010, was like a grand prix machine in another way. It demanded to be driven like one – flat out every inch of the way. Even at Le Mans.

The Peugeot's tally of back-to-back Le Mans wins in 1992 and '93, world championships for both drivers and manufacturers, along with eight SWC victories from 16 starts makes for ➳

DPPI



THAT FLEW

AS GROUP C CLIMAXED WITH ITS 3.5-LITRE REGULATIONS IN THE EARLY NINETIES, PEUGEOT DEVELOPED A PROTOTYPE SO EXTREME, YET SO RELIABLE, THAT IT COULD RACE FOR 24 HOURS AT FORMULA ONE SPEEDS. GARY WATKINS TELLS THE STORY OF THE FASTEST-EVER SPORTSCAR



This refuelling fire was just one of Peugeot's problems in an abortive '91 Le Mans

impressive reading. Especially when one considers that the Peugeot was a triumph of development over design. The 905 was a dog when it appeared at the end of 1990. A major rehash during the '91 season transformed the André de Cortanze design into a real racing car capable of winning on the SWC trail, and then endless testing turned it into a phenomenal Le Mans machine. Even so, many involved in the Peugeot project concede that the Toyota was the better chassis.

The French manufacturer's initial stab at Group C was a disaster. The problem, as Alliot has it, was that the car was "styled rather than designed". He's exaggerating, of course, but the racer clearly took its inspiration from the 1989 Oxia supercar concept. "It appeared to me that the stylists had been given a free hand," says British engineer Tim Wright, who joined Peugeot Sport at the end of 1990 to help sort out the car. "I was amazed that this thing that looked so good could be so hopeless."

Just how hopeless wasn't apparent until the start of the 1991 season. The 905 was the first true 3.5-litre car to hit the racetrack, which meant that Peugeot's only yardstick when it turned out for the end-of-season Montreal and Mexico City races in 1990 was the venerable Spice design. But when the TWR-Jaguar squad turned up the following year with its XJR-14, powered by Ford's new HB F1 engine, Peugeot got a wake-up call.

The 905 scored a maiden win at the 1991 SWC-opener at Suzuka, but the victory for Alliot and Mauro Baldi was a fortuitous one. Derek Warwick's pole mark in the Jaguar was 2.5sec faster than the best Peugeot time, but trifling problems accounted for the two British cars in the race. On the team's return to Peugeot Sport's base in Vélizy near Paris, the leading players in the Jean Todt-managed squad gathered to figure out their next move. "We sat there and asked, 'What can we do?'," remembers Alliot. "We may have won the race, but we had seen how uncompetitive the car was."

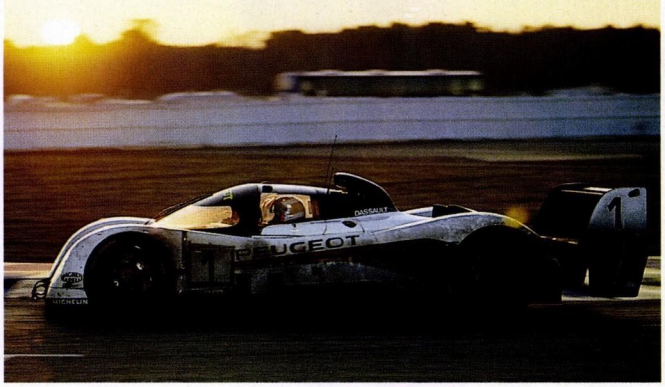
The meeting set in motion a development programme that would turn the 905 from an also-ran into the class act of the SWC in the space of a few months. The redesign was almost entirely focused on its aerodynamics, although Peugeot also took the opportunity to switch from a heavy and unreliable self-built transmission to an Xtrac sequential 'box. The target was to get the 'Evo' ready in time for the first SWC round after Le Mans, at the Nürburgring.

"We kept the same monocoque, engine and suspension, and changed the bodywork," says Alliot. "When we came back and got the car totally sorted, we were 1.5sec quicker than the Jaguars."

Alliot led at the 'Ring until his engine failed, before the Evo 1 *bis* notched up its first win in dominant style at Magny-Cours the following month. Dalmas and Keke Rosberg claimed the victory from Alliot and



The 905 became the ultimate 24-hour sprinter. Bottom: Todt is held aloft after '93 clean sweep





all DPPI

'If they had put on all the downforce it would have ripped your head clean off'

Baldi on a day when the Peugeot was in a class of its own.

Next time out, at Mexico City, Peugeot claimed another 1-2; and Alliot's pole would have been good enough for 16th on the grid at the previous June's F1 grand prix at the Autodromo Hermanos Rodriguez. It was a pointer to the kind of performance that would become *de rigueur* the following year.

Jaguar may have disappeared in 1992 – although the XJR-14 design became a Judd-engined Mazda – but there was no let-off in Peugeot's development programme. Firstly, Le Mans was still to be won after a somewhat shambolic debut in 1991. Secondly, there was a new rival in the form of Toyota and its TS010, designed by Tony Southgate.

At the season-opener at Suzuka, Alliot's pole time would have lined him up 22nd on the 1992 Japanese GP grid. Next time out, at Silverstone, Dalmas produced a lapped bettered by only 12 F1 cars the following July. And then, at Magny-Cours, Alliot came up with a time good enough for a spot on the fourth row for the French GP. What's more, the fastest of Peugeot's drivers over one lap reckons that he did a time in testing at the Nevers circuit that was only eclipsed by Williams drivers Nigel Mansell and Riccardo Patrese in F1 qualifying.

"That car was amazing to drive," remembers Alliot. "Through the quick corners it was unbelievable. Sure, we had Michelin qualifying tyres, when everyone in F1 was on Goodyears, but we had so much downforce."

Wright estimates that the 905 had as much as two and a half times the download of an F1 car at the time. "We had so much that we had to run the front end very stiff. We went for stiffer and stiffer springs and anti-roll bars, so that by the end we virtually had a solid front axle." Even so, the French car retained a dramatic aerodynamic 'porpoise' throughout its life.

"You would hear these big bangs as the car was sucked violently down onto the track and bounced back up," explains Alliot, describing the effect. "It sounded frightening, but it wasn't dangerous."

Geoff Brabham could not quite believe the downforce levels on his one-off, victorious outing in the Group C car at Le Mans in 1993 – and he was driving the 905 in its low-drag configuration. For the ultra-fast French track, the twin-plane rear wing was backed right down, and the front spoiler, that elsewhere helped nail the front end to the deck, was removed.

"When I went to Le Mans they told me that they were running low downforce," says the four-time IMSA GTP champion. "Yet, in the fast corners, it had far more downforce than I had in my Nissan in the US. I remember thinking that if they had put on all the downforce it would have ripped your head clean off your shoulders. It was a very physical car to drive."

Brabham's other overriding memory of the Peugeot, one shared by most former 905 *pilotes*, was its fantastic ability to be driven flat-out over long distances. "We were told to go as hard as we could," remembers the Australian, who would beat the established Peugeot drivers with youngsters Christophe Bouchut and Eric Hélary that year. "Every time I got in the car it was like a new sprint race. Because of the forces involved, we could only run one stint at a time during the day and two at night."

Warwick, who had switched to Peugeot when Jaguar axed the XJR-14 programme after one season, has similar memories of his success at La Sarthe alongside Dalmas and Mark Blundell the previous year: "The thing I remember most is that we drove flat out until an hour and a half before the end of the race. We knew we could do it because we had done so much testing. I arrived from Jaguar in the winter and was launched straight into a big test programme aimed at ➤

Le Mans. Sure, we wanted to win the world championship, but the 24 Hours was the real target."

Toyota provided the only real opposition to Peugeot at La Sarthe in those years. The Peugeot may have trounced the TOM'S-run TS010s on the SWC trail in 1992, but Toyota was a much more credible opponent at Le Mans. The 905 remained a high-drag racing car in comparison to its much more slippery Japanese rival, and that told around the 8.5-mile Le Mans lap.

The Toyota's designer suspected that he had come up with the better chassis, and this was confirmed when he joined the Ferrari 333SP project at the end of 1993. "Baldi was the Ferrari test driver at the time, and he told me that the Peugeot couldn't live with our car in the fast corners," says Southgate. "In the twiddly bits we had 'em, but they had a clear edge on horsepower."

Wright agrees with Southgate. "The Toyota was the better chassis and they were definitely quicker than us in the race in 1993," he says. "I thought they were going to wipe the floor with us, but they had problems during the race and didn't react well to them."

Todt's Peugeot Sport equipe, on the other hand, was a well-oiled team that had turned the 905 into an ultra-reliable racing machine. Peugeot did have its problems at Le Mans in both 1992 and '93, but each time one of the three cars entered ran through the race without significant delay. Warwick's car needed attention to the electrical system in 1992, and the following year the winning car would have completed the 24 hours needing nothing more than a new bolt in the rear wing had not the team decided to change the exhaust system as a precaution.

That reliability was a testament to the rigorous testing routine masterminded by Todt, using the same attention to detail that turned Ferrari's F1 fortunes around in the mid-1990s. "The difference between us and Toyota wasn't in the car, but in the organisation," reckons Alliot. "With Jean everything was optimised 100 per cent for winning.

"One year we did nine simulations at Paul Ricard, and we weren't just running for 24 hours. By the end of the programme we would do 34, 35 or more hours. That's why we could drive Le Mans flat out all the way. It was like a 24-hour grand prix." M





LAT/DPPI

Top: Evocative scene as Dalmas flashes past the Restaurant des Hunaudières on his way to victory in '92. Above: The extreme 905 Evo 2 development was practised at the last-ever SWC round at Magny-Cours, but was never raced

'By the end we would do 35 or more hours. That's why we could drive Le Mans flat out'

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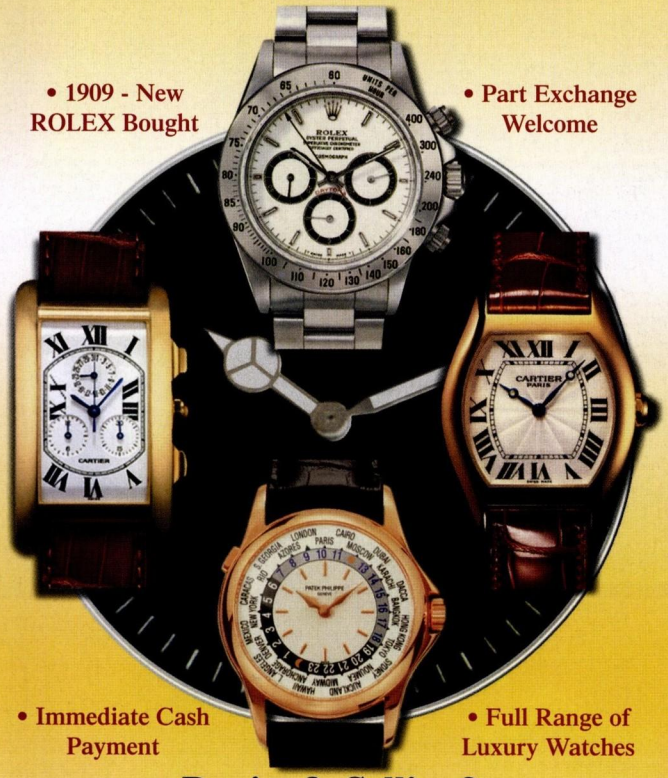
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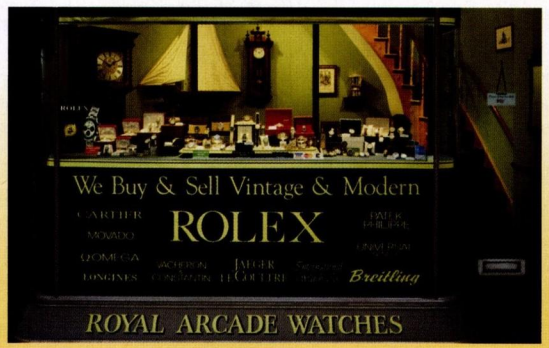
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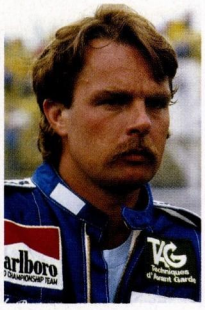
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New FW08 was quick from the word 'go', and Keke Rosberg so nearly capitalised



all: LAT

THE ONE THAT GOT AWAY

DEALING WITH LOSS

KEKE ROSBERG 1982 BELGIAN GRAND PRIX

FORMULA ONE'S MOST EXCITING RACER HAD JUST BEEN KILLED, BUT HIS HEIR KEPT FOCUSED AND WAS SET TO SCORE HIS FIRST GP WIN... BY ADAM COOPER

THE 1982 BELGIAN GP IS, OF COURSE, REMEMBERED for the death of Gilles Villeneuve. Few recall that John Watson scored a canny win for McLaren the following day, and perhaps fewer still that Keke Rosberg very nearly scored his first grand prix victory for Williams, a year after he'd been struggling at the back of the field in an uncompetitive Fittipaldi.

Despite his lack of hard results, Frank Williams thought Keke was worth a punt and signed him as the replacement for the retired Alan Jones at the end of 1981. Keke faced a difficult job, for he not only had to step into Jones' shoes, he was to be alongside Carlos Reutemann, who had already been at the team for two years and had very nearly won the title in '81. However, the season had barely started when Carlos suddenly retired and Keke found himself the senior man in the team.

"I don't think I joined as number two," he recalls. "I don't think Frank had number twos or number ones. True, Reutemann had been in the team and was a proven winner. But I never thought I would not have the speed that Carlos had. Naturally, there was a lot to learn in a team of that capacity, but we had a fantastic gang: Neil Oatley, Frank Dernie and Patrick Head really went to great lengths to teach and activate you. It was a little team that worked very well."

Williams started the season with the final derivative of the hugely successful FW07, but for Belgium it introduced the new FW08, effectively the first all-new design for three years. It looked good in testing at Zolder and Keke was confident of a strong performance there come race weekend.

"The new car was quite a big step. We knew that it was mega quick. It was an era dominated by the turbo versus normally-aspirated battle, but at Zolder the turbos had less chance. There were just enough corners, and our 'wing' cars were very quick. I actually enjoyed Zolder, I used to race there a lot in Formula Vee and SuperVee."

Keke qualified third behind the Renaults of Alain Prost and René Arnoux. Naturally, Villeneuve's accident was the story of the day.

"It was right at the end of qualifying, but I have no recollection of where I was – I guess I was in the pits. It's always tough when something like that happens. In Gilles' case it was probably less surprising than it would have been in someone else's case, because he was fast and furious. I'd been with Gilles in Canada where he'd totalled seven cars in eight races! He was just fearless, completely fearless."

As ever, the race went ahead, albeit without Ferrari. "I didn't have a problem with that. We'd gone there to race. I didn't even want to consider

if it was correct or not correct. If the race is on, I race; if it's not on, I don't race. I don't take a personal opinion on that, because I want to block it away from me. I've always said that if your grandma died Sunday morning, you've got to be able to race as if nothing happened.

"And I think that was one of my strengths – I could block anything from outside out of the way when action time came. Therefore it didn't bother me. Of course, it *did* bother me that Gilles had died; but during the race it wasn't an issue."

Arnoux led the early laps, but after he pitted with turbo gremlins on lap five, Keke slipped into the lead. He was chased initially by Niki Lauda, then by Watson in the other McLaren. He looked well set, however, until tyre problems intervened. This, though, did not come as a big surprise to Keke: "I think there was a new tyre from Goodyear. We decided to use it – but it was marginal."

The new car also began to suffer brake problems, something that contributed to a crash for teammate Derek Daly. Eventually, Rosberg lost his rear brakes completely…

"That I don't remember at all," he says today. "And I still continued? What an idiot! Now I tell my kid, 'If you have trouble with the steering or brakes, if you feel anything, stop immediately!'"

Watson's charge was temporarily delayed when he saw a Williams in the Turn One catch-fencing. He assumed it was Keke and backed off. When he realised that it must have been Daly, he picked up the pace again and passed the crippled Rosberg with 68 of the 70 laps run.

"I lost it with two laps to go to Watson and Michelin. He was about 2sec quicker per lap for the last five, six, seven or eight laps, because I'd run out of rubber. I had nothing left on the tyres. So that was it. It was very disappointing because it could have been my first grand prix win.

"It was great to be second, great to score good points, but it was very bitter. I always remember that Frank was so disappointed; he hardly spoke to me after the race. That 'One That Got Away' really broke his soul. He was so competitive. I don't know if he blamed me, or blamed the circumstances. I had a reputation for being very hard on tyres, and the tyres ran out, so everybody said, 'It's Rosberg and the tyres'. But it started to gel with the team after Zolder. It was then that the team started believing in the speed we both had."

Keke went on to become world champion that year, although the fact that he scored only one victory in doing so earned him a footnote in the history books. Belgium was one of several races that might have changed all that.

"That 'one win' thing doesn't bother me. That year we had 11 different winners in 15 races. The driver with the most wins had two. So one wasn't too bad!"

Rosberg has always been good at keeping things in perspective: the day after the race, his disappointment was forgotten as the loss of Villeneuve finally sank in.

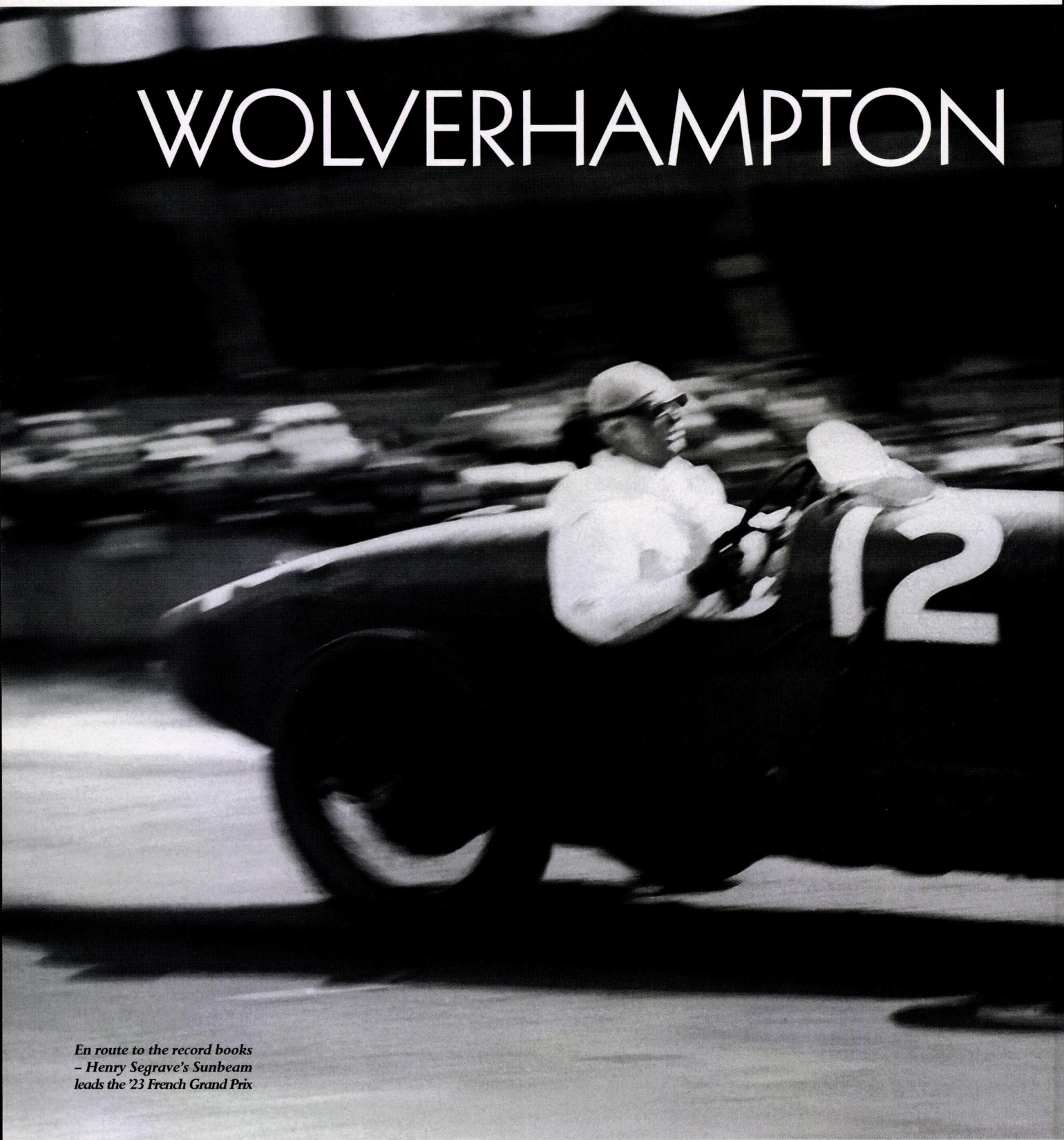
"It *was* an issue on Monday morning when I left Zolder. I had stayed Sunday night and I passed the track on Monday morning. There was just this huge pile of litter – and Gilles' helicopter. That's all there was. Not a sound. That's when it hit me. Hard." M





Rosberg heads Prost and the pack, Arnoux already out of sight. Above: Skirts and underbody exposed

WOLVERHAMPTON



En route to the record books – Henry Segrave's Sunbeam leads the '23 French Grand Prix

WANDERERS

MIDLANDS-BASED SUNBEAM'S ENTRY FOR THE 1923 FRENCH GRAND PRIX LOOKED LIKE BEING THE BEST OF THE REST – YET THE RESULT WAS A WELCOME SURPRISE. ON THE 80TH ANNIVERSARY OF THE FIRST-EVER BRITISH GP WIN, BILL BODDY LOOKS BACK



National Motor Museum

THIS YEAR IS THE 80TH ANNIVERSARY of a British win in that greatest of European races, the Grand Prix of the Automobile Club of France, as if I could ever forget. It was an occasion for rejoicing in British motor racing and among the automobile industry here, and did no harm at all to the Sunbeam Motor Car Company of Wolverhampton, England. It was the work and enthusiasm of that fine driver Henry de Hane Segrave, the Sunbeam Experimental and Racing Department, and of Louis Hervé Coatalen, a lover of motor racing – as you are, or you would not be reading MOTOR SPORT.

Coatalen was born in 1879 at Concarneau in Brittany. He was educated at the Lycée at Brest and then took an engineering course at the *Ecole des Arts et Métiers*. After which, aware that the motor car was taking hold in France, he served in the drawing offices of leading automobile firms, first Panhard-Levassor, then Clement and De Dion-Bouton. He then sailed for England, to take the position of designer at Crowden's at Leamington Spa, but was soon skilled enough at 21 to go to Humber's in Coventry.

Six years later Coatalen was in partnership with William Hillman and designed the Hillman-Coatalen car, enabling him to race in the IoM TTs of 1906, '07 and '08. A year later the talented Louis joined Sunbeam, and by January 1912 had a seat on the board. He remained there for 20 years, as chief engineer, which enabled his love of racing to flourish, at some expense to the shareholders.

Coatalen drove at Brooklands in Sunbeam cars of his creation, first in 1910 with the unconventional 'Nautilus' with rear-placed radiator and pointed prow, and in 1911 with the much more successful overhead-camshaft 'Toodles II'. He also broke the world's 12-hour record in his 25/60hp Sunbeam. In two seasons at the Track, 1910/11, Coatalen had nine wins, one in the Raglan Cup race, six seconds and two third places, and he did well in speed-trials and hill-climbs.

Later he devoted his skills to the preparation of the racing Sunbeams. This resulted in a team of side-valve cars for the two-day, 956-mile 1912 Coupe de *L'Auto* race at Dieppe which was amalgamated with the French Grand Prix, resulting in Victor Rigal's Sunbeam coming third in the GP itself, as well as winning the 3-litre event, with Dario Resta and Medinger second and third, a fine measure ➤

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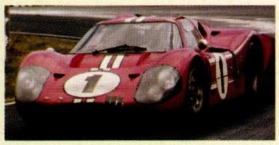
- The first of 4 successive wins for Alfa Romeo -
The 1931 Le Mans Winner - Alfa Romeo 8C driven by Lord Howe and H. Birkin.
Model - MCM24A - 1/43rd scale handbuilt by MCM Models (France) - **£85.00**



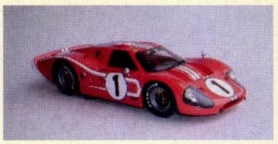


- Jaguar - 5 times Le Mans winners during the 1950s -
The 1951 Le Mans Winning Jaguar C Type - Walker & Whitehead
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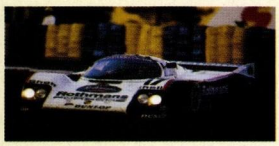
1967
Belgian GP winner partners the Indy 500 winner to take Le Mans
The 1967 Le Mans winning Ford Mk4 driven by Dan Gurney and A. J. Foyt
Model in 1/24th scale handbuilt by Le Mans Miniatures - **£464.50**



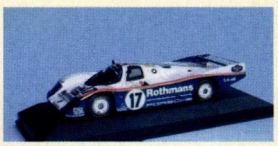


The 1979 Le Mans Winner - Porsche 935 K3 - Ludwig with Bill and Don Whittington.
Model - Starter Model (France) - **£54.00**





The era of Ickx and Bell -
The 1987 Le Mans winning Porsche 962C of Bell/Holbert and Stuck - Derek Bell was victorious in 5 Le Mans beginning in 1975.
Starter Model - **£54.00**





1993 - Peugeot Sport finish 1-2-3
The 1993 Le Mans winning Peugeot 905 - Brabham/Bouchut & Helary.
Starter Model - **£54.00**





The 1997 Le Mans winning TWR-Porsche - Alboreto/Johansson & Kristensen
Starter Model - **£54.00**





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of Sunbeam superiority. It was a great feat against the huge GP cars, but unkind people pointed out that it had been achieved with French drivers, as were Coatalen and Monsieur Claudel who tuned the cars, over roads built with French labour. Coatalen replied that he was a naturalised Englishman and, as a good engineer, used the best equipment available... He increased Sunbeam's racing for 1913.

From that time on Coatalen enjoyed motor racing participation almost to excess and the 6.1-litre 'Toodles IV' won $3500 for Albert Guyot at the Indianapolis 500 in 1913.

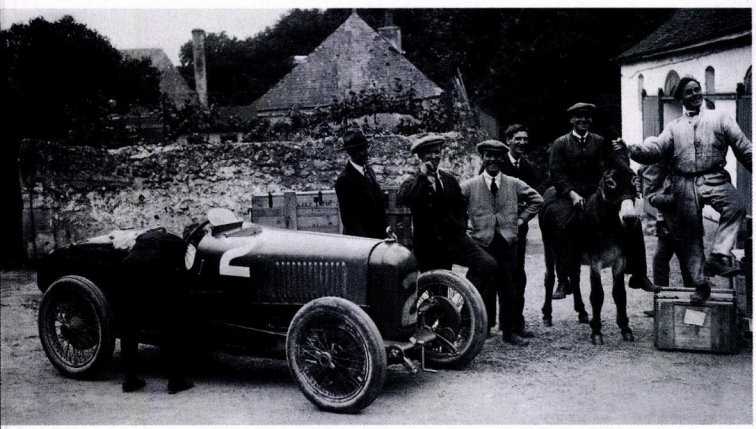
Sunbeam cars for the 1913 Coupe de *L'Auto* race were developments of the all-conquering 1912 cars, but they were no match for the Ernest Henry-designed twin-cam Peugeots, although Resta was third, Chassagne and K Lee Guinness retiring with back-axle failure. For the 1913 French GP Coatalen ran new six-cylinder 4.5-litre cars, but the Henry Peugeots beat them, Sunbeam third.

After the war, during which there were good Sunbeam showings in American races, there was no let-up in Louis's love of racing. Indeed, he had 13 racing cars built, including the GP ones intended to score for Talbot and Talbot-Darracq as well as for Sunbeam, the team of three invincible 1.5-litre Talbot-Darracqs and the very fast 350hp V12 single-seater. This aroused disquiet among some STD shareholders. When Napier's use of six-cylinders was being loudly publicised by S F Edge, Coatalen had been instructed to build only four-cylinder Sunbeams. But the directors, inspecting the factory, came upon a car with two extra cylinders and drew Coatalen's attention to it. "It has *six* cylinders," he was told. Looking puzzled, Coatalen simply peered under the bonnet and said, "Why, so 'e 'as".

Before the 1914 French GP he managed to have a 1913 Henry Peugeot brought in secret into the drawing-room of his house in Wolverhampton and dismantled. Trusted draughtsmen copied it, and it was then reassembled and returned! But Peugeot remained supreme that season, until vanquished by a five-car Mercedes team in the 1914 Grand Prix. The Sunbeams based on Peugeot mechanicals gave Resta third place, but the others retired with engine trouble.

One of the 3-litre straight-eight Sunbeams had won the 1922 TT, but for the French GP the following year Henry was persuaded to design for Coatalen new four-cylinder 2-litre cars. To no avail, as they developed broken valve stems after, it was rumoured, Sunbeam had made its own mods.

But to that historic 1923 French GP, once described by Laurence Pomeroy as being a race of more technical interest and diversity than before. For this Coatalen had enlisted the services of Vincent Bertarione to design the Sunbeam entry, knowing that the previous year his Type 404 2-litre Fiat driven by Felice Nazzaro had won the GP. I have never been sure whether the famous Italian engineer was a freelance or had by then left Fiat's employ, but he must have been aware that the new





Above: Bizarre Voisin 'Laboratoires' proved slow, Rougier retiring. Below: Carlo Salamano's Fiat was the last to break. He was leading. Bottom: Cheery Sunbeam mechanics at the Hotel du Boeuf Couronné



all LAT

Type 805 supercharged Fiats could beat his non-s/c six-cylinder 1922 cars as revised for Sunbeam.

So how must Coatalen have viewed the opposition? Those new Fiats threatened. They had arrived late with a spare car at the Tours circuit, Rossi in charge, and they surpassed the Sunbeams as favourites. The Delage, entrusted to Réné Thomas, with revolutionary V12 engine, not yet supercharged, might seem too new and untried, and maybe Coatalen disregarded the Type 32 eight-cylinder Bugattis and the sleeve-valve Voisins, both with odd-looking, wind-defeating bodies of different forms. But the Rolland-Pilains for Victor Hémery and Albert Guyot were known to be fast.

However, Coatalen had complete faith in his drivers: Segrave, after a learning period with a 1914 GP Opel and a post-war Type 13 Bugatti, had won important races for the STD organisation; K Lee Guinness was an old campaigner who had tamed the biggest of the racing Sunbeams, winning races in it and taking the LSR to 133.75mph at Brooklands in 1922; Albert Divo was extremely reliable. The Fiats, driven over the Alps from Turin, were the last to appear for practice, but were notably quick. An open contest seemed likely.

First to appear had been the Sunbeams, also driven to Tours and housed in the Hotel de Boeuf Couronné at Neuvy-le-Roi, where the racing cars were worked on in the dance hall, guarded at night by reliable locals. The Fiat team was housed in the magnificent estate of the Chateau du Pouille.

At 8am on July 2, the 2-litre grand prix started. It was a race of 35 laps (496.5 miles) over a circuit of closed public roads (three ➠

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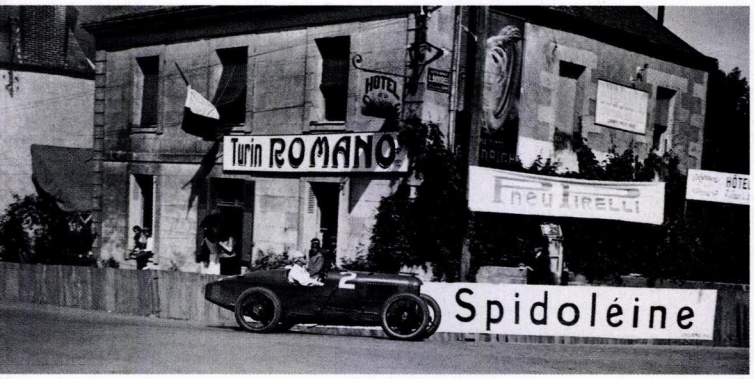
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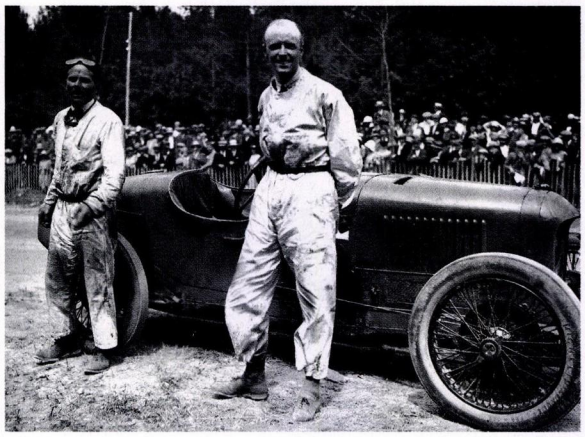
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Above: Kenelm Lee Guinness nearly made it a Sunbeam 1-2-3 but... Bottom: ...a stall allowed Friedrich's streamlined Bugatti into third. Below: Segrave and mechanic Dutoit enjoying their unexpected win



all: LAT

pedestrian bridges had been built over it) with three long, rather cambered straights joined by the 30mph La Membrolle hairpin and two faster corners. The surface was reasonably good except for stones from an earlier event. A rolling start was used, set in motion when 'Le Chevalier' Réné de Knyff dropped a yellow flag.

Thomas's Delage led the pack from the front row, but was quickly overtaken by Pietro Bordino's Fiat, which had got past Guinness's Sunbeam. It was a hot day, making for dusty roads. Already, on this very first lap, the unfortunate de Vizcaya had gone off at the hairpin, his Bugatti 'tank' hitting a tree. The Fiat was well ahead after only one lap, Guinness being some 41sec in arrears. Thomas's Delage was already beginning to overheat so, from being the best of the rest, he fell back.

The Sunbeams' clutches had been relined on the day before the race and a plate restricted pedal movement. This now caused the unit on Segrave's car to slip so badly that he thought of retiring. But after discussion with his riding mechanic Paul Dutoit, they kept going, and much later the stop broke and the clutch became normal. Divo was doing well in what rude people called the 'green Fiat', and Guyot's Rolland-Pilain was sixth, ahead of Segrave's ailing Sunbeam. But there was a very long way to go.

Bordino did not complete the eighth lap; the new Fiat had made fastest lap at 88mph, but grit sucked in had destroyed the supercharger which forced air into the engine. So Lee Guinness now led – a British driver in a British car, a foretaste of the race result. He was ahead of the remaining two Fiats until his pitstop of 119sec, just quick enough to keep ahead of Giaccone's Fiat which, however, soon went past the Sunbeam, the clutch of which, like Segrave's, was slipping.

In motor racing anything can happen – and it did! The Fiat came in for fuel, water, oil and a change of plugs, which occupied 292sec. It restarted badly, did another lap, then retired with the same trouble that had put Bordino out, grit in blower and engine.

Segrave was now able to use all the Sunbeam's power but Guinness had clutch slip on his car. His mechanic Perkins tied a rope to the pedal and pulled on it until he was so exhausted that a stop was made to replace him with Smith, another brave riding mechanic.

Half-distance, and the race order was Carlo Salamano's Fiat leading the Sunbeams of Divo and Segrave, with the quicker Rolland-Pilain next, ahead of KLG, the remaining Fiat, the surviving Bugatti and the Voisins last. But in the second half, as Divo and Salamano fought it out, this now historic race produced a most dramatic ending.

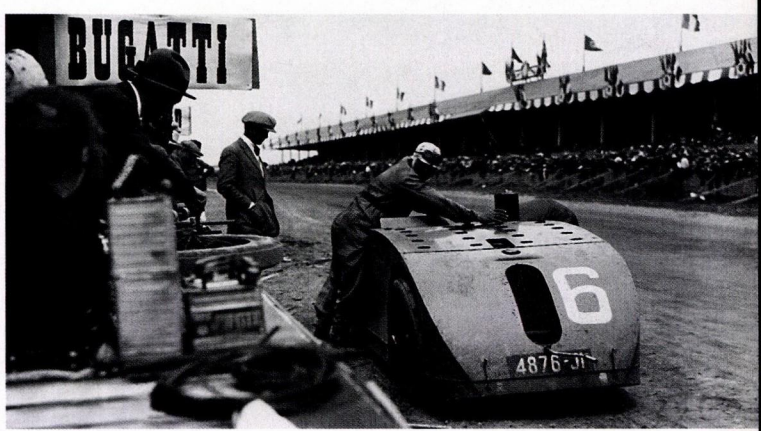
It seemed certain to Sunbeam supporters that they would see a 2-3-4 finish by the cars from Wolverhampton, with the victor the supercharged Fiat of Salamano. But with two laps to go the Italian car stopped and refused to restart, the rather experimental blower system having wrecked. Divo, too, had seemingly ruined his chance of second place when, in his excitement, he jammed the fuel-filler cap of the Sunbeam. Nothing would budge it so he had to refuel the reserve tank every lap, after losing 18 minutes trying to free the main filler cap. So Segrave took the lead. It had taken a skilful drive lasting 6hr 35min 19.6sec for him to become the first British driver in a British car to win this most prestigious of races.

In spite of his ill-luck Divo was second, after 6hr 54min 25.8sec. It could have been a 1-2-3 finish for Sunbeam had Guinness not made a mistake at Membrolle hairpin and his engine then been reluctant to restart, which allowed Friedrich's Bugatti to fill third. Next in was Guinness, followed by André Lefébvre's Voisin.

The victorious driver was presented to France's War Minister, M Maginot, and back in London the RAC organised a celebration dinner, at which Sir Arthur Stanley presented the three Sunbeam drivers with special gold medals and their mechanics with silver medals. The STD Directors said car sales should be enhanced by this magnificent racing performance.

Segrave drove the winning Sunbeam back to England and it was displayed in the company's showrooms in Hanover Square. It was not until Jim Clark won in a Lotus at Reims in 1963 that a British driver again won the French Grand Prix.

A plaque on the wall of the *Mairie* at Semblançay commemorates this British success. The STD Register joined a rally to Tours in 1993 and will do so again for the retrospective event on June 22/25 this year, when no doubt many appropriate cars will parade again on the temporarily closed roads of the 1923 circuit. M





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TOURS GUIDE

EIGHTY YEARS ON, AN ORIGINAL PROGRAMME FROM THE 1923 FRENCH GRAND PRIX IS A RARE SURVIVOR. RICH IN PERIOD STYLE, IT SAYS LITTLE ABOUT CARS OR DRIVERS BUT OVERFLOWS WITH TOURIST INFORMATION AND ADVERTS; PLUS ÇA CHANGE…

photography LAT; program courtesy of Nigel Roebuck

Front cover of this example has been sealed with Voisin label; corded bookmarks and map inserts seem lavish today; ad for DFP faces strange historical fantasy





List of runners for grand prix names only the 'houses' entered; drivers written in by hand later, though separate bird's-eye view map, printed nearer the day, includes driver names. Nowhere are drivers or cars described, beyond being listed as 'Fiats I – III'. Panhard et Levassor advertisement above contrasts comforts of automobile travel in 1923 with Rabelais' explorations in the Touraine region 400 years before. Ingenious KAP single-wheeler trailer advert is in form of ready-perforated pull-out postcards. Dunlop's contribution takes the form of a fold-out map of the Loire valley showing how the circuit is formed from three main roads north-west of the town.



Vue Générale de Tours

CONCURRENTS DU GRAND PRIX DE L' A. C. F.

Nº	MAISONS	Nations	CONDUCTEURS
1	DELAGE. I	F.	Thomas
2	SUNBEAM.. I	G. B.	Lee Guinness
3	ROLLAND PILAIN I	F.	Guyot
4	FIAT. I	I.	
5	VOISIN I	F.	Bougier
6	BUGATTI I	F.	Friederich
7	SUNBEAM.. II	G. B.	Segrave
8	ROLLAND PILAIN II	F.	Nemery
9	FIAT II	I.	Boudino
10	VOISIN II	F.	Duray
11	BUGATTI II	F.	Marco
12	SUNBEAM.. III	G. B.	Wagner
13	ROLLAND PILAIN III	F.	Giaccone
14	FIAT III	I.	de Viscaya
15	VOISIN III	F.	
16	BUGATTI III	F.	
17	VOISIN IV	F.	Morel Henry
18	BUGATTI IV	F.	

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Back pages of programme, top right, are packed with small ads for restaurants, wines, and supper-dances at the Novelty, promising "agreeable evenings". Also local garages: pity the Garage E Louison, agents for Brasier, Cottin-Desgouttes, Doriot-Flandrin, Mathis and Zedel… Manufacturer adverts boast of recent sporting success, like Peugeot's for the valveless 18HP, winner of the Coupe Florio in 1922, and Chénard et Walcker's claims about records broken in the inaugural Le Mans 24-hour event, held just five weeks before. Despite lack of racing information, programme devotes seven pages to bizarre illustrated story updating Rabelais to 1923, with his heroes Panurge and Pantagruel adventuring in a 60-litre car.



MUNICH OR BUST

IT WAS QUICK, POWERFUL, RELIABLE AND ADAPTABLE. WITH MORE FINANCE – AND IMAGINATION – BMW'S RALLY CONTENDER COULD HAVE BEEN A SERIOUS RIVAL TO ESCORT AND STRATOS, WRITES JOHN DAVENPORT



Warmbold's victory on the 1973 Austrian Alpine proved that the 2002 could rival Fiat and Alpine

McKlein

During the 1970s the Stratos was writing rally history. Following its first appearance in October 1974, it scored three straight world championship titles and won the inaugural FIA Cup for Drivers for Sandro Munari in '77. However, it achieved this by being enormously successful on events like Monte Carlo, San Remo and Corsica. Looking at the other eight WRC events one can conclude that, with luck and tactics on its side, the Ford Escort could have taken at least two of those titles. In fact, when Ford did eventually win the WRC in '79, the Stratos still won the Monte, San Remo and Corsica.

What the Escort initially lacked was Tarmac prowess. Had it possessed that there might not have been 037, S4 and a succession of Deltas and Integrales to succeed the Stratos. But there was one car that was good on Tarmac *and* gravel and, in 1974, was ready to take on both Lancia and Ford. Sadly, the BMW 2002Ti was never let off its leash.

When it arrived in 1968 it was an immediate star of racing and hill-climbing, and it wasn't long before it went rallying. Rob Slotemaker took a private car to fifth on the Tulip Rally, and thus encouraged, the factory arranged one-off drives for BMC refugees Timo Mäkinen and Rauno Aaltonen in the 1969 Monte Carlo and Corsica events. On the former, Timo and team-mate Ake Andersson set up their cars with too much rear bias and retired with cooked brakes; Slotemaker, though, finished seventh , a result Aaltonen repeated in Corsica.

Joachim Springer, BMW's motorsport director, was now joined by Helmut Bein, the German rally champion in 1969 and '70 with a 2002 Ti, who took over responsibility for rally matters.

The pace of the programme stepped up in 1971 with Tony Fall joining Aaltonen on various European events. Bein also loaned a car to Sobieslaw Zasada who, with his wife Ewa, won the Polish and European rally championships.

Achim Warmbold signed alongside Aaltonen and Fall for 1972 for a programme of events that included the Costa Brava, Acropolis, Austrian Alpine, Olympia and TAP rallies. The car was not particularly high-tech at this stage. It had an excellent 190bhp eight-valve engine driving through a Getrag 235 gearbox to a limited-slip ZF differential. This was pretty reliable but, as the team found out on the Acropolis, it was not a good idea to run on steel wheels. These had the advantage that small dents could be bashed out, but more than a couple of minutes running on a flat tyre had the effect of wrapping the inner rim around the disc, or drum, making it impossible to remove without an oxy-acetylene cutter. Suspension was a problem, too. ➡

POWER-TO-WEIGHT COMPARISONS

CAR	POWER	WEIGHT	BHP/TONNE
1974 BMW 2002 Tii	263bhp	1060kg	248.1
1974 Lancia Stratos	280bhp	960kg	291.7
1977 Fiat 131 Abarth	238bhp	1000kg	238
1979 Ford Escort RS	260bhp	980kg	265.3
1980 Opel Ascona 400	240bhp	1080kg	222.2

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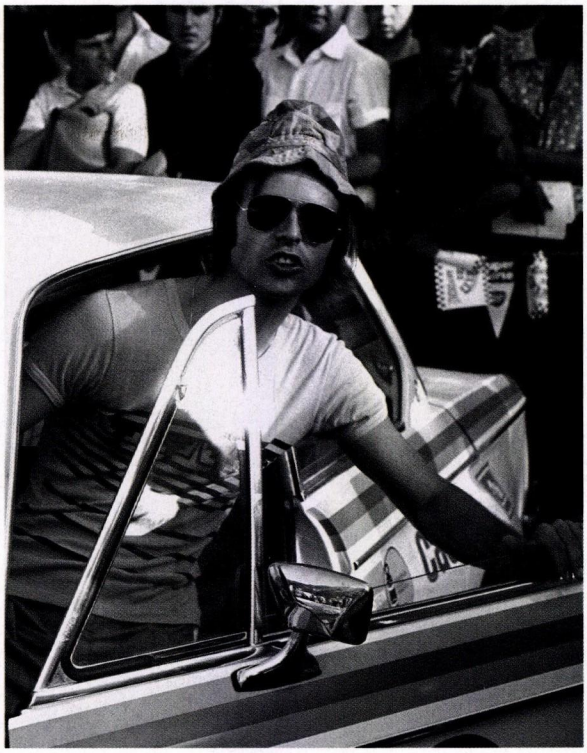
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The independent rear, with its two semi-trailing arms, gave the car excellent road-holding. But, as Aaltonen commented at the time, "If you raise the front to give good ground clearance on rough rallies, it is hard to get the rear to follow suit without having a lot of positive camber and destroying the handling."

It was clear that the 2002Ti needed more horsepower, more testing and more technology. During that 1972 season it frequently led but seldom won. Warmbold took third on the Acropolis, two places ahead of Fall, and he was leading the Olympia Rally until a headgasket failed. But then things came right on the TAP Rally, Achim winning ahead of the works Fiats, Alpines, Citroëns, Datsuns and Opels. This was exactly the sort of rally, with its mix of Tarmac and gravel stages, that the Escort and Stratos later struggled to win.

Now things started to happen. Bob Lutz, sales director of BMW, decided to form an independent company, BMW Motorsport, to run its racing and rallying activities. They headhunted Jochen Neerpasch and Martin Braungart from Ford Cologne to be its managing and technical directors respectively. "Jochen asked me to go with him over to BMW," explains Braungart. "But at the same time the Ford guys asked me to be director in Cologne. But I am an engineer and I wanted to work on the technical side, so I went with him to Munich."





both: McKlein

From top: Warmbold at the '73 Acropolis, which he won after a protest; 1969 Monte Carlo run for Mäkinen was a one-off early in programme

'It was clear that the BMW 2002 Ti needed more power, more testing and more technology'

They instituted a programme to homologate performance parts for the 2002Ti. The main items on the list were a brace of 16-valve cylinder heads. One was developed by Josef Schnitzer, himself a German touring car champion at the wheel of a BMW 2000Ti in 1966; with his brother he ran a motorsport engineering firm close to the Austrian border. His was the head initially earmarked for rallying as it had the exhaust on the conventional – co-driver's – side of the car and thus did not require the manifold to miss the steering box. The other head was destined for Formula Two and was designed and developed in-house at BMW under the supervision of Paul Rosche.

So it was that Warmbold departed for the 1973 TAP Rally, now in March, to drive the first 230bhp 2002Ti rally car. It would have been too much to hope that Achim would repeat his win of '72. In fact, he ran in the middle of a pack of all-conquering Alpines and was lying second when the steering arm broke on the last night. But it was a very promising start, and all the new systems on the car had performed well.

The rest of that year the works team, now comprising just Warmbold/Jean Todt and Björn Waldegård and Hans Thorszelius, contested only four WRC events. They had a fraught debut on the Acropolis: Warmbold retired after an accident; Waldegård suffered a blown headgasket. But then, on the Austrian Alpine (if we forget the turmoil triggered by the Alpine team manager Jacques Cheinisse when he took it upon himself to block a short cut), both the BMWs performed faultlessly against strong opposition. Warmbold won – after a tribunal – with Waldegård fourth. This was a smooth gravel rally on which handling and power really counted. And the 2002Ti was quicker than both the Alpine A110 1800 and the Fiat 124 Abarth.

In San Remo it was the Acropolis story all over again, except that this time both retirements were attributable to the fact that the cars were still running steel road wheels: Waldegård had the differential fail when he attempted to drive out of a stage with a flat tyre; Warmbold had a sudden deflation and crashed as a result.

It was the RAC Rally that showed the true potential of the 2002Ti. For Warmbold, a pace-note driver if ever there was one, this blind rally was not his forté, but finishing 15th on his first visit to Britain was not too bad. But it was Waldegård, on his 10th attempt at the RAC, who was the revelation. Out in front was Mäkinen, confidently steering his works Escort to the second win of his eventual hat-trick. But behind him at halfway, after all the Welsh stages, was Waldegård. And behind him were Roger Clark, Simo Lampinen, Markku Alén, Per Eklund, Walter Röhrl, Jean-Pierre Nicolas, Ove Andersson *et al.*

It continued like this for most of the rally and the cars entered the Yorkshire stages with Mäkinen still leading Waldegård, Clark, Lampinen and Alén. On the penultimate stage in Pickering Forest, Lampinen's Saab engine seized but Alén was unaware of this ➳

and, trying hard, went off. As the spectators were lifting his car back on, he noticed that one of them was Waldegård. His BMW lay even further off the road; it needed the use of a chainsaw to release it from the trees. The time loss was enough to drop the BMW to seventh. If the 2002Ti could get that close in its first proper year of development, there was considerable hope for the future.

Within BMW Motorsport there had been some personnel changes; Bein had left to join Opel's burgeoning rally operation. He was replaced by a Dutchman, Anton Keizer, whose background was preparing racing cars for compatriot Toine Hezemans. One of his ideas was to save money by spinning off the rally department to a location in France – Strasbourg to be exact – where BMW France had identified a suitable workshop. But after only a couple of months Keizer departed, and with him went the idea of going to France. In his place came a young engineer called Rainer Bratenstein, who joined from Porsche and took over responsibility for the rally cars.





'Had they gone to San Remo, BMW might have spoiled Lancia's WRC debut with the Stratos'

At the end of 1973 the fuel crisis arrived. Events were cancelled throughout Europe and rallying was hit hardest of all. With the situation uncertain BMW released Waldegård – who promptly got a job driving a Lancia Stratos – but retained Warmbold, despite him being wooed by Fiat.

BMWs biggest problem was money. To keep its Motorsport GmbH alive, it even used its small workforce to fit sports parts to private cars to generate income. With no major rallies being held, Bratenstein carried on developing the 2002 rally car in the background.

The first item on the agenda was to use Rosche's more powerful Formula Two engine. This unit had to be vertically mounted with the exhaust on the left-hand side and utilised Kugelfischer fuel injection (hence CTii). The car was fitted with rack-and-pinion steering to provide room for the exhaust and allow the engine to be mounted lower. Famous tuner Dr Schrick replaced the slide throttle with butterflies and came up with a camshaft design more attuned to rallying. The brake discs were increased in size, but fully floating calipers meant that either 13in or 15in alloy road wheels could be used.



LAT, McKlein

From top: Warmbold was third on '72 Acropolis; Aaltonen (left, with Mäkinen) was a 2002 stalwart; Warmbold's privateer car won Sachs

Everything was done under the liberal Group 2 regulations to reduce weight. Bratenstein recalls that, "The heater was very heavy so I decided to fit one from a Mini Cooper. The BMC dealer in Munich was a bit surprised when someone from BMW wanted to buy Mini parts." The dashboard was made from fibreglass and the whole car got the attention to detail that is common practice today. As a result it weighed in at 1060kg and produced 263bhp at 7800 rpm.

Says Bratenstein: "That engine needed more development to improve driveability. And there was still much to do in matching it to the right gearbox and axle ratios."

With several of the early WRC events cancelled in 1974, the first opportunity came with the 1000 Lakes in August. Warmbold: "This was not the rally we should have gone to. Jean [Todt] and I had just a week to recce in a normal hire car. You need years to learn how to drive on those funny Finnish roads. The car was good, but we could never hope to show its potential there." And so it proved. The pair fought bravely and finished 13th. Had they gone to San Remo two months later, the BMW might just have spoiled Lancia's WRC debut with the Stratos.

The lack of money meant that this was the end of BMW's official rally programme. The 1974 car was sold to Brian Nelson in Ireland. Warmbold acquired his '73 RAC mount, which was fitted with a lot of the new parts from the '74 car but retained the Schnitzer engine. He won the '75 Sachs Winter and Donegal rallies with it, but retired once more on the TAP Rally while holding third place.

Would the BMW 2002Tii have made the grade in the WRC?

Bratenstein: "I'm pretty sure it would. Already in 1974 we were near the performance level of the Escort RS in '79 – and at least as good as the Fiat 131 that came in '76."

Warmbold: "It would have won. It was a big, big mistake of BMW not to do that car."

Certainly, during the period 1975-77, before the Group 2 freedom to run 16-valve heads was curtailed, the BMW 2002Tii would have given its competitors a serious run for their money. M

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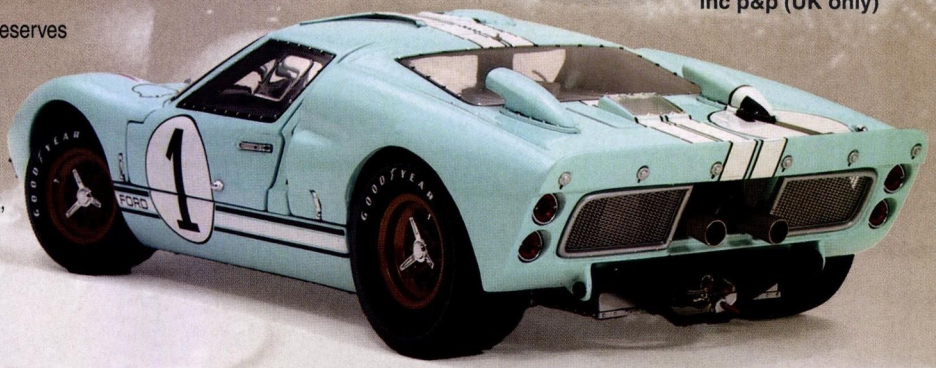


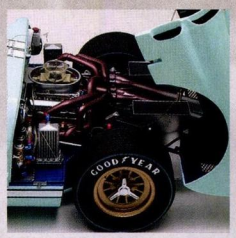
When Henry Ford himself dropped the flag that signaled the start of the 1966 24hr marathon the GT40 MkIIs surged Into the lead, and from then on there can be no doubt that when Ford set their sights on a goal, they will do whatever Is required to attain It.

The GT40's remained at the front of the field, and at the last pit stops they were directed to moderate their pace. The big Fords crept around the last lap to form a 1-2-3 photo finish. Then a puzzling thing happened... the Miles/Hulme Car No.1 was ordered to brake and let the Amon/McLaren car cross the finish line first It was thought that Ken Miles was a lap ahead. Race officials thought differently. A Photo opportunity cost him victory at the World's greatest endurance race... a particular troubling thing as Ken Miles would be killed just two months later. Nonetheless the trio of cars set speed and distance records previously unheard of at Le-Mans; the closest Ferrari was almost 400 miles back.

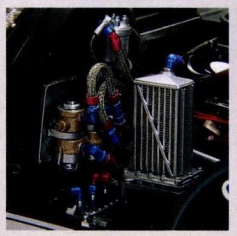
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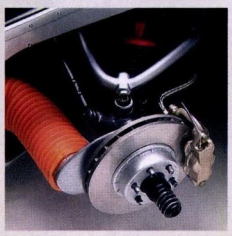
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MID-LIFE PRIZES



Don Parker receives the winner's laurels after yet another F3 victory – this time at Snetterton in 1955

Guy Griffiths

Next time you read that so-and-so has scored a record number of victories in Formula Three, reflect that, in the 1950s, Don Parker won 126 such races. That is a record you can call a record and, incredibly, Don was nearly 40 years old before he even saw a racing car.

Formula Three has *always* been an important stepping stone for ambitious young drivers, and Don was faced by a horde of hotshoes. Among their number was Stirling Moss, whom he beat more often than any other driver except for Fangio. And yet Don turned down offers of works drives from Lister and Lotus because he didn't have enough confidence in himself. That might sound odd coming from the man who was British F3 champion in 1952-53 and '59, and who missed the '54 title by half a point. It's only when you discover more about his background that it begins to make sense.

Don was born in Kent in 1908. His father was a horse-trader, a marginal occupation, and any time he felt that an assistant was required he would call his son from the school playground. Don ran away from home when he was 12 and became a butcher's assistant. This, however, proved another brutal existence.

Fast forward to 1947: Don had taught himself mechanical engineering, had married, had had a family and was running a one-man general engineering business under a railway arch in Battersea. Just up the road, also under a railway arch, was Charlie Smith, who was running a *two*-man business. Charlie was a successful grasstrack racer on bikes and Don had begun to dabble in the sport. Smith had also built a pioneer 500cc car, learned from his mistakes, and he and Don began to build a second machine. The deal was that, in return for his help, Don would get the odd drive.

Charlie gave the second CFS its debut at the British Grand Prix meeting in late 1948, where it retired, and a couple of weeks later he was killed while practising for a motorbike race. Charlie's widow passed over the business to *the* employee, a chap called Jack Knight (yes, *the* Jack Knight), and she insisted that Don take over the CFS Special.

Don was tiny; he never weighed more than eight stones, and so he rebuilt the CFS to suit him. It was shortened and everything that could be was drilled for lightness. (Don was so obsessive about saving weight that he raced without socks or underwear!) He took the Parker-CFS to Brough, an airfield circuit, and recalled, "I looked at all the trophies in the organisers' tent and thought that they were beyond my grasp. I had never won anything in my life." He took home two of those trophies that day. It was the turning point in his life: he had found something that could give him recognition.

By the end of 1949 Don had won two races and twice beaten Moss: "I regard Stirling as the greatest driver there has been, but I had one advantage over him – I built my own cars so I knew them inside out. Stirling had one way of racing: he'd shoot off into the lead and stay there. Even when I set pole, and I often set pole, I'd not often be first away."

In 1950 half-litre racing became the international Formula Three. Hardly anyone with a home-made car stood a chance; to win you really needed a Cooper, preferably with a Manx Norton engine amidships. Norton would not sell these and so people began to buy whole motorcycles to get their hands on the engine. There was no way that Don should have been successful in a self-built car fitted with a JAP engine, but he won 10 races ➤

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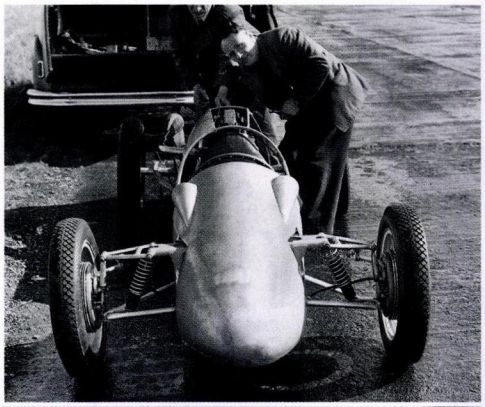
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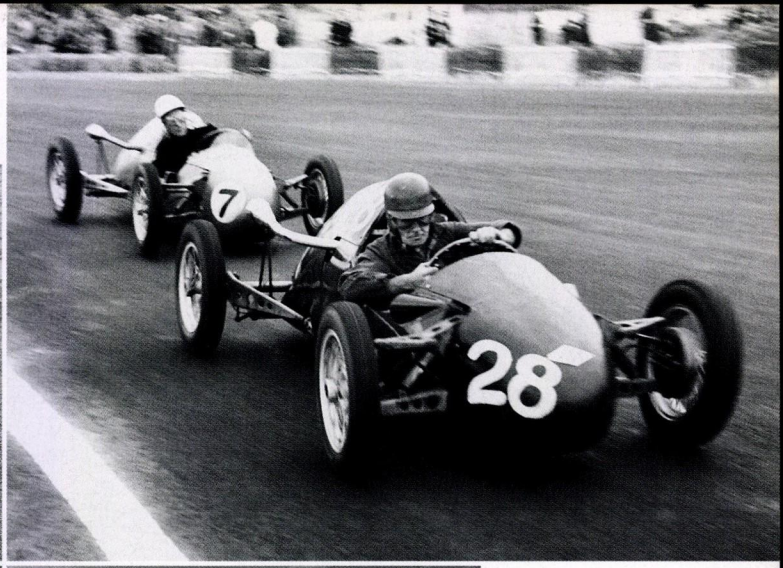
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LAT, Guy Griffiths

Clockwise from top left: Tinkering before debut of 1954 Kieft-Norton; dicing with sister Kieft of Moss at '52 British GP meeting; hillclimb debut at Rest and Be Thankful, '55; '52 International Challenge Trophy

that year and was second in the Dutch GP. Even more remarkably he was third in the curtain-raiser to the Monaco GP, behind Moss and Harry Schell.

For the following year Don switched to a JBS chassis that, at the beginning of the season, had the edge over the Coopers. JBS stood for James Bottoms Special, and James made his cars primarily for his son, Alf, a noted grasstrack rider. When Alf was killed in the Luxembourg Grand Prix the project folded. That year Don picked up 12 wins, though none of them was in a major race. On the other hand he was *the* outstanding privateer and, before the year's end, was receiving works JAP engines.

Also in 1951, Don's life changed considerably. Though he was an unlikely lothario, he was attractive to women. A pretty 16-year-old met Don, by then divorced, at Goodwood, and she decided there and then that he was the man for her. Their relationship caused something of a stir in the paddock but, as soon as she was 21, Dora married her man – and they remained blissfully happy until Don's death in 1998.

Cyril Kieft also entered Don's life at this time. Cyril had been a high-flyer in the steel industry, but when it was nationalised, he resigned, looked after a few private companies he owned, and decided that motor racing was the personal challenge he sought. The early Kieft 500cc racers weren't very good, but Cyril had, has, a big personality and so he made an impact.

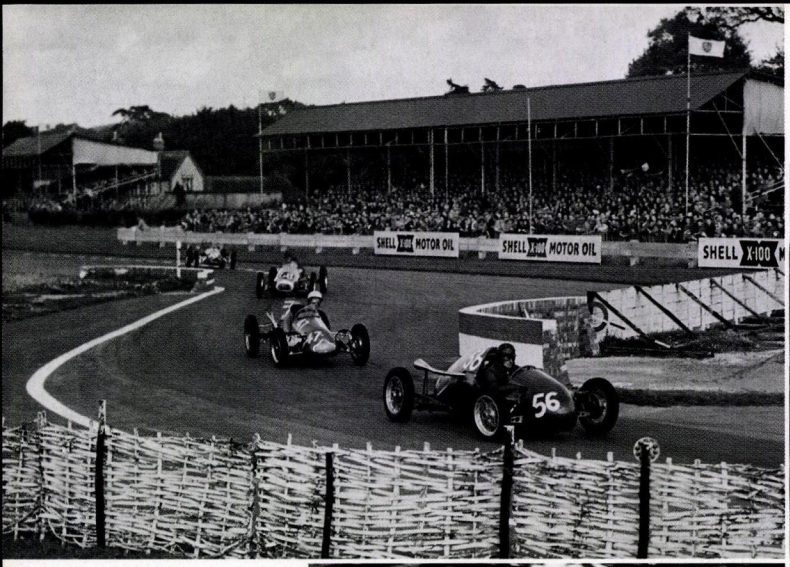
In the meantime a consortium consisting of Dean Delamont, John A Cooper (technical editor of *The Autocar)* and Ray Martin, a bright young mechanic, had been working on the Ultimate Formula Three car. Ken Gregory, Stirling's manager, was this project's catalyst and Moss was the designated driver. According to Cyril, he stepped in when they needed money. The resultant car was named the Kieft CK1 and Moss and Gregory joined the board of Kieft Cars. Stirling won with it first time out, at the Whit Monday Goodwood meeting, and the success of the project seemed assured.

But Stirling's many commitments meant he could drive for Kieft only occasionally and so Cyril went looking for a regular works driver – and lit upon Don Parker. This unlikely match would dominate 500cc Formula Three during its glory years. Kieft provided the hardware, and because he was a director of Norton Motorcycles, Cyril not only arranged a supply of engines, he also secured Steve Lancefield to tune them. (Lancefield and Francis Beart were the two top tuners of Norton engines.)

For his part Don took a kit of Kieft parts and built his own car. This is an important point because the prototype CK1 was built by Martin, while production Kiefts were made in Bridgend by men skilled in metal but whom had not previously made cars. CK1 was a brilliant design in principle but it had to be made to very fine tolerances, which were achieved only by Martin and Parker. Stirling discovered the difference in 1952 when he wrote off the prototype. He tried a customer car, complained that it simply was not the same and, before the end of the year, had resigned from Kieft Cars.

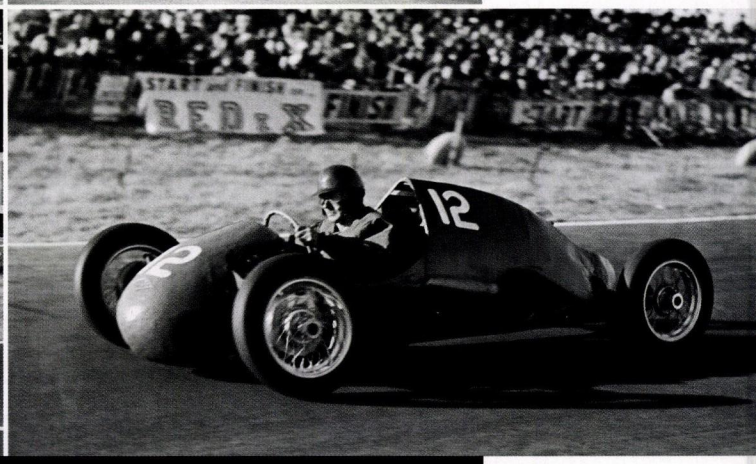
By contrast Don had a brilliant season. At the British GP meeting he and Stirling, both in Kiefts, ran away and hid from a quality field. Don was ahead by a fraction on the run-in to the chequered flag when, with about 400 yards to go, his drive chain snapped. Elsewhere that year he scored 22 victories and secured the premier British Formula Three championship.

For the 1953 season Don fabricated his own wishbones from ➤➤









LAT, Guy Griffiths

Clockwise from top left: Leading Moss's Cooper at Goodwood, 1952; Castle Combe the same year; three races, three wins at Brands Hatch; a rare non-F3 outing – winning in his XK150 at Oulton Park in 1960

Reynolds 531 tubing (he was so light that he didn't need the beefier units usually specified). It is not going too far to call Don's cars Kieft-Parkers. He started 44 races that year and finished in the top three of 42 of them. He won 30. And this was at a time when Formula Three was at the height of its popularity. The massive grids included a dozen men who would go on to drive in Formula One; they were no match for Don, though. Not bad for a 45-year-old mechanic preparing his own car.

Shell came running with a contract for 1954 and part of the deal was that Don would be provided with Nortons tuned by Beart. Not long into the season, however, he began to believe that Beart was nobbling his engines. Why should a tuner do such a thing, if indeed Beart did? Don believed it was because Moss drove for Beart in F3 and would drive the Beart-Climax sportscar in '55. Whatever the truth of the matter, Don took charge of his own engines and always remembered how sweet it was to win the Francis Beart Trophy at Oulton!

Les Leston was Don's main rival in 1954. They battled all year and Don believed he had clinched a hat-trick of titles at Cadwell Park in October. Then an additional race was announced. It was at Brands Hatch's first Boxing Day meeting; Leston finished third, Parker was fourth, and so Les took the title by half a point.

The wins had come harder in 1954. Part of the reason was that the Kieft was an ageing design, part was because of the rift with Beart, and part was because the opposition was so much stronger. One reason for that was that others began to race like Don did; he was a hard competitor who took no prisoners. All his contemporaries – Moss, Leston, Jim Russell – say so, but none has ever accused him of being unfair.

That season was the apex of 500cc Formula Three. From 1955 most young hopefuls switched to the 1100cc sportscar class. Don didn't, and took 10 F3 wins that season – still quite an achievement for the only front-runner who built his own car and prepared his own engine. Included among these was his 100th victory, at Cadwell Park. It was typical of the man that he didn't keep his score, and it was only late in life that he was told about this.

For 1956 Don switched to a Cooper; it was fitted with a Norton engine prepared by Robin Jackson. He stayed in 500cc racing until '59, which is when he clinched his third title, at the age of 50. By then, however, Formula Three had lost its international status to Formula Junior and had become something of a backwater. Don had always expected his racing to pay for itself. He had, in fact, made a handsome income from racing, but now it was beginning to cost him and so, with nothing else to prove, he retired from F3.

He had amassed that staggering number of victories in this competitive category, but would he have been able to make a successful transition to larger cars?

Consider this: on several occasions he entered his tow-barges in races – and won in them. One was a Jensen 541, the other was a Jaguar XK150S – and both were bog standard. These were cars that did not often appear on race circuits; indeed, Don may have been the only man, in Britain at least, to win with either. He could have made the switch, no question.

Eventually Don retired to the South Coast where he indulged his passion for fishing. He died in 1998, aged 89, and many of his friends who attended the funeral had no idea that he had been, by a country mile, the most successful F3 driver in history. That tells you everything about the man who was known simply as 'The Don'. M

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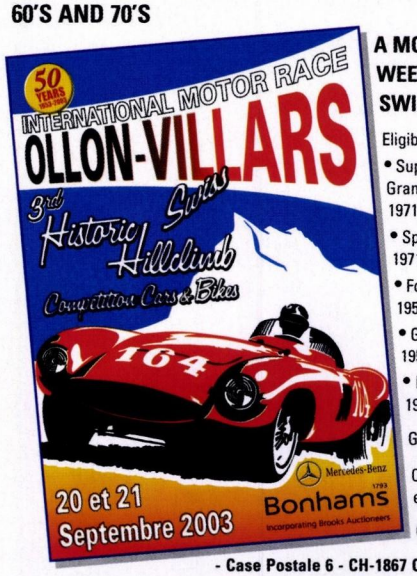
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X-RAY SPEC

SHADOW DN1

DESIGNER TONY SOUTHGATE REMEMBERS WHEN A NEW F1 TEAM COULD EMERGE FROM THE SHADOWS AND ITS CAR COULD BE PLANNED IN A TINY GARAGE. BY KEITH HOWARD

ALL IT TOOK IN THE 1970S TO CREATE A NEW Formula One team was one good sponsor and a team principal with the necessary ambition. American Don Nichols arrived on the F1 scene in 1972 with UOP – Universal Oil Products – providing the greenbacks, and he was determined to shake up the F1 status quo from the start of the '73 season.

Like the US team he'd already set up to compete in Can-Am, the new operation was called Shadow. Its company logo of a cloaked man in silhouette was not, as you might suppose, a reflection of Nichols' clandestine CIA past but a reference to American pulp fiction hero *The Shadow*, who in the 1930s and '40s had been the subject of almost 140 'penny dreadfuls', most of them written by Walter Gibson under the alias Maxwell Grant.

Nichols had begun his motor-racing career while serving with the US Army in Japan, importing cast-off racing components from the US and selling them to an eager Japanese audience. He claimed to have made his first million through this lucrative trade, but in the process he put some noses out of joint back home – a misdemeanour for which his new team would be repaid when it took to the grand prix circuits.

To drive the cars he recruited Jackie Oliver and George Follmer, both of whom had already campaigned Shadows in Can-Am. Although Follmer had never raced an F1 car in his life he was brave behind the wheel and would record the team's best result that first season – a third in the Spanish GP at Montjuich Park.

To design his new car Nichols tempted Tony Southgate away from BRM, where he had designed the P160 and P180. How was Southgate persuaded to quit such an established team, where he'd only been since 1970, for the uncertainties of a start-up operation?

"It wasn't the money. Shadow paid me better than BRM, but BRM employees were very poorly paid. I was the highest paid person at Bourne, and I got £2,400 a year! Don Nichols I'd never met or knew of until then, but Jackie Oliver had been a driver at BRM the first year I was there – that was the first factor. And Shadow had been running cars in America for a few years, so I knew that the team was genuine."

UOP owned a company in Northampton, so that's where the Shadow team was based, first in a tatty, hand-me-down factory on Weedon Road, then in a new one built for it around the corner. When Southgate joined in October 1972 even the first of these was not yet occupied, so all the design work for the DN1 (DN standing for Don Nichols – an idea of Southgate's that Nichols himself was rather embarrassed about) was undertaken in his garage in Bourne.

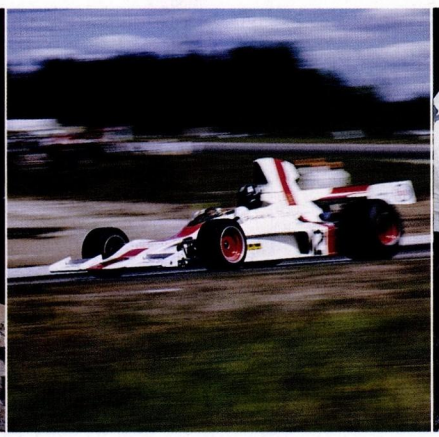
"It was just a single garage with an up-and-over door. Inside it was a plan chest, drawing board and a lamp! All of the design was done there. By the time we started making the car, though, we had the first factory."

Even more surprising than Southgate's recruitment was Graham Hill's decision to run the DN1 as his car in the new Embassy team's first season. Whether the choice was made through inspiration or desperation, it didn't work out. While Oliver and Follmer scored three and four points respectively – bettering Lauda and Regazzoni that year! – Hill scored zilch and next season switched to Lola, albeit with little more success. ➳

From left to right: The new black Shadow provided a sinister presence in the GP paddock of 1973; Graham Hill's DN1 ran in a rather more upbeat colour scheme; Southgate's DN1 featured regulation bathtub monocoque – it was at its faired-in rear end that it broke new F1 ground

all: LAT



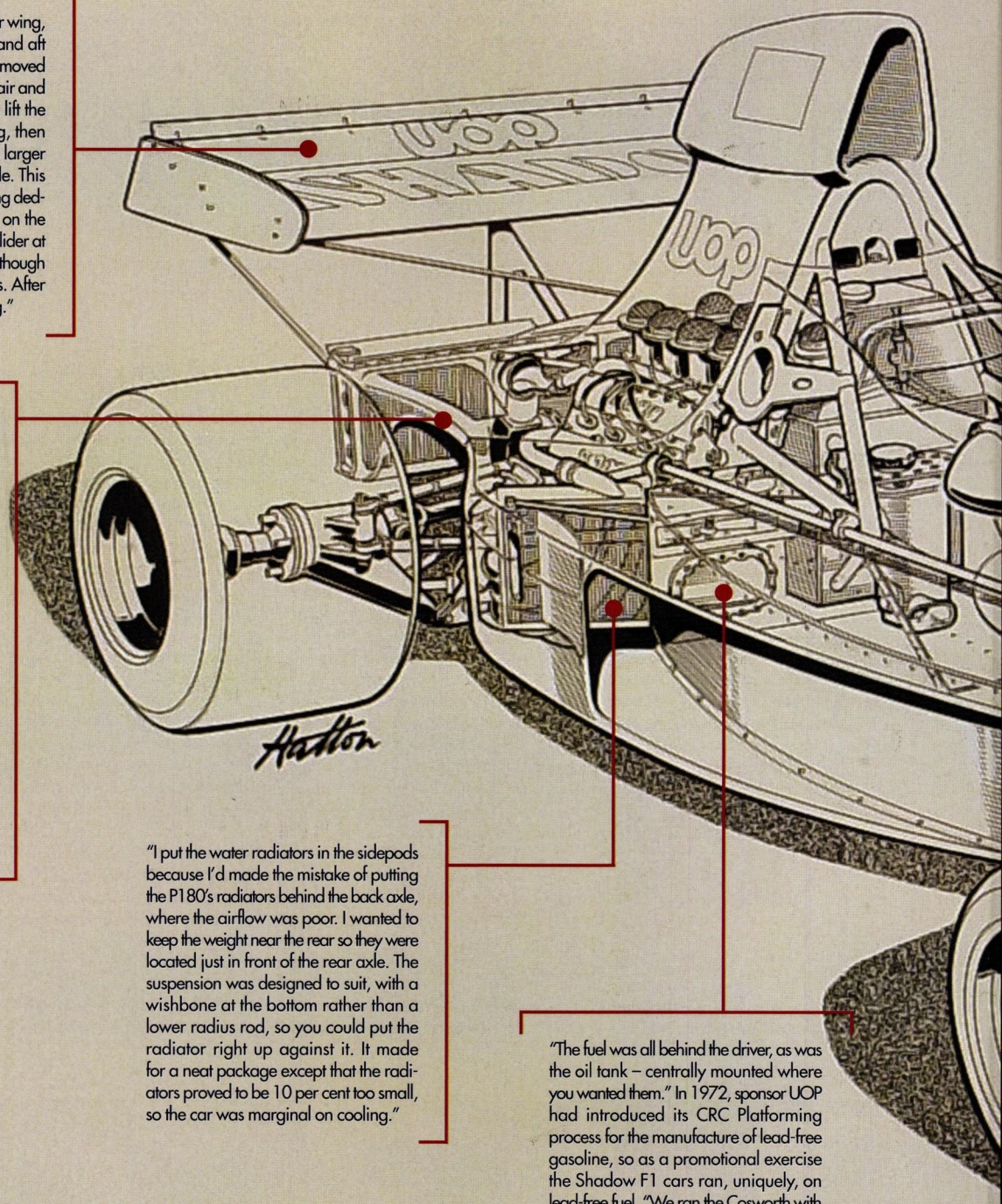




X-RAY SPEC: SHADOW DN1

"There was no restriction on the rear wing, other than height and width (fore and aft they hadn't cottoned on to). As you moved the wing back you got into cleaner air and it worked better. But then it tried to lift the nose. So you got the rear working, then nailed down the front by adding a larger wing or running it at a higher angle. This was around the time we started using dedicated wing sections. The aerofoils on the P160 had been aircraft sections – glider at the front, light aircraft at the rear – although modified with trailing-edge flip-ups. After that we started to do our own thing."

"An interesting feature of the DN1 is that it has an all-enveloping body; cars in those days were usually open at the back, so you could see the engine. Fairing it in improved the airflow to the rear wing – clean surfaces, clean airflow. The body was also waisted around the rear wheels, which was something you saw more often on cars in the 1980s. We'd twigged that from wind tunnel testing: you wanted the air to flow through there to help extraction from the radiators. That's a nice feature. The car was very compact at the back – a little too compact, in fact. I should have given it a longer wheelbase. As the season progressed I lengthened the wheelbase by 4in and the thing went a lot quicker as a result. It changed the weight distribution – initially the car had had too much weight at the back."



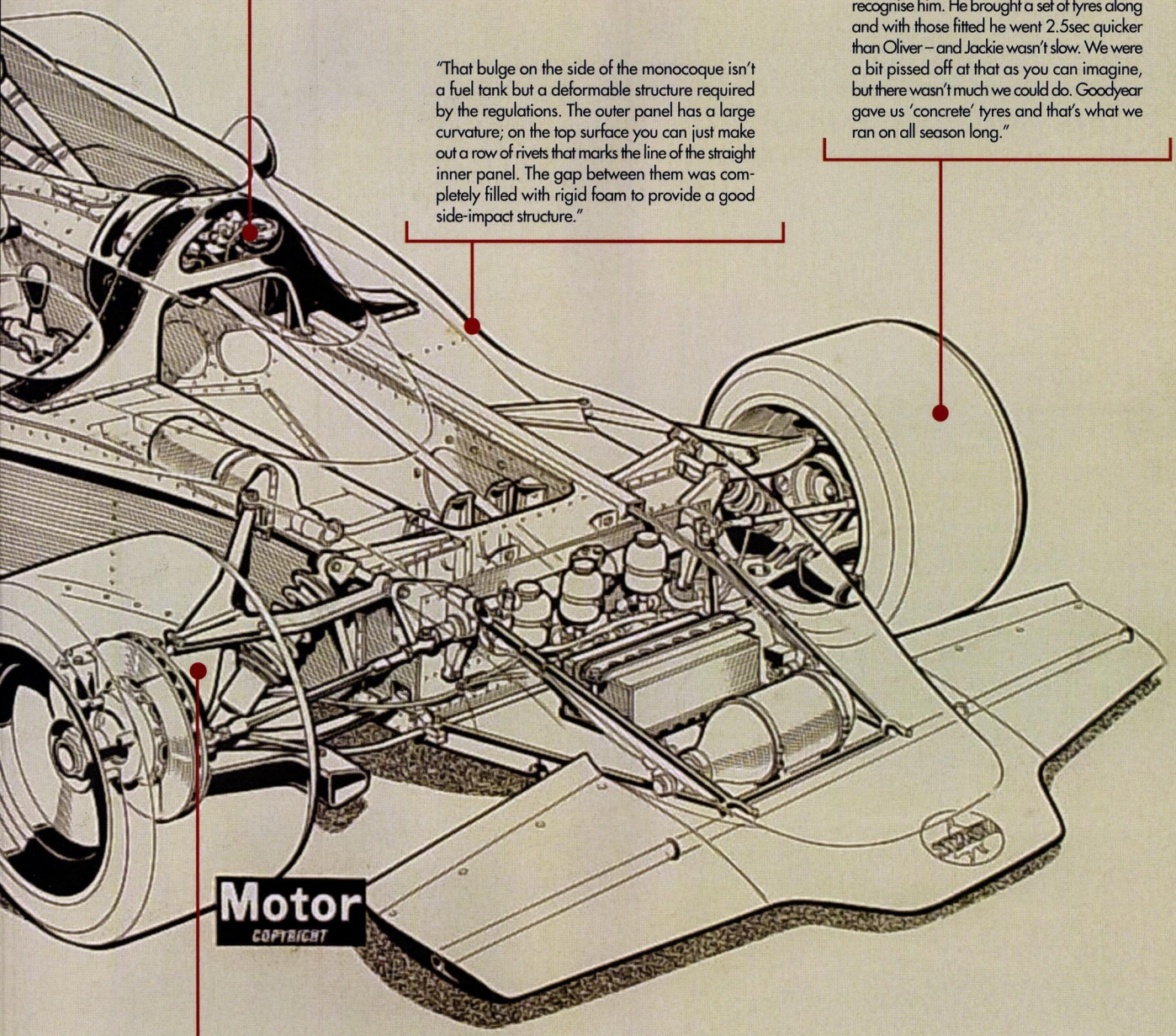
"I put the water radiators in the sidepods because I'd made the mistake of putting the P180's radiators behind the back axle, where the airflow was poor. I wanted to keep the weight near the rear so they were located just in front of the rear axle. The suspension was designed to suit, with a wishbone at the bottom rather than a lower radius rod, so you could put the radiator right up against it. It made for a neat package except that the radiators proved to be 10 per cent too small, so the car was marginal on cooling."

"The fuel was all behind the driver, as was the oil tank – centrally mounted where you wanted them." In 1972, sponsor UOP had introduced its CRC Platforming process for the manufacture of lead-free gasoline, so as a promotional exercise the Shadow F1 cars ran, uniquely, on lead-free fuel. "We ran the Cosworth with it on the dyno and it developed the same sort of power. There was a slight difference but not much, and the regulators accepted it. The fuel used to smell like pear drops, though – it wasn't normal at all. The problem was that, wherever we raced, we had to ship our own fuel in."

"This was the first time I'd designed a car for the Ford DFV. At BRM we'd had a V12 and before that I'd worked at Eagle, whose F1 engine was also a V12. I soon found out the difference with a V8 – it vibrated so much that everything fell to pieces! All the instruments on the dash panel were solidly mounted originally, because that's how they were on V12 cars, without any problem. I soon found out you had to rubber-mount everything on a DFV car – that was one of the first surprises."

"That bulge on the side of the monocoque isn't a fuel tank but a deformable structure required by the regulations. The outer panel has a large curvature; on the top surface you can just make out a row of rivets that marks the line of the straight inner panel. The gap between them was completely filled with rigid foam to provide a good side-impact structure."

"I didn't know initially that Don Nichols was not the most popular bloke with Goodyear because of his past dealings in Japan, but I found out at Silverstone. We were very disappointed with our qualifying time there, so soon after the race we went back – with Brabham's Carlos Pace secretly driving the car in a plain crash helmet so nobody would recognise him. He brought a set of tyres along and with those fitted he went 2.5sec quicker than Oliver – and Jackie wasn't slow. We were a bit pissed off at that as you can imagine, but there wasn't much we could do. Goodyear gave us 'concrete' tyres and that's what we ran on all season long."



"I was never tempted to have inboard front brakes, because I could never convince myself it was worth the effort. I remember a designer, I think it was Maurice Philippe, telling me about a test Lotus had done of inboard versus outboard, and they'd found a negligible difference. It's a pain in the neck having them inboard, so eventually we drifted back to having them outboard. As I found out when I went there in 1976, Lotus had had a tremendous number of brakeshaft breakages on the 72."

POWERFUL IMAGES

IT WAS A MEMORABLE YEAR, 1966. ENGLAND WON THE WORLD CUP – AND FORMULA ONE GOT ITS TEETH BACK. THE NEW 3-LITRE FORMULA PROVIDED FRESH CHALLENGES FOR THE TEAMS AND AN IMPROVED SPECTACLE FOR THE FANS. THESE PHOTOGRAPHS COVER THE FIRST THREE SEASONS OF THAT ERA, A TIME WHEN DOWNFORCE HAD YET TO GET A GRIP

photography by LAT







Above: 'Is that legal?' Lotus 49B meets gendarme during the 1968 French GP at Rouen. Only one Gold Leaf car made the start, and it retired after just 14 laps

Left: F2 'tiddlers' mix it with the big stuff at the start of the 1966 German GP. Car 27 is Jacky Ickx's Matra. Ahead is John Taylor, who crashed fatally on this lap

Opposite: Brabham (1), Hulme (2), Gurney (9), Amon (8), Surtees (7) and Rindt (11) blast off at Silverstone in 1967. The Lotus 49s are out of sight!



Above: After a troubled practice that left him down in 15th, Denny Hulme waits for the start of the 1966 German GP. He would retire from fifth with ignition ills

Right: Bruce McLaren's M7A blurs past on its way to second place in the 1968 International Trophy. The winner on this occasion was Hulme's sister car

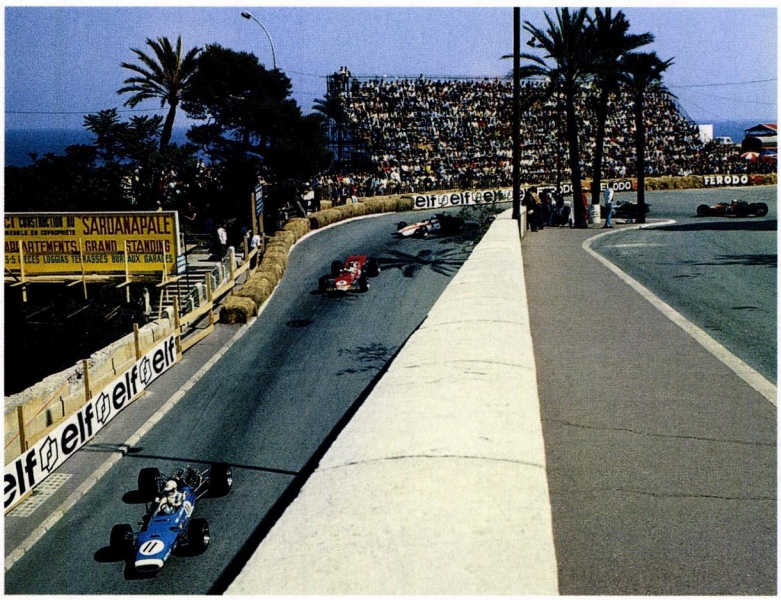
Opposite: John Surtees looks askance at his Honda at Kyalami in 1968. That South African GP was held on New Year's Day and Surtees finished eighth




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TIGER
IN YOUR TAN
10
9
HONDA MOTOR
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Above: All nicely up to temperature, Graham Hill eases his Lotus 49 onto the Le Mans circuit. He started the 1967 French GP from pole, but retired early

Left: Standing in for an injured Jackie Stewart, Johnny Servoz-Gavin caused a minor sensation by leading the early laps of the 1968 Monaco GP for Matra

Opposite: Mechanics Tyler Alexander (right) and Wally Willmott prepare the McLaren M2B-Ford V8 prior to the marque's GP debut at Monaco in 1966

COLOGNE RANGER

FORD TAUNUS 20 MRS: SAFARI RALLY – APRIL 4-8, 1969

THE BULKY TAUNUS MAY HAVE LACKED THE NIMBLENESS OF ITS RALLY RIVALS BUT, AS JOHN DAVENPORT EXPLAINS, FORD GERMANY RECOGNISED ITS POTENTIAL FOR THE ROUGHER EVENTS

Prior to the advent of the bespoke rally car, manufacturers had to make do with mildly altered versions of their road machines. Not all of these were a success, but just occasionally one of them fitted the bill so well that it proved to be the proverbial dark horse. Such was the case with the Ford's Taunus 20 MRS, which made its name with a sole rally victory in the gruelling East African Safari event of 1969.

The Blue Oval's Cologne-based competitions department first appeared with the Taunus on the 1968 London-to-Sydney Rally. It entered two of them as part of the massive Ford works effort that stretched from British Lotus Cortina Mk2s through to Australian V8 Falcons. The 20 MRS was a sort of halfway house in that it had a 2.6-litre V6 but, like the other two main Ford contenders, it was conventional in every other respect: it inhaled through carburettors, drove the rear wheels through a four-speed gearbox, and was suspended by MacPherson struts at the front and leaf springs at the rear. It was a big, heavy car, but it was simple and rugged.

The Taunus of Dieter Glemser/Martin Braungart was lying in equal fourth place as the event passed through Afghanistan before the drive between the camshaft and the distributor broke and they were out. But the sister car of Simo Lampinen/Gilbert Staepelaere rose up to second overall by Bombay, just 9min behind the leading Lotus Cortina. Across most of Australia these two cars – and the Citröen DS21 of Lucien Bianchi – swapped the lead. Then the Cortina broke its axle and dropped way back. A win looked to be on for the Taunus but then, on the last day, Staepelaere skidded, hit a gatepost and broke the front suspension. They got it fixed, but it took more than two hours to do so.

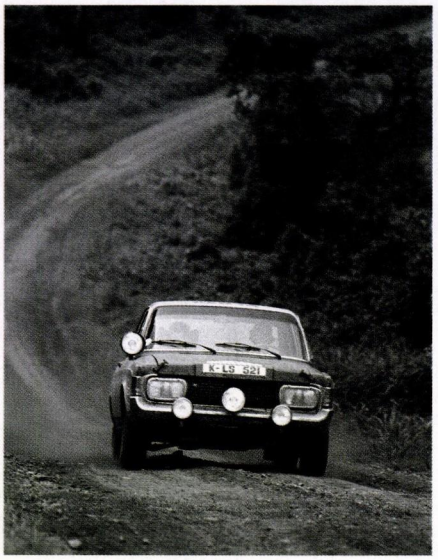
So the Taunus had shown promise in terms of durability, if not outright speed, and when the main Ford dealer in East Africa, Hughes Motor Company, approached Jochen Neerpasch, Ford's competitions director in Cologne, it did not take much to arrange a deal to send two cars out for the 1969 Safari Rally. They were accompanied by Neerpasch himself, one mechanic and a pile of parts; the importer laid on the entire service organisation. Neerpasch brought one European crew with him – Bengt Söderström and Gunnar Palm – while Hughes nominated Kenyans Robin Hillyar and Jock Aird.

Hillyar and Aird worked for Hughes, but had started their rally career together behind the wheel of a Datsun. They had been offered a Datsun for the 1968 Safari, but by then they were becoming rather high profile and Hughes suggested that it was worth more than their jobs to drive for the Japanese company. They entered a Lotus Cortina instead and, like many others, got bogged down in the horrendously muddy conditions.

In contrast, the 1969 event was pretty dry and so Hillyar/Aird benefited greatly in the early sections from having drawn number one and running first on the road. Even so, Jack Simonian took the lead (in a Datsun) until he tried to move Uganda with it! The Lotus Cortina of Vic Preston Snr took over at the front, but on the twisty, European-like sections along the Congo border, Söderström swept ahead. By Kampala, the order was Taunus, Lotus, Taunus, and then there was a half-hour gap to Joginder Singh's Volvo 142S. The 'Cologne Taxis' had had their problems, however.

Hillyar: "We kept breaking the rear dampers. The only difference was that, since we could not drive like Bengt, we weren't breaking so many. The Taunus wasn't a lump. In fact, it was actually quite nice to drive. But you couldn't throw it around and get away with things as you could in the Cortina."

Leaving Kampala to return to Kenya, Söderström was outfumbled by Singh at the border and it was the Volvo that led on the road as the rally headed into the notorious Rift Valley sections of Tot and Tambach. While they had been resting in Kampala, Neerpasch had told his crews that they should not race one another and that any prize money won would be split. However, in the dust kicked up by the Volvo, all this was forgotten very quickly. Hillyar: "Bengt must have had a puncture and changed a wheel. We were the next car and the old wheel was right in the middle of the road. I would like to think that they had not left it for us…"



The Taunus was perfect for Africa's rough roads

In his attempts to get past the Volvo and have a clear road, Söderström pushed his Taunus hard. He was still in the lead on points but, around the back of Mount Kenya, the axle casing broke and he was out. At Malindi on the coast, Preston had a 9min lead over Hillyar, with Singh 65min behind. But the Taunus now had a new problem.

Hillyar: "The clutch was slipping and there was no time to change it. We had a chat with Neerpasch and decided that we would just drive slowly back to Nairobi. We even told Vic [Preston] what we were going to do." The tired Cortina driver didn't believe them, though, and pressed on – and crashed into a bridge between Malindi and Mombasa!

Hillyar and Aird now had the task of driving slowly back to Nairobi to win – but only if they could get there. It nearly all came to an end when, near Machakos, only an hour or so from Nairobi, they hit – of all things – a Morris Oxford taxi.

Hillyar: "I was driving with the window open listening for what could have been a puncture. If I'd been concentrating, I could probably have missed the taxi. As it was we met almost head-on."

Within just 15min, on the side of the road and unaided, Aird and Hillyar had removed the radiator, reconnected the throttle, levered the wing off the tyre and got the car running. Hillyar: "We had never worked so hard in our lives. Joginder came past and reported at the next control that we were out. He was quite surprised to find us at the finish."

Their problems were not over even then. The scrutineers discovered that the inlet valves on the Taunus were too large for the dimension given on the original homologation form. It took Neerpasch 36 hours and a forest of telex tape to get the confirmation from the FIA in Paris that the new dimensions had been lodged and accepted by them.

So the Taunus 20 MRS won a famous victory. But it was not quite its last. Braungart took one of the rally cars to a meeting at Niederstetten and entered it in the DTM race there. The object was to take points away from a chap driving a big Opel and thus let the Escorts secure the title. The Taunus dutifully took its last win and retired gracefully. M

all: McKlein





Top: Local heroes Hillyar and Aird accept the spoils of Safari victory. Bottom: They nearly lost it all at the last after a head-on with a taxi

CITY TO CITY, DUST TO DUST

THE 1903 PARIS-MADRID BECAME INFAMOUS AS 'THE RACE OF DEATH' AND IT WAS THE FINAL NAIL IN THE COFFIN OF CITY-TO-CITY RACES. THE CONTRASTING FORTUNES OF TWO BRITISH ENTRANTS ARE UNCOVERED BY GRAHAM SKILLEN



THE 1903 PARIS-MADRID PROVIDED A bloody conclusion to an era of road races that had begun in 1894. These long-distance, city-to-city encounters excited huge interest – and triggered a rapid rise in vehicle speeds. This latter factor was controlled in the large towns on route – entrants were obliged to stop at 'in' and 'out' controls, and be marshalled between them by a man on a push-bike – inevitably, however, many of the minor villages were taken full tilt. Then, as now, the policing of a route hundreds of miles long was impossible, and educating bystanders to the perils of rapidly moving traffic was difficult. Throw into this mix wayward farmyard animals and household pets – most of whom were unlikely to survive their first encounter with a car – poor road surfaces and, depending on the weather, mud or dust, and you have a recipe for disaster.

Paris-Madrid was that disaster.

'Many of the minor villages were taken at full tilt'

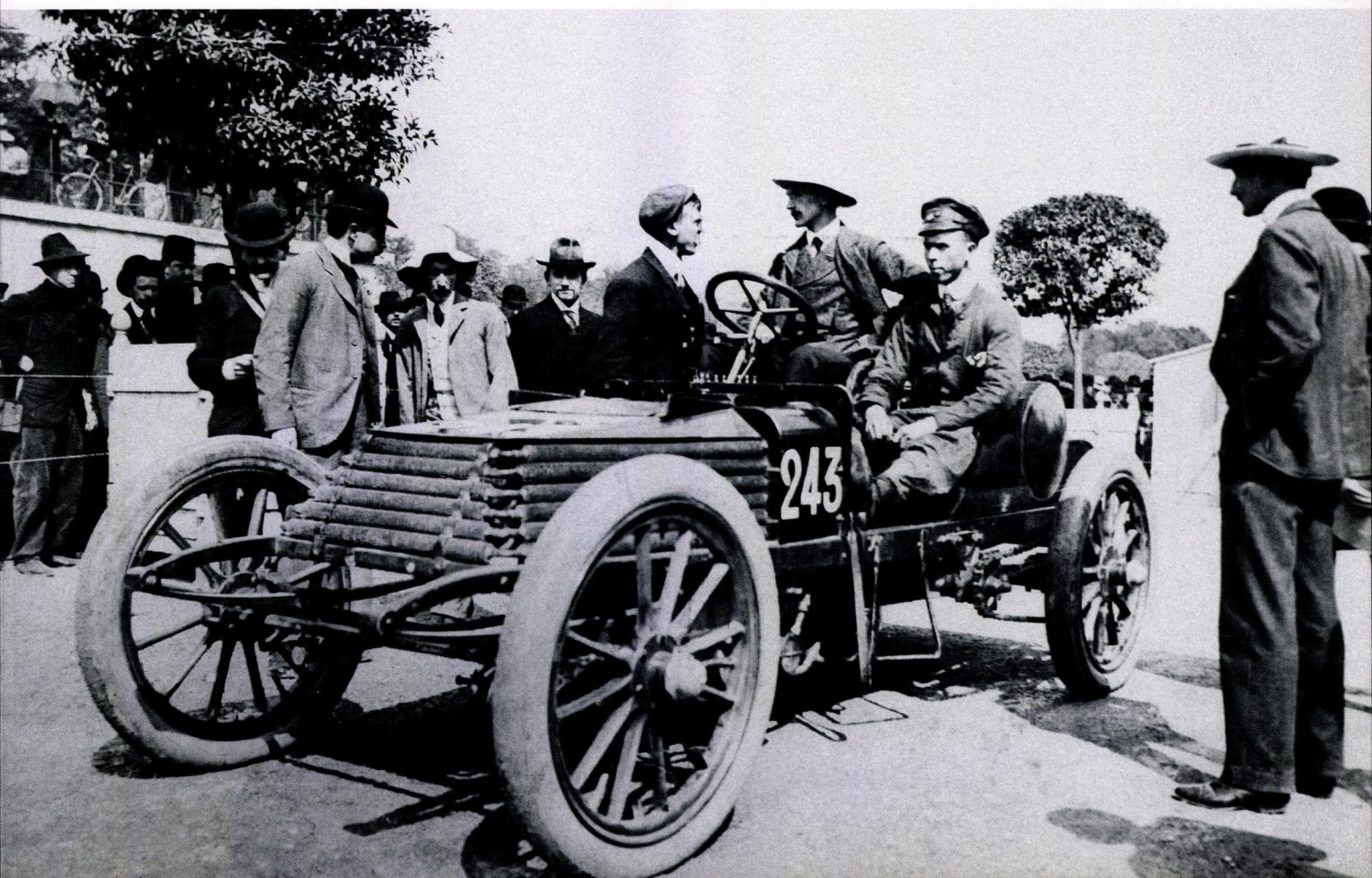
WILLIAM JOHN NIXON, A COUSIN OF MY GRANDMOTHER, WAS 27 WHEN he agreed to act as the riding mechanic on the Wolseley car owned by Mr C E Allan, a director of Belfast shipbuilders Workman & Clarke, and driven by Leslie Porter.

Luke Terence [Terry] Delaney was born in Plymouth, but hailed from London. His mother had been widowed when he was just six, and had brought him and his brother up in straitened circumstances, sewing for a living. Terry entered journalism and was in his early twenties when he formed a connection with the de Dietrich car company at Luneville in Lorraine. This resulted in the firm asking him to drive in the forthcoming Paris-Madrid, along with several other Englishmen – Lionel Stead, Lorraine Barrow and Charles Jarrott – who formed a very strong component in a substantial works entry.

The stories of how the day went for Nixon and Delaney are indicative of the very thin line that the early pioneers had to tread: they share many similarities, but ended very differently. Nixon became one of the many casualties that caused motor racing to be changed forever; Delaney crashed, too, but escaped with his life.

THE ROAD SURFACE WAS DRY AND THE DUST DREADFUL. JARROTT, WHO was first to take the start, said in his book *Ten Years of Motoring* that the two worst problems of early motoring were tyres and dust. Combined with the drainage channels running across the road and the potholes, the lack of a sealed surface produced a kind of hell on Earth, particularly at speed or when following another car. Overtaking was particularly perilous, as you can imagine. Delaney explained that the first you saw of the competing car in front was a great cloud in the distance, into which you had to blindly plunge.

The trend of increasing speed had caused the organisers to introduce a weight limit – 1000kg for the Large ➤➤



Courtesy of Tom Delaney, Ulster Motor Museum

Opposite: Delaney aboard his de Dietrich before the start. Below: Porter and Nixon await the weighing-in process in their Wolseley. Maximum of 1000kg set for race's Large cars

cars – but this didn't work as intended. True, there were classes for Light cars, Voiturettes and Motorcycles, too – the organisers emphasising the team element of each with reliability and regularity awards – but inevitably the race was judged by the public on a first-past-the-post basis, notwithstanding the staggered starts. This need for speed within the weight limit caused a decrease in chassis and body weight so as to permit an increase in engine capacity. Structural strength, therefore, was close to the limit. The lightness of chassis meant that torsional stiffness was not high, which meant that breakages were frequent (many cars were chain-driven because this accommodated any flexing more conveniently). The concept of bucketing along an unmade road at 80mph in a two-ton car on fragile wooden wheels, while unable to see properly, seems incomprehensible today. It even caused qualms at the time.

The night before the race Barrow proclaimed, "Let us eat, drink and be merry, for tomorrow we die." Nixon was equally fatalistic. He travelled to Wolseley's Adderley Park factory in Birmingham with a one-way ticket in his pocket. By way of explanation he said, "We will win the race or give a good account of ourselves. If we do not do either, I may be carried back. I am only taking a single ticket, for one can never tell what may happen."

'Eat, drink and be merry, for tomorrow we die'

THE START, WHICH WAS AT VERSAILLES to avoid a lengthy 'control' through Paris, was delayed by 15 minutes when the early starters complained that it wasn't light enough. They had a point – it *was* 3.45am! Although this time seems preposterous there was logic to it. There were approximately 220 entries, who were to be flagged away at one-minute intervals, and the fast, early starters could reasonably expect to reach Bordeaux's overnight halt, 312 miles away, shortly after noon – eight or nine hours ahead of the slow, late starters. However, thanks to the daybreak start, all should at least arrive in daylight. There were drawbacks to this schedule, too. Whatever your start time the arrangements virtually guaranteed a disturbed, shortened night's rest and fatigue accelerated by lack of sleep must have played a part in the events that followed.

To understand fully the events of May 24, 1903, one needs to look at the map. Louis Renault, who generally set the pace, reached Chartres at 4.41am, Tours at 7.05am, Poitiers at 8.35am and Bordeaux at 12.14pm. In contrast the Wolseleys were delayed by overly hot bearings. Herbert Austin, the 'works' driver, arrived at Tours very late but pressed on to Coulie-Verac, 213 miles from Paris, where he was stopped "through a cross-head pin firing and breaking the connecting rod". The car of Cummings/Girling ended its day with a serious accident, hitting a wall while avoiding a child, and that of Harvey Foster retired after it had run over a cyclist.

The omens, had they known, were not good for Porter and Nixon, who were making their way down "long avenues of trees, top-heavy with foliage,

National Motor Museum



Below: Porter, but not Nixon, pose near Adderley Park HQ. Opposite: Race ended prematurely at Bordeaux; scene of Porter/Nixon crash; Delaney at one of the many controls

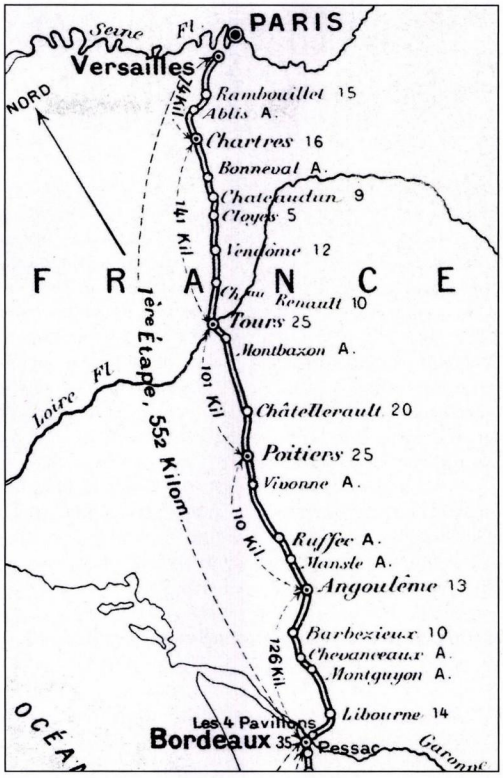
and gaunt in their very nakedness of trunk; a long, never-ending white ribbon, stretching away to the horizon; the holding of a bullet directed to that spot on the skyline where earth and heaven meet, fleeting glimpses of towns and dense masses of people."

Their first near-miss came just 24 miles from Paris, at Coignieres. Terry, on a 60hp Mercedes, attempted to pass on Porter's left, the two cars running side by side at full speed. The Wolseley veered towards the other car, causing Terry to strike the pavement, burst a tyre and skid, the fuel tank being dislodged and fractured. The Mercedes was destroyed by fire, fortunately without injury to Terry or his mechanic. Contemporary French press describe the driver as being transfixed in his seat amid the fire, Porter driving through sheets of flame, and so on. One presumes that the incident was exciting enough without these obvious dramatisations. Whether Porter had to stop given the seriousness of the crash is not known, but the certainty is that, instead of leaving Chartres control at around 6.30am, one hour after starting, he probably didn't leave until around 11.30am. This put him among the slowest vehicles of the race.

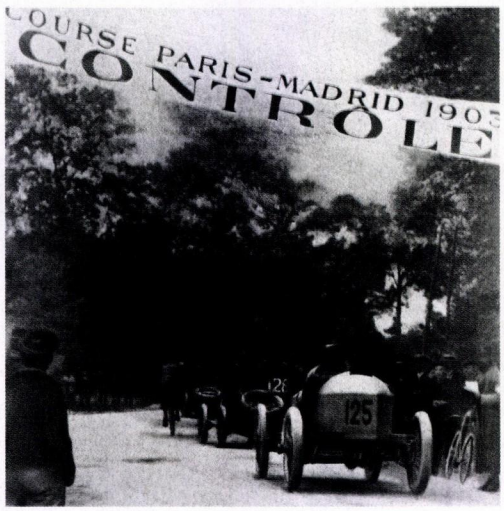
The events that followed have been recorded in a hundred different ways, but the consensus is that Porter crashed at a level-crossing north of Bonneval, at 11.45am. Poor Nixon was thrown against the crossing-keeper's house and killed, a collapsing wheel causing the car to roll on top of him and burst into flames.

It must be assumed that Porter's statement to the French authorities, reported in the *Northern Whig* of May 29, 1903, is likely to be closest to the truth. It read: "The accident was due to the carelessness of those in charge of the arrangements for keeping the course. At dangerous turns a man with a blue flag should have been stationed, with another man carrying a yellow flag 200 metres from the point of danger. When my car reached a point 300 metres from the spot where the road turns to cross the railway line neither blue nor yellow flag was to be seen. The men had, I am told, gone quietly off to *déjeuner*. Consequently, I was only a few metres from the dangerous turning when I saw it.

"I turned my machine towards a ploughed field, as the only alternative to dashing against the side of the cottage of the railway crossing-keeper. Unhappily, the back part of the car did not clear the wall, but dashed against it, Nixon and I being hurled out of the machine. Nixon struck the wall, rebounded and fell underneath the car, which had by this time caught fire. These are the true facts of this lamentable affair."







courtesy of Tom Delaney

CROSSING 86 ON THE PARIS-TOURS LINE, about a mile north of Bonneval, no longer exists – it has been replaced by a bridge a little further south, the TGV racing along a nearby line. However, in an oasis between today's N10 and an industrial estate, it is possible to see the site of the crossing much as it was 100 years ago. It is typical in having a sharp left (in the direction of Porter's travel) onto it and an immediate sharp right off it, a layout beloved of railway engineers of the day. The cottage faces you as you start the right turn. As any archaeologist will tell you, the sign of an old fire is a pinkish discolouration in earth or stone – and the bottom corner of the building nearest to the crossing is pink rather than the ancient grey rendering found elsewhere. The building looks neither damaged nor repaired (Porter doesn't say the car hit the building), so maybe this evidence dates to that fateful day.

PORTER WAS BLAMED BY THE JUDICIAL authorities. *The Car* of June 3, 1903, reported that the local powers-that-be "expressed the opinion that the custodians [i.e. marshals] were justified in leaving their posts in that they regarded the race as over, and that having been detained so long broken down, Mr Porter should no longer have regarded himself as in the running, nor continued to travel at racing speed". Presumably the authorities had made no provision for clearing stages for re-use by normal traffic. Frankly, however, Porter was entitled to continue racing because a finish could have meant a useful team result – he wasn't to know of the other Wolseleys' earlier failures.

But Wolseley cannot be freed from blame. Porter himself had supervised the completion of his car, its 'preliminary spin' being the run to Newhaven to board the steamer to Dieppe. This apparent lack of endurance testing was a fatal flaw in preparation– especially as Wolseley knew that its wooden wheels were unsafe under high cornering loads. A close examination of the photograph of Austin's car at the start clearly shows a modification to its wheels: additional wire bracing. This, though, was not fitted to the team's other cars. ➤

DELANEY'S RACE, WHICH HAD BEGUN AT 4.50am, some 40min before Porter and Nixon, went rather better – although it, too, involved running off the road. His accident happened quite close to Bordeaux, on a twisty section near Libourne, the car turning over on top of a heap of stones, probably having run wide at a corner. To the astonishment of the bystanders, who were expecting to find two mangled corpses, Delaney crawled out from underneath, rescued his camera and photographed the wreckage. *Sang froid non pareil.* It can be seen from the photograph that the left-front rim became completely detached, and that wheel was the cause of the crash.

In similar vein, and also aboard a de Dietrich, Jarrott's mechanic Cecil Bianchi reported at a control near Bordeaux that their front wheels were coming to pieces. Because Jenatzy was on their tail they pressed on, awaiting a wheel breakage at any moment on the twisty final run. Their bravery paid off, Jarrott being classified third when the race was brought to a premature halt at Bordeaux; but others had not been so lucky...

The public was aghast at the tales of devastation, even though these were oft exaggerated – some of the 'fatalities' recovered. But a death count of seven, including two bystanders, was still too much. Fast cars with big engines in flimsy chassis which provided no protection for their occupants. High speeds in untested designs that could not accommodate the loads encountered. The consequences for motor racing were inevitable: there would be no more untamed city-to-city races.

'The public was aghast at the tales of devastation'

NIXON WAS BURIED IN BONNEVAL ITSELF. Although his grave no longer exists, the notification of his death was found in local official ledgers. He was the first Briton to die in a motor race. (Although based in Britain, Count Eliot Zborowski, who was killed on April 1, 1903, at La Turbie hill-climb, near Nice, was an American national.)

Nixon, however, was not the only Brit to be claimed by the Paris-Madrid. "For tomorrow we die" Barrow was fatally injured on the same day Nixon died, but survived three weeks before succumbing. His accident happened close to Bordeaux. If he had been keeping close to Jarrott's times, having started two minutes after him, this would have meant the earliest the crash could have happened was around 12.15pm, after the recorded time for Nixon's accident.

As well as the human cost, the young British motor industry suffered badly that day. Of its five cars entered – the four Wolseleys and a Napier driven by Mark Mayhew – none finished, the Napier also crashing out.

DELANEY WENT ON TO BUILD AN EMPIRE. HIS OVERSEAS ASSOCIATIONS resulted in him building Delauney-Belleville cars from 1910, and shortly thereafter he began to manufacture radiators. His company then became world renowned for its steam boilers and it supplied the Royal Navy. The Gallay part of his firm came from Switzerland, where government regulations required specialist lamps to be fitted to all cars using the roads. He later became joint managing director of Lea-Francis, beginning an association with the Coventry marque which continues to this day thanks to his son Tom, the world's oldest racing driver at 92. ■

courtesy of Tom Delaney

Left: Delaney escaped from his accident – and actually took these photographs. Right: Crowd gathers at scene of Nixon's demise. Porter said cause of crash was lack of warning flags





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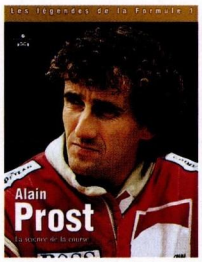
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BOOK REVIEWS

ALAIN PROST – LA SCIENCE DE LA COURSE

BY PIERRE MÉNARD & JACQUES VASSAL
ISBN 2-84707-000-1
Published by Chronosports, 24.50 Euros

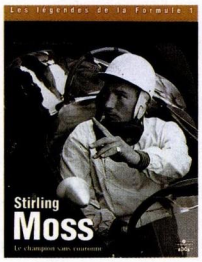


THE SWISS PUBLISHER Chronosports continues its hardback series on Formula One legends with a straightforward but pleasing account of four-time world champion Alain Prost's career.

The 160 picture-laden pages cover every aspect of 'The Professor's' life in motorsport, right up to the collapse of his own Prost F1 team in 2002. At the moment the book is only printed in French, but don't worry if this is beyond your linguistic skills, an English version will be published this autumn. There are other useful elements, too; a full statistical record of all Prost's grands prix, Ménard's fine illustrations of the Frenchman's F1 cars, and good photographs from our own LAT and various French sources. Of particular interest are the black-and-white snaps of Prost's early career in karting and Formula Renault. **TS**

STIRLING MOSS – LE CHAMPION SANS COURONNE

BY PIERRE MÉNARD & JACQUES VASSAL
ISBN 2-84707-001-X
Published by Chronosports, 24.50 Euros

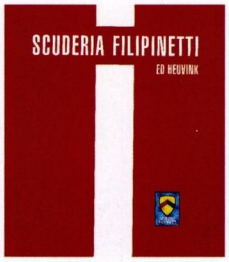


THOUGH RELATIVELY SLIM, this packs in a lot of detail as well as an impressive picture selection, particularly over the early years, using many pictures from our own LAT archive. It is enlivened by colour illustrations of many of Moss's cars to offset the mostly black-and-white photography. It is, however, in French only – an English version will be available by the end of the year.

In the wake of Robert Edwards' official biography of Sir Stirling, you could not expect anything new from the horse's mouth. But there are some fresh quotes from contemporaries and continental journalists, together with sidebars on other drivers and cars to augment the story. There's a summary of racing in Britain up to WWII which sets the scene for Pa Moss' exploits, as well as results tables. Useful and compact. **GC**

SCUDERIA FILIPINETTI

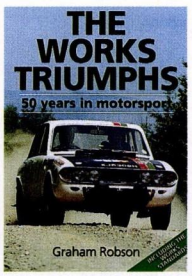
BY ED HEUVINK
ISBN 2-84707-016-8
Published by Chronosports, £59.99



FILIPINETTI – ONE OF those team names you keep seeing without knowing the background. Now there's no excuse. Heuvink's hefty book illustrates the world of Georges Filipinetti, wealthy property dealer and Ferrari importer for Switzerland, who spent huge sums to equip his team with the best machinery – GT40s, Alfas, Porsches and above all Ferraris – to promote young Swiss drivers, of whom Jo Siffert was the star. Based in a turreted castle, the team tackled F1 and rallies as well as sportscars, always in some style, employing respected names such as Bonnier, Peterson, Redman, Elford and P Hill. Results – they had a few... but it became a struggle in the Seventies, the closing era of the privateer. A colourful tale, comprehensively told. **GC**

THE WORKS TRIUMPHS

BY GRAHAM ROBSON
ISBN 085429 926 2
Published by Haynes, £19.99



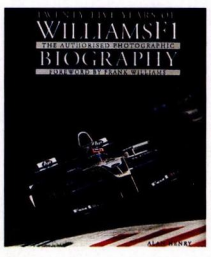
IT WAS 50 YEARS AGO THAT Standard revitalised the ailing Triumph name and began to enter TR2s in motorsport, ambitiously starting with the Mille Miglia. As a works co-driver and later the boss of Triumph's competition department, no one could be better suited than Robson to write this.

It's packed with detail about the highly varied cars which flew the Coventry flag, from bog-Standards to exotic specials such as TRS, Conrero and the stunning Kastner 'K-Car'.

Right up to the rally TR7 there was always an exciting project on, and Robson has spoken to nearly everyone involved. It was so thorough the first time round that this re-issue hasn't had to be augmented; but a re-read is bound to turn up new knowledge. I didn't know that it was Standard's body man who styled the BRM V16. **GC**

TWENTY-FIVE YEARS OF WILLIAMSF1

BY ALAN HENRY
ISBN 0 75285 606 5
Published by Orion Books, £20



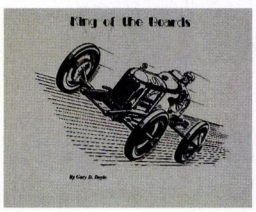
AS A STRAIGHTFORWARD overview of the phenomenal success in Formula One enjoyed by WilliamsF1, this is an unpretentious and uncomplicated book. Pretty well like the team, then.

It's by no means an A-Z of the life and times of Frank Williams and Patrick Head; in its own terms, it is an authorised photographic biography of the team's 25 years. As such, there is no flowing narrative. Instead it offers over 200 pages of images with lengthy captions in which Henry offers polished and interesting accounts, and a series of one-page profiles on key figures.

An aesthetic feast it is not, however. Amid good photos there are a surprising number of poor ones, and few behind-the-scenes 'treasures'. We can only hope that Henry will get the chance to update his earlier comprehensive history. **TS**

KING OF THE BOARDS – THE LIFE AND TIMES OF JIMMY MURPHY

BY GARY DOYLE (tel: 00 1 602 636 0471)
Published by Gary Doyle, $90



BEHIND THE RATHER uninspiring cover lies a self-published gem that really should be on your shelves.

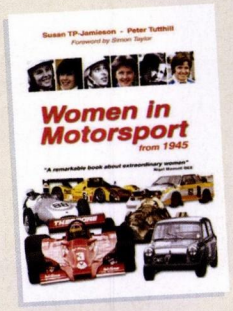
This labour of love was triggered by a distant connection to the subject – Murphy lived with the author's grandma after he had been orphaned by the 1906 San Francisco earthquake – and Doyle has gone to town, unearthing a welter of primary sources that add new knowledge and correct misconceptions.

Murphy was the best American racer in the 'Golden Era' of the early 1920s, winning 18 of the 50 races he contested on the fabulous board tracks of that time. He also won the French GP of 1921 and the '22 Indy 500.

Revered by a country falling deeply in love with the automobile, his funeral (he was killed in 1924) was akin to that of a movie star. This book is a more than fitting tribute. **PF**

40 YEARS OF THE BWRDC

Women in Motorsport from 1945.
- published by Jaker/BWRDC ISBN 0954431502 available via Mail Order from Jaker Projects. PO Box 22, Launceston, Cornwall, PL15 7XT. Tel/Fax 01566 86215. E.mail Jakerbwrdcbook@aol.com. or see web-site www.bwrdc.co.uk. Cheque or Credit Card Special celebration offer: Quote Motorsport/June for reduced price of £23 plus £4 p& p (Save £3)



Many congratulations to the BWRDC - dare we mention your age?
From the, shall we say, mature man of amateur racing in the UK - the 750 Motor Club, now in its 64th year

Mallory Park Circuit would like to say happy anniversary to the BWRDC in their 40th year and we send our best wishes to all the women who are involved in the sport.
Mallory Park

"The Midland Automobile Club is 102 years old and it congratulates the lady racers on their 40 year celebrations. We like seeing the fast ladies at the Shelsley Walsh hill climb and look forward to seeing them in competition there in this their special year".



BWRDC chairman Helen Bashford-Malkie in her Shadow DN9 leading the TGP race at Spa in 1998

Marking the 40th anniversary of the British Women Racing Drivers' Club, the publication of 'Women in Motorsport – from 1945' is a tribute to all the women who have competed, and continue to compete, at all levels of the sport.

The book is a celebration of the achievements of more than 200 women who have made their mark on motorsport over a period of six decades. Rally aces Pat Moss, Michele Mouton and Louise Aitken-Walker are featured along with F1 stars Lella Lombardi, Desire Wilson and Davina Galica.

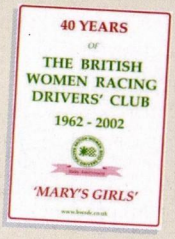
But this book, and the club it celebrates, is not just about the star names. It is a unique record of women who have often overcome hurdles and obstacles to compete in their chosen sport.

The remarkable story of the BWRDC goes back to 1962 when founder and original chairperson Mary Wheeler conceived the idea of a club dedicated to the growing number of women racing drivers. At the time, the BRDC did not allow women to join!

The superbly illustrated book is packed with memories and stories about women in motorsport, and is written by one of Britain's most successful woman racers, Susan TP-Jamieson, in conjunction with Peter Tutthill. It is available from Jaker Projects (01566 86215) at £26 plus £5 p&p. For motorsport enthusiasts, whether male or female, it is a fine read.

www.bwrdc.co.uk
Membership details from Sheila Hassall, Wayside, Cotebrook, Nr Tarporley, Cheshire, CW6 OJL
Email: sheila.hassall@ukgateway.net

BWRDC Membership categories:
FULL - Racing, Hillclimb & Sprint, Kart and Rally Section requires an MSA National A or International Licence.
ASSOCIATE - MSA National B licence holders
SUPPORTERS - Non-licence holders.
WHEELERS - Past Members or retired drivers.
Annual championship with prestigious array of silverware, based on overall performance in all events organised by MSA licensed clubs.



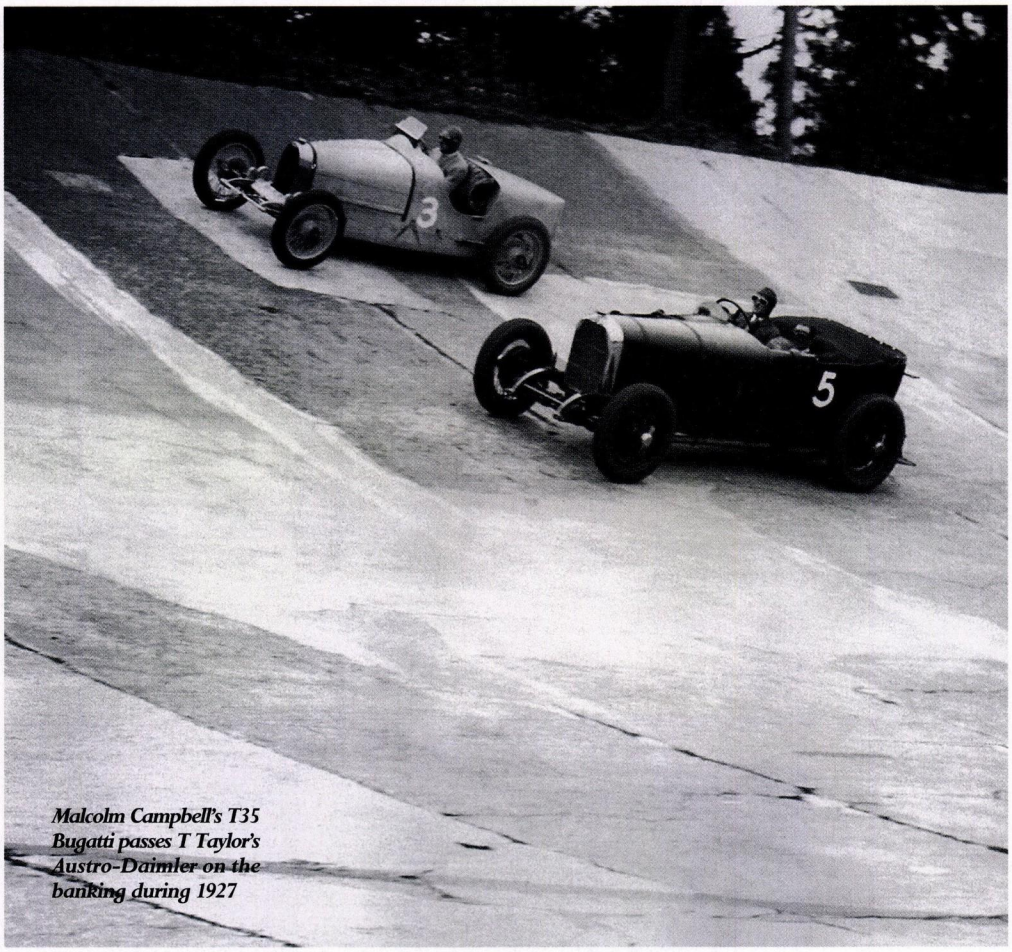
"The BRDC would like to congratulate the British Women's Racing Driver's Club on their 40th anniversary. We wish the club and all it's members the very best for the future."

"I want to congratulate the BWRDC for their years of dedication to advancement for women in motorsport. Women have been competing and contributing to the growth of motorsports for many years, and while we still may be in the minority in numbers, the contributions women have made have been significant, and we will continue to help grow the sport."
Lyn St. James,
seven time Indy 500 racer



Natalie Goodwin and Derek Bell with the portrait of Mary Wheeler





Malcolm Campbell's T35 Bugatti passes T Taylor's Austro-Daimler on the banking during 1927

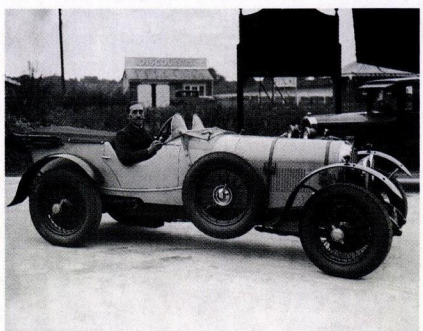
both: LAT

The Austro-Daimler puzzle

I HAVE NEVER BEEN ABLE TO UNDERSTAND WHY THE 19/100 ADM Austro-Daimler, with its good six-cylinder power unit, was not more popular here, among vintage-period sportscars. I know that Mr Foden of the steam-wagon company said, when he gave up his 4.5-litre Bentley for a six-cylinder one, that he missed the former's "bloody thump".

I am aware that the Austrian car had not been a Le Mans-winner, but A-D had a pedigree dating back to domination of the pre-1914 Alpine and Prince Henry tours, and the 19/100 model had several successes in Continental hill-climbs and sportscar races.

It was also quite well represented here. Three 19/100s took the Team Prize in the 1928 Ulster TT, the drivers being H Mason, Cyril Paul and Shell petrol representative L G Callingham, placing third, fourth and 10th overall. The Surbiton MC's 150-mile Brooklands fuel-consumption race was won by one of these A-Ds (72.74mph at 13.47mpg) and in the Essex MC's Six-Hour race an A-D won its class. In the shorter Brooklands handicaps a stripped black four-seater 19/100 won twice and was second in 1927, best lap 105.52mph. In 1928, having discovered a gap in the record books, Kenneth Eggar established International records for 200km and 200 miles with an A-D 19/100, at 83mph.



Shell's Leslie Callingham was an A-D exponent

The sports 19/100 ADM, designed by Ferdinand Porsche, boasted a six-cylinder 2994cc (76x110mm) twin-carburettor engine of notably neat appearance, since the vertical shaft

driving the overhead camshaft and rockers was enclosed at the back of the aluminium cylinder block, which had inserted cast-iron liners. Tubular duralumin conrods and a balanced crankshaft were used, and an ingenious floating ring incorporated with the flywheel acted as a torsional damper.

The handbrake, and gear lever for the four-speed box, were central, as was the accelerator between brake and clutch pedals. The brake gear, carried mostly within the front axle, used wedges instead of cams.

The sports 19/100 was first shown as a fabric four-seater with V-screen and concealed hood. The agents for it were A-D Motors of 18, Great Portland Street, London.

A guarantee of 100mph was mentioned, I presume without road-going clobber, for if we allow that a good Speed Model 3-litre Bentley would do 80 to 85mph in touring trim, I cannot see the A-D adding 15mph. But it was an impressive proposition, costing in 1927 £50 more than a Bentley, but not many seemed to have attracted attention here.

After the 19/100 A-D, the company produced Karl Rabe's version of the ADM, with a tubular backbone chassis and transverse leaf springs beneath its independently sprung rear swing-axle, the new chassis so rigid at the rear that the front end had to be stiffened up. After this had been done, this spacious seven-seater with a comfortable ride and good road-holding was a much-praised car.

Production of the 19/100 model was now abandoned; which *may* have reduced sales here. More likely, the restricted interest in the A-D was influenced by attractions of the Speed Model 9ft 9.5in-wheelbase Bentley chassis, which cost £925 in 1928 against £1150 for the shorter 19/100 ADM Austro-Daimler chassis.

Tatra also took exception to A-D's use of a backbone chassis and litigation ensued, which legally minded authors might bear in mind if ever my idea of a *Cars in Court* book materialises.

Lord Montagu has written that Austro-Daimler and Itala have the distinction of being the only vintage Continental cars for which almost every enthusiast would reserve a stall in Valhalla.

Praise indeed.

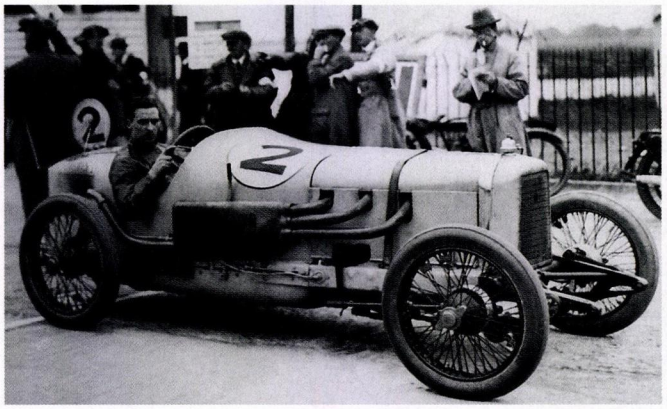
Alvis back on track

IT IS GOOD TO HEAR THAT THE 1924 ALVIS WHICH THE LATE ERIC BENFIELD restored so meticulously and raced in VSCC events is receiving a complete restoration by its new owner. Two of these cars competed in the 1924 JCC 200 Mile Race, along with Sir Alistair Miller in the less-specialised 1923 12/50-type racing Alvis.

I was intrigued to find that the 1924 Alvises had only a single contracting-type drum transmission brake, as the Brooklands regulations insisted that "one of two independent brakes must operate on the driving wheels so that speed can be checked even if the propeller shaft or driving chains have carried away".

This single brake would have been adequate for speed trials and hill-climbs. I am told that later a second internal-expanding brake was used, with the drum on the special lightweight differential-less back axle.

One problem arises, that of the correct colour for the Alvis as raced in the 1920s. For the '200' it had to be yellow, a class-recognition rule, and it seems this was retained when T G John entered one for C M Harvey to drive at the 1925 Easter BARC Meeting. After that the works cars were unpainted.



Brooklands Society

It seems that the 1924 Alvises in the JCC 200 did not comply with the rules...

Racing on the page

THE RECALL OF OUR ONE-TIME 'BELATED BOOK REVIEWS' FEATURE, WITH A cartoon by Appleby, has reminded an American reader of the novel about motor racing entitled *Portrait in a Windscreen* by Gawen Brownrigg.

This was published by Michael Joseph in 1938, and reviewed in *The Autocar*, which proclaimed it as the first serious motor racing novel, but not to be read by the prudish!

Another reviewer called it a "cocktail novel with ingredients not mixing too well". What would they have said of Colin Dryden's 1997 novel set in the world of Formula One, in which, for starters, a top racing driver sleeps with his female team manager – I was spared this as no review copy was sent to me; not, I hope, because I am considered a prude.

There were, of course, motor racing novels long before 1938. Mark Pepys, The Earl of Cottingham, wrote *All Out* (Cassell, 1932) dedicated to Segrave's wife Doris, for instance. There was *Vile Bodies* by Evelyn Waugh (soon to be made into a film), and that very good one about a Gordini driver which opened with him taking a stroll one evening in Monaco when a girl, whose Ford V8 has broken down, asks if he can help her, saying "Do you know anything about cars?" – if I remember correctly.

Our correspondent wonders whether Mr Brownrigg went to races and asks had I ever met him? Alas, no.

miscellany

THERE MAY NOT BE MANY two-stroke Trojans left, but this does not deter the Trojan OC, which publishes a magazine and books on these cars. Don Williams' *The Great No1 Factory at Kingston, Surrey* relates the story of this works at Ham where, from 1912, a former skating rink became Tom Sopwith's aeroplane factory and where, along the years, aeroplanes, restored WW1 Leyland lorries, Trojan cars and commercials, etc, were built. This little publication tells of this venture from primitive Sopwith biplanes to Hawker Harrier and Hawk fighters. It is available for £3.15, post free, from Barely Road Books, Westerham Green, Westerham, Kent (tel: 01959 561889).

* * *

THE BROOKLANDS SOCIETY HAS its annual Reunion at the Track on June 29, when cars will be able to drive along what is left of the Members' banking and attempt ascents of the Test Hill.

* * *

THE MARCH ISSUE OF THE RILEY Register's high-quality *Bulletin* contained an interesting piece about how the owner of a 1933 Riley March Special bought in 1996 has been tracing its history, having already found its first owner, now 93. Does anyone know the in-between story of BU7485? There is also an account of Sahara crossings, including one in 1932 with two Riley 9 tourers, from Accra to Dover, and in 1934 with one of the cars being driven north-south. Another feature tells of a Riley motorbike in the 1907 TT.

* * *

A HUNDRED YEARS AGO TO THE day that Eliot Zborowski was killed at La Turbie while driving his Mercedes 60, Roger Collings and WB, with the help of VSCC member Colin Prest, placed a wreath on his grave at Burton Lazars.

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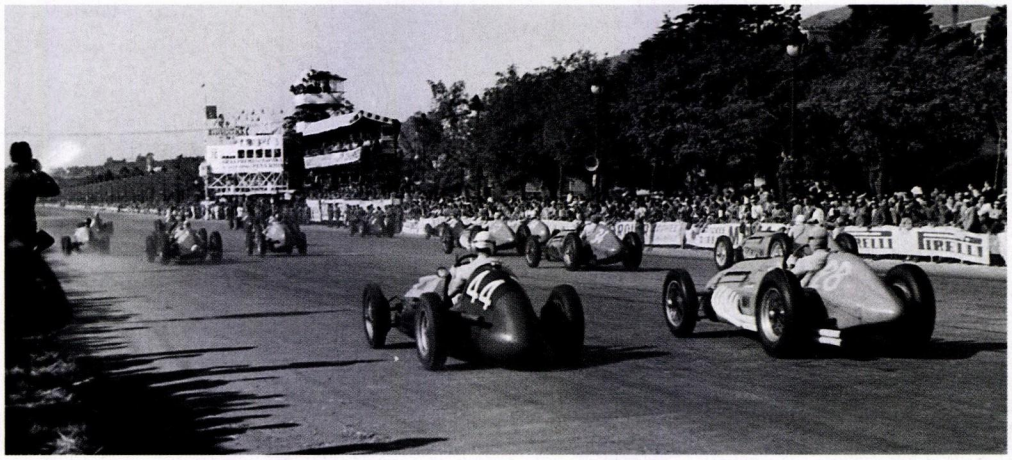


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By Avro Anson to Barcelona



both: LAT

"All Barcelona seemed to flank the course." A dramatic race, sandwiched for WB by exciting flights there and back

I HAVE GOOD CAUSE TO REMEMBER reporting on the 1951 Gran Premio de España, together with Michael Tee to take the photographs and Kent Karslake, who had kindly said he'd translate the race commentaries for me, as I had to write the report on our way back. We flew from Croydon in a Transair Avro Anson 1. I said to its uniformed pilot, "I suppose it's routine for you?" "Oh no," he said, "I've never been further than Paris."

The Avro should have cruised at 158mph but, after the radio operator had laboriously wound up the landing wheels with a giant handle, head winds caused it to take two hours to Rennes, to refuel. We continued to Toulouse for more fuel, and Customs. *M le Douanier* had to finish his meal before he arrived over two hours later to argue that, as we had not been stamped into France, we could not be stamped out of it. That solved, we left for Barcelona. Its airport should have been open 24 hours, but at midnight it was in darkness. With little fuel left we circled round and round and eventually the runway lights went on.

We landed and were welcomed by the Press Secretary of the Penya Rhin Motor Club, the GP organisers, and a taxi summonsed. A Guardia Civile in his long green cloak, rifle, and black Napoleonic hat stopped us briefly. We were definitely in Spain! We got to bed at about 3.30am.

There was no practice on the Saturday, so we visited the ENASA factory where Hispano-Suizas originated but which was now devoted to the production of Pegaso cars and commercial vehicles. Kent was able to see the 1900 La Cundra which Mark Birkigt had designed after he was persuaded to leave Paris for Spain; he was responsible for Hispanos from 1904.

Next day two impressive Pegaso coaches took journalists to the Circuit de Pedralbes. All Barcelona seemed to flank the course, restrained by single ropes, legs protruding onto the pavement. An interesting race was likely with only two points separating Fangio and Ascari, 1.68sec faster in practice than his rival, in the 1951 world championship. It also promised to be a battle between the fuel-thirsty Alfas and the less-so Ferraris. But no V16 BRMs! A reader sent a verse ending: "Too many cylinders I fear, too many ratios of gear, too many oil pipes to the diff, too many bearings to run stiff. The moral here to blazon forth – too many cooks have spoiled the broth!"

But back to the race. The yellow flag dropped and Ascari led the pack away; but by lap four Fangio was ahead. Tyre durability counted on this hot afternoon, and Ferrari had chosen wrongly: all their drivers lost treads, Taruffi's Ferrari later losing a wheel. As the 70-lap race ran to a close Gonzalez chased his fellow countryman relentlessly, but Fangio stayed in front to win by 54.2sec from Gonzalez and Farina. He had won his first world championship!

It seemed all very satisfactory to us as we made for the airport. Little did we know! Soon after take-off the Anson flew towards thunder clouds. Then it happened, rain battering on roof and engine cowlings, lightning playing round us, St Elmo's fire along the wings. A camera left on a seat was some 18in off it as we fell into air pockets. All through this Karslake read his *Financial Times* and I tried to get on with my race report. We landed at Lyons with thunder rumbling; the gendarmes, regarding us as mad Englishmen, were surprised to see us, the first aeroplane in that day. The radio operator had almost passed out, his set useless.

Nevertheless, Kent led us to a meal while we supposedly refuelled. But when the pilot looked at the gauges he seemed surprised. "Wouldn't it be prudent to have the tanks checked?" Kent enquired politely. He did, and found they had not been replenished!

From Croydon, where we arrived by midnight, I went to the office with my story, as Kent wrote, 'for another working day'.

The course had been opened by three Pegasos. Karslake wondered if there would be Pegasos in future GPs; he wrote: "One would be drawing a bow at a venture to loose an arrow which might yet find a joint in the harness of the inscrutability of fate."

miscellany

WHEN I SUGGESTED A VOTE ON the best 10 motoring books I should have realised it is necessary to consider these in their period. So I abandoned the idea, and apologise to those readers who sent in suggestions. However, I have just looked again at the very complete history of Voisin cars by Pascal Courteault (Cavendish, 1991) with over 600 pictures, including those of the record-breaking and racing Voisins, and an English translation by Peter Hull. It proudly joins my other books about cars like Bianchi, etc.

* * *

NEW EXHIBITS AT THE Brooklands Museum include the 1928 four-cylinder TT FWD Alvis which Comdr J B Rooper, RN, raced at the Track that year, lapping at nearly 96mph, and which was later driven there by Edward Farley and in the 1931 Double-12 race by Farley and Philip Fotheringham-Parker. It has been donated by Mrs L Russell, but how nice if it could be seen in VSCC races. Then there is a 1923 30/98 Vauxhall first owned by H F Clay, who later competed with a variety of cars at Southport and in sprints, on loan by Roger Heath. And C E 'Titch' Allen has lent on long loan to the Museum the famous 500cc Triumph motorcycle with which Ivan Wicksteed set the Brooklands class lap record to 118.02mph on a wet and windy day in 1938, which will stand for all time.



Double-12 Alvis returns to Track

'Tribute to Ayrton Senna'



The 1993 European Grand Prix is thought by many to be the race that confirmed Ayrton Senna as the greatest driver of all time. Anybody who endured the rain at Donington Park that day or watched the drama unfold on TV will never forget how the Brazilian drove his stunning first lap in the rain.

As a unique celebration of the tenth anniversary of Senna's victory, the Vintage Sports-Car Club will be bringing virtually every car he drove during his Formula One career, including on track demonstrations.

In addition there will be a packed programme of races for pre- and post-war racing and sports cars as well as rounds of the Shell Historic Ferrari Maserati challenge and The AON Insurance classic car concours.

Coinciding with the 30th anniversary of the Donnington Grand Prix collection and the TW81 Event, where this year Tom Wheatcroft award will be presented to Professor Sid Watkins.



The VSCC Vintage and Historic Weekend Donington Park 21-22 June

Tickets for the complete weekend cost £20 in advance and can be booked by calling **01608 644 777 ext. 5**. On-the-day prices will be £15 for Saturday and £15 for Sunday. There is no charge for accompanied under-16s and all tickets include access to the grandstand and paddock. For details of how to enter the classic car concours please call **01676 521 112**. Donington Park is just off the M1, junctions 23A or 24.

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TW81

Tribute to Ayrton Senna Donington 21-22 June 2003

Shell Historic Challenge

Donington Grand Prix Collection 1973 2003

Forgotten slice of history

SOON AFTER THE BUGATTI OC WAS formed in 1929 I was signed up as a voluntary contributor for its magazine *Bugantics*. This gave me some wonderful rides with committee members such as Col G M Giles and his brother Eric, in Type 57 and 57 SC cars, about the fastest on the road, and lunches at rally rendezvous like the Lygon Arms at Broadway and the Welcome Hotel at Stratford-upon-Avon. It also introduced me to other BOC officials, of whom Mr J D Aylward, who had a Type 40 Bugatti, took me on some of his Sunday drives, one to Derby to see the then-derelict 1913 Bugatti 'Black Bess', which Col Giles bought and meticulously restored.

Mr Aylward's cars were serviced by a Mr Lambert, who built the Lambert Special. Does anyone remember it? Probably not. But I do, as in 1933 I committed a youthful gaffe in misrecognising the make of its engine. Lambert had found what he thought was a Sunbeam racing engine, a four-cylinder 3-litre with a single overhead camshaft and four valves per cylinder. But I told him it could not be a racing engine because Sunbeam had twin cams for its multi-valve units.

Some years afterwards I discovered that Type OV Sunbeam engines had been introduced in 1922 for those who wished to ginger-up the pushrod 16/40 or 24/60hp devices. These single-oh-camshaft units, in 3-litre four-cylinder and 4.5-litre six-cylinder forms, had multi-valves operated by Y-shaped rockers. But OV power units were not for racing, so I was partially right!

Very few of these were made, so perhaps the one Lambert found in the mid-1920s had never been installed in a car. I wonder whether Coatalen had designed these OV power units in answer to the ohc 3-litre Bentley until his splendid twin-cam 3-litre sportscar was ready in 1924?

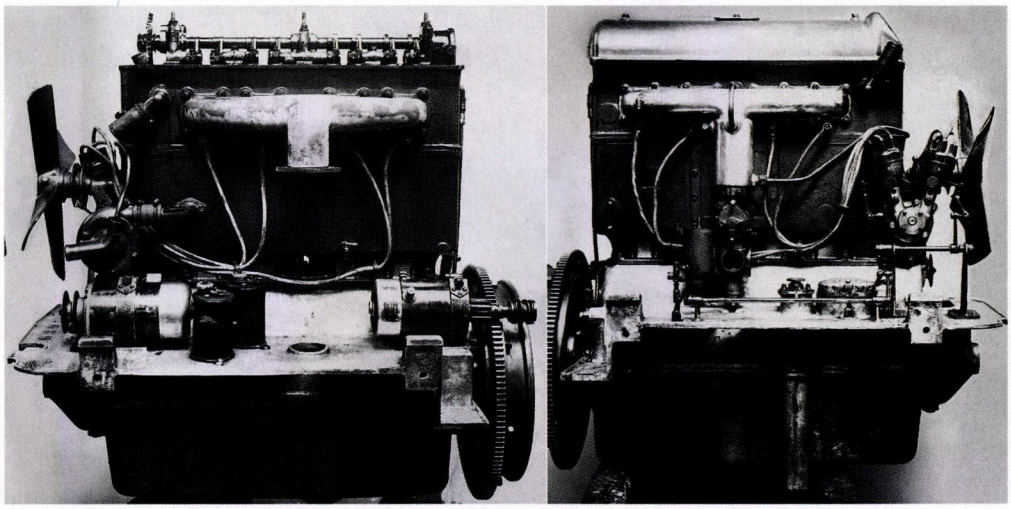
The Lambert Special was first registered in April 1926. The chassis was said to have been once owned by the Vici Carburettor Co which was contemplating engine production and required a test car. It incorporated French M&B parts and the side members were of M-section. The back axle was underslung, with front and rear suspension interconnected, the separate gearbox had a right-hand lever, and the steering tie-rod was ahead of the front axle.

Lambert put a narrow four-seater aluminium body and a specially made radiator on it, and the minor controls on the steering wheel came from the 1924 200-Mile-Race Alvis which Dunlop used for tyre testing. The spring steering wheel, Brooklands-type silencer with fishtail and the wheel discs I took to be later additions.

At first, Lambert said, the plugs oiled up, which was cured with new valve guides. The car was undergeared but would do some 75-80mph. I had encountered a slice of almost forgotten Sunbeam history. In 1990, Bill Morris, the ERA driver, imported a Sunbeam tourer from Australia which had a 3-litre OV engine and held a viewing party for what might well have been the only surviving example. Anthony Heal, the well-known Sunbeam historian, arrived to see this in his twin-cam 3-litre. It is good to know that Stuart Harper, the spectacularly fast Morgan three-wheeler racer, has it now and is restoring it.

When war broke out Lambert left the Hampstead Reboring Company and formed a partnership with H L Benn, whose 1924 Austin 7 Special had climbed Prescott in 62.8sec. They moved to North Wales.

Long after the war had ended I wondered whether they were still there. The first pedestrian we asked knew the names and directed us to the town stores, where its manager recalled the noisy Bugatti they had when they were practising at nearby Tyn-Y-Coed, but could tell me no more. It is just possible that the Lambert Special or its historic engine lie hidden somewhere in the remote wilds of Wales.



both: LAT

Rare Sunbeam OV engine introduced before twin-cam was ready. It used Y-rockers to prod four valves from single cam

miscellany



England – eager A7 proponent

ONE PHOTOGRAPH WITH MY Austin 7 piece in April was of the Gordon England Brooklands Supersports two-seater sold in the mid-1920s for £265. His barrel-shaped A7 single-seater was remarkable for its odd streamlined body and for setting five class records in 1923, the hour at 73.5mph.

* * *

THE BROOKLANDS SOCIETY Reunion, June 29, has a 'Best of British' theme, with emphasis on the 100th anniversaries of Talbot, Vauxhall, Ford, the respective clubs planning to attend. The usual procedure will be followed with Test Hill ascents and runs on the restored Members' Banking.

* * *

IT IS A TRIBUTE TO THE LIGHT Car & Edwardian Section of the VSCC that it obtained an entry of 69 for its Welsh weekend. Apart from the annual dinner, there was a treasure hunt in the Elan Valley and the usual trial on Sunday. Results: Overall winner: Alex Thorpe (A7). Llwynbarried Trophy: Richard Wills (Jowett). Winifred Boddy Trophy: Robin Boyce (A7). Kate Hutchings Trophy: Jonathon Rishton (A7). Best Edwardian: Ben Collings (Brixia-Zust).

* * *

THE VSCC HAS ITS TWO-DAY Cadwell Park race meeting on June 8 and its big two-day Donington race meeting on June 21/22.

PARTING SHOT

UNITED STATES GRAND PRIX, 1961
Graham Hill acknowledges the flag as his BRM takes fourth place. He might have won had not a small screw in the magneto worked loose

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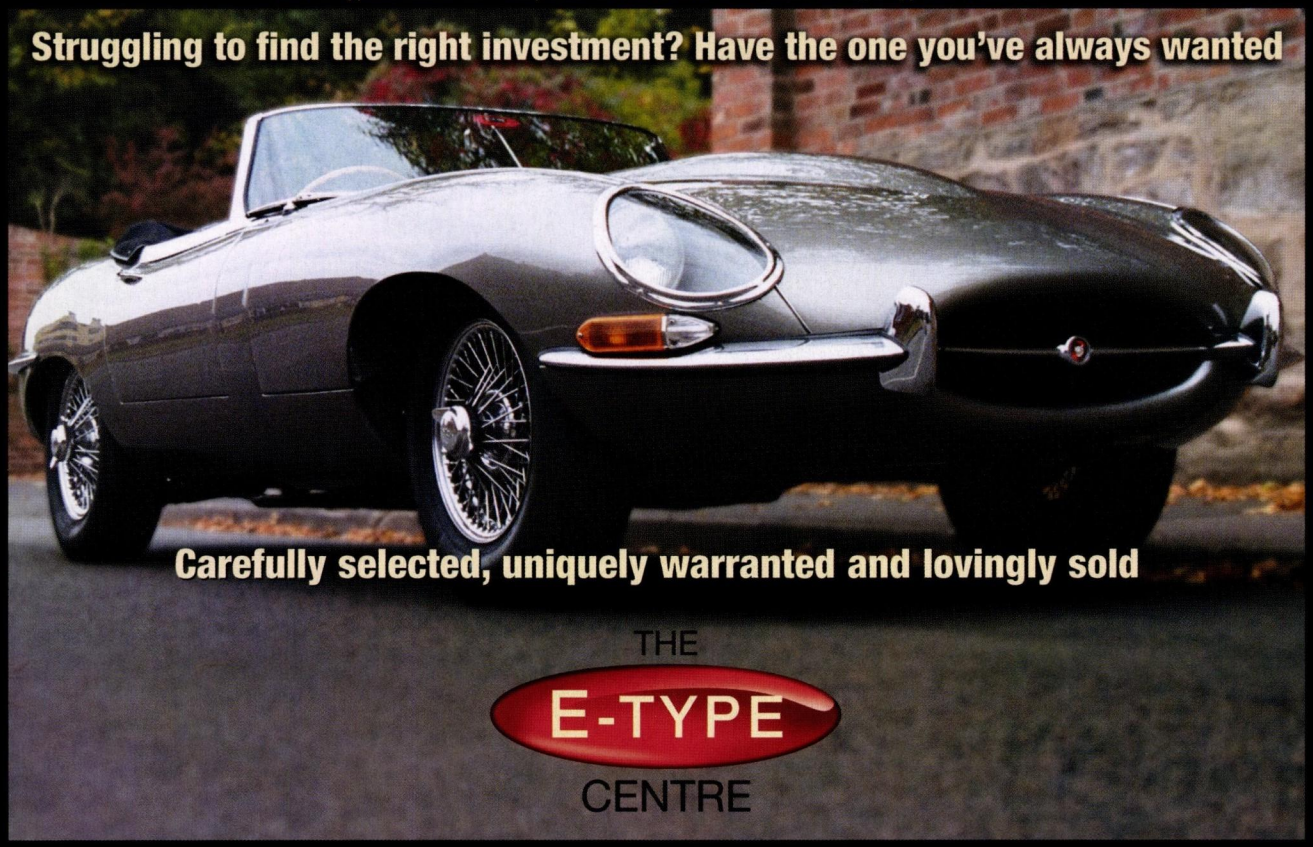
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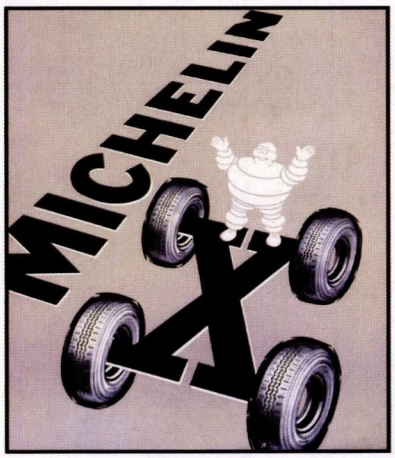
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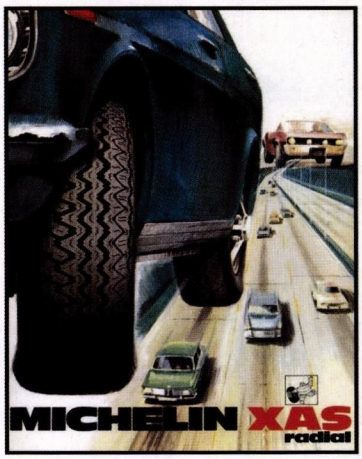
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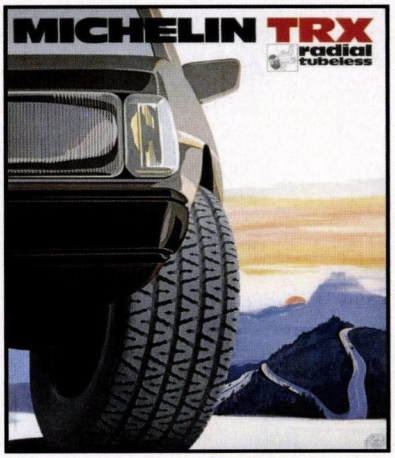
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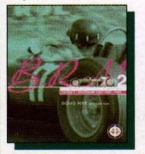
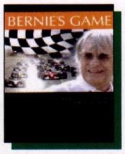
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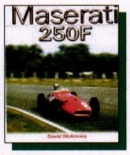
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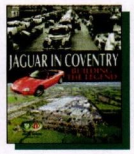
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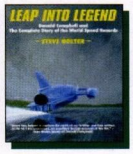
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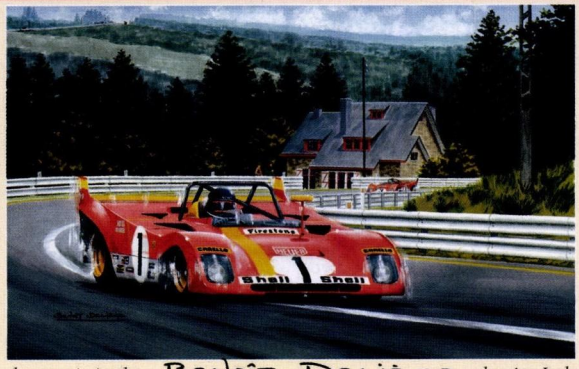
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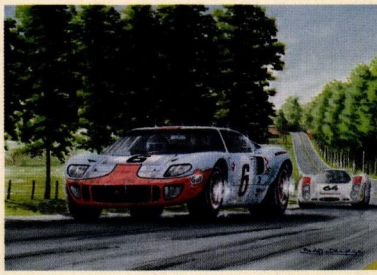
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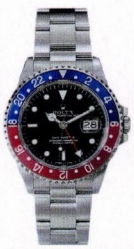
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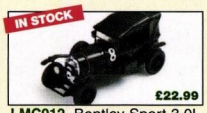



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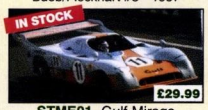
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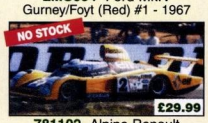

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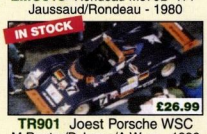

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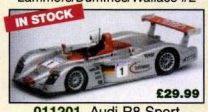

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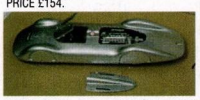

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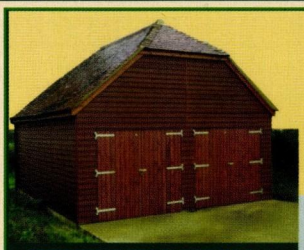
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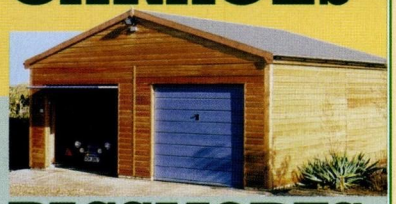
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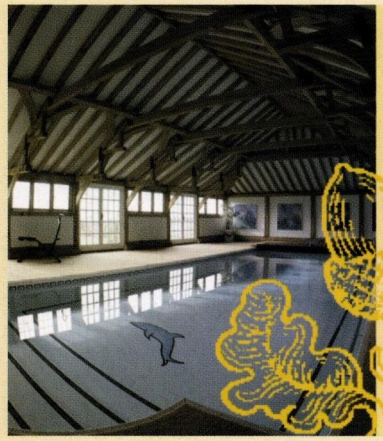




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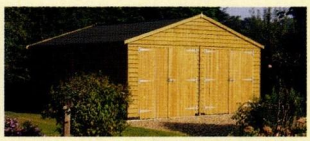


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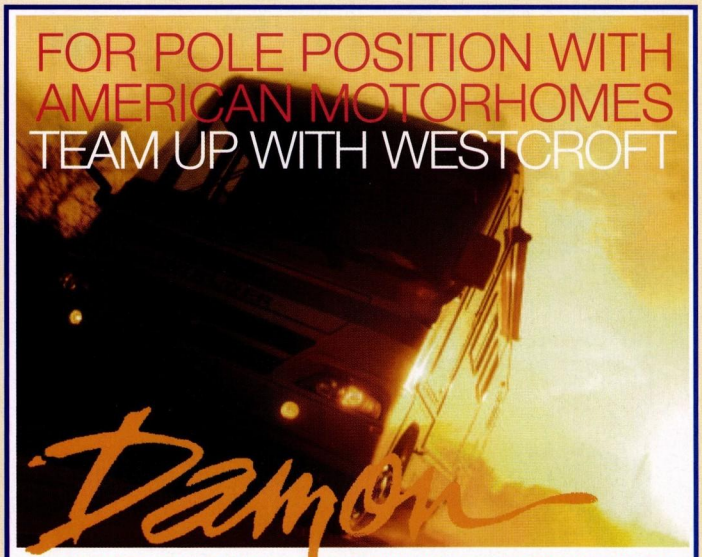


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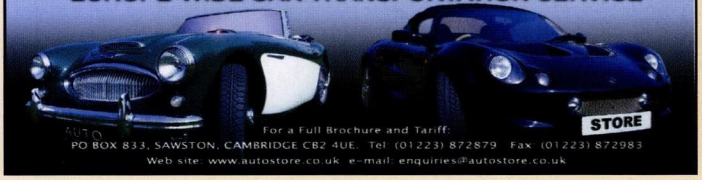
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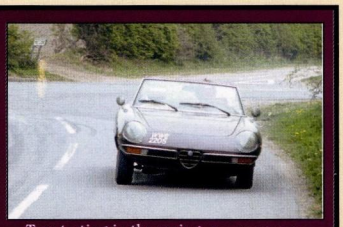
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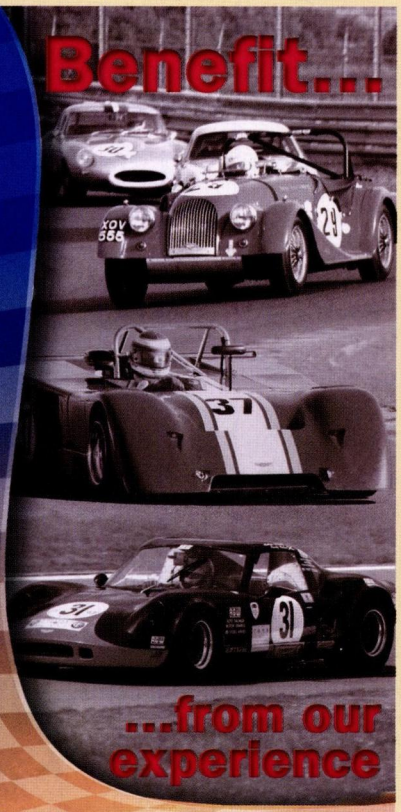


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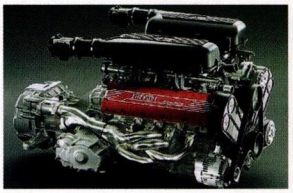
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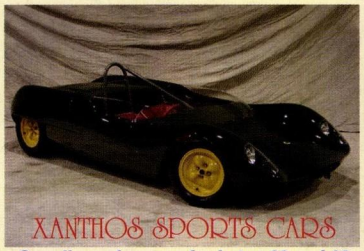
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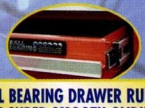
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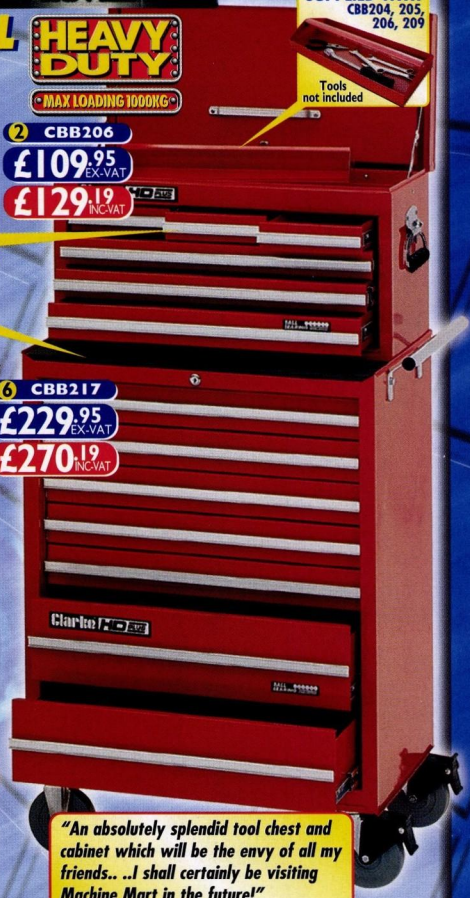
BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT

THE ULTIMATE IN TOOL STORAGE! Be the envy of friends and colleagues with these top of the range HEAVY DUTY PLUS tool chests and cabinets.

6 CBB217
£229.95 EX-VAT
£270.19 INC-VAT

- Extra heavy gauge double wall steel construction with nickel plated side handles with tough rubber grips
- All drawers feature protective anti-slip liners and identification inserts







"An absolutely splendid tool chest and cabinet which will be the envy of all my friends.. ..I shall certainly be visiting Machine Mart in the future!"
Mr. P. Heath, Birmingham

	MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
1	CBB204	4 Drawer tool chest	£117.44	£89.95	£105.69	REDUCED
	CBB205	5 Drawer tool chest	£140.94	£99.95	£117.44	
2	CBB206	6 Drawer tool chest	£152.69	£109.95	£129.19	
3	CBB209	9 Drawer tool chest		£139.95	£164.44	
4	CBB203	3 Drawer chest-step up		£69.95	£82.19	
5	CBB215	5 Drawer mobile cabinet	£234.94	£194.95	£229.07	
6	CBB217	7 Drawer mobile cabinet		£229.95	£270.19	
	CBB212	3 Drawer mobile cabinet	£187.94	£149.95	£176.19	
7	CBB213	3 Drawer mobile cabinet	£234.94	£179.95	£211.44	

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL/CHEST CABINET

CHEST
£229.95 EX-VAT
£270.19 INC-VAT

HEAVY DUTY

MAX LOADING 1000KG

GAS STRUTS Holds lid open



EXTRA DEEP DRAWERS

CABINET
£379.95 EX-VAT
£446.44 INC-VAT

- Double wall reinforced indented end and base for extra strength and rigidity
- Extra heavy gauge steel
- Protective anti-slip drawer liners & cabinet top mat
- Fully locking for security

1.5M TALL

BALL BEARING RUNNERS

FANTASTIC VALUE

BLUE LINE INDUSTRIAL ALSO AVAILABLE

SEE OUR MAIN ADVERT!

Machine Mart

44 SUPERSTORES NATIONWIDE

where Quality costs less

Clarke TOOL CHESTS/ CABINETS

FANTASTIC VALUE

FROM ONLY £44.95 EX VAT £52.82 INC VAT

MASSIVE PRICE CUTS

MODEL	TYPE	EX VAT	INC VAT
1 CTC600	6 dr chest	£44.95	£52.82
CTC900	9 dr chest	£59.95	£70.44
2 CTC800	8 dr chest/cab set	£99.95	£117.44
CTC700	7 dr cabinet	£119.95	£140.94
PRO RANGE			
3 CTC103	3 dr step up chest	£44.95	£52.82
4 CTC106	6 dr drop front	£64.95	£76.32
5 CTC109	9 dr chest	£69.95	£82.19
6 CTC105	5 dr trolley	£139.95	£164.44
7 CTC107	7 dr trolley	£169.95	£199.69

REDUCED

REDUCED! CTC106 WAS £82.19 INC VAT
CTC109 WAS £93.94 INC VAT

airmaster TIGER TURBO AIR COMPRESSORS

FROM ONLY £84.95 EX VAT £99.82 INC VAT

- Fully portable
- H/Duty pumps
- Auto stop/start control

HUGE RANGE OF SPRAYGUNS & ACCESSORIES!

*Oil Free † Belt Driven

MODEL	CFM	MOTOR (HP)	EX VAT	INC VAT
8/30 o/f*	7	1.5	£84.95	£99.82
8/35	7	1.5	£119.95	£140.94
8/65	7	1.5	£179.95	£211.44
9/50†	8	2	£249.95	£293.69
10/65†	9	2	£279.95	£328.94
15/55	14	3	£259.95	£305.44
15/60†	14	3	£329.95	£387.69

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC VAT

Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT £23.44 INC VAT

CB4

MASSIVE PRICE CUTS

MODEL	DESCRIPTION	EX VAT	INC VAT
CB2	2 Drawer Chest	£19.95	£23.44
CB3	3 Drawer Chest	£26.95	£31.67
CB4	2 Drawer Chest with front cover & tote tray	£24.95	£29.32
CB5	3 Drawer Chest with front cover & tote tray	£34.95	£41.07

REDUCED

REDUCED! CB4 WAS £32.84 INC VAT

Clarke BENCH GRINDER STAND

BGS1

- Complete with bolt mountings and feet anchor holes

ONLY £25.95 EX VAT £30.49 INC VAT

Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT £22.27 INC VAT

MASSIVE PRICE CUTS

CBG8W features 8" wetstone & 6" drystone.

MODEL	DUTY	WHEEL DIA. (mm)	WAS INC VAT	EX VAT	INC VAT
CBG6RZ	PRO	150	-	£18.95	£22.27
CBG6RSC*	HD	150	£32.84	£26.95	£31.67
CBG8RSC	HD	200	£41.07	£33.95	£39.89
CBG65B#	210w	150	-	£24.95	£29.32
CBG8W*	275w	150/200	-	£39.95	£46.94

REDUCED

*Heavy Duty # With sanding belt

airmaster PORTABLE AIR COMPRESSOR

TIGER 6/6

ONLY £69.95 EX VAT £82.19 INC VAT

- Highly efficient 5cfm air displacement
- 8 bar max working pressure
- 1.25Hp motor
- 6ltr air receiver

NEW

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

These professional quality units offer the durability and reliability demanded by professionals whilst maintaining value for money.

CAST IRON CYLINDERS

UK MADE

All units feature:
- Cast iron pumps on SE11 & SE16
- Maximum 150psi (10 bar)
- Fully automatic • Cast iron cylinders • Fully painted
- Twin cylinder pumps • Motor overload protection
- Petrol, diesel and portable models available

MODEL	CFM	MOTOR	RECEIVER	EX VAT	INC VAT
SE11	8.5	2Hp	100Ltr	£259.95	£305.44
SE10C(WS)*9		2Hp	100Ltr	£299.95	£352.44
SE16	14	3Hp	150Ltr	£299.95	£352.44
SE18	18	4Hp	200Ltr	£479.95	£563.94
SE25#	23	5.5Hp	200Ltr	£594.95	£699.07

*WIS=Wired in starter #Supplied with direct on-line starter

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388

PROFESSIONAL QUALITY

ONLY £79.95 EX VAT £93.94 INC VAT

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

Clarke 5 PCE AIR TOOL KIT

KIT1000

ONLY £19.95 EX VAT £23.44 INC VAT

- Paraffin spray gun • Blow gun • Paint Spray Gun
- Tyre inflator • Recoil hose with quick couplers

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke POLISHING KIT

To fit bench grinders.

Includes: • Tapered spindle, and polishing compound • Coloured cotton mop for initial cleaning • Pure cotton mop for a high polish finish

6" Kit £19.95 EX VAT £23.44 INC VAT

8" Kit £24.95 EX VAT £29.32 INC VAT

ALSO AVAILABLE: 4" Polishing Kit for Hand Drills

Clarke TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204

FROM ONLY £13.95 EX VAT £16.39 INC VAT

- Reversible ratchet
- 120-960 Lbs/in • 1.4 - 11.1Kg/m

ONLY £13.95 EX VAT £16.39 INC VAT

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm
- 20-150Ft/lbs

ONLY £14.95 EX VAT £17.57 INC VAT

Clarke ANGLE GRINDERS

Inc. disc & handle

FROM ONLY £13.95 EX VAT £16.39 INC VAT

CAG115C BEST BUY Practical Householder

MODEL	DUTY	MOTOR	WAS INC VAT	EX VAT	INC VAT
CAG121*	DIY	500w	-	£13.95	£16.39
CAG120*	DIY	550w	-	£16.95	£19.92
CAG115*	PRO	500w	-	£27.95	£32.84
CAG115C*	PRO	720w	-	£29.95	£35.19
CAG230#	PRO	1700w	£46.94	£34.95	£41.07

REDUCED

*115mm disc #230mm disc

Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT £29.32 INC VAT

Complete with:
- Double action trigger for accurate control
- 2 Jars • 1/4" BSP adaptor • Lightweight hose
- Chromed paint cup • Precision machined nozzle

Clarke BOLTLESS SHELVING

SIMPLE, FAST ASSEMBLY

FROM ONLY £24.95 EX VAT £29.32 INC VAT

CAN BE ASSEMBLED AS A SHELVING OR BENCH UNIT

MODEL	SHELF DIMS	CAPACITY	EX VAT	INC VAT
CS5150	800x300x1500mm	150Kg	£24.95	£29.32
CS5350	900x400x1800mm	350Kg	£39.95	£46.94

STAYER SANDERS/ POLISHERS

PROFESSIONAL QUALITY

FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER
- 800w, 230v • 170mm backing pad • 1,800 rpm no load speed

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v • 170mm backing pad • 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke H/DUTY BLAST CABINET

ONLY £99.95 EX VAT £117.44 INC VAT

- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter included
- Includes fitted internal light, essential for blasting work

ALSO: Aluminium oxide powder or garnet powder from only £17.95 EX VAT £21.09 INC VAT

Clarke AIR TOOLS & SPRAY GUNS

TYPE	MODEL	EX VAT	INC VAT
Air Hammer	CAT29B	£16.95	£19.92
Die Grinder Set	CAT36	£20.99	£24.66
Grit blast gun	SB1	£23.95	£28.14
Spot blast gun	SB2	£23.95	£28.14
6" Dual Action sander	CAT80	£24.95	£29.32
Pro Spray Gun	-	£25.95	£30.49
1/2 Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
Super Pro Spray Gun	SP14	£34.95	£41.07
14pce 1/2" Ratchet set	CAT221B	£35.95	£42.24
Super Pro Spray Gun	SP18	£37.95	£44.59
12pce 1/2" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.02

Clarke WORKBENCH

HEAVY DUTY CWB1250

ONLY £49.95 EX VAT £58.69 INC VAT

- Large lockable cabinet
- Extra thick, reversible plywood faced worktop • LWH: 1205x600x850mm
- Constructed from robust, heavy gauge steel

Clarke TOOL CABINET

WALL MOUNTED - CWC48

ONLY £39.95 EX VAT £46.94 INC VAT

Tools shown not supplied

- 3 lockable cupboards
- 4 steel shelves • Pegs and hooks supplied

WALL MOUNTED TOOL RACK ONLY £19.95 EX VAT £23.44 INC VAT

Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT £46.94 INC VAT

- Jaw width 127mm
- Jaw opening 120mm
- Jaw depth 75mm
- 360° rotating vice head
- 360° double locking swivel base

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC.

ONLY £84.95 EX VAT £99.82 INC VAT

- Splash proof on/off switch
- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

Clarke 7CFM AIR COMPRESSOR

BRONCO

ONLY £109.95 EX VAT £129.19 INC VAT

- Superb high output, low noise air compressor
- Air pressure regulator with gauge
- 1.5Hp motor
- Air displacement 7cfm, 8 bar max working pressure

Clarke PARTS WASHERS

FROM ONLY £34.99 EX VAT £41.11 INC VAT

FLOOR STANDING
- 45 litre tank
- 1000Ltr/hr pump rate

ONLY £79.95 EX VAT £93.94 INC VAT

BENCH MOUNTED
- 10 litre tank
- 1000Ltr/hr pump rate

ONLY £34.99 EX VAT £41.11 INC VAT

Clarke PRO SOCKET SET

ONLY £29.95 EX VAT £35.19 INC VAT

33 PCE 3/8" PRO23

BEST BUY Ride Magazine

HUGE RANGE IN STORE

LIFETIME GUARANTEE! See pack for details

- Includes extension bar, ratchet handle and spark plug sockets • 3/8" drive • 33 piece set, metric
- 18 sockets: 6-24mm and 9 deep sockets: 8-19mm
- Professional quality

Clarke GENERATOR

G900

ONLY £299.95 EX VAT £352.44 INC VAT

700W SUPER QUIET

- 2 x 230v outlets
- 700w max output
- 12v DC battery charge

OTHER MODELS UP TO 10,000KVA

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT

- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6"x 8"	£3.80	£4.47	£4.99	£5.86
8"x 10"	£5.95	£6.99	£5.99	£7.04
10" x 12"	£7.95	£9.34	£8.99	£10.56
12"x 16"	£9.95	£11.69	£13.95	£16.39
16"x 20"	£16.95	£19.92	£22.95	£26.97
18"x 24"	£18.95	£22.27	£29.95	£35.19
20"x 40"	£34.95	£41.07	£49.95	£58.69

SUPERWINCH

FROM ONLY £119.95 EX VAT £140.94 INC VAT

MODEL	CAP	VOLTS	FREEWHEEL	EX VAT	INC VAT
T1500	680kg	12	Yes	£119.95	£140.94
S2500	1130kg	12	Yes	£199.95	£234.94
S4500	2040kg	12	Yes	£329.95	£387.69

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

FROM ONLY £178.95 EX VAT £209.74 INC VAT

MASSIVE PRICE CUTS

MODEL	EX VAT	INC VAT
10 ton bench	£178.50	£209.74
10 ton floor	£199.00	£233.83
15 ton floor	£359.95	£422.94
25 ton floor	£569.95	£669.69
50 ton floor	£949.00	£1,115.08

REDUCED

REDUCED! 10 TON FLOOR WAS £258.44 INC VAT

CAR TRANSPORTER LASHING

- 3.33M overall length • 5000kg max strength in straight pull
- 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT

combivac EARLEX WET/DRY VAC

ONLY £33.99 EX VAT £39.94 INC VAT

- Large 20 litre plastic tank
- 1000w, 230v motor
- Wet/Dry capacity 12/20 litres

Accessory kits available

Clarke DIGITAL MULTIMETERS

CDM10 • 19 position • 10 amp facility

ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility • Protective case

ONLY £15.99 EX VAT £18.79 INC VAT

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT



*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

BEST BUY CAR MECHANICS

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G	£49.95	£58.69

Clarke JUMPSTART 900



- A portable rechargeable 12v DC power supply/boost starter
- 900 peak amps
- Up to 50hrs of 12v DC supply
- Includes hose, connectors and adapters

ONLY £34.95 EX VAT £41.07 INC VAT

Available with compressor ONLY £42.54 EX VAT £49.98 INC VAT

ORDER ONLINE

www.machinemart.co.uk

OVER 4000 PRODUCTS SEE THE FULL RANGE

NEW! SPRING/SUMMER CATALOGUE!

309 NEW PRODUCTS

387 REDUCED PRICES

- Collect from your local branch
- Order from www.machinemart.co.uk
- e-mail: sales@machinemart.co.uk
- Telephone 0845 450 1855 (local rate)



Clarke METAL LATHE

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck and guard
- Compound mitre slide and 4 way tool post
- Gear change set
- Power feed

FULL RANGE OF ACCESSORIES AVAILABLE



CL300M

ONLY £399.95 EX VAT £469.94 INC VAT

Clarke 6 SPEED METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

ONLY £699.95 EX VAT £822.44 INC VAT

- 430mm between centres
- Power feed screw cutting facility
- Forward/reverse lathe operation
- Fine feed adjustment for milling
- Compound slide with 4 way tool post
- Clutch for independent mill/drill operation

FULL RANGE OF ACCESSORIES AVAILABLE!



Shown with optional floor stand £119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head.

ONLY £579.95 EX VAT £681.44 INC VAT

N.B.: The Mill/Drill head is not available separately

Clarke ENGINEERING DRILL PRESSES

FROM ONLY £33.95 EX VAT £39.89 INC VAT

MASSIVE PRICE CUTS

Full range of Drill Vices available

- Safety cutout on belt guard
- Tables tilt 0-45° left and right
- Depth gauge • Chuck guards

* Includes wet 'T' slot table & worklight



MODEL	CHUCK SIZE	SPD	WAS INC VAT	EX VAT	INC VAT	
CDP5DD	13mm	5	-	£33.95	£39.89	REDUCED
CDP10B	13mm	5	£70.44	£54.95	£64.57	
CDP15B	13mm	5	-	£84.95	£99.82	
CDP20B	13mm	12	£140.94	£115.49	£135.70	
CDP25F	13mm	12	-	£134.95	£158.57	
CDP30B	16mm	12	£176.19	£139.95	£164.44	
CDP35F	16mm	12	£179.72	£149.95	£176.19	
CDP40B	16mm	16	£211.44	£159.95	£187.94	
CDP45IF*	16mm	16	£234.94	£189.95	£223.19	
CDP50IF*	20mm	12	£469.94	£379.95	£446.44	

Clarke MEASURING INSTRUMENTS

MODEL	DESCRIPTION	EX VAT	INC VAT
CM160**	150mm Dial Caliper	£17.95	£21.09
CM180*	0-25mm External Micrometer	£9.95	£11.69
CM190	25-50mm External Micrometer	£16.95	£19.92
CM200	0-1" External Micrometer	£14.95	£17.57
CM220	0-10mm Dial Test Indicator	£16.95	£19.92
CM100*	150mm/6" Vernier Caliper	£8.49	£9.98
CM110	200mm/8" Vernier Caliper	£19.95	£23.44
CM120	300mm/12" Vernier Caliper	£25.95	£30.49
CM130	150mm/6" Locking Caliper	£15.95	£18.74
CM150	6" Dial Caliper	£16.95	£19.92
CM145	150mm/6" Digital Vernier	£29.95	£35.19

Clarke 10 PCE GARAGE KIT

CGK10

ONLY £49.95 EX VAT £58.69 INC VAT

NEW



ALSO AVAILABLE: 4 Piece Garage Kit ONLY £37.95 EX VAT £44.59 INC VAT

Clarke IMPACT WRENCH

REDUCED £25.49 EX VAT £29.95 INC VAT WAS £34.19 INC VAT SAVE £5.24

12V DC 1/2" DRIVE CIR-13

MASSIVE PRICE CUTS



- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

Clarke ENGINE STANDS

CES500A

- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)

- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

£39.95 EX VAT £46.94 INC VAT

MASSIVE PRICE CUTS

FROM ONLY £29.95 EX VAT £35.19 INC VAT



Fully tested to proof load

Clarke CHAIN BLOCKS

MASSIVE PRICE CUTS

FROM ONLY £39.95 EX VAT £46.94 INC VAT

- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion • CE approved
- Compact gear housing

MODEL	CAP.	LIFT HEIGHT	WAS INC VAT	EX VAT	INC VAT	
CCH500	500Kg	3.2m	£58.69	£39.95	£46.94	RED
CCH1000	1000Kg	3.2m	£66.92	£49.95	£58.69	UCED
CCH2000	2000Kg	3.3m	£82.19	£59.95	£70.44	
CCH3000	3000Kg	3.4m	£93.94	£69.95	£82.19	
CCH4000	5000Kg	3.5m	-	£99.95	£117.44	

Clarke WORKSHOP CRANES

Fully tested to proof load

FROM ONLY £119.95 EX VAT £140.94 INC VAT

MODEL	EX VAT	INC VAT
1/2 ton	£119.95	£140.94
1/2 ton folding	£139.95	£164.44
1 ton folding	£139.95	£164.44
1 ton large folding	£169.95	£199.69
1 ton long reach	£159.95	£187.94
1 ton pro	£299.95	£352.44
2 ton pro	£599.00	£703.83

REDUCED!

1/2 TON MODEL WAS £152.69 INC VAT

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case.

ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £69.95 EX VAT £82.19 INC VAT

4 TON KIT

Spreader wedge ram & accessories in a tough moulded case.

ONLY £69.95 EX VAT £82.19 INC VAT



Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT



MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£7.49	£8.80	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.95	£15.22	20 ton	£36.95	£43.42

Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Supplied in pairs
- Ratchet action for quick height adjustment



MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£19.95	£23.44

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT £29.32 INC VAT



MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA	£24.95	£29.32
Pro Jack & Stands CTJ2000GA	£61.95	£72.79

Clarke POWER WASHER

ONLY £54.95 EX VAT £64.57 INC VAT

FULL 100 BAR PRESSURE JET1000

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES



- 6l/min max flow
- 1.6Kw, 230v motor
- Inc. foam lance and refillable detergent bottle
- Nozzle for fan or pencil jet

ALSO: HIGH POWER JET 5000, HUGE 130 BAR PRESSURE - WAS £187.94 INC VAT NOW ONLY £148.95 EX VAT £175.02 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY



SOLD IN PAIRS

BIG 3" CASTORS

ONLY £47.95 EX VAT £56.34 INC VAT

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly
- 350mm Wide recess to fit vehicle tyres

Clarke MIG WELDERS

FROM ONLY £119.95 EX VAT £140.94 INC VAT

BEST BUY Auto Express



Includes free:

- Gas regulator
- Earth clamp • Face mask
- Welding wire • Welding torch

Pro90-150 also includes CO_2 gas bottle

MODEL	AMPS	EX VAT	INC VAT
Pro 90	25-90	£119.95	£140.94
100E	27-100	£139.95	£164.44
135TE Turbo*	30-130	£169.95	£199.69
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£229.95	£270.19
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£329.95	£387.69

*Turbo fan cooled for longer welding at full output #150TE Turbo Best Buy Auto Express

Clarke ARC/TIG INVERTERS

FROM ONLY £129.95 EX VAT £152.69 INC VAT



- Turbo fan cooled
- Low amp operation - ideal for Arc & Tig welding, auto bodywork & thin mild/stainless steel

MODEL	AMPS	EX VAT	INC VAT
Arc/Tig 90	20-90	£129.95	£152.69
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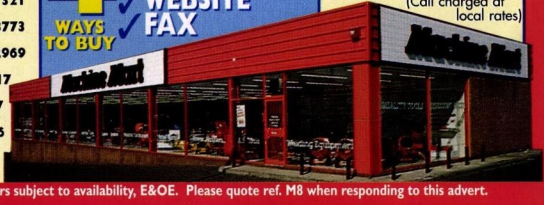
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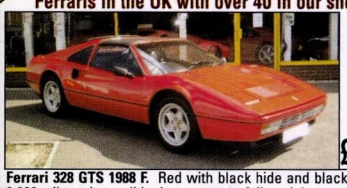
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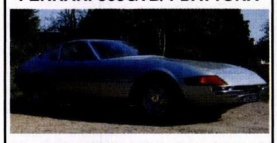
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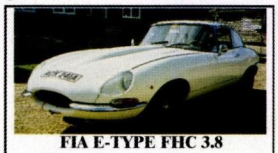
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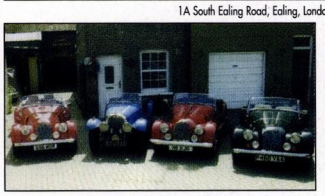
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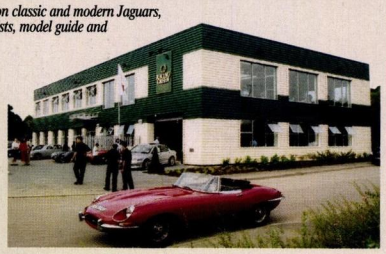
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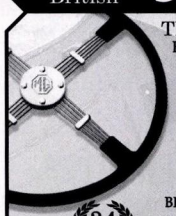


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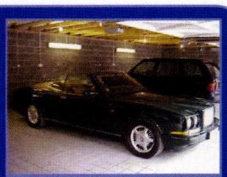
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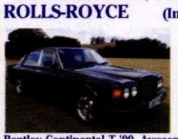
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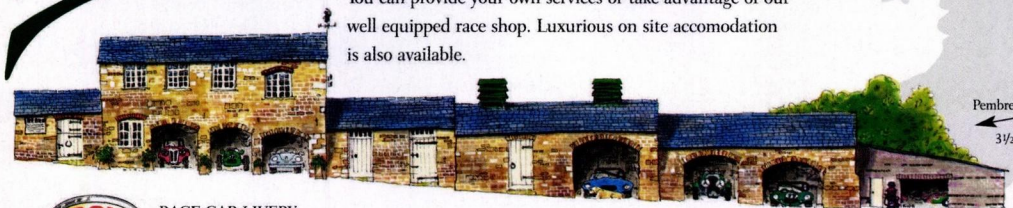
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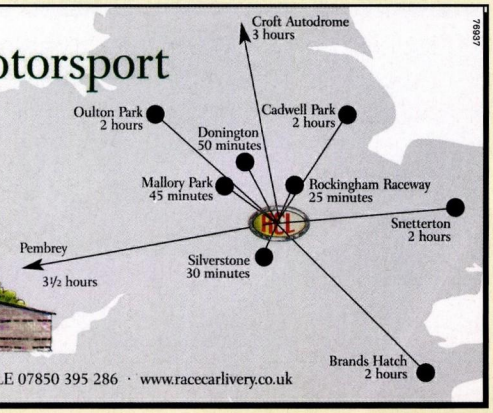
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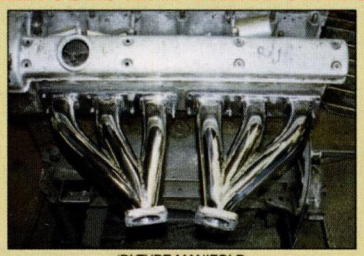
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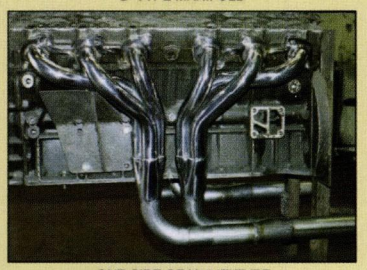
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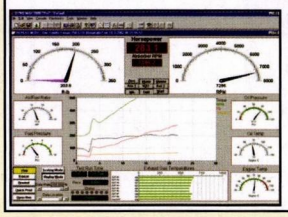


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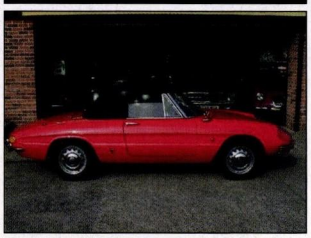
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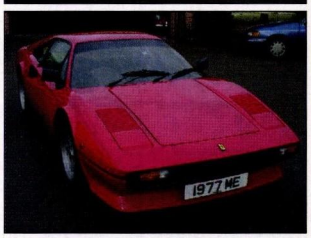
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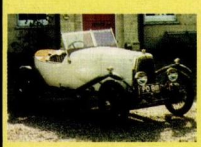
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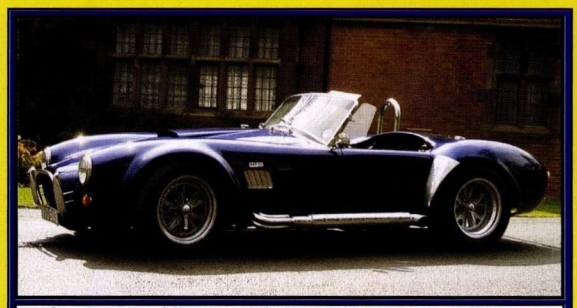
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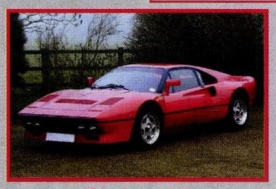
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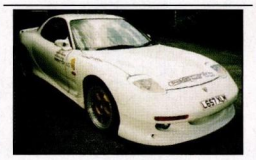
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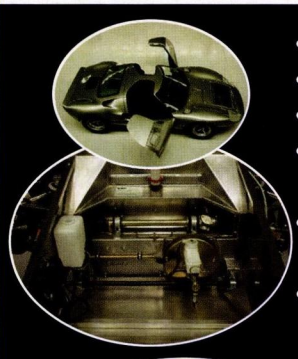


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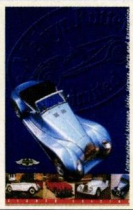
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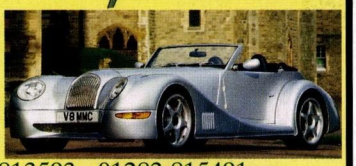
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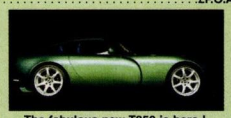


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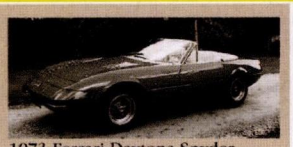
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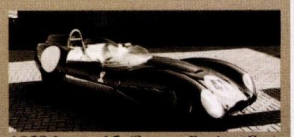
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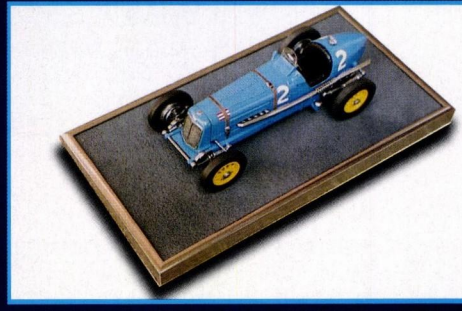
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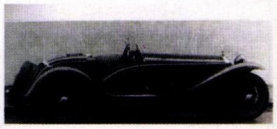
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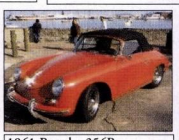
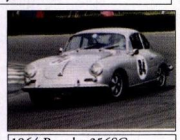
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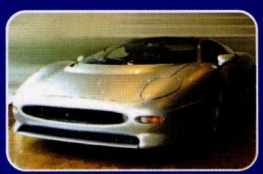
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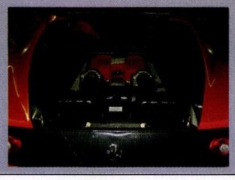


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1999 996 CABRIOLET SILVER 4000 miles
1998 996 CABRIOLET ZENITH BLUE 41000 miles
2000 996 C4 CABRIOLET TIP OCEAN BLUE 11000 miles
2002 996 COUPE ARCTIC SILVER 5000 miles
2000 996 C2 COUPE TIP FOREST GREEN 31000 miles
1998 996 COUPE ARCTIC SILVER 22000 miles
1998 996 COUPE ZENITH BLUE 48000 miles

PORSCHE BOXSTER

2001 BOXSTER 3.2S LAPIS BLUE 14000 miles
2000 BOXSTER 3.2S SILVER 12000 miles
2001 BOXSTER 2.7 LAPIS BLUE 14000 miles
2000 BOXSTER 2.7 ARCTIC SILVER 12000 miles
1999 BOXSTER 2.5 PASTEL YELLOW 22000 miles

PORSCHE 993

1998 993 2S ARCTIC SILVER 40000 miles
1998 993 2S TIP DARK BLUE 55000 miles
1996 993 C4S DARK BLUE 45000 miles
1997 993 TARGA SILVER 52000 miles
1997 993 TURBO 4 MIDNIGHT BLUE 88000 miles
1996 993 TURBO 4 POLAR SILVER 50000 miles
1995 993 COUPE TIP MET GREY 50000 miles
1994 993 COUPE MIDNIGHT BLUE 59000 miles
1995 993 CABRIOLET SILVER 51000 miles
1995 993 CABRIOLET BLUE 71000 miles
1994 993 CABRIOLET BLUE 48000 miles
1990 964/911 C2 CABRIOLET GUARDS RED 57000 miles
1989 911 CARRERA 3.2 TARGA RED 87000 miles
1985 911 CARRERA 3.2 COUPE RED 11000 miles
1980 911 SC COUPE WHITE 76500 miles

Ferrari

FERRARI 550/360

2002 360 SPYDER GRIGIO TITANIO 1800 miles
2001 360 MODENA RED 3000 miles
2000 MARANELLO 550 METALLIC BLUE 6000 miles
2000 360 MODENA F1 LE MANS BLUE 14000 miles

FERRARI 456

1997 456 GTA METALLIC BLUE 14000 miles
1996 456 YELLOW 32000 miles

FERRARI 355

1998 355 GTS F1 RED 3000 miles
1999 355 GTB LHD BLACK 15000 miles
1999 355 F1 GT BERLINETTA RED 11000 miles
1998 355 SPIDER F1 RED 8000 miles
1998 355 GTS RED 1500 miles

FERRARI 348

1994 348 SPYDER RED 21000 miles
1992 348 TS RED 32000 miles

FERRARI CLASSICS

1967 275 GTB4 RED 36000 miles
1972 246 GT AZURE ONE OWNER 48000 miles
1990 TESTAROSSA RED 22000 miles
1986 328 GTS RED 25000 miles
1985 MONDIAL 3.0 QV BERLINETTA RED 54000 miles

JAGUAR / OTHERS

1968 E-TYPE 4.2 RDST CONCOURS SILVER 5400 miles
1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles
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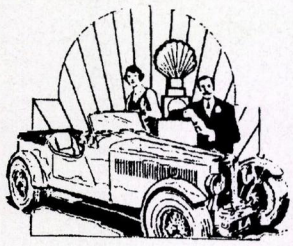
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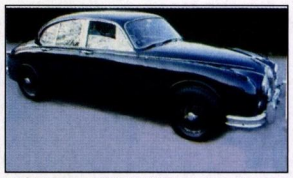


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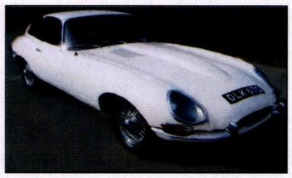
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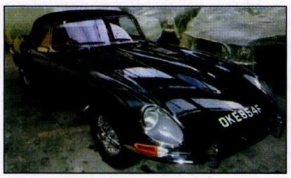
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1963 Jaguar 3.8 Mk2 MOD BRG with green leather and green carpets. Colour coded wire wheels, upgraded brakes, exhaust and power steering. Original English RHD example, restored between 1995 and 2000 to concours standards, superb history file. A truely stunning Jaguar..... **£29,950**



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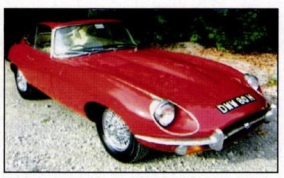
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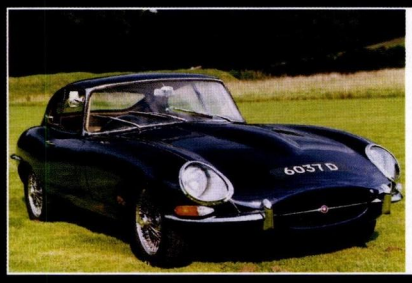
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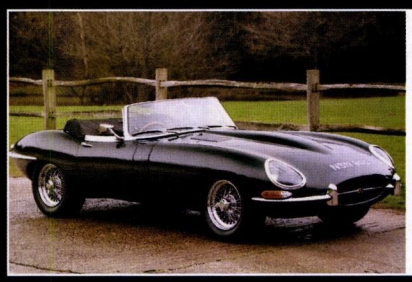
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S1 3.8 ROADSTER. 1964. Carmen red with black trim. Originally supplied by ourselves in 1987 as the basis of a ground up concours restoration project. A complete bodyshell rebuild was carried out by Martin Robey, followed by a total restoration to concours standard, with superb attention to detail throughout. This dedicated project resulted in a 1st place award at the first time of showing. Very limited mileage since completion, and including full Eagle Endorsed preparations through our workshops. (Eag 060) **£57,500**





S1 3.8 ROADSTER. 1964. British racing green with biscuit trim. Eagle Engineered Number 4. Really fabulous example, progressively developed to full Eagle Sport specification, therefore also including all the Eagle Classic and GT upgrade packages. The Eagle Sport specification includes our ultimate handling package and cooling and electrical systems. Full Eagle built Sport engine and close ratio synchro gearbox. This is the spec that "beat" a new Aston Martin DB7 Vantage in the EVO magazine feature. (Eag 061) **£75,000**

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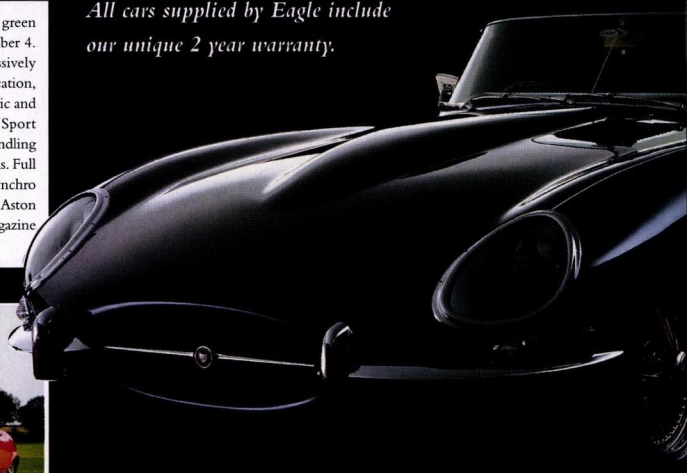
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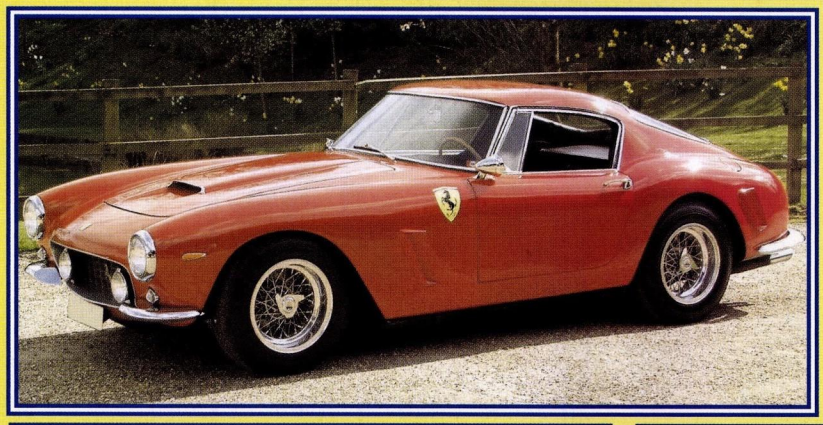
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1964 MGB ROADSTER, PULL DOOR HANDLE. Iris Blue, Dark blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler, tonneau cover etc. Photographic record and bills in excess of £15,000. Outstanding condition **£11,995**

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1975 MGB GT V8. Blaze with Black trim. 70k miles with FSH. Restored by marque specialist a few years ago to a good standard, runs superbly, a sound purchase. ..... **WAS £6,495, NOW £4,995**

1976 TRIUMPH SPITFIRE 1500. In Sebring White with Biscuit trim. A local car, 2 owners, 30,000 miles from new. Equipped with overdrive, an exceptional ultra low mileage example **£5,495**

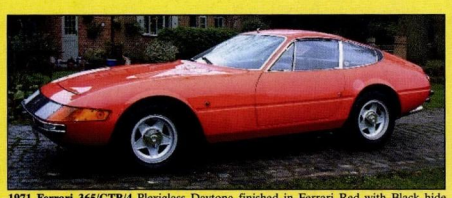
1979 MERCEDES BENZ 350SE AUTO. 1 local owner from new, full service history and only 70,000 miles. Thistle Green, Dark Green velour trim, elec sun roof, windows and arial, would be hard if not impossible to repeat **£4,995**

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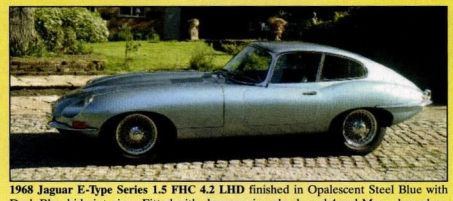
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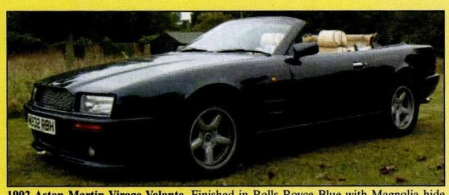
1971 Ferrari 365/GTB/4 Plexiglass Daytona finished in Ferrari Red with Black hide interior. This car is in very nice condition and comes with full service history and is sensibly priced at **£69,950**



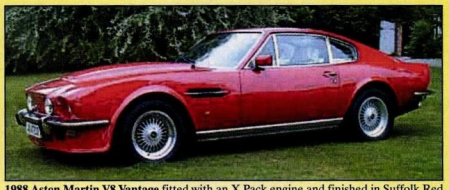
1968 Jaguar E-Type Series 1.5 FHC 4.2 LHD finished in Opalescent Steel Blue with Dark Blue hide interior. Fitted with chrome wire wheels and 4 spd Manual gearbox, this car is left hand drive and is perfect in every respect. **£25,950**



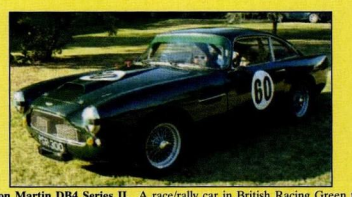
1964 Maserati Mistral with coachwork by Frua. Finished in Maserati Racing Red with Red hide interior. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head. It has a 5 speed gearbox **£23,950**



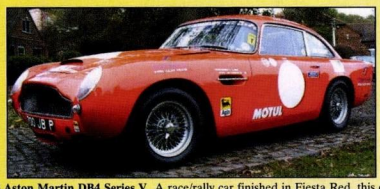
1992 Aston Martin Virage Volante. Finished in Rolls Royce Blue with Magnolia hide piped Blue and Blue mohair hood. This car is in excellent condition, has a full service history and has covered only 19,000 miles. Sensibly priced at ..... **£43,950 (Similar to above)**



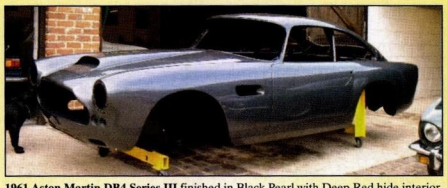
1988 Aston Martin V8 Vantage fitted with an X Pack engine and finished in Suffolk Red with Magnolia interior piped Red. Ronal wheels, driving lamps, 5 speed manual gearbox, 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition **£55,000**



1960 Aston Martin DB4 Series II. A race/rally car in British Racing Green that has competed in the Aston Martin Owners Club Race Series for the last ten years, during which time it has been very successful. Enquire for more details. **£55,000**



1963 Aston Martin DB4 Series V. A race/rally car finished in Fiesta Red, this car has been used over the last ten years for international rallying and comes with FIA papers. This enables it to be used in most of the desirable international events and gives the car great credence. This is a rare opportunity and sensibly priced at **£49,950**



1961 Aston Martin DB4 Series III finished in Black Pearl with Deep Red hide interior. Currently being restored to concours. ..... **£POA**



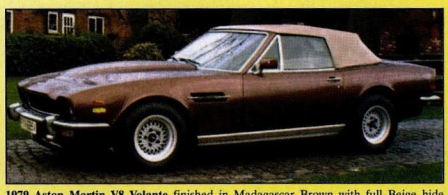
1958 Aston Martin DB MKIII finished in Dubonnet Rosso with Beige hide. A very nice car refurbished about 10 years ago which has had little use since. Fitted with overdrive and chrome wire wheels and sensibly priced at **£34,950**



1979 Aston Martin V8 Volante finished in Dark Blue with deep Blue hide interior and fitted with VANTAGE engine up-grade and automatic transmission. Excellent car, masses of history. **£39,950**



1977 Aston Martin V8 Vantage Series III finished in Primrose Yellow with Black hide interior. One owner from new, 49,000 miles. **£29,950**



1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car **£36,950**



1978 Aston Martin V8 Series III Manual 5 speed finished in Chichester Blue with Cream hide. Fitted with later style BBS 8" alloys, lowered stiffer springs, full handling kit. Very quick. **£19,950**



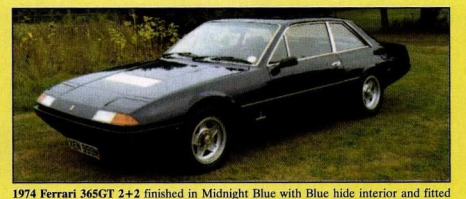
1973 Aston Martin Vantage finished in Metallic Green with Tan leather interior. Automatic transmission, pas, chrome wire wheels. Excellent condition with service history **£17,950**



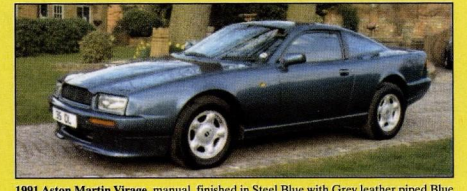
1977 Aston Martin V8 Srs III in Silver Blue with full black hide interior. 83,000 miles, **Manual Gearbox**, new sills and jacking points. Excellent car **£19,995**



1964 Aston Martin DB5 finished in Dark Metallic Blue with Magnolia hide. This car is in beautiful condition and was in the same ownership for the last 15 years. It is fitted with a 5 speed gearbox, electric windows, chrome wire wheels and represents very good value at **£59,950**



1974 Ferrari 365GT 2+2 finished in Midnight Blue with Blue hide interior and fitted with the very desirable 5 spd manual gearbox and Cromodora 5 spoke alloy wheels. Plenty of service history from Bob Houghton and MOT certificates dating back to the 80s. **£16,950**



1991 Aston Martin Virage, manual, finished in Steel Blue with Grey leather piped Blue interior and Blue carpets. This is a very nice example which has just been fully serviced and has full service history. It has covered 18,000 miles and is in excellent condition throughout. **£31,950**

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Motorsport and motorhomes are synonymous. Take a look in any race paddock and you will find a wide range of motorhomes being used by teams, drivers, sponsors, fans, families and guests. There is no better way of making a race weekend comfortable and convenient.

At the top of the motorhome hierarchy are the stunning American-built motorhomes from Monaco, Holiday Rambler and Newmar. Between them, they produce more than 50,000 units each year to meet world-wide demand. Known as recreational vehicles (RV for short) in America, these manufacturers set impeccable standards in build quality, fitment, facilities and overall luxury.

It is no surprise, therefore, to know that Monaco, Holiday Rambler and Newmar are all represented in the UK by the same supplier, Travelworld. Based close to the M6/M54 junction on the northern edge of Wolverhampton, Travelworld is proud of its standing in the industry, having served the British motorhome market for more than 25 years.

As the first UK-dealer for American suppliers, Travelworld has focussed its activities on the luxury sector of the market over recent years, and has deliberately allied itself to the manufacturers with the very best standards and reputations.

The sales and service team are in constant dialogue with Monaco, Holiday Rambler and Newmar, enabling them to keep customers continually informed of progress and new developments. In 1994 Travelworld implemented an ISO 9002 quality control system. This continues to improve the day to day running of the business.

Travelworld has unrivalled experience of the needs of the motorsport user, having supplied countless motorhomes for motorsport use. It is also an active sponsor and sales director Ross Edwards is a regular weekend racer in the Radical Bi-Duro Championship. This 'hands-on' experience has benefited customers enormously over the years, and the company is proud of the fact that around two-thirds of its business is motorsport-related. Much of that business comes through personal recommendation.

As well as sales of new vehicles, Travelworld offers a full service facility for all types of motorhome and carries extensive stocks of spares for a wide range of vehicles. The team at Travelworld is particularly proud of the service department, staffed by some of the most experienced technicians in the industry.

The enclosed and heated workshop is large enough to house several vehicles undergoing service at any one time. With ramp facilities big enough to lift the largest motorhomes, all forms of service work can be carried out on site.

All work from cabinet repairs to MOTs and major bodywork projects are carried out to exacting standards and the company's ISO certification allows insurance repairs to be undertaken to the highest standard.

Travelworld is proud of its standing in the industry, having served the British motorhome market for more than 25 years

When any service or repair work has been completed, all vehicles are given a full interior and exterior valet before being re-presented to owners.

So, if you are considering putting comfort and convenience into motorsport weekends, there is no better place to start than at Travelworld. You will not be disappointed!

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