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MOTORSPORT

FESTIVAL OF SPEED PREVIEW

Goodwood's Greatest

by those who know them best



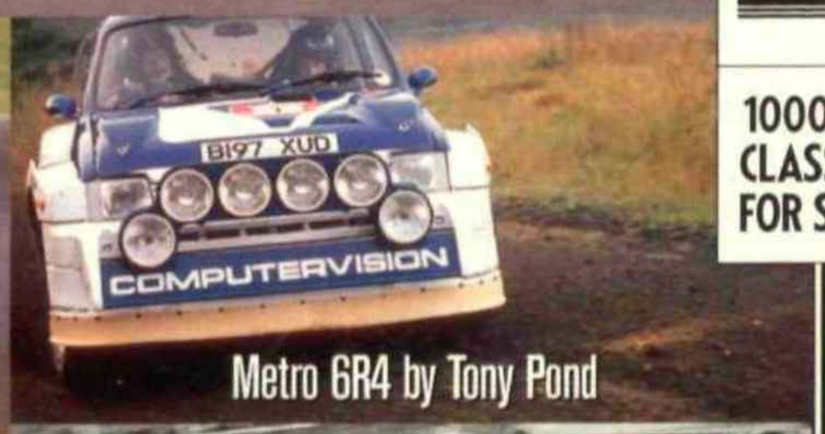
Porsche 917/30 by Derek Bell



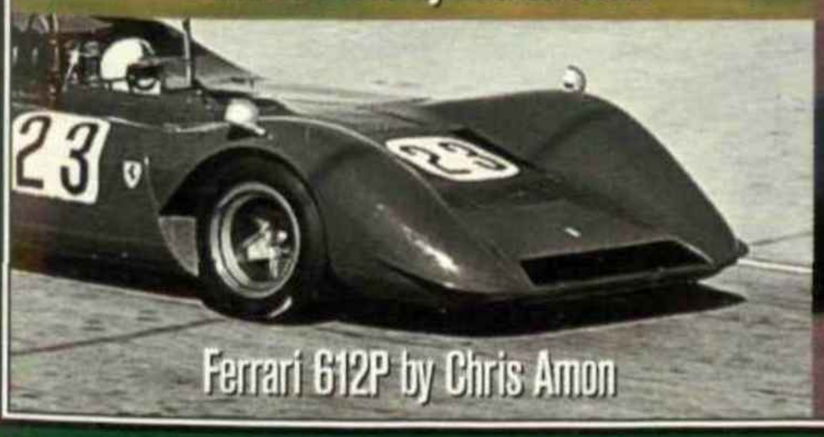
Williams FW18 by Patrick Head



Napier Railton by Bill Boddy



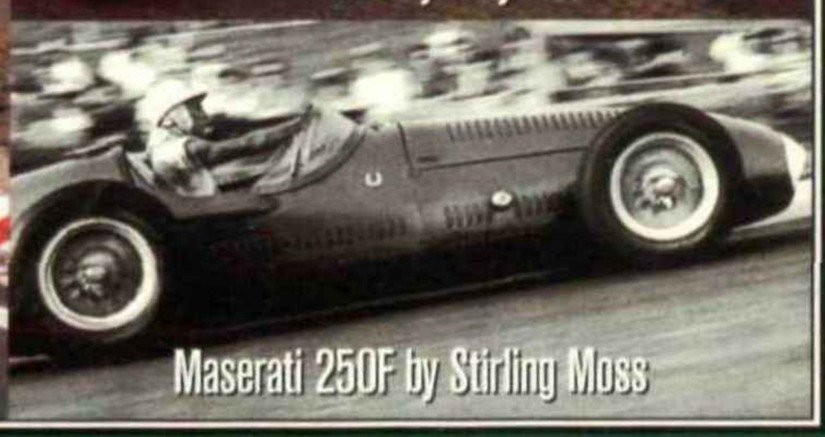
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McLaren M23 by Jochen Mass



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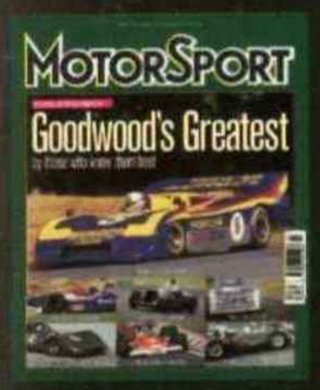
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Cover: Porsche 917/30 in the hands of Derek Bell at the Goodwood Festival, 22 June 1996. Photographed by Peter Burn

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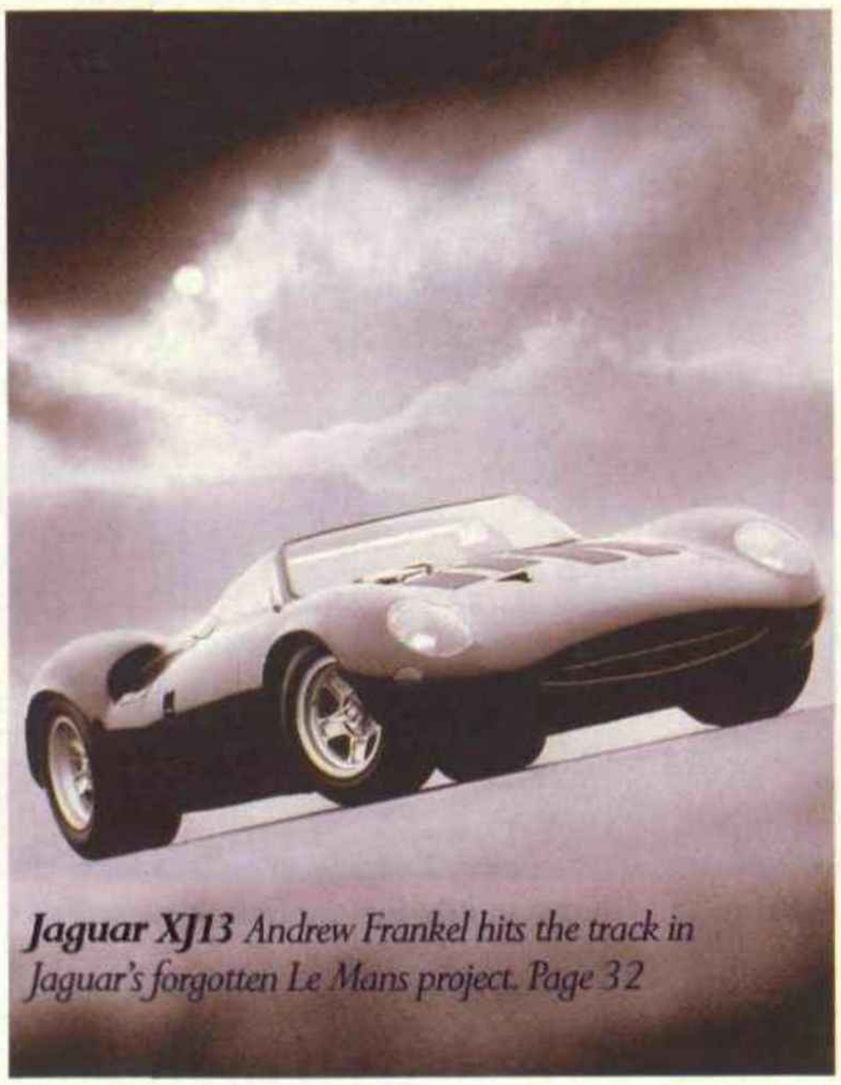
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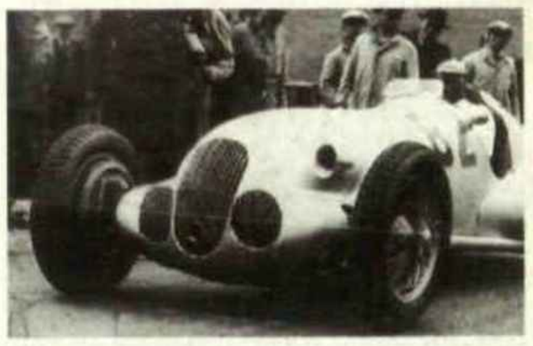
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Motor Sport incorporating Speed and The Brooklands Gazette



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Mountain climbers *These '30s monsters will be at Goodwood. Chris Nixon recalls the amazing Silver Arrows. Page 62*

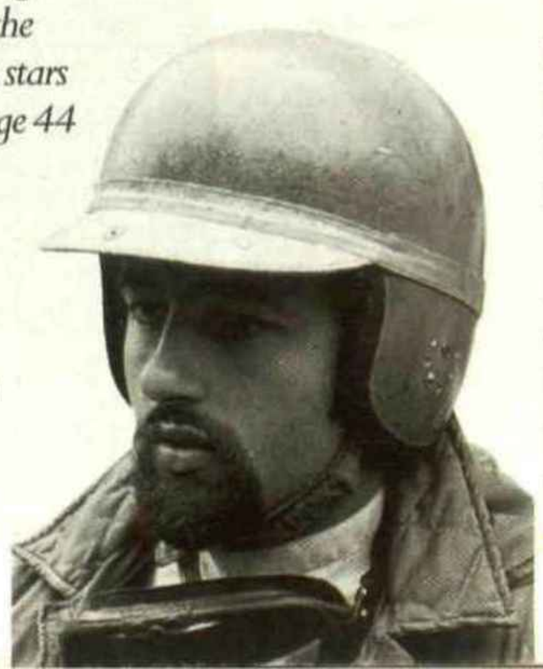


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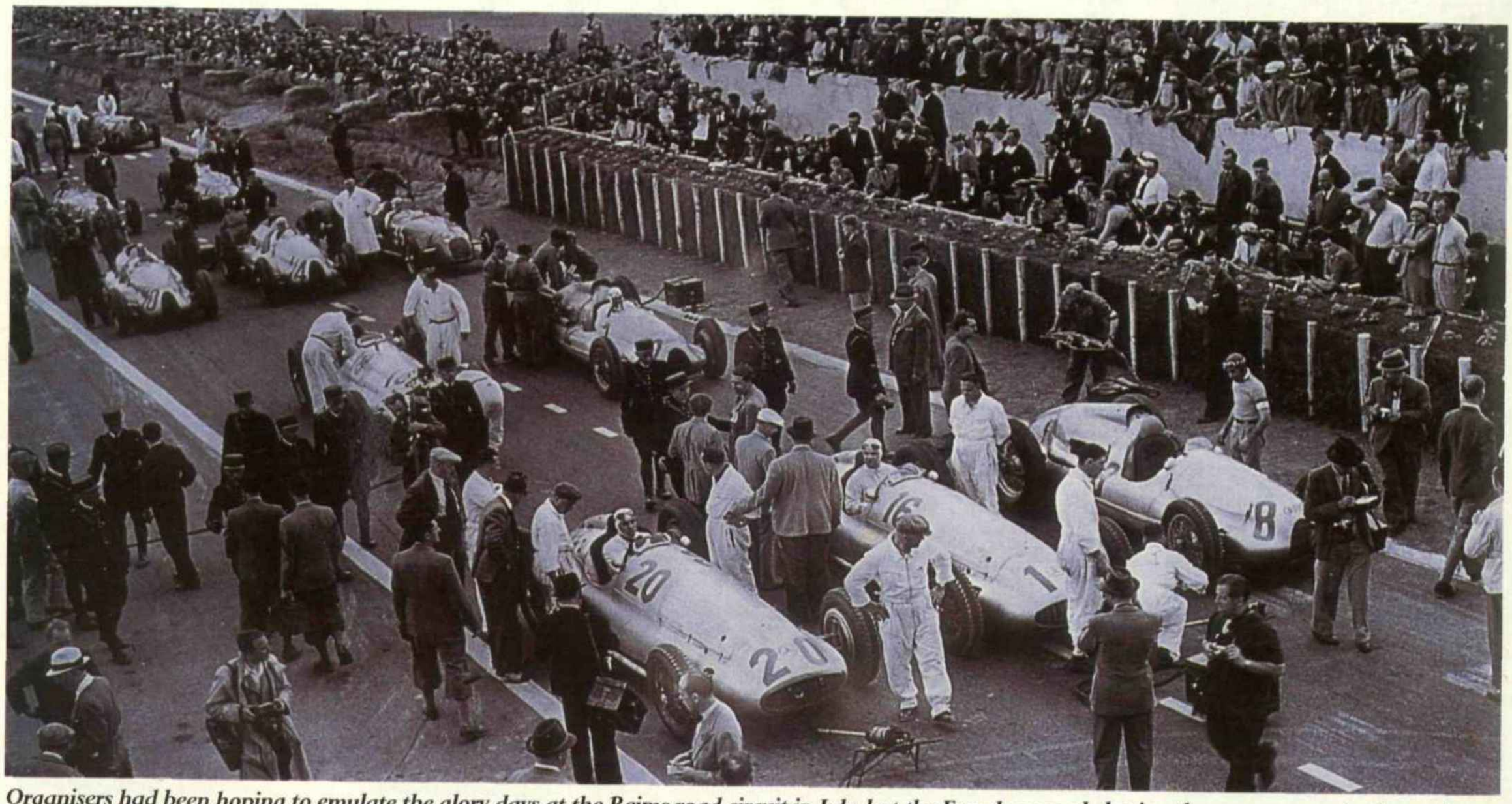


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Organisers had been hoping to emulate the glory days at the Reims road circuit in July, but the French general election threw a spanner in the works

'Euro Classics' called off at last moment

THE UNFORESEEN 'POSTPONEMENT' OF the one-off Reims retro and the cancellation of the traditional Trophée des Ardennes meeting at Spa-Francorchamps has robbed Historic racers of the opportunity to compete on two of Europe's most challenging road circuits.

Promocourse International, the Paris-based organisation which had put together a sensational package under the banner '1997 Reims 12 Hours – Return of a Legend,' was forced to call the July 5-6 meeting off in late May, just a week after the Belgian classic foundered.

'The political situation which has affected France for the past month leaves no alternative but to postpone this festival to a later date,' said a terse statement from Promocourse's Jean-Francois Rageys. 'We stress that it has been postponed, not cancelled.'

Organisers had already met demands to restore the pits, paddock, grandstands and public areas to their original condition in an effort to recreate an historically accurate picture of the Reims-Gueux en Champagne circuit as it was last used in 1969.

But the summer's French general election allegedly contrived to stall the bureaucratic machine, and overrunning road works in the area would mean diversions onto the Route Nationale 31 – the former Grand Prix track's incredible main straight. 'We cannot accept the idea of running over a shortened course,' said Promocourse.

Around 250 competitors from around the world, including Sir Jack Brabham, had pledged their support for the event, which was scheduled to feature an authentic 12-hour Sports Prototype race (starting at midnight) and events for Vintage, GT, Touring and Grand Prix cars through the ages.

The cancellation of the Spa-Francorchamps event, two weeks before its May 24-25 date, apparently stems from default in payments to the circuit for last year's meeting. The new organiser of the 1997 event, French-based Rayon d'Action, was faced with the ultimatum of paying last year's debt (believed to be in excess of £50,000) at the same time as this year's circuit hire fee or calling it off.

'It is a racket against the organisers,' said a spokesman. 'We were asked to pay a great deal of money which we do not owe and could not accept that. We have 400 competitors who want to race at Spa, but it is not possible on those terms.'

PEOPLE POWER RETURNS TO "PEOPLE'S PALACE"

Racing cars and motorcycles turned the clocks back at Crystal Palace on Whitsun Bank Holiday Monday, when Sevenoaks and District Motor Club and Bromley Council hosted a Sprint to commemorate 25 years since the last race meeting at the popular South London venue. The success of the sprint – on a 600 yard section of the old circuit, using North Tower corner – has inspired the club to run it annually. "It was always known as the People's Palace, and this could become the people's Historic event," said SDMC's Neil Brooks-Johnson.



James Mann

New motoring organisation makes bid to run worldwide classic events

"ORGANISING EVENTS FOR PEOPLE AND people for events" is the role of The Classic Motoring Organisation, a new enthusiast-led initiative to be launched next month and designed to help classic car owners get the most from their vehicles.

CMO principals Rob Arthur, Christopher Belton, John Davenport, John Foden and Rick Smith will utilise contacts on every continent, to promote a wide range of events.

"The whole reason for owning a classic car is to have fun using it," says MD Smith. "There are many events already, but participating in those which are inappropriate for either the car or the experience of the crew will quickly turn owners off. We will endeavour to provide the best guidance for fellow enthusiasts.

"The CMO is a club, but not a motor club," stresses Smith, "and we are not in competition with Nick Brittan, John Brown or Phillip Young, all of whom have been running classic rallies for years. But if there is a job to be done, anywhere in the world, we will consider it on a commercial basis, with proper insurance and a high standard of excellence."

Four major events, of very different character, are planned for 1998, one of which is in an advanced stage of development with a partner club. CMO is at Westcombe House, 7-9 Stafford Road, Wallington, Surrey, SM6 9AN. Tel: 0181 773 3404.



CMO is set to arrange new classics

obituary

John Willment

John Willment, the man whose JW Automotive team played a massive part in Ford's famous hat-trick of Le Mans 24 Hour victories between 1967-69, *died in May. He was* aged 68.

Willment, who name was synonymous with bringing saloon car racing to the fore in Britain in the 1960s, ran Ford Galaxies, Cortinas and Anglias for the likes of Jack Sears, with whom he took the 1963 British Saloon Car Championship. He later joined forces with renowned team manager John Wyer and the pair enjoyed tremendous success with the Ford GT40 programme.

With a flair for design and engine development, Willment also put his name to the 'Willment Special' sportscars, but he might be best remembered by boy racers of that decade for his Speed Shop, one of the first suppliers of aftermarket accessories for road cars.

Donations towards a planting of a memorial woodland can be sent to his daughter Brigit Locock, who can be contacted on 01625 527455.

Protest puts end to Jenks two-minute noise

THE EARL OF MARCH HAS INSTRUCTED the architects of the special tribute to MOTOR SPORT's legendary correspondent Denis Jenkinson to alter its focus at his Goodwood Festival of Speed in June following complaints from local councillor Andrew Smith.

The two-minute 'noise' – featuring the engine notes of every car and motorcycle in the paddock – which was to have celebrated his life in a uniquely appropriate way, will be replaced with a run by Stirling Moss in a Mercedes-Benz 300SLR, the car which came second in the1955 Mille Miglia won by the duo (below).



editorial



Andrew Frankel
EDITOR

WHEN LORD MARCH ANNOUNCED AT THE *press launch of this year's Festival of Speed* that it would contain a two minute 'noise' to celebrate the life of Denis Jenkinson, a spontaneous cheer went up in Goodwood House. Everyone knew that there could be no better way of saying farewell, no more greater send off for Jenks, a man who lived for his sport. And as it was to occupy just 120 seconds within a three day festival of unsilenced exhausts, it never occured to me that anyone might be so mean-minded as to try to stop the great man's last hurrah.

Now I am kicking myself for being so shockingly naive. Not only have they tried, they have succeeded.

These are indeed sensitive times for Charles March as he executes his dream to return racing to the circuit and I have no doubt that his decision to cancel the noise was made with a heavy heart and for the greater good of the sport. I am sure too that Stirling's drive-by in the SLR will prove as moving a sight as any we'll see over the weekend; but it makes my blood boil to think of all those thousands, who had been given a uniquely appropriate way to honour the life of their hero, having their dream dashed by so few. I used to be able to hold my breath for two minutes. Now I can't even say goodbye.

* * * *

AS YOU WILL KNOW BY NOW, THE REIMS HISTORIC MEETING HAS BEEN CANNED. I know a fair few thousand of you intended to make the journey as it has been near-impossible to book a room in the city for months. You now have no choice but to spend the weekend camped out in Basildon instead. If this doesn't sound like such an appetising alternative, you have not yet turned to page 84.

* * * *

I HOPE YOU WILL BE BOTH PLEASED AND SURPRISED TO SEE HOW MUCH OF this edition has been written by people known for rather more heroic exploits than bashing away at a typewriter. I find offensive the use of celebrity for its own sake but when those concerned know far more about the subject than any hack ever could, you cannot read their words without gaining a unique perspective. Read Stirling Moss on the Maserati 250F, Henri Pescarolo on 25 years of Le Mans or Derek Warwick on the 1973 Superstox final and you'll see what I mean.

* * * *

I BUMPED INTO BOB DOVER TODAY. BOB IS NOW THE CHAIRMAN OF ASTON Martin and comes fresh from signing off the XK8 chassis at Jaguar. I once spent time with him as he put the finishing touches to Jaguar's new coupe so, when Ford provided the big chair at Astons, a part of *me wondered whether he would miss the thrill of testing.* Then I went to MIRA to drive the beautiful XJ13 and learned that, but for a delinquent ECU, the '88 Le Mans winning XJR-9LM would have been there too. I asked who would have driven the beast and was told with a quizzical look, "Bob Dover, of course." We need more company chiefs like him.

Goodwood Festival of Speed

June 20 1997



Sale of Important Sports, Competition and Touring Cars, Fine Automobilia & Motoring Art

Leading entries for the Brooks Festival of Speed auction sale include examples of the world's greatest sporting marques.

- **The ex-Graham Hill 1960 2½-Litre BRM P48 Formula 1 Single-Seater Chassis No. '482'**
- **1930 4½-Litre Supercharged Bentley Tourer by Vanden Plas**
- **Ex-Chris Barker 1930 MG 18/100 Mark III 'Tigress'**

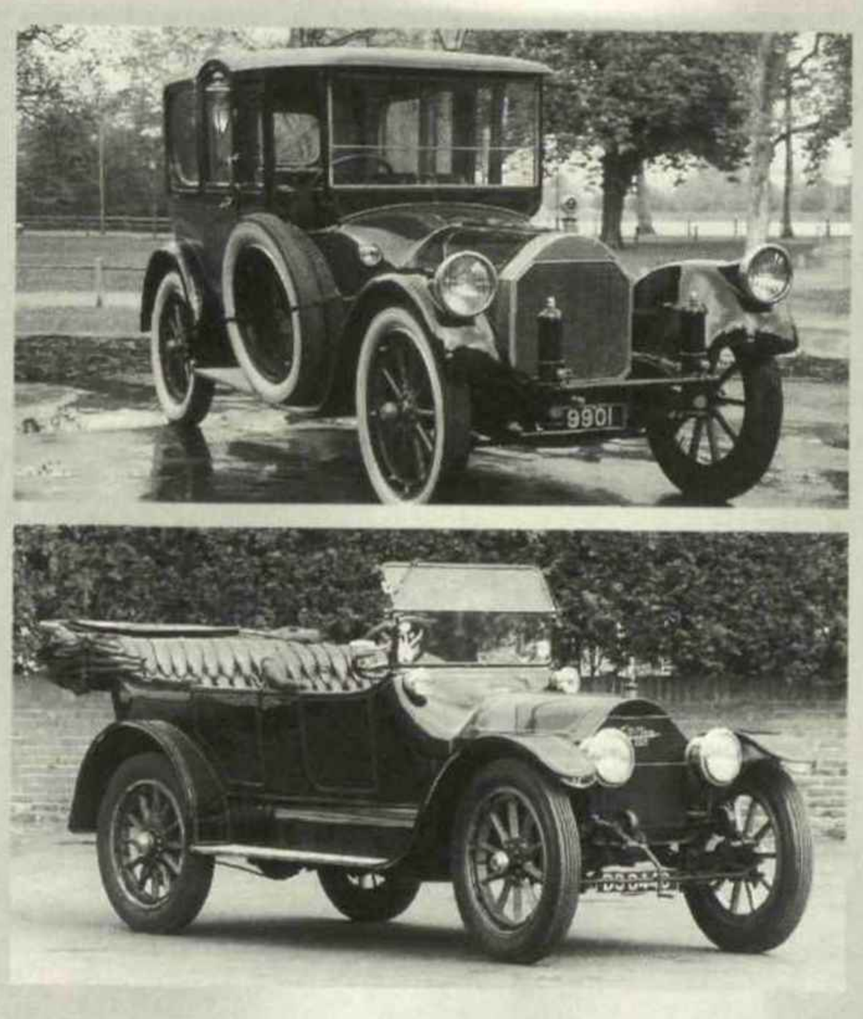
Among the 75 entries to date include:

1929 Morris Isis Saloon, from the estate of the late Chris Barker
1932 Issigonis Lightweight Racing Special
1939 Atalanta V12 Drophead Coupe
1939 Crossley 20.9h.p. Golden Saloon, from the estate of the late Chris Barker
1948 Connaught L2 Sports Racing Two-Seater
1960 Mercedes-Benz 190SL Convertible, formerly the property of Ringo Starr
1960 BRM P48 Formula 1 Grand Prix Single-Seater
1960 Turtle Drilling Special Indianapolis Roadster
1966 AC Cobra '289' Mk.III Roadster
1978 Ferrari 512 Berlinetta Boxer, one private owner and 11,000 miles from new
1971 Brabham-Repco BT36X-1 Single-Seater
1995 1932-Type Bugatti T55 Replica Super Sport Roadster, Bugatti Owners Club Chassis no. BC 92
1936 Velocette MSS and Racing Sidecar Combination

Catalogues are now available. Price £20 post paid UK.

Summer Vintage Beaulieu

July 25 1997



Sale of Important Veteran, Vintage and Collectors Motor Cars, Fine Automobilia & Motoring Art

Brooks Summer Vintage sale moves to Beaulieu for 1997 to take place in the beautiful grounds of the National Motor Museum.

Entries include a fine selection of Edwardian motor cars from the estate of the late Clive Unsworth and a rare 1912 Hispano Suiza Alfonso Torpedo Tourer.

1911 40hp Cadillac Model 30
1911 30hp Chalmers Detroit Model 11 Four-door Pony Tonneau
1913 12CV Renault Type DG Open Drive Town Car by Brewster
1914 50hp Cadillac Four Touring Car
1914 20/25hp Crossley Royal Flying Corps Model Tourer
1916 38hp Pierce-Arrow Model 38-C4 38hp Open Drive Brougham
1920 12CV Renault Type EU Open Drive Town Car

Entries are invited.

For further information on both sales please call Malcolm Barber, James Knight, Nick Lumby, Michael Worthington-Williams (motor cars and motorcycles), Peter Card or Ann-Marie Talbot (automobilia) on 0171 228 8000 or fax 0171 585 0830 or Stewart Skilbeck on 01757 638894.

BROOKS

BROOKS, 81 WESTSIDE, LONDON SW4 9AY
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obituary

Don Parker

Don Parker, the most successful Formula Three driver in history, died peacefully in hospital on May 20th after a short illness. He was 88.

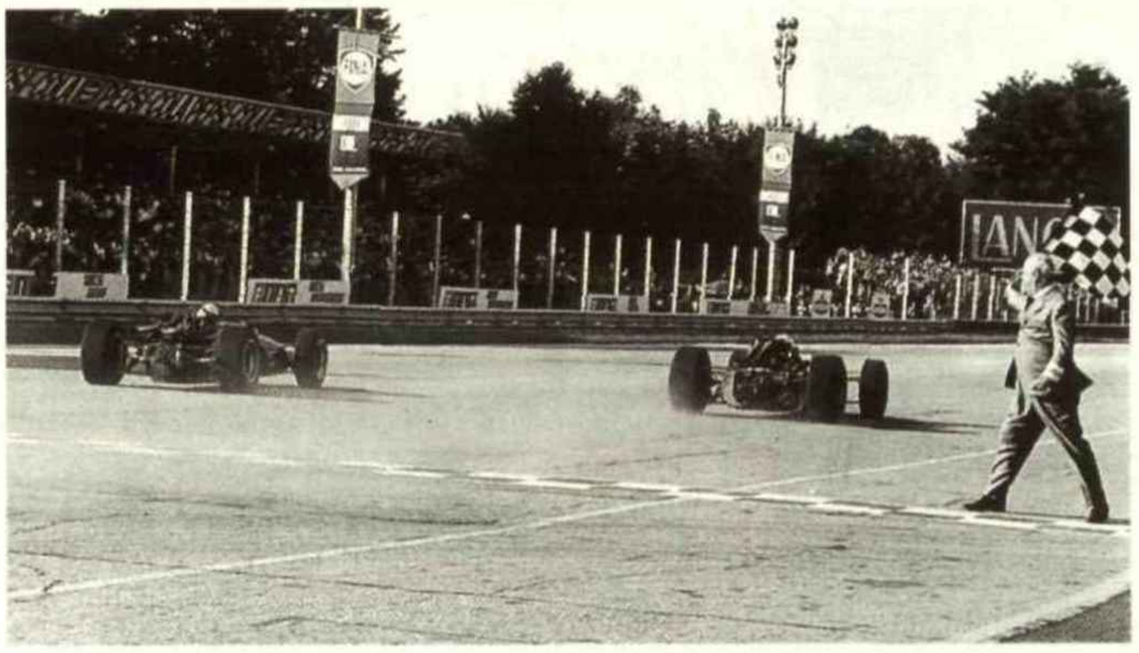
Don's career statistics read: British F3 Champion in 1952, 1953 and 1959. He won 126 F3 races and in 1953 alone started in 44, had podiums in 42 and won 30. And that in a car he developed himself. Officially it was a Kieft, but since Don made everything except the chassis it was really a Parker Special.

Stirling Moss may have been a star in 1953, but he still raced in F3 and Don beat him more times than any other driver did. The astonishing thing is that he had never even seen a motor race until he was 40, yet for most of the 1950s he was the driver against who all the young hotshots measured themselves.

Don had offers from Lotus and Lister, but turned them down because, he said, he lacked confidence. In 1956 he began to make trailers. Long after he retired from racing (in 1959, when he was 51) Don Parker trailers were part of the racing scene. He was more proud of the fact that his trailers were bought by the likes of Lotus, McLaren and Rolls-Royce than he was of his driving career. He leaves a widow, Dory, and a daughter.



Don Parker heads Stirling Moss in the British GP F3 support race in 1952



John Surtees wins the Italian Grand Prix in a Lola-built Honda in 1967

Lola Cars calls in administrators

THE LOLA CARS COMPANY WENT INTO administration with debts of around £3 million shortly before we closed for press, dragged down by the collapse of its ill-starred attempt to re-enter Formula One racing.

Lola Formula One went into liquidation in April, owing more than £6m, but Huntingdon-based parent Lola Cars, one of the world's most successful and longest-established manufacturers of production racing chassis, continues to trade pending a solution to the problems.

Administration gives Lola court protection from any actions instigated by its creditors – effectively preventing it from being forced into liquidation – until such time as the situation is resolved. Administrator Latham, Crossley & Davis is confident that the much-loved marque name will be saved.

Series-produced Lolas have excelled in a spectrum of sportscar and single-seater categories – from the small Climax-engined sports racers which spawned its growth to Can-Am, and Formula Ford to Indycars – but success in F1 has eluded it since it produced Honda's Grand Prix winner almost 30 years ago.

Moss, Brooks for Vanwall reunion

STIRLING MOSS, TONY BROOKS AND Vanwall will be reunited at Aintree on July 19-20, exactly 40 years after Moss recorded the first all-British World Championship Grand Prix victory at the Liverpool circuit in one of Tony Vandervell's cars, chassis VW10.

Moss and Brooks are also due to share Aintree memories in a Saturday evening event in the Royal Liverpool Philharmonic Hall which will be worth travelling a long way to see.

Although the VW10 chassis is in the USA, Tom Wheatcroft is loaning the Donington Collection's Vanwall for the special event, which will feature demonstrations by a wide range of Historic and competition cars on the rarely-used three-mile Grand Prix circuit on the Sunday. Wheatcroft's machine is currently undergoing extensive restoration by the craftsmen at Arch Motors in Huntingdon.

Mike Ashcroft of the Aintree Circuit Club is determined to make the retro a regular feature on the calendar. The club runs rounds of the RAC British Sprint Championship, but still harbours a dream of bringing racing back to Merseyside. Details from Ashcroft on 0161 337 8648.

miscellany

FORMULA ONE TEAM OWNER Eddie Jordan will bring a Jordan 191 to the Goodwood Festival. The Seven-Up liveried 191 chassis was the machine in which Michael Schumacher made his amazing GP debut. McLaren has confirmed that it will run this year's MP4-12.

* * * *

A CAIRN HAS BEEN BUILT ON Aston Hill to mark the spiritual birthplace of Aston Martin. The monument was unveiled by



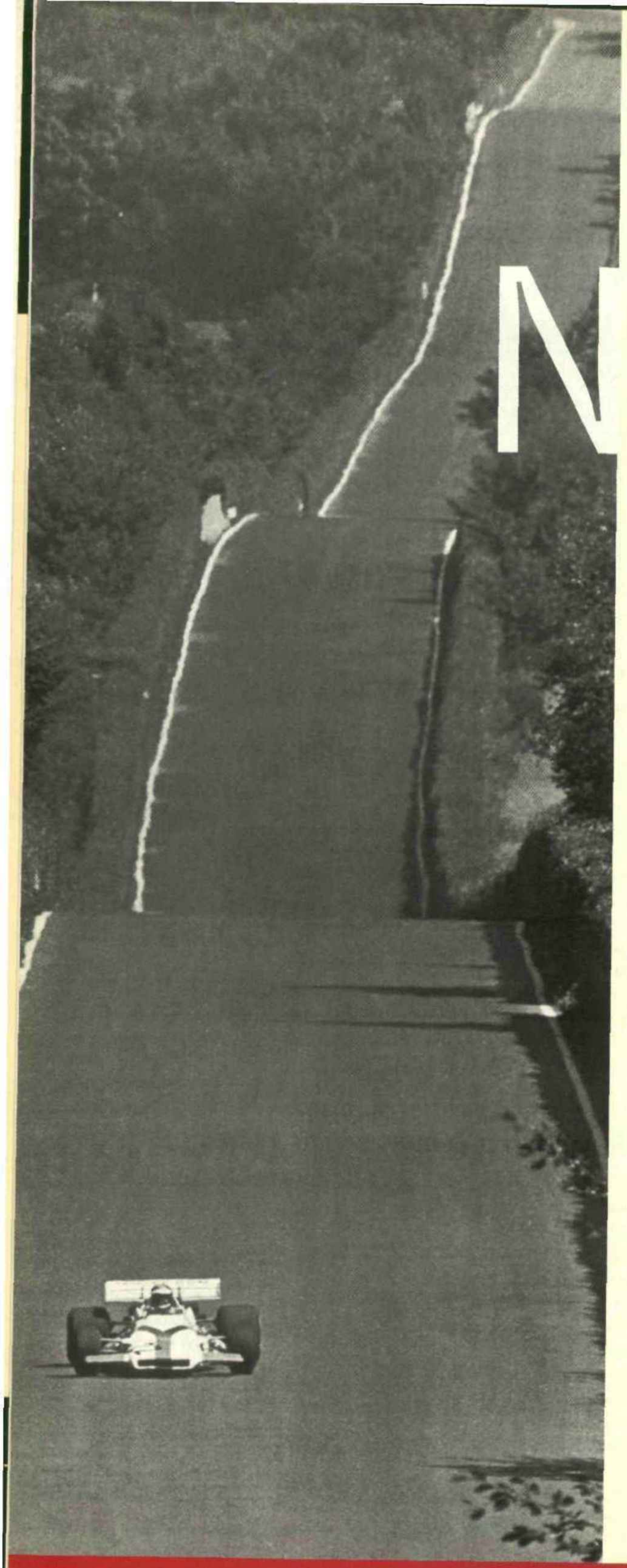
Lady Paula Brown, widow of Sir David Brown, seen above with, from left to right, former and current chairmen, Victor Gauntlett and Bob Dover.

* * * *

THE JIM RUSSELL RACING Drivers School, which counts world champion Damon Hill among its graduates, is 40 years old this month. Founded by successful racer Jim Russell in 1957, the enterprise was the first to bring single-seater competition within reach of the man in the street.

* * * *

LEADING BRITISH HISTORIC racer Philip Walker faces a lengthy recuperation after a freak accident while testing his 1934 MG K3 Magnette. Walker, 39, was doing a practice start when the gearbox exploded. Shrapnel damaged Philip's left heel and a programme of reconstructive surgery is under way.







Nürburgring

The Oldtimer Grand Prix, Germany
9th August 1997

A Sale of Highly Important Sporting Motor Cars and Automobilia

Brooks Europe's fourth major Continental sale of '97 takes place at that seat of legends - the mighty Nürburgring - high in Germany's Eifel mountains on 9th August 1997.

Brooks Europe's recent record speaks for itself:

- *Highest value classic car auction in Europe this year*
- *Highest price achieved for any car at auction in Europe this year*
- *Highest price for any Ferrari, Maserati, Lamborghini or Mercedes-Benz achieved at auction worldwide this year*

Held during the famous Oldtimer Grand Prix, Europe's oldest and most important historic race meeting, this international sale includes significant sports and competition machinery such as the ex-Paris 1000kms/Reims 12 Hours *Scuderia Brescia Corse* Ford GT40 *(illustrated above right)* and Gerhard Berger's 1988 Italian Grand-Prix winning Ferrari F187/88C, the *monoposto* responsible for one of the most fondly remembered F1 victories of modern times *(illustrated above left)*.

Further entries are invited.

For further information or to enter a car for sale, please telephone Simon Kidston on 0041-22-300 3160 or Hans Schede on 0049-211-404 202.

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events of note

JUNE

14/15 LE MANS 24 HOURS (F)
The World's greatest endurance race. Preview, p26.
☎ (00 33) 43 40 24 24

15 MALLORY PARK (GB)
HSCC Meeting, with Group 6 sportscars in action round the lake at Leicester's friendly circuit.
☎ 01327 858400

20-22 GOODWOOD FESTIVAL OF SPEED
The best automotive garden party ever? See p44.
☎ 01243 774107

21/22 MONTLHERY (F)
Grand Prix de l'Age d'Or Canal Jimmy, see right.
☎ 00 31 1 45 11 11 11

21/22 NURBURGRING (D)
Jan Wellem Trophy race meeting, featuring the *International Supersports Cup*.
☎ 00 49 2691 3020

27/28 YPRES RALLY (GB)
HRCR Demon Tweeks Classic & Sportscar Rally Championship.
☎ 01452 790648

28 OULTON PARK (GB)
VSCC Sir Henry Segrave Memorial Race Meeting.
☎ 01635 44411

29 MALLORY PARK (GB)
Aston Martin Owners Club Race Meeting.
☎ 01353 777353

JULY

5 SHELSLEY WALSH (GB)
The annual opportunity for VSCC Hillclimbers to get to grips with the great Worcestershire hill.
☎ 01635 44411

5 BASILDON (GB)
Retro '97, racing cars and stars on the streets. See p84.
☎ 01268 522455

5 MIRA STAGES RALLY (GB)
Safety Devices Historic Challenge, round 5.
☎ 01954 232292

6 BRANDS HATCH (GB)
Historic Sports Car Club Race Meeting.
☎ 01327 858400

10-13 SILVERSTONE (GB)
The 50th RAC British Grand Prix, FIA Formula 1 World Championship, round 9.
☎ 01327 857271

12 THE WOLDS RALLY (GB)
VSCC 100-miler in East Lincolnshire. Start at The Shire Arms, off A1 between Grantham and Stamford.
☎ 01635 44411

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Montlhéry's historic GP races to recall *l'Age d'Or*

THE MAJOR ANNUAL EVENT OF THE FRENCH HISTORIC racing calendar, the Grand Prix de l'Age d'Or, takes place at the charismatic old Linas-Montlhéry speedbowl outside Paris on June 21-22, the same weekend as Goodwood's Festival of Speed.

More than 2500 classic cars are expected to arrive at the track where 300 competitors – in cars spanning 75 years – will race on the road course and part of the banking.

Home-grown Amilcars and Bugattis are ranged against 'blower' Bentleys in the Vintage events, while the Ford vs Ferrari battles of the 1960s are re-enacted in the Prototype races.

Montlhéry, built in 1923, boasted its own showpiece in the 1960s, the 1000km GT race. This will be celebrated with a representative grid of howling Jaguar Es, Aston Martins, Ferraris and Bizzarinis.

Special displays this year cover 50 years of Ferrari (Briton David Piper is taking four prototypes), while a round of the frenetic Lotus Seven series celebrates 40 years of the car which launched the careers of Jean-Pierre Beltoise and Henri Pescarolo.



June's Montlhéry meet will celebrate the French track's Golden Age

Double F1 victory takes Giles to top of GP series

BRITON IAN GILES DOMINATED THE OPENING TWO rounds of the third FIA Thoroughbred Grand Prix Car Championship at Silverstone and Monza last month, with superlative performances in the ex-Riccardo Patrese Brabham-Cosworth BT49D.

The Oxfordshire film director pulled off an audacious overtaking manoeuvre to relieve Bob Berridge (RAM 01) of the lead on home soil, holding a comfortable advantage, despite a deflating front tyre in a frantic last lap dash.

Giles snatched his second pole position from Italian Ermanno Ronchi's similar BT49 in a highly charged final few minutes of qualifying in Italy. The Hadfield Racing duo started the race cautiously however, and had to fight their way past Berridge and John Fenning in his distinctive ex-Alan Jones Williams FW06.

While Giles broke free and judged his pace perfectly on a very slippery track, Berridge and Fenning capitalised on a mistake by Ronchi, and battled all the way to the flag. Their order changed several times on the last lap, but Berridge just managed to nose ahead of the 1960s Formula Junior star.

Supersports ace Richard Eyre wound up the ex-Michele Alboreto Tyrrell 011 en route to a strong third at Silverstone, ahead of the Lotuses of Steve Hitchins and defending champion Michael Schryver, and Mike Wrigley on his first outing in the Tyrrell 012 which was crashed so spectacularly by Martin Brundle at Monaco in 1983.

Lotuses also completed the top six at Monza, Schryver and Hitchins being led home by Spaniard Joaquin Folch, whose ex-de Angelis JPS-liveried 87B is run by Classic Team Lotus.



Ian Giles has raced his Brabham BT49D to wins at Silverstone and Monza

NIGEL ROEBUCK



ON AND OFF, MARIO ANDRETTI HAS been trying to win Le Mans for more than 30 years. The place has hardly been kind to him, but he adores it. "I was always able to relax there," he says. "I enjoy the whole event. And a Le Mans victory is something I really feel is missing from my CV."

The most versatile driver of them all, Andretti has won the World Championship, the Indianapolis 500 and NASCAR's Daytona 500. Being a man with a keen, if unfashionable, awareness of the sport's heritage, he needs Le Mans to complete the set. At 57, he is back at the Sarthe again this month, sharing a Courage-Porsche with son Michael.

Andretti was second there only a couple of years ago, his best finish to date. That race apart, he feels his best shot at victory was back in June 1967.

"Man, that must have been about the greatest collection of race drivers ever assembled in one place," he says. "It was the ultimate confrontation between Ford and Ferrari, but you also had the Chaparrals, the Lolas, the Porsches..."

On paper, the Ford squad, of which Andretti was a part, was favourite to win. Running a long-distance version of its 7-litre NASCAR engine, the company entered no fewer than seven cars, ranged against a trio of factory 4-litre Ferrari P4s. "The Ford was like a truck, but the Ferrari is a thoroughbred," commented Chris Amon, the only man who had driven both. That went down very well in Dearborn.

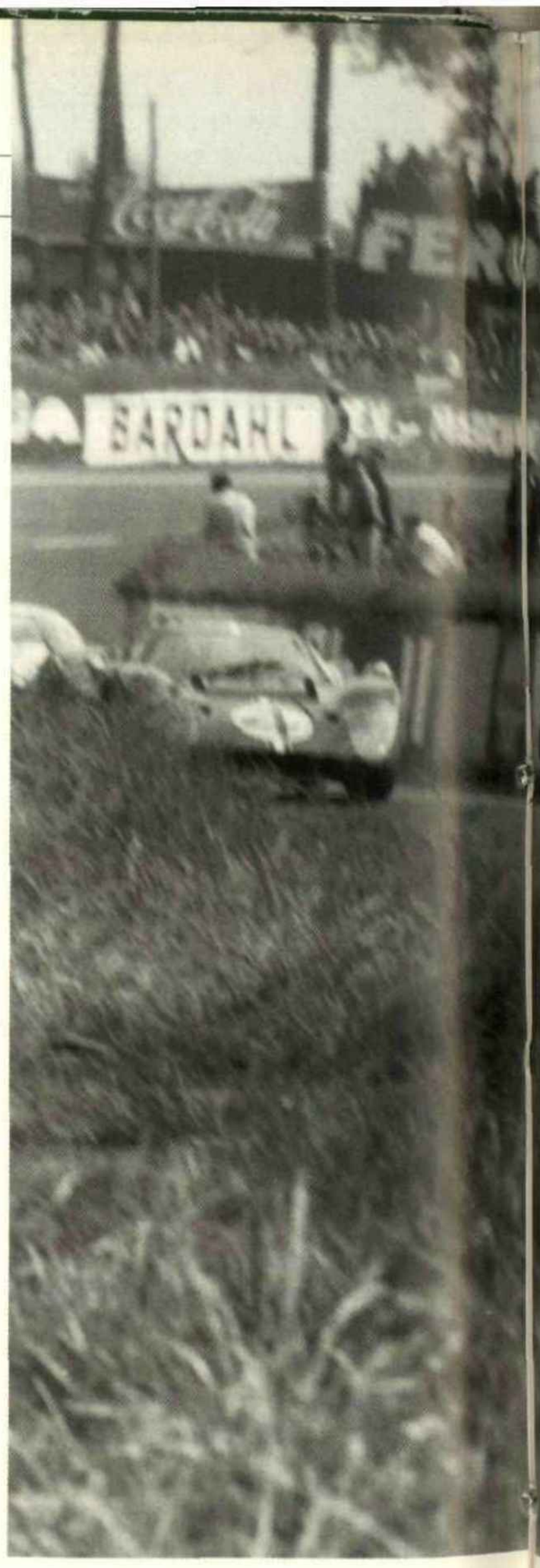
The year before, Amon, partnered by Bruce McLaren, had won Le Mans for Ford, so he knew all about the worth of a big lazy engine over a 24-hour grind; knew, too, that three litres were an awful lot to give away, truck or not. But he had his hopes. Earlier in the year, at the Daytona 24 Hours, he and Lorenzo Bandini had headed a Ferrari 1-2-3, and Ford, on home territory, were routed. That stung, and they threw everything into a steamroller assault on Le Mans, the budget for the race put at $6m, a colossal sum for the time.

It worked, too. From the beginning, the Fords muscled into a pace that Ferrari could not truly sustain, and only Phil Hill's 7-litre Chaparral 2F was able briefly to threaten them. The MkIV of Dan Gurney and AJ Foyt took the lead in the second hour, and never lost it. Mike Parkes and Lodovico Scarfiotti finished second with their P4, and gallantly so, but on sheer cubic capacity they were outgunned.

Neither Amon nor Andretti was around at the finish, each departing the race in spectacular fashion. "In hindsight, what happened to me was quite funny," Chris says. "After seven hours, we were running fourth, and then I got a puncture going into the Esses, so just beyond there I stopped and had a look. I was going to change the wheel, but as I raised Ferrari's wonderful hammer, the head flew off! There was nothing for it but to set off – very slowly – down the Mulsanne Straight. I could hear something rubbing, and thought it was a tyre flapping; but what I didn't realise was that the upright was scraping on the road. There were sparks from the magnesium – and the whole lot went up.

"At that point I abandoned ship, and hid behind some hay bales – I thought it was going to blow itself to pieces. By the time the marshals got there, it was an inferno, and when they'd put out it finally, they looked into the cockpit, and found no driver there! I shouted, and they nearly fell over; I guess they thought I'd been consumed by the flames..."

Andretti's exit was still more dramatic. Sharing a MkIV with Lucien Bianchi, Mario was eager to get on terms with the Gurney/Foyt car, and at three in the morning was not far behind. "They were the only competition," he remembers. "We'd gotten some way behind them, but then I had a stint in the wet, against Foyt, and it was a piece of cake, believe me. I know to this day he tells it like he won that race on his own, but I made up a whole lap on him, and then I gave the car to Bianchi."



Mario pauses. "Lucien was, you know, a great guy, but *so* conservative. By now Gurney was in for Foyt again, and obviously quicker than Bianchi, but I figured, well, at least he's got a cushion.

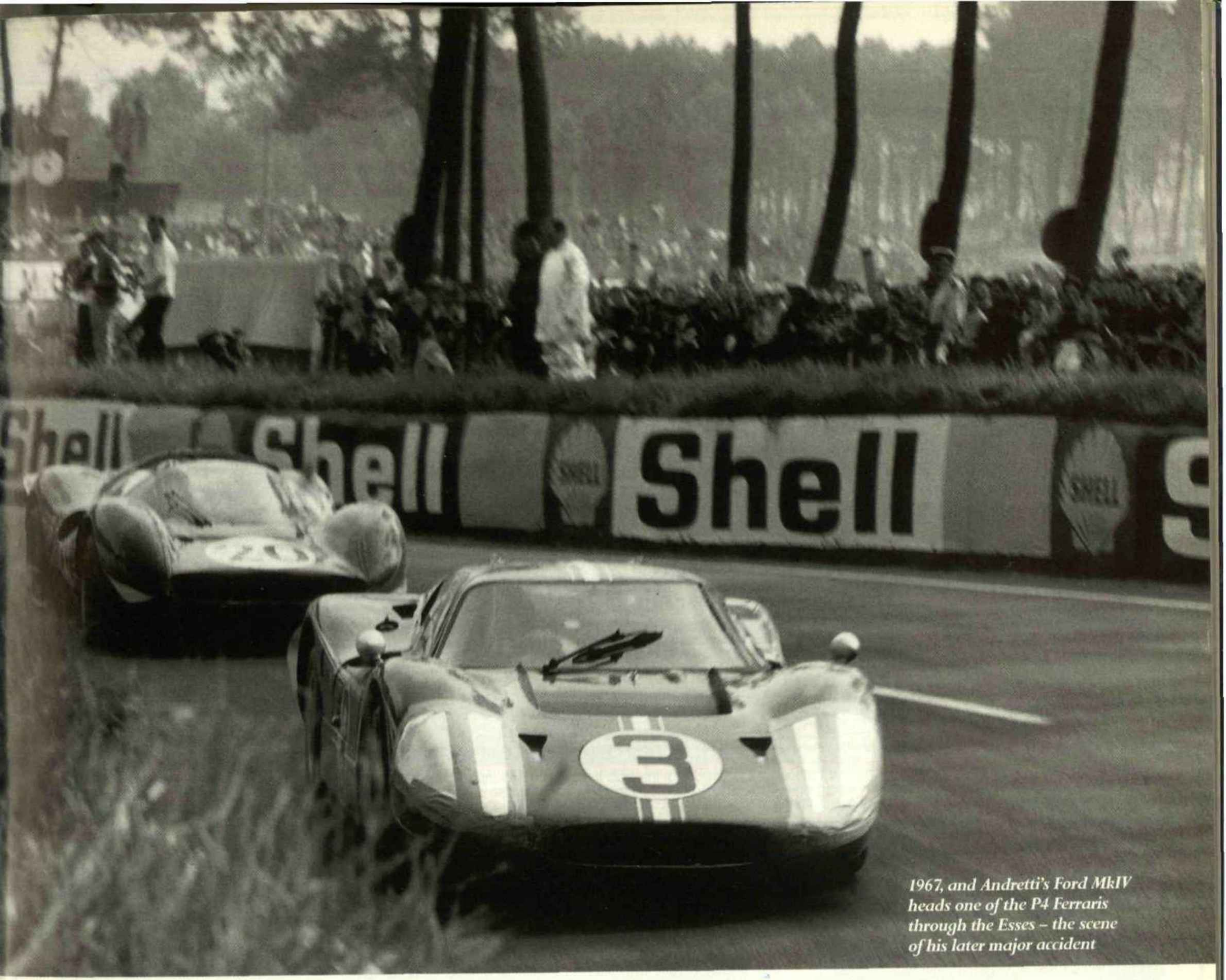
"Then he comes in, and he starts talking to the mechanics like it's a lunch break! It was true we had a lot of vibration, because we had these beryllium discs that would crack, but not come apart. We'd tested them, and I said, 'It's OK, it's normal.'

"So he goes out again, does two laps, and then he's back in, wanting them to change the pads. Well... while they're doing that, I drag him out of the car, and get back in myself. We're losing time, and now I'm pissed off.

"This mechanic changes the front pads – and puts them in backwards. And the discs are cracked. I come



Apart from a second place, Andretti feels 1967 was his best shot at Le Mans



1967, and Andretti's Ford MkIV heads one of the P4 Ferraris through the Esses – the scene of his later major accident

out of the pits, go over the rise, start my braking for the Esses – and it takes the wheel right out of my hands! The car had been refuelled – 80 gallons – and it was so heavy you couldn't even lock the wheels. We just turned sharp right, straight into the bank. Big accident.

"I had a steel Heuer watch, and the impact broke the bracelet in three places. It also broke three of my ribs, and I was black and blue from the belts. How in hell that thing didn't explode, I'll never know – if someone had hit me, I'm sure it would have."

'Get the keys from the ambulance, and throw them away'

Someone nearly did. I happened to be down there at the Esses that night, and the next few seconds were unforgettable. Andretti's car was destroyed, everything forward of the windscreen gone, but somehow he got himself out, climbed the barrier, then collapsed.

Before Le Mans' eerie yellow 'accident' lights could begin flashing, another Ford was crashing. Roger McCluskey, one of the Indy stars drafted into the team for the weekend, made out the remains of Andretti's car, surmised that Mario might still be inside, and deliberately spun into the barrier.

Nor was that the end of it. Jo Schlesser, in the Ford France entry, was next to arrive, aimed for the gap between the two wrecks, and found it narrower than his car. Within a few seconds, Henry's armada had been trimmed by three, but only Andretti, fortunately, had suffered any injury.

"Ford had brought in this medical unit, and it had full facilities: they could do emergency surgery better than any of the local hospitals, and they told us, 'If you have a problem, don't let them take you to the hospital.' I was lying just over the barrier, screaming in agony when they tried to move me. They got me to the ambulance, and I says, 'No, I'm not getting in there.' McCluskey says, 'What do we do?', and I says, 'Get the keys from the ambulance, and throw them away.' So he does that, pitches them into the woods. Bet they haven't found them yet...

"Then Roger – who was a big guy – picks me up, puts me over his shoulder, and we cross the track. There was a marshal there, and he had a Peugeot with a trunk that came right down to the bumper. They put me in there, and that's how I got to the Ford compound."

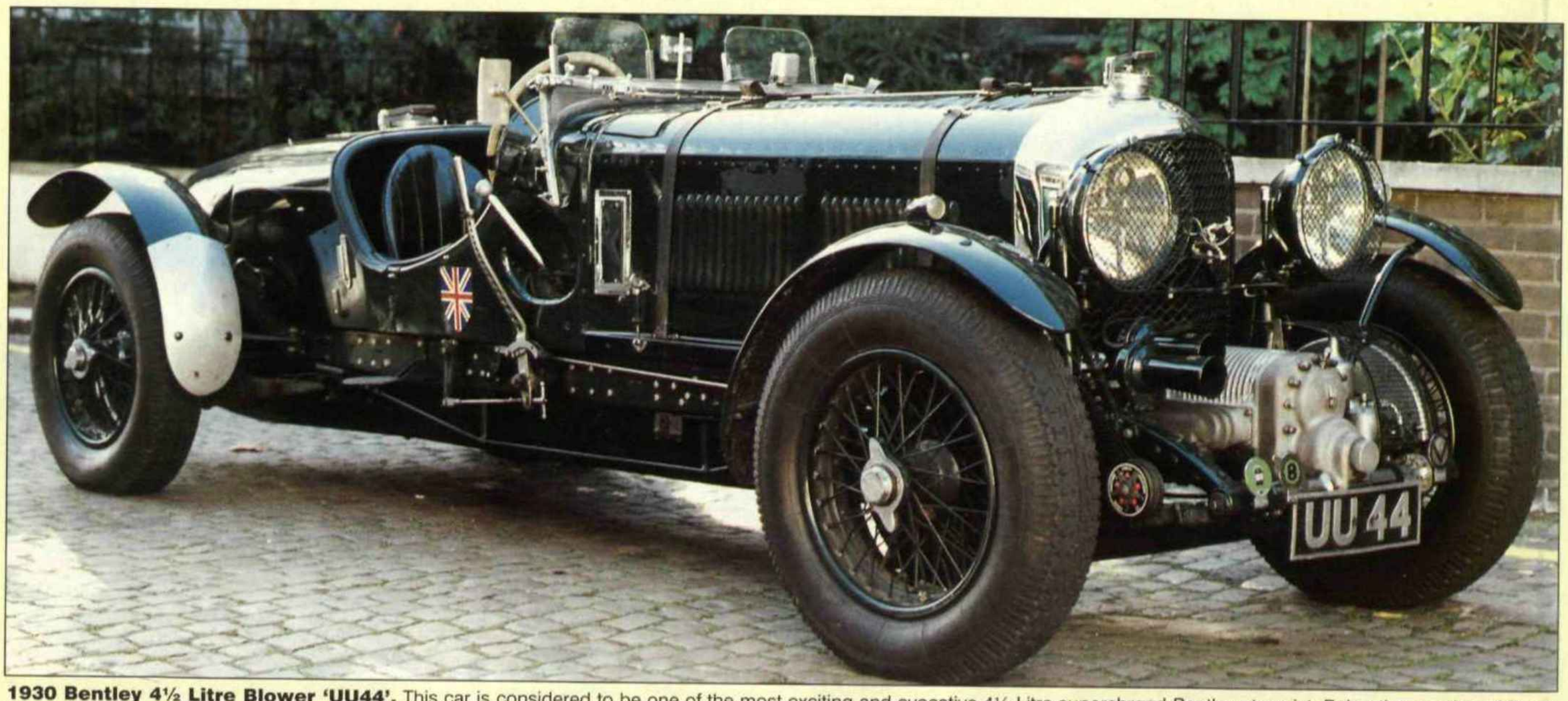
In the meantime, Gurney and Foyt sailed serenely on, the car running faultlessly. "The Ford that won was the one least likely to finish, in my opinion," Amon smiles, "because you wouldn't have put money on either Dan or AJ in a 24-hour race, and they kept up a phenomenal pace. Ferrari had reckoned it would take an average of 128mph to win, but the Ford averaged over 135."

The following weekend Andretti had an Indycar double-header. "Fortunately, the first one, at Mosport, was rained out, but we practised there, and someone blew up in front of me; I spun on his oil, and hit a goddam bridge! Next day, we ran the Langhorne oval, and I finished third, but it was the only race in my life where I nearly gave up. That day I thought my whole side was falling out. Those ribs never did heal straight..." M

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Barrie 'Whizzo' Williams

WITH OVER 700 RACES AND 250 RALLIES BEHIND HIM, WILLIAMS CONTINUES TO ENTERTAIN ON AND OFF TRACK

NO BRITISH RACE REPORT IS COMPLETE WITHOUT A shot of a car ludicrously crossed up with Barrie Williams beaming through the window. Ruddy-faced, always chuckling, he seems to be everywhere at once in this, his 40th competition year.

After leaving Hereford Cathedral School, he began rushing up Prescott in a Singer shared with his father, who ran a small engineering firm in Bromyard. Williams went the same route, apprenticed to the David Brown group. Before long he was hillclimbing an Austin A40 Devon: "it wasn't competitive, but it made a lovely noise with a tractor exhaust on". It was soon replaced by a Morris 1000 which brought Williams his circuit debut at Rufforth in 1959.

Then his father entered karting, building his own design 'Fastakart' and running a team which included B Williams, who now reflects, "karts must have a lot to do with my stupid driving style, the difficulty I have keeping the car straight."

By now his road car was a Mini-Cooper S, in which he entered the 1964 Welsh Rally, and won – the first international rally win for a Cooper S. "It was a turning point – everyone then expected me to win everything." Stuart Turner, BMC's competition boss, offered a works RAC entry, and Williams did the Swedish Winter Rally with John Davenport – "we were the first Brits to finish a Scandinavian rally". Alan McKechnie next put him in a Lotus-Cortina, then into F3. "Foolishly, I won my very first single-seater race, the Wills International Trophy at Silverstone in1966. Suddenly I was going to be World Champion."

But when team-mate Chris Lambert was killed in an F2 race at Zandvoort, Williams reappraised his career. "Tony Lanfranchi said 'you've had enough in single-seaters – you'll hurt yourself'." Instead he raced Rob Beck's Jaguar-Egal, a 7-litre V8 E-type. "I upset a few egos with that, beating things it shouldn't have beaten, like GT40s and Ferraris."

Becoming a BRDC member in 1971, he raced anything he could get his hands on, tackling saloons, sports and historic cars with the same speedway style, flinging the car through pendulum swings of unrecoverable degree – except that he usually does. Spectators and organisers came to rely on him for entertainment, and the paddock labelled him 'Whizzo'. He made an impact at the 1975 British GP by collecting the Driver of the Day award and a trip to Barbados. "Fittipaldi couldn't understand why I'd got it, not him, because he'd won the Grand Prix."



Grinning and garlanded – Whizzo tells the tale

Though by now racing everything with more than one seat here and abroad, it was only in 1985 that he had a high-profile victory. That year Renault's Alpine GTA series came to Brands Hatch to support the European GP, and Whizzo was invited to deputise for Jan Lammers. "They only told me on Wednesday – I had to use Hans Stuck's overalls." But the rear-engined GTA suited Williams perfectly; he humbled the regulars and won. "Dear old Murray hugged me and said he'd lost his voice commentating because of me. And next day my old team-mate Nigel Mansell won the Grand Prix." He and Mansell had shared a BMW for Gloucester in the County Championship.

Frequent endurance wins include the 1995 Spa 6hr event with Joe Ward in his TVR Griffith. "That was good, because in between stints I was running down the pits and jumping into Norman Grimshaw's Cooper S. And we won our class in that as well!" Here he dissolves into giggles.

There's scarcely a field he has not tried: "I did Supersports with Jim Crawford in a Chevron-Mazda, won plenty of Porsche Goodrich races; and Dick Skipworth and Nick Mason and others have given me some lovely historic drives, like last weekend at Monaco – tremendous fun. And – " (There's always an 'and'; Whizzo talks like he drives, all waving arms, bubbling laughter, sudden veerings in unexpected directions.) "And I've just driven the Ecurie Ecosse transporter back – my head's still ringing!"

Proudest moment? "That Renault race – I showed that car my business card. But I love long-distance races. Once –" He's off again. "Once I was in an M3 at the 'Ring in dense fog at 7800 in fifth and I couldn't see at all – I actually radioed in and said I didn't know where I was."

It's all fun to Whizzo: "I've made so many friends, almost anywhere I go I can find a bed - figuratively speaking, of course!" Apart from teaching at Silverstone and corporate track days, his infill business of transporting cars can takes him across the world. He also helps setting-up cars.

Has his style changed? "I think more now. In the old days it was foot to the floor and sort it out like a rally-driver. But at the Monaco historics I kept my place by racecraft. I've always been very professional, though – I can be a joker, but I'm very particular about the car." That's why racers value his tuition, and why his finishing record is so high.

What remains to be ticked off? "I've never driven at Le Mans; I'd like to race a competitive GT, and one day I'd love to drive a current F1 car when there's no-one about; just do 20 laps, then thank everyone and go to the bar... And perhaps Mason will ask me to drive his V16 BRM."

And when the racing has to stop? "The day I find it boring, or haven't had a really great scrap, then I'll sit down and see how to help other people. I'd like to be able to afford to run a team and put other drivers in and enjoy seeing them do well." He really enjoys offering help, whether driving advice or pit-lane diplomacy – he was a BRDC director for 11 years.

Win or lose, he radiates contentment. "I've had a bloody lucky life. I'll never say I'm not jealous of some of the drives my colleagues get, but I'm there to support them, and I love seeing people do well. I just get on with the job and enjoy it, as long as everybody's happy around me." **GC**



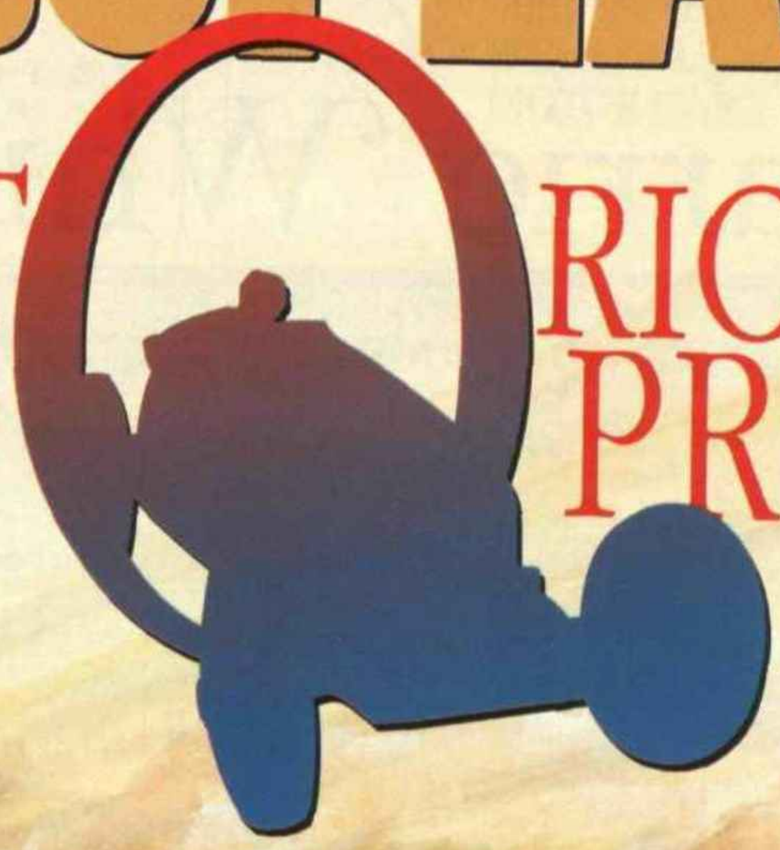
Brands Hatch, 1985: Whizzo Williams "shows the GTA his business card"

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THOSE NEW AUTO UNIONS

SIR,

Laurence Meredith's dream of a team of six new race-worthy Auto Union V16s, inexplicably all in mountain climb guise, sounds wonderful (MOTOR SPORT, June), but is wide of the mark; so regretfully, as Audi AG's UK spokesman, I must bring him gently down to earth.

This remarkable project, undertaken for Audi AG's Auto Union subsidiary by Crosthwaite and Gardiner, involves the restoration of the 1939 mountain climb Auto Union V16 acquired by Audi from the Riga Museum in Latvia, the creation of one new example of this car to replace the original in the Riga collection and two new C-type Auto Union V16 Grand Prix cars – an open wheeler and a streamliner – for the Audi Museum in Ingolstadt. There is a slim possibility of a second new open-wheel C-type. Some original components will be used in the new cars, which will all be in full and fearsome working order.

The car of the moment is the V16 mountain climb car (the so called 'Riga' car), last driven by H P Müller on the Grössglockner in August 1939. For that event, this originally swing-axle car was rebuilt around a D-type chassis with de Dion rear suspension and a D-type style nose. Its 6.0-litre supercharged 520bhp V16 engine and transmission carry 1937 date stamps. This car will make its post-restoration debut at the Goodwood Festival of Speed in the hand of Hans Stuck Jnr.

The new V16 Grand Prix cars will be revealed in due course. Don't expect to see the spectacular AVUS streamliner, the ultimate test of a coachbuilder's, until 1999.

Auto Union's long-term project sensibly includes provision of spares, to keep all these cars in full working order. Consequently the number of some major components exceeds the number of cars being built/restored, which may explain the exaggerated rumours.

The car you illustrate is the Deutsches Museum Auto Union V16 C-type, fitted with the mountain climb car's twin rear wheels for the Goodwood Festival Press Day in March. Auto Union constructed this GP car as a cutaway showpiece around the remains of the chassis from the C-type crashed by Hans Stuck Snr in1936. It was presented to the Deutsches Museum in 1937. Exhibited post-war as a bare chassis, it was built into an operational car by Audi in 1979/80 and rebodied again, in polished aluminium, two years ago. This car will add to the feast of Silver Arrows at the Festival as a static exhibit.

It is unfortunate that Laurence Meredith, in suggesting that the ex-Karassik 1938 Auto Union V12 now owned by Audi is less revered than the Müller V16, should denigrate that restored D-type for its new body. How many of the historically important 1950s GP cars we worship, let alone 60-year-old ones, retain their original bodies? While the mountain climber's total authenticity makes it very special, any red-blooded enthusiast will appreciate the real reason why the awesome 16-cylinder titans command greater reverence than the V12s. For confirmation, come to Goodwood and see and hear the only known all-original survivor, the first time an Auto Union V16 will have run in England since Bernd Rosemeyer's great victory in the 1937 Donington GP.

I AM, YOURS, ETC

CLIVE RICHARDSON, BOURNEMOUTH

* * * *

PREMIER RESTORATION

SIR,

I first saw the ex-Müller V16 Auto Union in 1990 at the Riga Automobile Museum, and its bizarre history was recounted to me by the Museum's director, Viktors Kulbergs.

This 1938 car was one of several seized in 1945 from Auto Union's Zwickau factory by invading Red Army troops and sent back to Moscow by train as booty. These cars were broken up one by one over the years until only this one remained, in pieces and gathering dust in a corner of the Moscow Motor Works. Viktors, an avid motor racing enthusiast, was informed by a friend that the car was about to share the same fate as the others.

Drastic and urgent action was needed: Viktors contacted the Soviet leader Leonid Brezhnev, a noted car enthusiast himself, who personally interceded and directed that the car be sent to Viktors' embryonic museum in Riga.

The car at this time was in pieces, minus its gearbox and other parts, which had been detached for use on other cars. Viktors was able to painstakingly locate and identify the missing parts and have them sent to Riga, restoring the car close to its original appearance; no mean feat considering the circumstances prevailing.

I AM, YOURS, ETC

JEREMY WILLINGS, LIPHOOK

* * * *

HISTORIC ABSENCES

SIR,

In your article on the Monaco Historique GP you intimated that I, with some others, was not very enthusiastic about this event.

This is not entirely true; in my article for *Road and Track* I wrote that I thought it was the finest collection of historic racing cars that had been put together this century. But I said that the event would have been so much better if the organisers had paid the expenses to get together some world famous drivers. Only Stirling Moss was there, and he was paid by a film company for which he was working. They could easily have had at least three world champions and many more past grand prix winners driving. This would have made a truly Historic Anniversary.

Famous old cars will, we hope, be with us for ever; sadly the drivers most certainly will not.

I AM, YOURS, ETC

ROB WALKER, SOMERSET

WHO NEEDS F1?

SIR,

I was fortunate to be in the Casino Square grandstand for the *Grand Prix de Monaco Historique*. Whilst every event from Formula Junior through to the Grand Prix cars of the '20s and '30s provided exhilarating racing, the event which will live in my memory forever is the *Voitures de Sport Ferrari* – the classic Ferrari sportscars race.

The sight of 30-plus 1950's Ferraris, including eight Testa Rossas, charging around the circuit was incredible. However the main reason I will remember the event is for Peter Hannen's drive in a 750 Monza. Due to mechanical problems, Peter started from the pit lane, last of 32 competitors. At the end of the event, only 10 laps later, having driven like a man possessed, he finished in second place only 1.5 seconds behind Frank Sytner in a 500 Testa Rossa. What a drive! This must go down as one of the drives, if not *the* drive of 1997.

Here's hoping the event is repeated – who needs F1 when we've got driving like Hannen's?

I AM, YOURS, ETC

STEPHEN GILES, EAST YORKSHIRE

* * * *

FACT OR FICTION

SIR,

Nigel Roebuck's reprise of Ronnie Peterson's career in the May issue brought many happy memories flooding back and, sadly, the acute sense of loss I felt following his death at Monza. There are always pivotal moments in motor racing and these are often marked by the loss of a great driver; for me it was the departure of Ronnie, and whilst I remain an avid enthusiast the sport has never been quite the same since the 1978 Italian Grand Prix.

To add to historical debate rather than perpetuate popularly held legends, I would offer an alternative view of Ronnie's lack of testing abilities. I had absorbed this line which routinely accompanied journalist's assessments of his ability and now crops up again in Nigel Roebuck's article.

I would have assumed this weakness to be true were it not for a conversation I held with Ralph Bellamy several years ago. He was, I believe, involved in March's Formula Two programme and I asked him if it was true that Ronnie was a poor test driver. Almost incensed he strongly denied this, claiming that Ronnie's testing work had been invaluable to cars which he, Bellamy, had engineered.

Perhaps others who worked with 'Superswede' could add their experiences through your columns to either dispel a fable or confirm the long-held view? For my part it will make no difference one way or the other – Ronnie always gave the best value of any driver no matter what he was pedalling.

I AM, YOURS, ETC

CHRIS WILLOWS, WOKINGHAM

LETTERS FROM READERS

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

WONDER WOMAN

SIR,

I very much enjoyed *Wonder Woman*, the article about Michèle Mouton in your June issue.

Some aspects in Liz Turner's article need minor correction. The main opponents in 1981 were the Ford Escort of Ari Vatanen and the Talbot Sunbeam Lotus of Guy Fréquelin. Whereas the Finnish pilot took the driver's crown, the Talbot marque won the makes title.

From today's perspective, Audi's impact on the way the sport developed cannot be underrated, but in terms of sheer performance the team was rather weak. Audi should have performed much better, had they not fallen for the tricks the complicated car regularly played at them.

Walter Röhrl's famous remark about a trained monkey winning in an Audi Quattro had a certain irony when the champion sat in a Quattro for the first time. Röhrl's first outing in the Quattro was in November 1983 during the Rallye Köln-Ahrweiler. When trying to cope with the Quattro's tendency to understeer, he failed to negotiate a corner and had a huge shunt.

I somewhat doubt that Henri Toivonen's sad death was the reason for Michèle's decision to stop rallying. Not only did she continue to drive the group B cars throughout 1986, she enjoyed them very much. Officially, she announced that her retirement was not only in order to live life and have a family, but because she didn't want to be bored in the really somewhat under-powered Group A machinery of that time.

I AM, YOURS, ETC

ALEXANDER VON WEGNER, HAMPTON HILL

* * * *

WILLIAMS' OTHER TEAM

SIR,

Space probably prevented Shaun Campbell from mentioning the brief connection of the mysterious 'Williams' with the leading Anglo French Grand Prix team; Sunbeam-Talbot-Darracq.

Briefly, this unknown driver handled cars for STD, the Williams-Renault of his day. He drove both the Grand Prix car in the French GP – the race of the year – and one of the V12 Tiger/Tigress duo in the Formula Libre.

Accounts of the Grand Prix describe this novice putting up an excellent show, putting pressure on the redoubtable Benoist who led the rival Delage equipe, and allowing Benoist to tow him up to second before a fuel problem dropped him to his final fourth place.

'Williams' in that race replaced the British national hero, Henry Segrave. STD possibly wanted one British driver, and these were a bit thin on Grand Prix experience in 1927, but there were Campbell and Eyston, while George Duller and Jack Scales had both recently won races for STD on this same Monthléry track. STD pulled out of GP racing after this same race.

So 'Williams' found his career in tatters? Not a bit. He joined the works Bugattis.

I AM, YOURS, ETC

SCOTT THOMSON, MASTERTON, NEW ZEALAND

* * * *

HILL'S ASTONS

SIR,

The only Aston Martin usually associated with Graham Hill is the Project 212 GT Prototype that he drove at Le Mans in 1962, but he had in fact already driven two of the three types, if not the actual cars, featured in June's MOTOR SPORT.



Chris Amon's unlovely F1 project now resides in the Nürburgring Museum

He had raced the ex-works, ex-Salvadori/Gilby DB3S/5 a couple of times early in 1957 for CT Atkins. A third place in a Brands Hatch club race was the only notable result of this alliance. Then in 1962 he was to team up with Roy to drive for John Coombs; there was some doubt as to whether the E-type, Ferrari GT0 or DB4GT Zagato would be the most competitive in the GT class, so Coombs decided to have one of each!

Philip Porter, in his definitive history of the E-type, tells of a test session at Goodwood when Graham tried the new Zagato for the first time. He stopped after just two laps and then out-Wyered John Wyer himself by sitting in the car and saying nothing until Aston's General Manager made the first move. When John finally asked Graham what he thought of the car he was told to get "a large sheet of paper" on which to record all the faults! The Coombs organisation only did one race – Salvadori driving at Brands Hatch – with the Zagato before selling it....

Personally I have always regarded the Zagato as a great disappointment. Whatever its great merits as a road car, its competition record was dismal. The type was given its race debut by Stirling Moss in a Rob Walker entry at Goodwood (Easter Monday, 1961) but, like John Coombs, they ran it in just the one event. John Ogier's Essex Racing Stable persevered a couple of years and provided us with all those fabulous photos of Jim Clark, but the only race the team won was one where the two Ferraris entered both non-started and the only opposition came from under-developed E-types. The cars' failures did lead to something however. They encouraged David Brown to come back into racing with the Project series in 1962-3. Now they really were among Aston's finest.

I AM, YOURS, ETC

DAVID COLE, OAKLEY, RUTLAND

* * * *

AMON'S F1 CAR

SIR,

In your May issue you wondered about the whereabouts of Chris Amon's F1 car. In June 1996 I took the enclosed picture of the Amon F1 machine at the Nürburgring museum.

The car was obviously restored to a high standard, by Erwin Derichs, a former F3 constructor who now restores and runs historic racing cars in Germany.

I AM, YOURS, ETC

NORBERT VOGE, BRUSSELS, BELGIUM

* * * *

THE BEAST UNLEASHED

SIR,

I was nine when I first set eyes on one of Art Arfons' Green Monster creations (MOTOR SPORT, May). My father drag-raced at a clapped-out facility in Ohio called Thompson Drag Raceway. Arfons, who was from nearby Akron, would utilise the dimly-lit track as a 'shakedown laboratory' for his crazy contraptions.

One evening Arfons showed up with a larger-than-life machine which left a huge impression on me. He pulled up to the start area and lit up the entire sky with belching jet exhaust flames. It was crazy! He unleashed the beast and shot down the quarter-mile track sounding like an F-16 fighter. However, the thing was far too fast for the length of the track and he couldn't get it stopped. He flew off the end of the run-off area, through a big cornfield, smashed through a big shed and crashed into the back of an old woman's house who lived at the far end of the field. (If I have it right there were cows in the field as well.) When it was announced that he was OK, the crowd went wild. However, I don't think they ever let him run there again.

Back to reality. I have never seen a Formula One Grand Prix, but I watch all the events on ESPN – the races air at 4.15am over here. I think your magazine is fantastic, especially the haunting 'Parting Shot' images, and it allows me to see the dazzling history and heritage that makes F1 the greatest motorsport in the world. I can't wait for the next issue.

I AM, YOURS, ETC

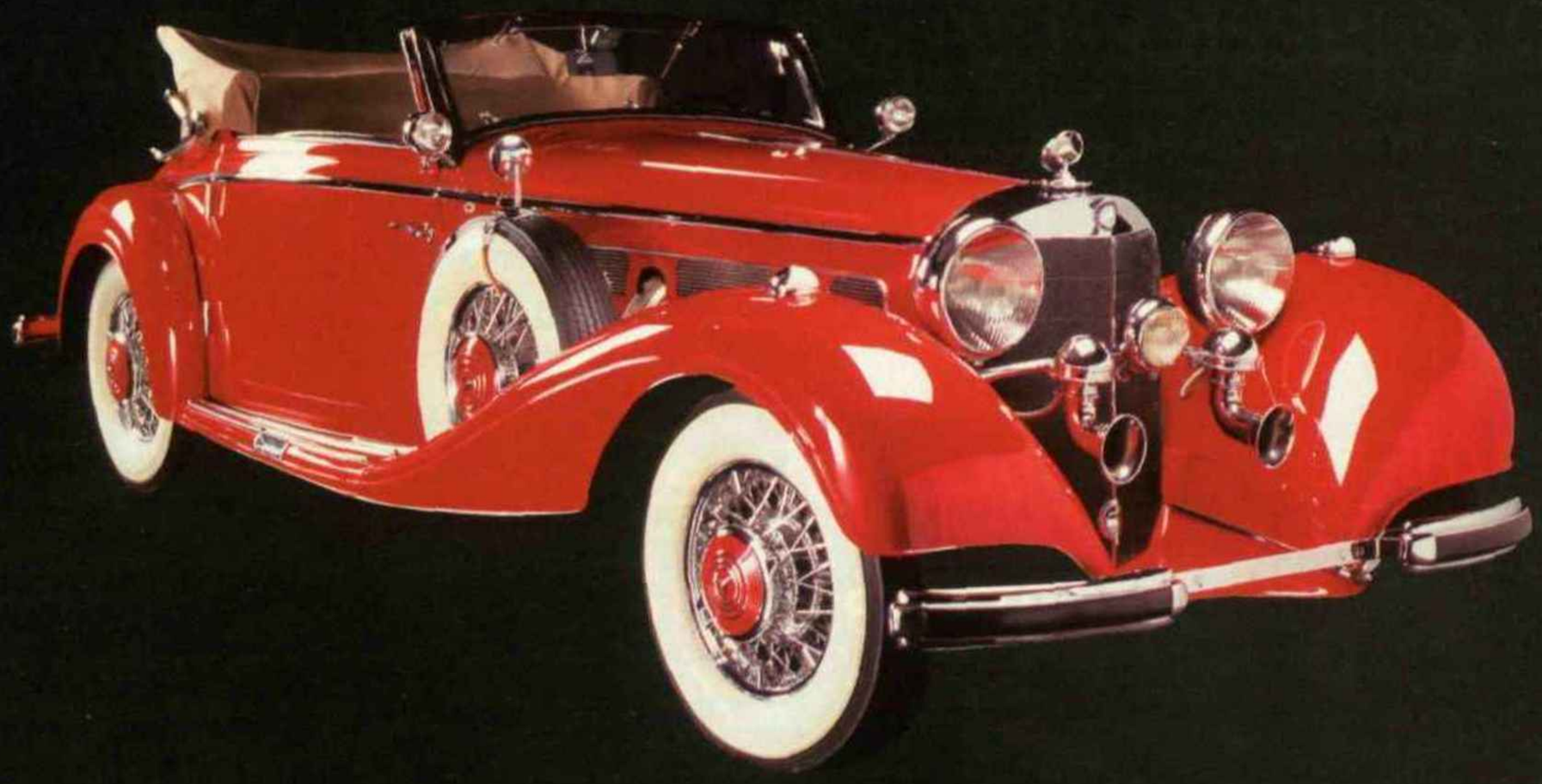
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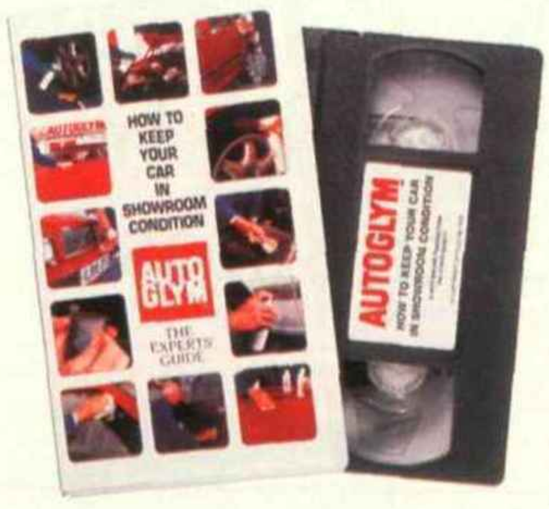
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Emphasis on Sports Cars–

The Editor Encounters a Hot-Rod

LAST SEPTEMBER PF PAYNE MADE FASTEST SPORTS-CAR time of the day at the Gosport Speed Trials in his Ford, clocking 15.92secs for the ss quarter mile. During December he wrote to MOTOR SPORT, asking would I like to meet a real Hot-Rod?

I did not give a great deal of thought to this kind of invitation, expecting to encounter a home-built Ford Special, but I did make an appointment to meet Mr Payne one Sunday in the spacious car-park of the Royal Huts Hotel at Hindhead.

To this rendezvous I drove the Editorial Morgan Plus Four in a bitingly cold wind.

Arriving before the appointed time I went for a brief walk to enjoy the magnificent view over the Devil's Punchbowl and when I returned to the car-park, lo, there was the Hot-Rod and two cold mortals, parked beside the Plus Four. I confess I was surprised at what I saw, for here was no attempt at amateur English special-building but a true Californian Hot-Rod.

Mr Payne had owned the car for three years, having been employed by International Motors Inc of Hollywood, where he was closely associated with such diversity of quick automobiles as Lago-Talbots, Offy-Midgets and these American Hot-Rods, of which his own car – FTP 348 – is a typical example. He ran it in hillclimbs and races out there and brought it over with him when he returned to England some time ago.

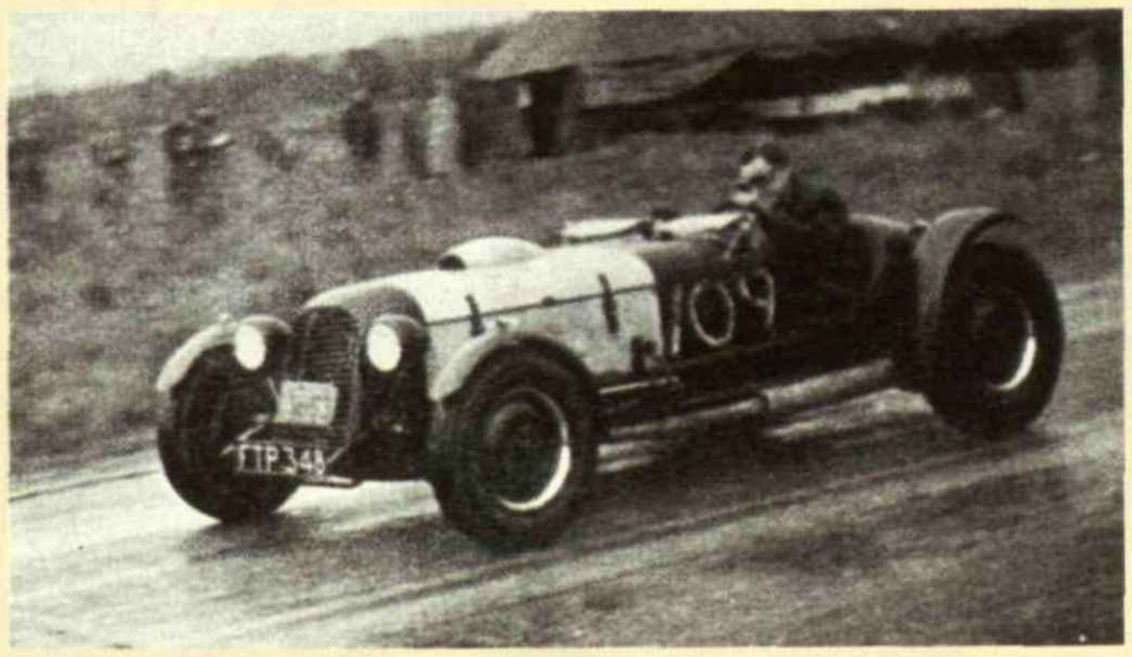
I was told that in the States this potent Ford, with its spartan two-seater body and long, slim aluminium bonnet topped by a large air-scoop, would be known as an AV8, ie, an A or B-type Ford chassis housing a Ford V8 motor.

The frame is, in fact, that of a 1932 14.9-hp Ford. The original cross-members have been removed and two tubular ones substituted, one by the clutch housing, the other adjacent to the leading edge of the seat, so that this seat can be slung inside the side-members. The frame has not been shortened, but the wheelbase is shorter because the 1939-48 type Ford axles are fitted which fall into new locations, bringing the wheelbase to 8ft 7in.

The wheels are steel discs, dynamically balanced; the front ones carry 5.50-16 tyres, those at the back 7.00-16 on Lincoln wheels, which gives a wider track at the rear. 6.00-16 front tyres are preferred but the cycles wings have insufficient clearance.

I was interested to learn that inexpensive American tyres, Firestone for example, mainly of synthetic rubber, have proved safe up to 130mph in the 120degree shade-temperature of the Californian desert; also that in America a set of four costs less than a week's wages! The brakes on this Ford are normal 1939-48 Ford Lockheed, which are quite useful on a 30cwt stock saloon and consequently are deemed adequate for a hot-rod weighing under 18cwt.

I am apt to be sceptical of hot-rods, but Mr Payne invited me to go for a ride and I returned highly impressed. The car has left-hand drive and it was quite an experience to be wafted down the Portsmouth Road in the right-hand passenger's seat against on-coming traffic! Wafted is an adequate word, for this Ford does perform! 70mph comes up on the speedometer in bottom cog, and then in no time an indicated 100mph shows up in the middle ratio! The top speed is not known, but certainly in a very brief space the speedometer needle had gone beyond its maximum calibration of 100mph. What is so outstanding is the way the car goes up to these 100mph gaits in about a quarter of a mile, very smoothly, with no audible V8 beat from the exhausts and no noise whatsoever on the over-run.



HOT-ROD IN ENGLAND! – P F Payne's 4.4-litre Ford Hot-Rod running in the Gosport Speed Trials, where it clocked 15.9sec for the s.s. ¼-mile

Taking over, I found the clutch and brake pedals high up to the left of a treadle-type accelerator which has a very light movement and a long-travel, but which appears to have been scientifically linked to the triple throttles. The gear lever is a delightful thing, coupled to the box by long, exposed rods, which nestles by one's right thigh. It works delightfully too. Almost from the desire to go, you are up into the 80s and the clean, smooth acceleration goes on and on, the speed up and up, only traffic checks calling a halt. The steering is very light indeed, but positive and quite high geared, although I found the Bugatti-like 16in diameter, spring-spoke, rubber rimmed wheel from a midget racer startlingly small.

We made the run on Pool petrol, whereas the engine prefers 80-octane, but I recall no pinking, while this 'souped' V8 would run easily at 800rpm in top gear. The rev-counter meant little, but I was told that 1,000rpm in top gear equals 25mph and so we must have reached at least 4,500rpm without any roughness or anxiety intruding.

I regret that the cold and the approach of darkness cut short our playtime, for I would love to try this Ford along winding roads. As it was, I sampled it only on the straight, when it seemed to use a good deal of highway at 100mph – but then there was a fiendish cross-wind blowing. The ride was reasonably comfortable, although the bonnet juddered about a bit.

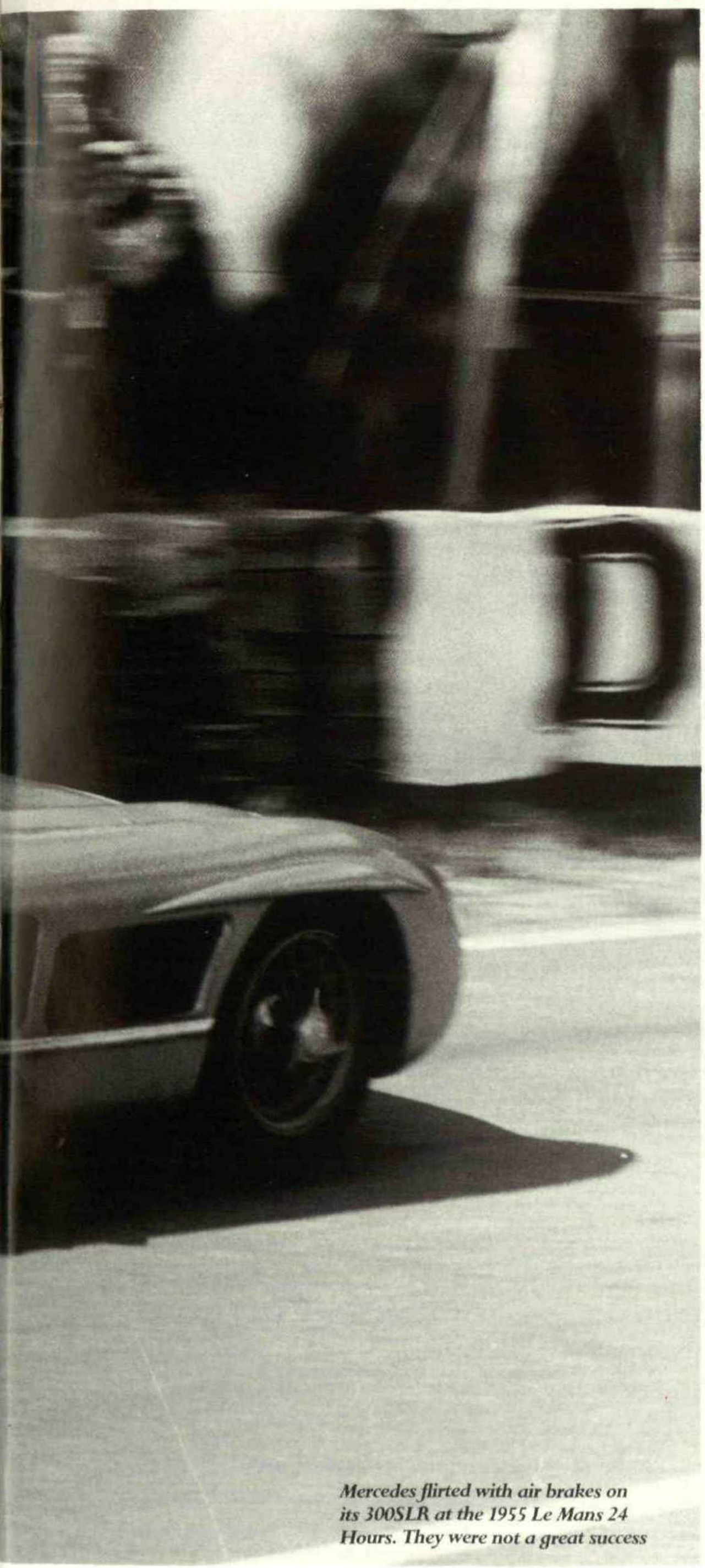
That easy, punch-in-the-back acceleration will live long in my memory and it does, indeed, represent over 100mph at the end of a quarter-mile, a distance the car covered at Gosport in 15.92sec, only 0.77sec slower than J Goodhew's P3 Alfa-Romeo which made fastest racing-car time.

No timed speeds have been recorded, but I am assured that with a standard engine giving 100bhp the car was capable of 102mph and it is estimated that about 175bhp is now developed at over 5000rpm. The height of the car is a mere 3ft, so something in the region of 130mph is thought to be available. Mr Payne points out that since he has been in England street-racing against other hot-rods hasn't been possible, nor are roller-dynamometers, or jet-flow-meters readily available. "Indeed," he remarks, "only one mechanic in a thousand would know the figures for contact-breaker spring tension or understand rpm/vacuum ignition-advance curves. All are widely known in the USA."

You will guess that Mr Payne is hot-rod conscious and you will be right! "The fastest Ford roadsters will hit 116mph in a standing quarter-mile," he told me. "Most good Ford roadsters clock 120-125mph with my brand of soup and I have less frontal area," he continued, adding that "a good V8 revs to over 6,500 and 240bhp has been obtained with a side-valve V8 on alcohol."

I can well believe that he is able to tour up Portsdown Hill at 90-100mph and I agree that his car gives racing-car acceleration – I smelt the rubber burning during our get-aways... **WB**


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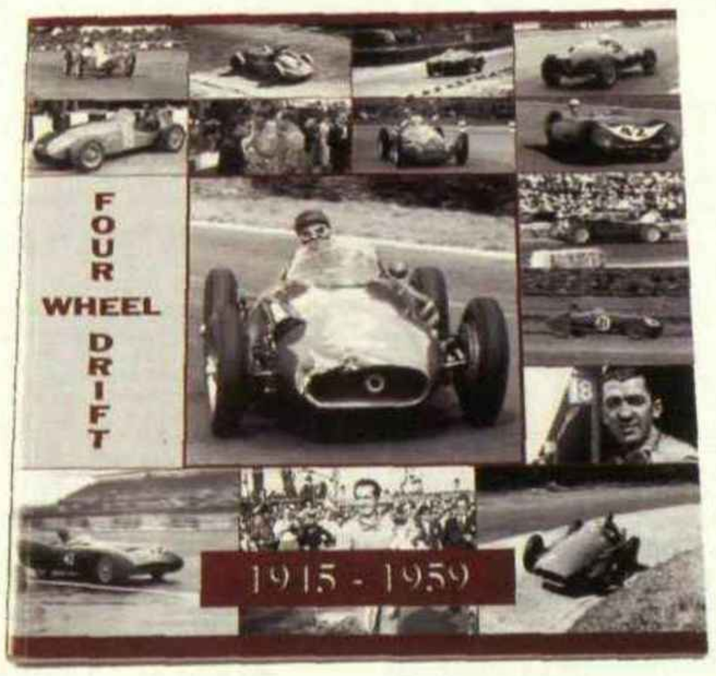
Mercedes flirted with air brakes on its 300SLR at the 1955 Le Mans 24 Hours. They were not a great success

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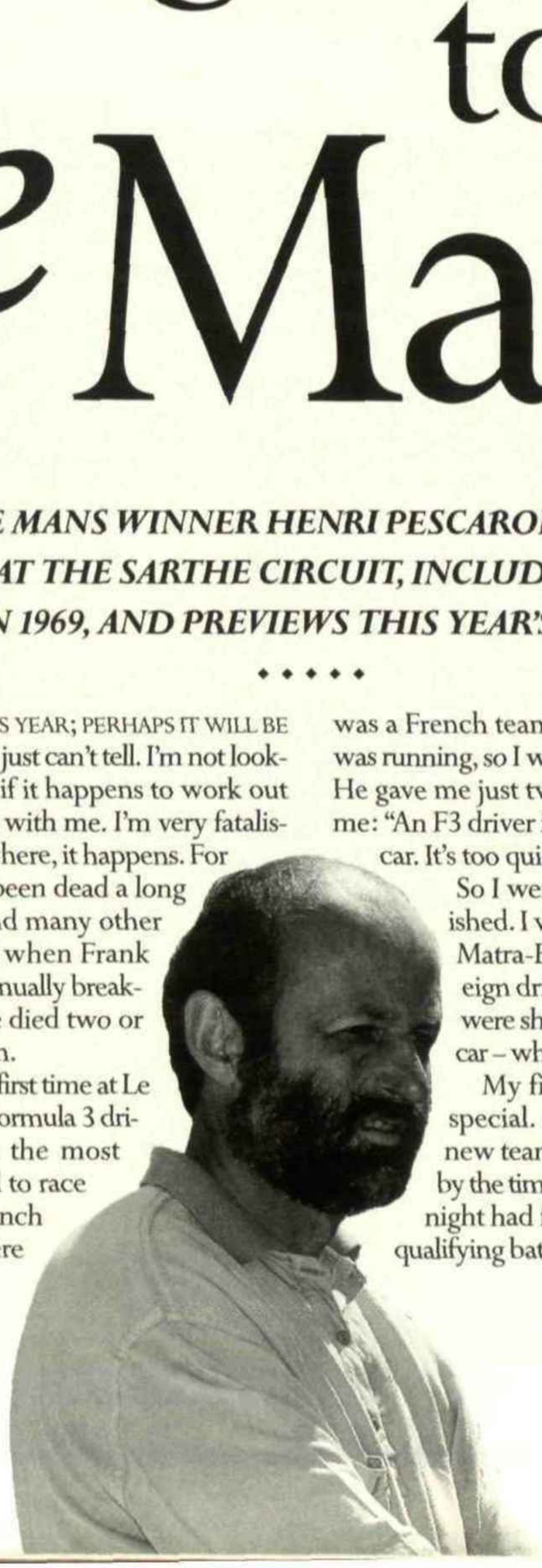
Henri Pescarolo's guide to Le Mans

FOUR-TIME LE MANS WINNER HENRI PESCAROLO LOOKS BACK ON HIS 30 RACES AT THE SARTHE CIRCUIT, INCLUDING HIS HORRIFIC ACCIDENT IN 1969, AND PREVIEWS THIS YEAR'S 24-HOUR EVENT

◆ ◆ ◆ ◆ ◆

IT'S MY 31ST LE MANS THIS YEAR; PERHAPS IT WILL BE my last, perhaps not. You just can't tell. I'm not looking for any records, but if it happens to work out that way then that's fine with me. I'm very fatalistic – if it's written somewhere, it happens. For instance, I should have been dead a long time ago at Le Mans, and many other places, such as in 1972 when Frank Williams' cars were continually breaking down. I should have died two or three times in that season.

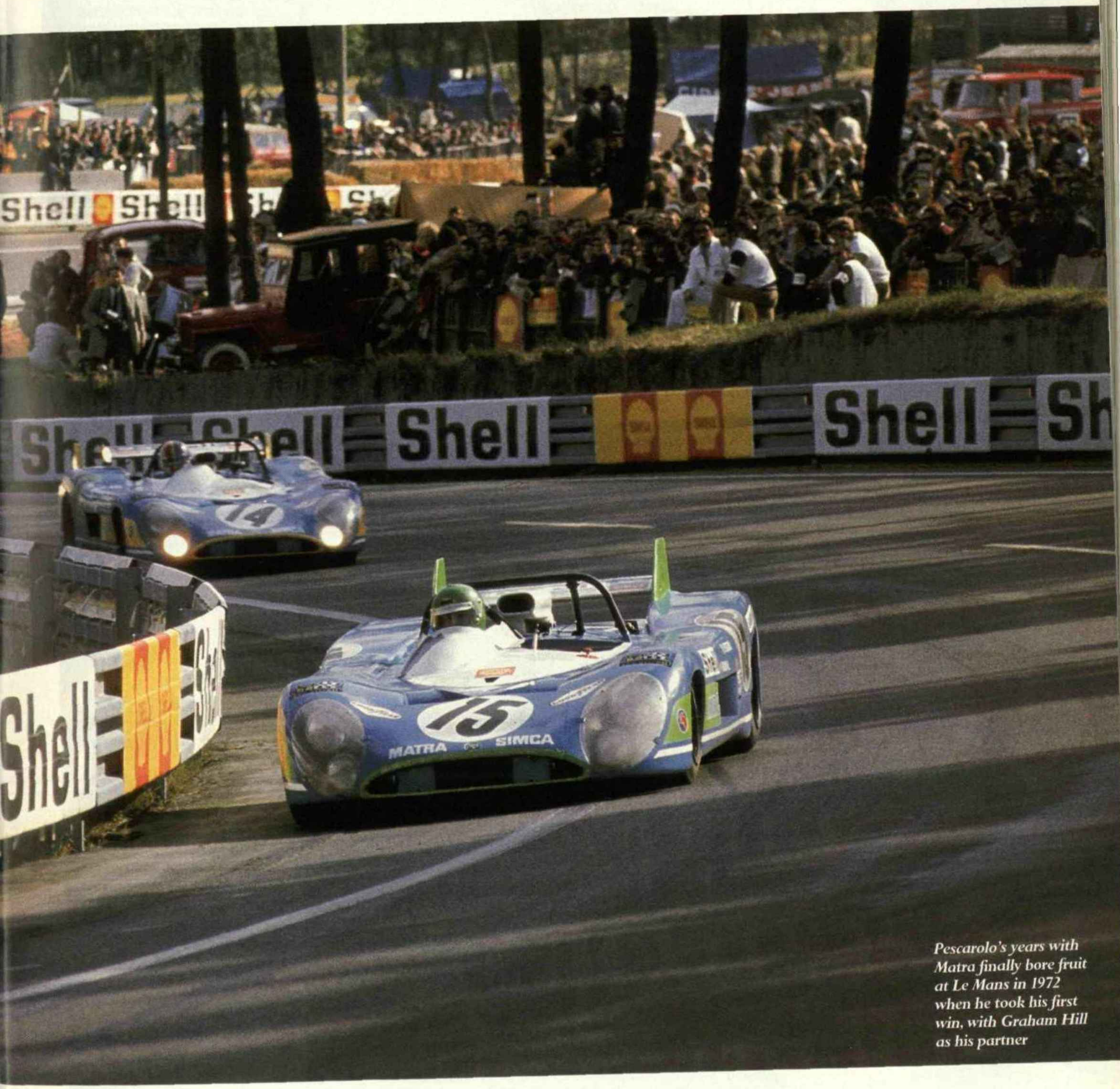
I remember 1966, my first time at Le Mans, very well. I was a Formula 3 driver, and Le Mans was the most famous race so I wanted to race there, as any aspiring French racing driver would. There was a French team, CD, which Charles Deutsch was running, so I went to have a meeting with him. He gave me just two and a half minutes and told me: "An F3 driver is absolutely unable to drive my car. It's too quick for you."



So I went away and thought it was finished. I was out of the frame for the new Matra-BRM because they wanted foreign drivers, but at the last minute they were short so they asked me to drive the car – which was a lot faster than the CD...

My first laps of the track were very special. As usual with a new car and a new team, nothing was really ready and by the time I was allowed to drive the thing, night had fallen. That year there was a big qualifying battle between Ford and Ferrari. ➳





Pescarolo's years with Matra finally bore fruit at Le Mans in 1972 when he took his first win, with Graham Hill as his partner



Plenty of bottle: He is calm off the track but Pescarolo has what it takes come race-time

I didn't know the track, I didn't know the car, and I started just in the middle of the battle. I was absolutely terrified. I didn't know where I was going, and there were so many fast cars on the track that I was looking more behind me than in front.

Those were good times, but my best and worst memories of Le Mans are of my crash during the test weekend in 1969. Without doubt, that crash was the worst moment in my career. I should have been European F2 champion that year and was on the way up to F1. It was difficult but it's also a good memory, because when you survive it's fantastic. Everything you have afterwards is something good.

The accident happened just after the restaurant on the Mulsanne straight, near where the first chicane is now. The car took off, and there was a long time to think about what was going to happen. There was no guard rail or anything on the straight then, so I was surely going to be dead a few seconds later. After it stopped moving, there were flames inside the car, which was the worst thing that could happen in those days. To have bones broken throughout your body isn't a problem, but a car on fire is so painful that there's nothing worse.

There was nobody to help me, but fortunately I didn't lose consciousness. I couldn't take off my seatbelts, and in the last few seconds I thought I was finished. But at the last moment – and I still don't know how – I managed to get free of the belts, but I've no idea how I escaped from the car.

My first win at Le Mans was in 1972 with Matra and Graham Hill. At first I wasn't pleased to be with Graham. I thought that, well, he'd been World Champion, he'd won Indy, and so nothing else would be that important for him. I wasn't sure that he was really ready to fight for a race win.

But it was a fantastic experience. He came to win Le Mans and was ready to do anything. We won the race because during the night, in the rain, Graham did a fantastic job. That victory was good, especially as I'd been in the Matra team from the beginning.

I won the following year with Gerard Larrousse. That was the most interesting race, because we had to battle all the way against Ferrari. Usually you had to follow a lap time, but Ferrari was so fast that it was really a Grand Prix throughout. It only stopped when Jacky Ickx had a problem with his Ferrari's fuel tank, and that was about four hours before the end. But it was flat-out all the way.

We won again in 1974, when it was the opposition *inside* the team, especially Jarier and Beltoise, that was really critical. Ferrari had left the scene, so we had to follow a lap time. In that situation, with changing weather conditions, it's difficult for the pits to know what's happening in the car, and as soon as the rain came down it was flat-out again.

Ten years later I was with Klaus Ludwig in Reinhold Joest's Porsche, although originally I wasn't supposed to be. The funny thing is, we had number seven, and as soon as my sponsor heard that, he told me we were going to win, because he believed in the numbers. But the first car to stop in the race was ours. We had a problem with the fuel pump on the *first* lap. Of course, then everyone started laughing and saying the number seven was finished and that we would be last. But the team and the car were fantastic and we went out again, fought flat-out, and won the race. That was very satisfying.

Besides those wins, there are many other memories. I hugely enjoyed driving the Ferrari 512 with Mike Parkes in the Filipinetti team in 1971. We were fighting with the 917s and it was going really well until he crashed in Maison Blanche. It was a fabulous team and a good car, but these things happen.

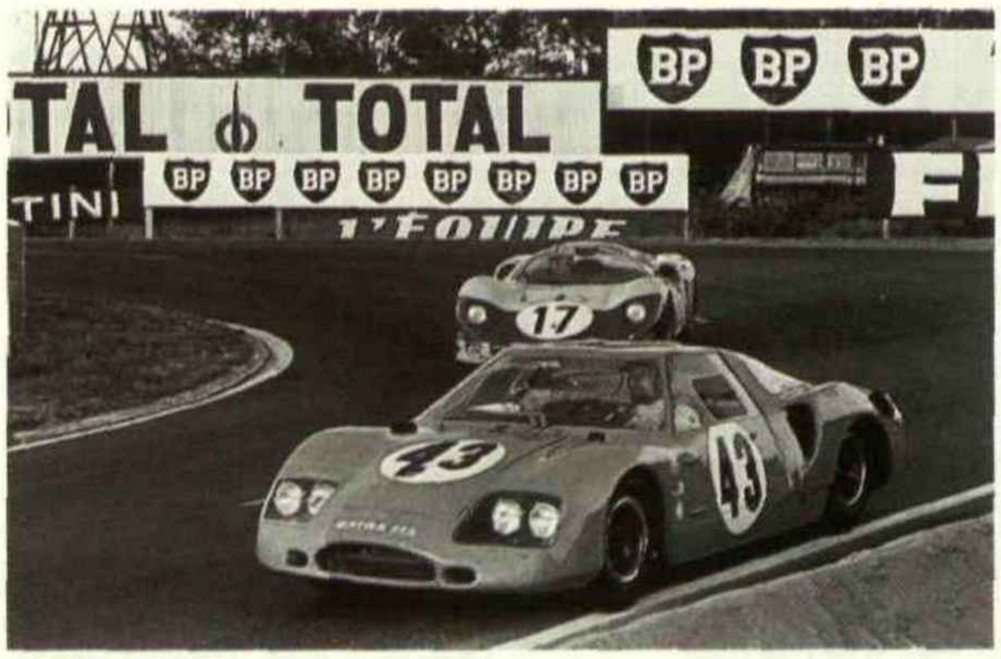
The Sauber-Mercedes was another good car, but at that time its transmission was problematic. The funny thing was that, in 1987 when I stopped on the track, the only thing to do was repair it myself. Nobody believed I could do it, so the team took everything out of the pits. When I got back there with the car I stopped in front of an empty pit. No team, no tools, nobody. I thought I'd gone mad.

Over the past 30 years the race hasn't really changed, except that there are a lot more cars capable of winning now. That race in 1973 was unusually fast, but for the last few years it's really been a Grand Prix all the way. The cars are reliable, very fast and you really have to be quick. You can't wait for the other cars to hit problems.

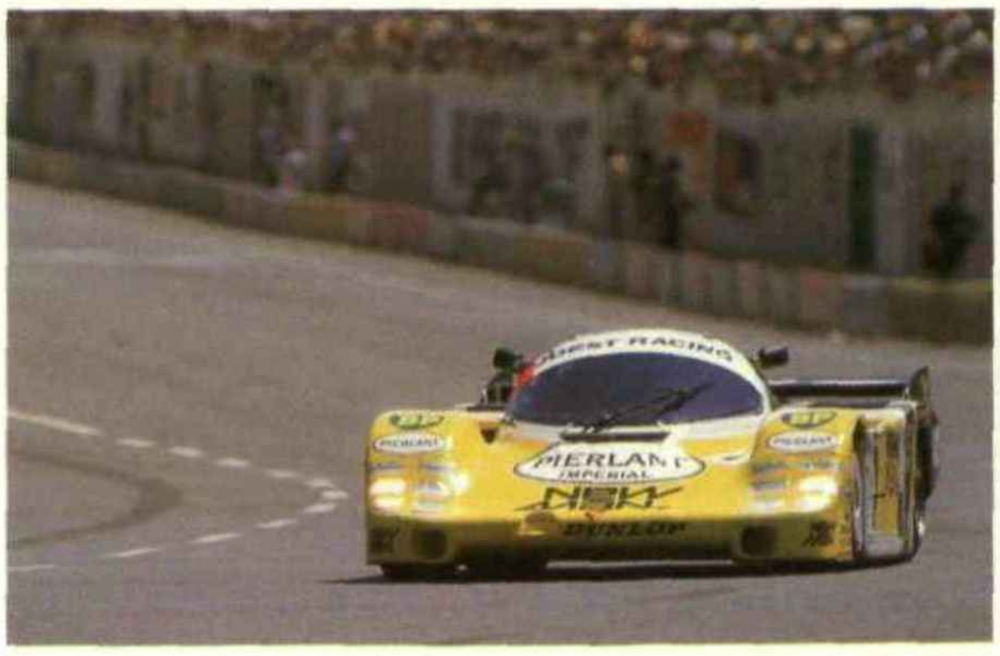
I think it's harder for young drivers to race at Le Mans now because it is a circuit from a bygone age and they are not used to the type of fast corners you have there. It's also more dangerous than other circuits. When I'm running on the track I never look at the barriers or what's behind them. I've always been like that, and I'm still like that. ➳



1974: Pescarolo (left) got the better of Matra team mate Jarier



HP's first Le Mans in 1966 sparked a long association with Matra



The last win came, despite first-lap trouble, with Porsche in 1984



1969: It was his first season in Formula 1, but Pescarolo fared best that year in the European Formula 2 Championship (fourth), here pictured in the German Grand Prix

BEYOND LE MANS: THE CAREER HIGHLIGHTS

Henri Pescarolo's four wins and 30 starts at Le Mans have given him a unique place in motor racing history. Along the way he's driven for Matra (1966, '67, '68, '70, '72, '73, '74), Ferrari ('71), Ligier ('75), Rondeau ('76, '79, '80, '81, '82, '83), Porsche ('77, '78, '84, '89, '90, '91, '93), Lancia ('85), Sauber-Mercedes ('86, '87), Jaguar ('88) and Courage ('92, '94, '95, '96). However, the 54-year-old Parisian has also made 57 GP starts in a distinguished career away from the track which made his name.

Pescarolo started racing with a Lotus Seven in 1964, and soon moved up to F3 with Matra, winning the prestigious Monaco support race in 1967. A year later he was runner-up in the European F2 series, although he scored only one outright win. He graduated to F1 with Matra at the end of that year, making his debut in the Canadian GP at Ste Jovite.

A testing accident on the Mulsanne Straight ruined his 1969 season, but in 1970 he landed a full-time place at Matra, alongside Jean-Pierre Beltoise. Third at Monaco, behind Rindt and Brabham, was the highlight of the year. When Matra replaced him with Chris Amon, Pescarolo found a berth with Frank Williams, but two unhappy seasons with a March chassis and Williams' own Politoys brought little reward.

He earned a place in the record books, however, when he set fastest lap with a March 711 in the famous Italian GP of 1971. It still stands as the fastest average speed recorded in a GP; by co-incidence Pescarolo also set the fastest lap of any road circuit, at the wheel of a Matra sportscar at Spa in 1973.



1971: The design was novel but this March chassis did little for Pescarolo

That season Pescarolo's F1 career seemed to be finished as he competed in just one race in a works March, and two in the Iso-Williams, but he bounced back in 1974 when Motul backing saw him join Beltoise and François Migault at BRM. Stuck with an outdated P160E for most of the year, it was a disappointing season of retirements. After concentrating on sportscars with Alfa in 1975, Pescarolo returned for one more tilt at F1 in 1976 with a private Surtees TS19, but again no results were forthcoming. His last outing was at Watkins Glen that October.

Since '77 Pescarolo's fluorescent green helmet has been seen exclusively in sportscar racing. Outside Le Mans, highlights have included victory in the 1986 Nürburgring 1000km with Mike Thackwell and the fledgling Sauber-Mercedes team, which marked his 21st and most recent World Championship success. In '91 he added a fifth 24-hour success after a strong drive at Daytona in a Joest Porsche, and a few weeks later he stepped out of a massive shunt in the same car at Sebring. Pescarolo has also been a regular Paris-Dakar entrant, and is a distinguished competitor in air races.

Adam Cooper



Pescarolo's F1 career was resurrected in 1974 in a BRM with backing from Motul

The only real change to the circuit has been the introduction of the chicanes, which in my view have killed the track. In the old days the straight was one of the most critical parts of the circuit, because aerodynamics weren't good. That made it very difficult to set up the car. Even when you had the right settings the car was very light, so the straight was not easy. Later, with proper aerodynamics, the cars became very easy to drive in a straight line and the straight became the only place to have a real rest, but the chicanes make that more difficult now.

In fact, it's actually easier to drive at night than during the day, generally speaking, because it's colder and the track is faster. Of course, bad weather at night isn't very nice. Also, you can't spot if there's some oil on the track in the dark – and neither can the marshals – so there's always a chance of a nasty surprise during the night.

Neither has the atmosphere changed much. The press and TV seem to be coming back again now that the big manufacturers have returned, much like when Ford arrived to beat Ferrari. And Le Mans is still very special because we are there all week, for scrutineering and everything else. Nobody is used to spending so much time preparing before a race these days, but that's Le Mans. I think it's good to keep that, because the pressure builds up slowly during the week.

I'm now working with Elf's La Filiere scheme, which aims to help young French drivers, and this year we have two guys sharing a Courage-Porsche with me. Last year it was Frank Lagorce and Emanuel Collard, and now they're doing the complete championship in GTs. This year it's Emanuel Clerico and Jean-Philippe Belloc: good drivers who haven't really had the right opportunity to show what they can do.

For me, it's very good to be in the car with them and to know how they drive. The psychological aspect is particularly interesting. I sort out the car's settings, and then I do a normal lap time. It's not right to be in the car and have two young drivers looking at me, so I'm very pleased when I've finished that first job and can give them the car.

Of course, they're faster than me in qualifying, but that's exactly what I want. I'm not at all upset if they are quicker. My only problem is that I'm not doing a complete championship this year, and it's difficult to be competitive. Last year, when Lagorce started in the car, he was a lot slower than me because he was not really racing. I'd done the winter development of the car, and it was difficult for him to be as fast as I was. Now it's difficult for me to be as fast as a driver who's had good training. It's more a question of competition than age; if a driver isn't driving regularly, he won't be competitive.

The Courage chassis is getting old now, although the team has one composite C41 model, which will be good. We didn't really try to do anything special with our car on the qualifying weekend. We still had a very old engine from last year, and I'm sure we didn't have the same power as before. And there wasn't a huge stack of cash to throw at our preparations, either.

Michele Alboreto posted some very good times in Joest's WSC Porsche during qualifying, and maybe they can win again. But with an 80-litre fuel tank, compared with 100 for the GTs, the prototypes have a big handicap, and I don't think we can beat that. It will be a question of how the tyres last on the GT cars compared with those on the prototypes.

I think it will be more difficult to beat the GTs than it was last year. It's hard to know if there is a life for the prototype class in with the GT cars, because it seems as though it's more important for the Automobile Club de l'Ouest to have a works Porsche or Nissan winning the race than teams like Joest or Courage. So what's the future for prototypes?

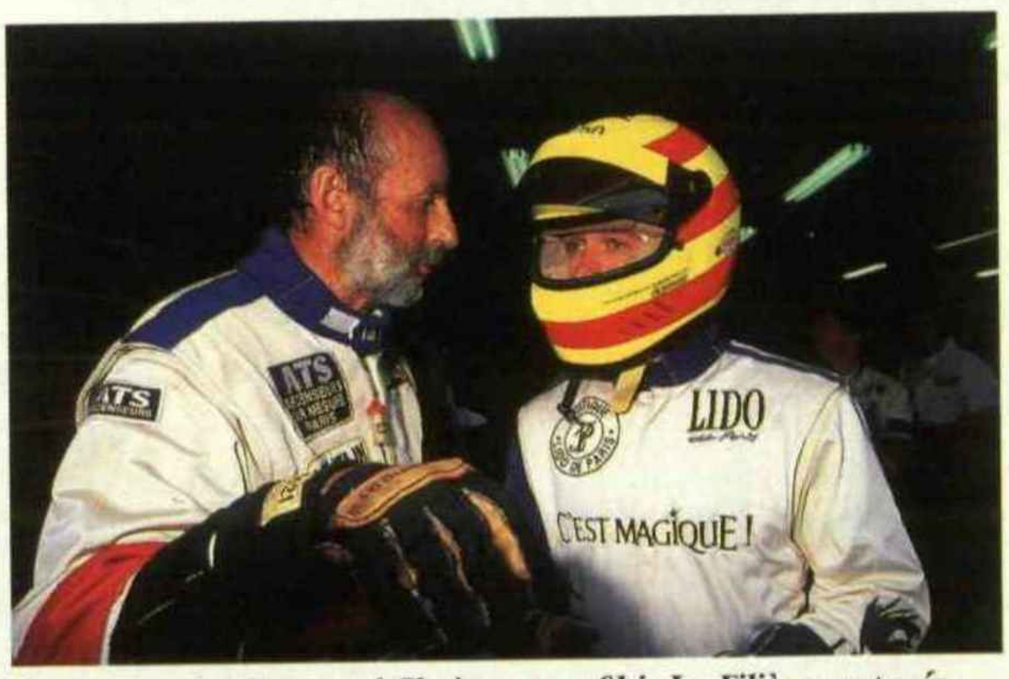
The Porsche GTs and McLarens are very impressive, and so is the new Nissan. Because it's a Tom Walkinshaw project we know it's a good car, but it will be their first race so I'd expect the big battle to be between Porsche and McLaren, although there's always a chance that Nissan could spring a surprise.

As for myself, I'd be crazy to think that, at 54, I have a long future in front of me. Of course, I'm more concerned about the future of racing through drivers from La Filière school than through myself. But I'm still very pleased when I drive, and if I'm competitive that makes it all the better.

I'm certainly looking to be competitive during the race. Last year I checked all the times and I didn't lose time, so that was fine. If I start to lose too much time to the young drivers, then I'll stop. No question. And it will happen, but I don't know when. Maybe this year, maybe next year. M

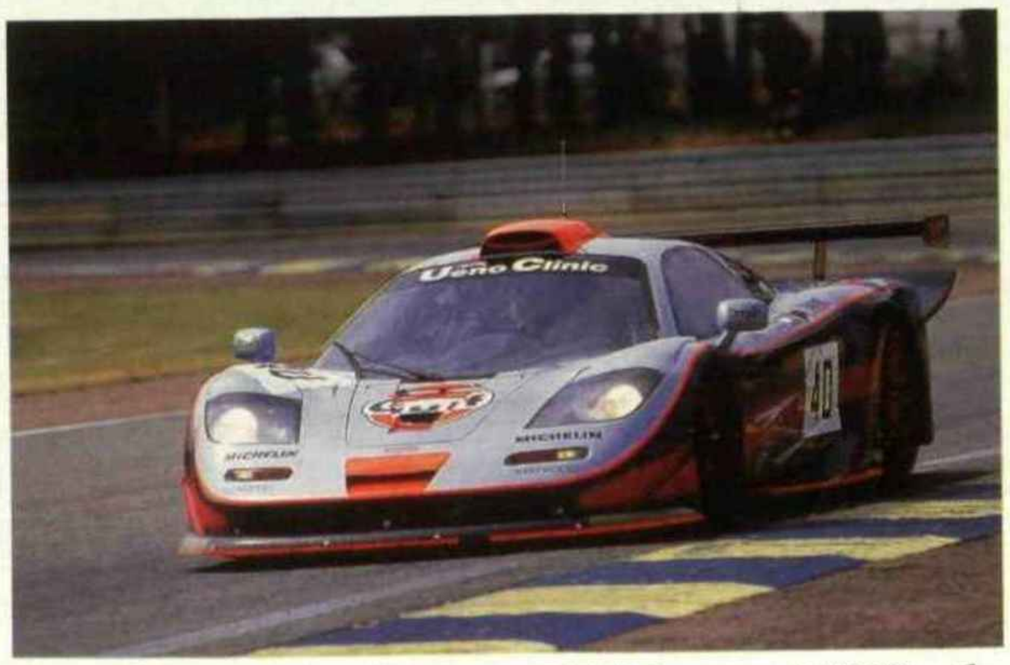


TWR-run Nissan fastest at trials weekend, but untried over 24hrs



Laurence Baker

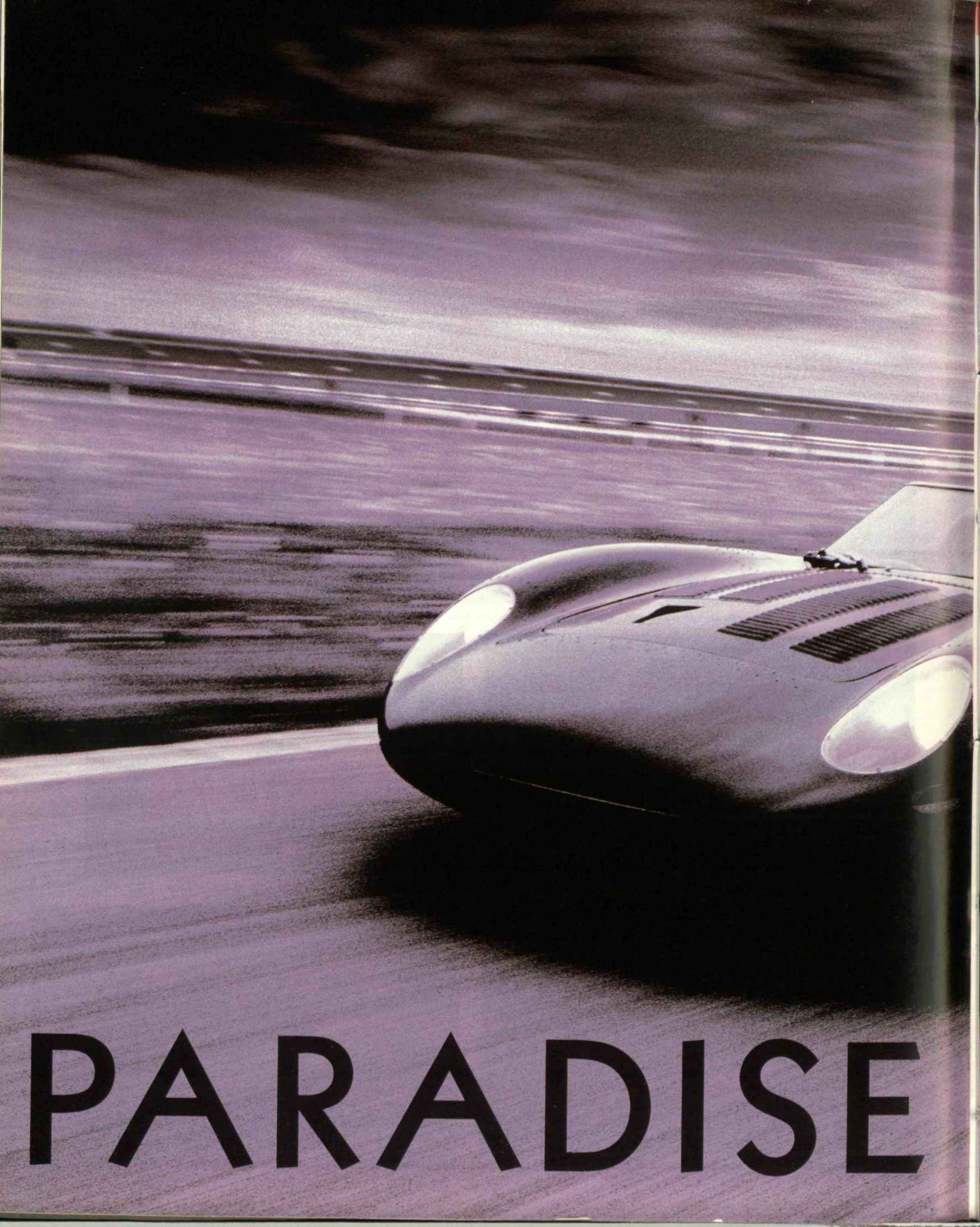
Pescarolo with Emanuel Clerico, one of his La Filière protegés



Pescarolo's tip: GT battle between LM McLaren and GT1Porsche



Rapid Joest WSC Porsche may be handicapped by smaller tanks


PARADISE

LOST

IT NEVER EVEN ENTERED A RACE, LET ALONE WON LE MANS, YET WITHIN THE JAGUAR XJ13 LIES THE STUFF OF LEGEND. ANDREW FRANKEL TAKES IT BACK TO THE SCENE OF ITS ONLY TRIUMPH AND NEAR-FATAL DISASTER TO FIND IF REALITY MATCHES THE MYTH

photography by David Burgess



The XJ13 steps out at MIRA once more. It's one of the very few places in the country where it can legally be run thanks to its deafening engine. Noise is less beautiful and more savage than Ferrari P4

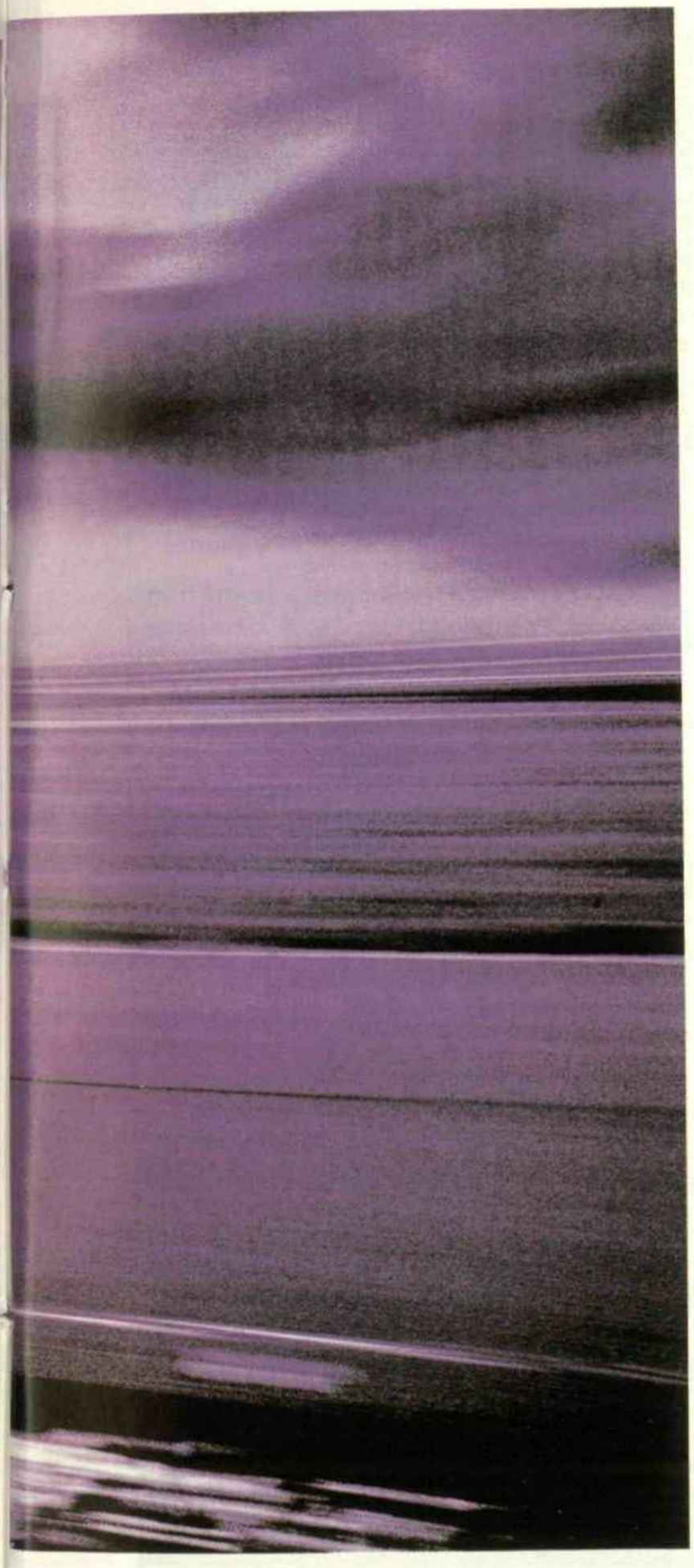
What is it about the Jaguar XJ13? What other racing car could have once attracted an offer of £7 million despite never having been entered into, let alone won, a single race?

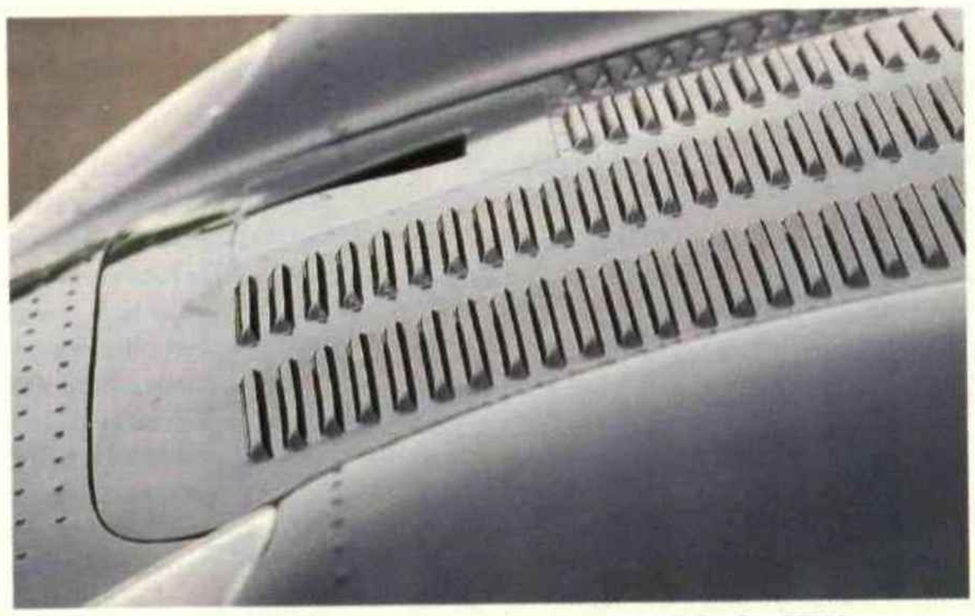
Perversely, it is this very lack of anything you might describe as success which stops people short of calling it a failure. It was only ever designed to compete at Le Mans and, by the time its protracted development programme had been completed, it would have lined up in the 1967 race against the 7.0-litre Ford GT40s and the Ferrari P4s. Had it lasted, there are those who believe it might possibly have won but, with British Leyland now writing the cheques, it is hard to see how it would have vanquished the two most formidable names in '60s sportscar racing.

This alone, however, fails to come even close to explaining the XJ13's mythical status. That stems from a coincidence of facts, the largest of which is that curiously British penchant for believing what you wish to be so until presented with incontrovertible evidence to the contrary; and while the XJ13 may never have won a race, it just as surely never lost one either.

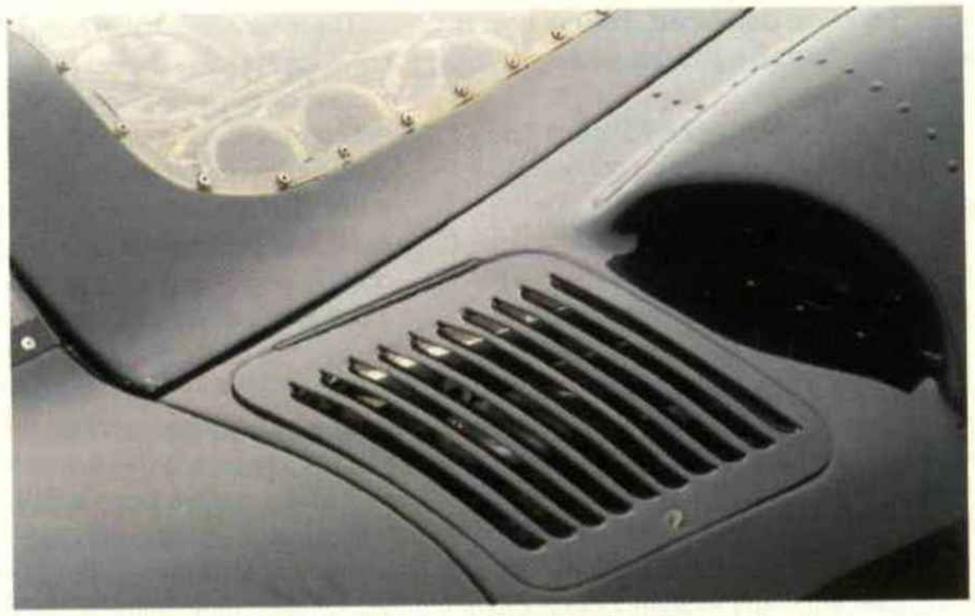
It is, of course, also British, a Jaguar and the true successor to the C and D-type, our most famous sports racing cars of all. Critically, too, it is so beautiful that, the first time you see it in the flesh, your breath falls away from you. Its shape is clearly the priceless work of Malcolm Sayer, its aluminium body shaped by Abbey Panels of Coventry for maximum aerodynamic efficiency, creating a beauty that is both natural and, it would seem, incidental. The frontal area is low, the tail long and flowing; had it ever taken the challenge of Le Mans, it would have slipped through the air at rather more than 200mph on the approach to Mulsanne corner.

Power comes from one of our automotive crown jewels. It would be 1971 before a V12 engine was seen propelling a Jaguar in public and 1997 before its noble history finally came to a close. It started, however, back in 1955 when Jaguar first conceived the idea for a 12-cylinder motor to replace the straight six that powered the D-type to win after win. It took a decade to come to fruition but when





Cooling was a particular problem with the XJ13, now cured, hence the vent-peppered bonnet



A typically beautiful and effective Sayer device for directing airflow over brakes and engine



XJ13 was designed exclusively to win Le Mans, hence its long tail for maximum Mulsanne speed



In line with the regulations of the day, there's room for a spare wheel and luggage in here

the Claude Baily 5.0-litre, 60deg V12 fired up for the first time, it must have seemed worthwhile.

By the standards of the day its specification was unremarkable and mirrored the configuration of the Ferrari P4 motor with which it would have had to compete. Like its Italian rival, each cylinder bank carried two camshafts and the fuel was delivered not by a squadron of carburettors but, instead, rather more efficiently by fuel injection. And if the XJ13 motor lacked the three valves per cylinder carried by the P4, its 4991cc capacity more than made up the difference, producing 502bhp at 7600rpm, or about 50bhp more than the 4.0-litre Ferrari motor. It was made entirely from aluminium and contained a bore of 87mm and a 70mm stroke.

It was to ZF that Jaguar turned for the gears, ➳

THE SUCCESSOR AND THE SUCCESSFUL

WE KNEW THE CHAPS FROM THE JAGUAR DAIMLER Heritage Trust had arrived some time before we saw them. The straight six bark of a D-type is not easy to mistake, even when there are two of them travelling in convoy. Appropriately, the two Ds had not arrived at MIRA on a transporter but had been driven up by road, their legs, apparently, looking forward to a bit of a stretch.

This would be remarkable enough for any old customer D-type but these two are among the most precious in the world. The later, long-nose car is a works team car and was driven to 6th place in the 1957 Le Mans by Duncan Hamilton while the short-nose D-type is perhaps the most fascinating of them all: It is the first ever D-type, the prototype from which Britain's most evocative sports-racing car was developed. They're both a few minutes late. Even D-types are delayed by rush hour traffic.

I'd come to MIRA to drive the XJ13 but the opportunity to compare Jaguar's most and least successful racing cars was not going to be passed up. Unlike the irreplaceable and unique XJ13, the D-types came with neither rev limit nor instructions other than to enjoy.

Finding common ground between front-engined and a mid-engined sportscar separated by a decade which saw some of the greatest advances in chassis and tyre capability in the history of the car is not easy. One look at the 13.5 inch thick rear wheels of the XJ13 compared to the skinny rims of the D-type suggested these two might share not much more than a badge.

In fact, it's not like that. It is to be remembered that the same group of people from Sir William Lyons through Malcolm Sayer to Norman Dewis were responsible for the commissioning, design and development of both D-type and XJ13 and their signatures remain clear on both cars. Their engines, for instance, share similar characteristics with both 1954, 3.4-litre straight six and 1965, 5-litre V12 being chiefly torque-laden powerplants, pouring it on all the way from 2500rpm, not needing to wait for high-rev histrionics before delivering their urge. Both also have the unmistakable feel of a Jaguar racing car: quick, comfortable and properly balanced. They're also both strong, a trait not just Norman Dewis found cause to thank over the years.

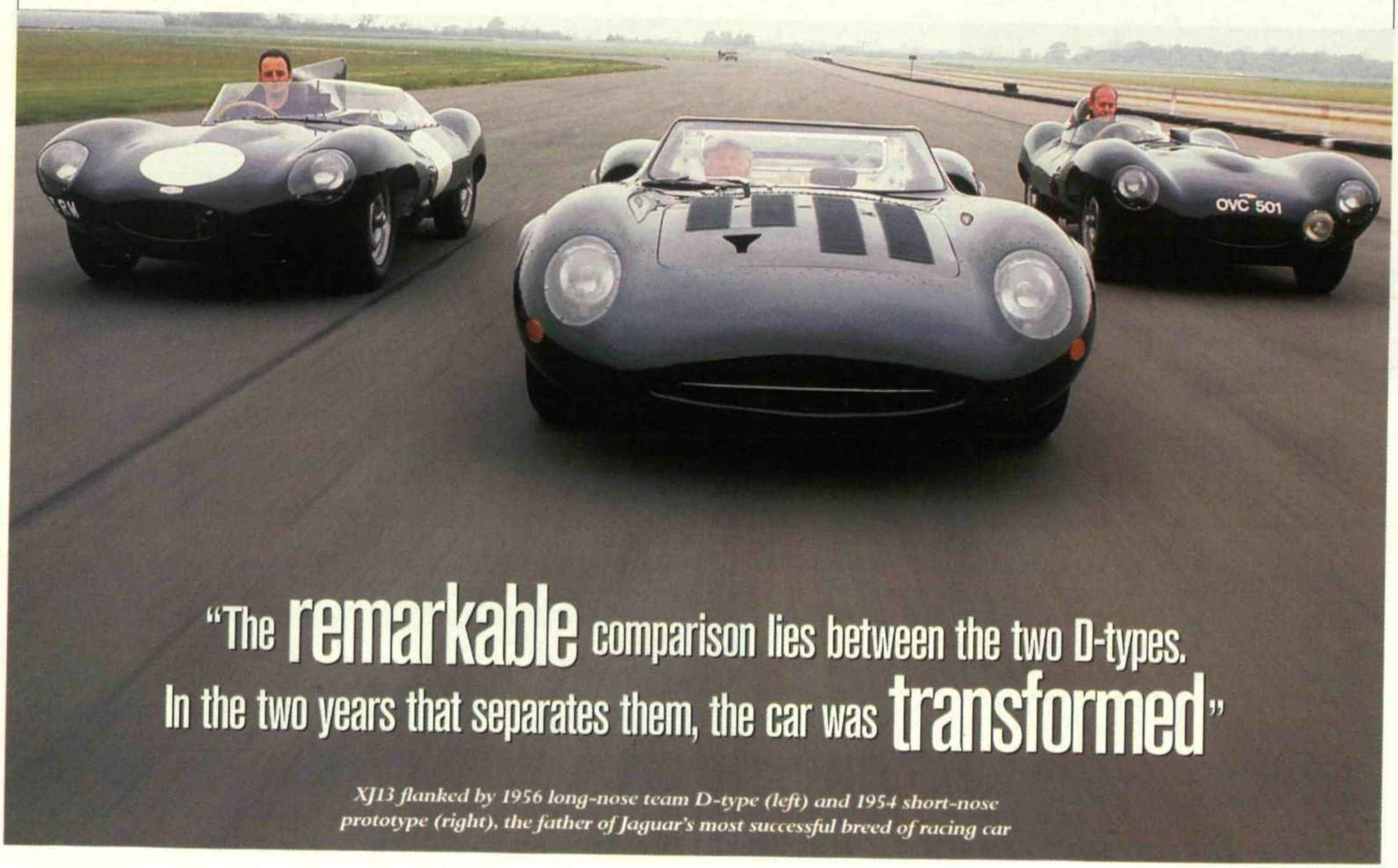
The more remarkable comparison lies between the two D-types. In the two short years that separates them, the car was transformed, not by process of radical redesign but by the continual evolution required to keep a team winning in one of the most competitive forums on earth. The prototype D-type feels not unlike a conventional road-going sports car of the era, albeit rather quicker. It turns into corners quite gently, rolls a little and feels as if it would be equally at home in the wide open spaces of Europe as hurling around a race-track.

The long-nose D-type is a different proposition altogether. Its extra pace is truly startling and you realise that it wasn't simply its extraordinary aerodynamic efficiency (its CD factor was just 0.29) which took it above 180mph at Le Mans. This car has real power, about 280bhp from its big-valve engine, and accelerates in much the same relentless fashion as a modern Porsche 911 Turbo. It's also more confident in curves, feeling sharper and more willing to indulge in the throttle-conducted cornering for which the breed has become so famous.

Of the three, the long-nose is most accessible and, within the confines of MIRA's Dunlop handling circuit, the most enjoyable too, providing the punch the prototype lacked without the awesome sense of responsibility that comes as standard everytime you hit the starter switch on the XJ13.

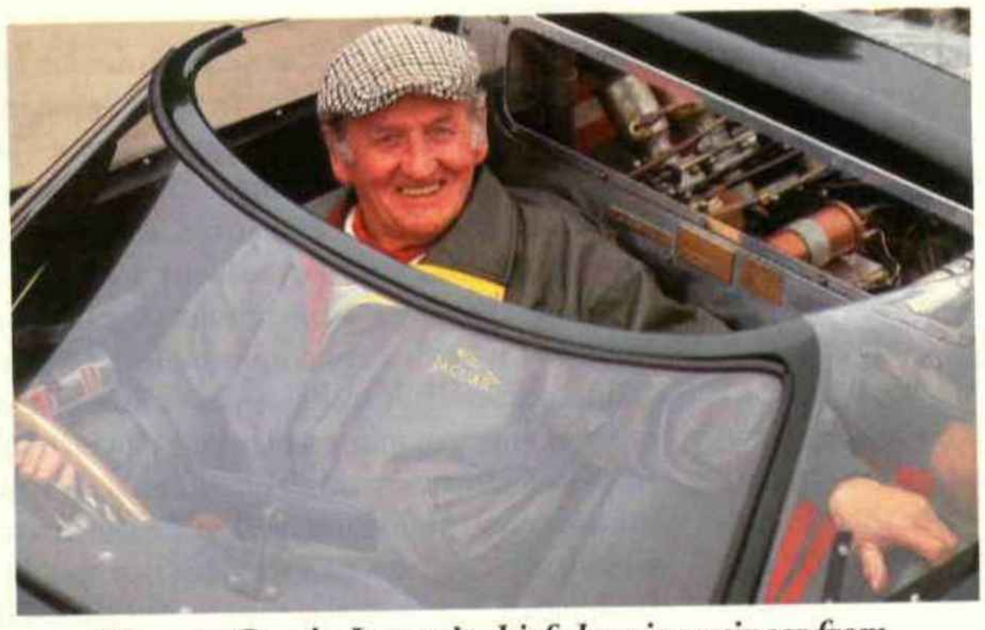
All these cars are on permanent display at the Jaguar Daimler Heritage Trust in Browns Lane alongside 104 other luminaries from the history of Jaguar (and its associated marques) starting with the oldest surviving Austin Swallow and stretching up to its newest recruit, the final Jaguar to be fitted with a V12 engine. Other highlights include a C-type, a lightweight E-type, the world famous rallying XK120 'NUB120' and, of course, the Le Mans winning Jaguar XJR-9LM from 1988. In addition to the cars there are many thousands of photographs, original drawings and the official company archive.

Free tours encompass not just a trip around the museum but also the factory production facility too. You cannot just turn up as the tours are by appointment only and the waiting list is long despite the trust's staff cracking through 1500 tours every month. Large groups and individuals are welcome and interested parties should contact Mrs Val King on 01203 202058.



"The **remarkable** comparison lies between the two D-types. In the two years that separates them, the car was **transformed**"

XJ13 flanked by 1956 long-nose team D-type (left) and 1954 short-nose prototype (right), the father of Jaguar's most successful breed of racing car



Norman Dewis, Jaguar's chief chassis engineer from 1952-85 back once more at the helm of the XJ13, aged 73



"A wheel went at 145mph. It went nose over tail twice and side over side three times." Dewis walked away

which provided a simple, strong five-speeder with syncromesh, direct drive in fourth, a dog-leg first and right-hand change. Braking was the province of Girling, with outboard ventilated discs which never worked as well as hoped, while the suspension on this, Jaguar's first mid-engined car proved nevertheless faithful to Coventry tradition.

At the front there was a simple, unequal length, double wishbone arrangement while, behind, a lower wishbone layout used the driveshafts in place of the upper links. Look at the suspension of an XJ6 and you'll find a not dissimilar arrangement. Coil springs replaced the torsion bars found on previous Jaguar racers and adjustable anti-roll bars were fitted at either end.

It is a shame that we were never able to see how such a formula would have fared in competition but, by the time the wheels of development had slowly run their course, it had been left behind, its 2478lb kerbweight leaving it hopelessly overweight. All we know for certain was that, in 1967, David Hobbs drove it around the MIRA Proving Ground near Nuneaton at an average speed of 161.6mph, claiming the then-fastest lap of a UK circuit.

We're back at MIRA today, the track with which the XJ13 was associated at first and then, some years later, upon which it would become indelibly imprinted. Yet it isn't Hobbs at the wheel but an unfeasibly sprightly septuagenarian with a flat cap and cheeky grin. This is Norman Dewis, 73, Jaguar's chief engineer from 1952 until 1985 and the man who, one day in 1971, had his life saved by this car.

"It's a day I'm not likely to forget. It happened on January 20 at 3.50pm. The XJ13 had been in moth-balls for some years after the project was cancelled but they decided to dig it out when we put the V12 into the road cars. We were only at MIRA to do some promotional filming, not for any serious running. I'd been driving around the banking slowly for most of the afternoon but the director said he wanted a few quick laps. I did two pretty close to flat-out and decided to do just one more before calling it a day. Coming off one of the banked turns, the off-side rear wheel, which takes all the load, just collapsed. I was doing about 145mph.

"The car started to leap up the banking but I managed to pull it away from the edge. Then I switched off the engine and, once it was clear that there was no more I could do and that there was about to be a fairly massive accident, I wriggled down under the scuttle and hoped for the best."

The perhaps unwisely named XJ13 dug itself briefly into the soft earth on the infield and then flipped. Dewis remembers it went end over end twice before starting to barrel-roll. Three complete revolutions later it finally came to rest, a bruised but otherwise unharmed Dewis still firmly wedged under the dashboard.

"I just walked away from it. After that, Sir William Lyons wanted nothing more to do with the car and the wreck sat under cover in a corner of the work-shop until 1975, when the rebuild finally took place."

A remarkable amount of the original car was saved. Despite the fact that the front and back of it were now missing, the vital central box section had withstood the impact well while the engine and gearbox remained intact. Once back to its original glories, the XJ13 was sent out as an ambassador for the marque, visiting the US and Australia and finding a permanent home in Jaguar's Browns Lane museum. It has been back to Le Mans and, last year, after a lengthy engine and suspension rebuild, was seen charging up Lord March's front drive during the Goodwood Festival of Speed.

The problem with the XJ13, says Dewis, is its rarity. "It's not like a D-type where, if something breaks, you can simply fit another part. There are no spare parts for the XJ13. Every component that exists for the XJ13 is already fitted to the car. If a bit breaks or wears out, there is nothing to replace it. That's why it doesn't run that often..."

It's running today, as anyone who was anywhere on MIRA's massive facility could not have failed to hear. Despite being a car born in the era where at least some pretence to road legality was required (it has a speedometer, handbrake and enough room in the boot for a spare tyre) these rules did not extend to require sound-proofing. Each of the engine's banks runs into a single exhaust, exiting in artful channels so as not to interrupt air-flow under the car. It makes an unsilenced D-type sound like a limousine.

Dewis shows me around the cockpit. It's a proper two-seater, though you sit rather cosily close together. There's disappointingly little space inside: I'd hoped that, without the need to accommodate an engine, there'd be a useful amount of leg room but, in fact, the cabin is considerably less comfort-able than that of a D-type. Dewis is built like a jockey and slides in beside me with ease. The steering wheel is disarmingly old-fashioned, a traditional wood- ➤

SPECIFICATIONS

Jaguar XJ13

ENGINE	
Type	Water-cooled 60deg V12 dohc, 24 valves
Capacity ...	4991cc
Bore/stroke ...	87 x 70mm
Induction ...	Lucas port-type mechanical fuel injection
Compression ratio	10.4:1
Max power ...	502bhp at 7600rpm
Max torque ...	386lb ft at 6300rpm
Specific output	101bhp/litre
Power to weight	446bhp/tonne
Transmission...	ZF five-speed with interlock
Ratios... ...	1st/2.42, 2nd/1.61, 3rd/1.23, 4th/1.00, 5th/0.85.
Final Drive ...	4.20:1
CHASSIS	
Construction	All-alloy monocoque with drive as stressed member
Steering ...	Unassisted Alford and Alder rack and pinion
Brakes	12in Girling ventilated discs
Front suspension	Double wishbones, coil springs, anti-roll bar
Rear suspension	Lower wishbones, drive-shafts as upper links, coil springs, anti-roll bar
Wheels	Dunlop magnesium alloy,
Tyres front/rear	Dunlop racing, 10.5x15in (f), 13.5x15in (r)
DIMENSIONS	
Length	176.5in
Width	73.0in
Height	38.5in
Wheelbase ...	96.0in
Track	56.0in
Kerb weight ...	2478lb



rimmed alloy-spoked affair whose 14in diameter is only a little smaller that those of the front-engined racing Jaguars. It sits low in the car and in line with the driver, if not the offset pedals.

Instrumentation is straightforward but, bizarrely, not a single dial sits in your direct sightline, all the gauges being bunched in a group to your left. Still, no one is likely to complain about a lack of information as all engine functions, from the temperature of the water and oil to the pressure of fuel and oil, are all precisely monitored.

Firing it up is simplicity itself. With no carburettors to prime, you simply switch on the ignition and flick the fuel pump switch. The entire car hums briefly as the twin pumps fill themselves with four-star. Then you tap down once more on the ignition switch and wait for the explosion. With the Lucas injection doing its stuff, it doesn't take long. At an 1800rpm idle, conversation with Dewis, sitting scant inches away, is by sign language.

The gearbox is easy as long as you remember that its sequential interlock system prevents you skipping gears. So if, for instance, the car was in fourth when it last coasted to a halt, it will not provide first until it has become briefly reacquainted with third and second. The gate is hidden behind a gaiter and the linkage less precise than Dewis remembers, making it all too easy to try and pull away from rest in third. When I did it, I knew my mistake the moment the racing clutch bit but, far from stalling, the big V12 simply revolved ever more slowly and then pulled away like a locomotive. Most modern road cars, with today's electronics, would have baulked at such treatment and it says much for the torque of the 32-year-old V12 that it never even looked like being a problem.

On the move it is a beautifully easy car to drive. For those who fit it is a comfortable car too; swapping ratios is childishly easy and, because of the exposed pipes shuttling water to and from the front-mounted radiator, warm enough to keep you cosy on the coldest of race days despite the open roof. Clearly its designers had thought hard about how best to preserve not only the car but also its driver and the need to keep him functioning at his best



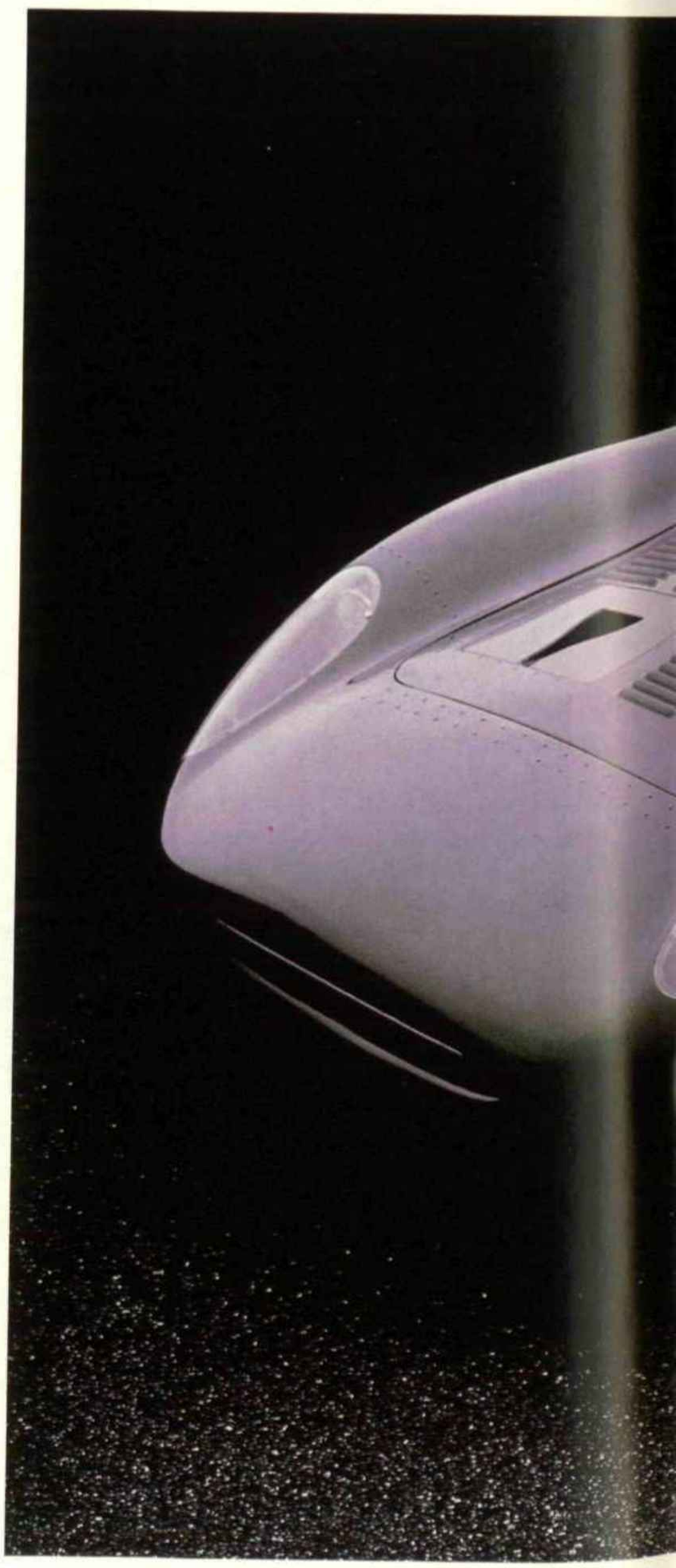
Five litres of all-alloy fury live here. Gave a daunting 502bhp during its original bench tests



Instruments include a speedometer calibrated up to 245mph. It is only slightly optimistic…



Seen from the back, the XJ13's swooping tail means it could almost be the front of the car



for 24 hours. It was a lesson Ford learned and, if you talk to David Hobbs, he will tell you the GT40 was an easy, vice-free car, which allowed its driver the freedom to complete the job in a fit state.

Whether the XJ13's on-limit behaviour is similarly sweet natured, I cannot say. I can tell you it is ferociously fast, absurdly so by the standards of today's more conventional supercars and that the noise is as sweetly savage as any made by an '80s Group C Jaguar though nothing like as musical as a contemporary racing Ferrari. Today, however, is not for slithering around the outer limit, tempting Providence in a place that has already come within a breath of claiming the life of this car and my passenger. Today is for soaking up the atmosphere and savouring a unique experience. Even so, it is almost more than I can manage not always to tread the throttle to the ground and feel what remains of its 500 horsepower hurl us down the straight.

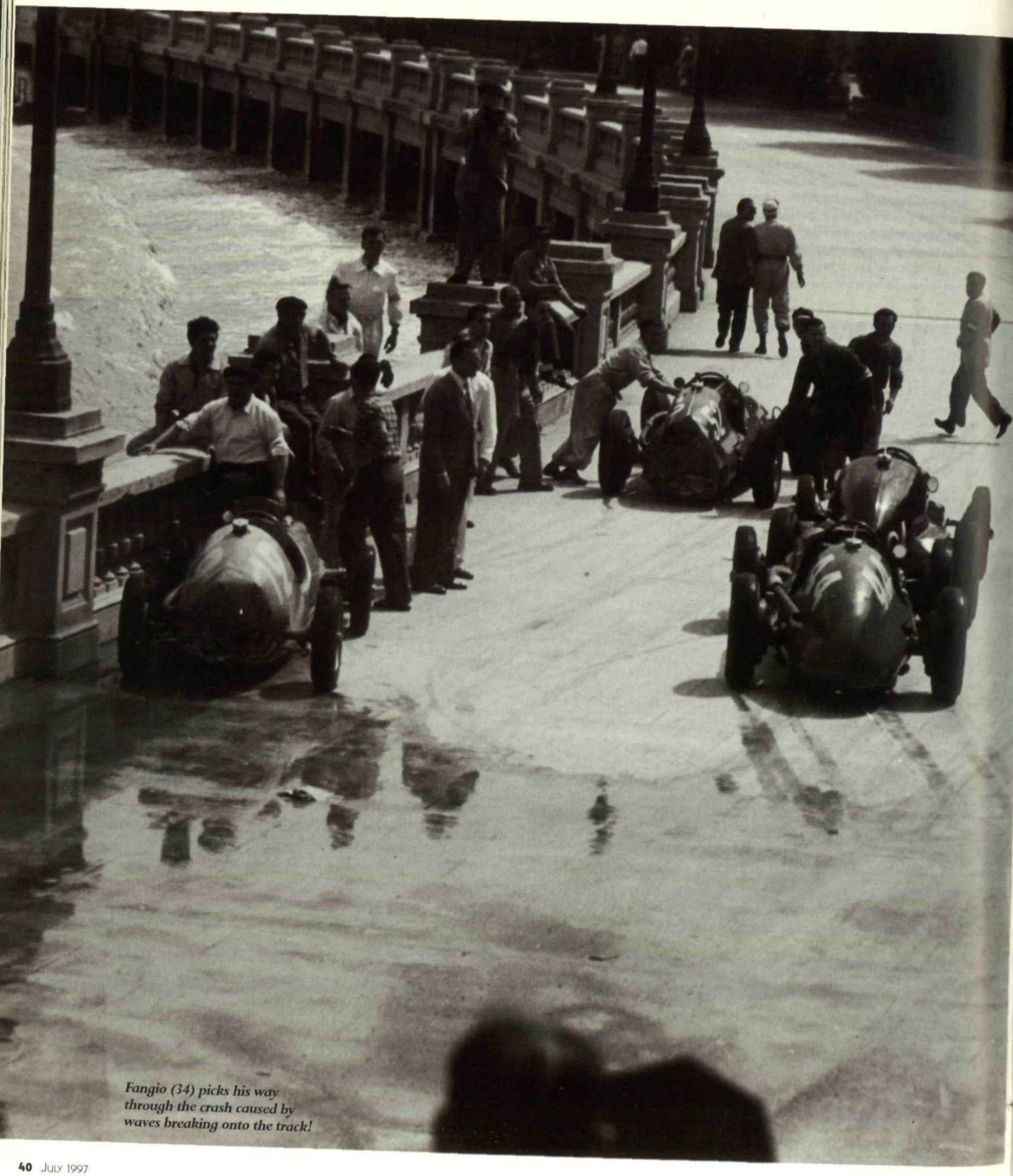
Later, Dewis climbs into the driving seat and heads off for a few laps. He drives it faster and better than I despite not having been aboard for what he will only own up to being "very many years". Dewis is more than just a retired engineer: he is as vital a part of Jaguar's history as any of its racers and you can see it written all over the faces of the Jaguar people who have come to watch these legends work.

Dewis was always the team's reserve driver and when the hired hands brought their racers in and blamed the car for uncompetitive times, it fell upon Dewis's shoulders to take the car out and discover whether the fault lay with driver or car. Like Rudi Uhlenhaut at Mercedes-Benz, he proved rather successful at going faster than the works driver.

He comes back wreathed in smiles, frustrated like me not to be able to go faster but similarly aware that the price of breaking any part of the XJ13 would be hideously high. For me, it was the best part of the day, better even than the privilege of being allowed my own short stay behind the wheel. There is only one XJ13 in the world, one place in the world in which it was driven truly in anger and one man in the world who knew both better than any other. Seeing all three back together once more was a simple and ceaseless delight. M



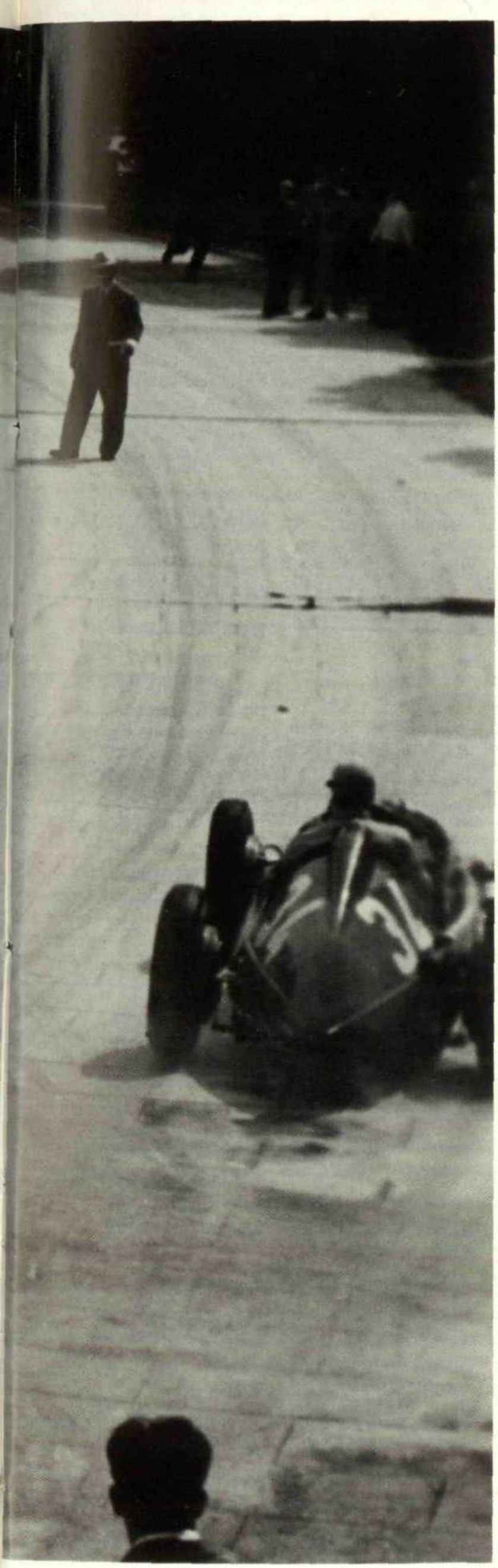
Beauty in the beast: XJ13 is living proof that the man who styled the C, D and E-types had lost none of his talent by 1965. XJ13 is a marvellous study in sleekness and fully 2in lower than the Ford GT40



Fangio (34) picks his way through the crash caused by waves breaking onto the track!

LUCKY STRIKE

IF JUAN MANUEL FANGIO'S FIRST RACE AT MONACO WAS STUNNING, HIS FIRST RACE LAP WAS UNBELIEVABLE. SHAUN CAMPBELL RECALLS FANGIO'S 'LUCKY' DEBUT WIN



JUAN MANUEL FANGIO CALLED IT LUCK. A SIMPLE word, expressed with a shrug, to explain how he remained alive when so many of his friends and rivals didn't. It seems a hopelessly inadequate explanation, but then luck means different things to different people. For Napoleon Bonaparte it was the quality he valued most in his marshals. Golfer Arnold Palmer once remarked that it was strange how the harder he practised the luckier he became.

If Fangio was lucky, nobody worked harder to earn it, nor trusted to it less. If you're looking for the qualities that made Fangio stand apart from his rivals, luck comes a long way behind innate talent, physical stamina and mental agility. It was these attributes that brought him his first Grand Prix win – at Monaco on 21 May, 1950.

It was the second round of the newly inaugurated World Drivers' Championship, which had opened at Silverstone a fortnight earlier with a crushing display by the supercharged Alfa Romeo 158s. Giuseppe Farina, Luigi Fagioli and guest driver Reg Parnell filled the first three places, lapping the rest of the field twice. Only one of the Alfas failed to finish – that driven by 'new boy' Fangio, at 39 some years younger than his Italian team-mates, and with only two short European seasons behind him.

Farina and Fagioli knew Monaco well. Both, indeed, were former winners of the Grand Prix, Fagioli way back in 1935 with Mercedes-Benz. Fangio, by contrast, was driving there for the first time. If he had been a second or two off his more experienced team mates' pace, it would not have been surprising. But right from the start of practice he was hammering the 350bhp Alfa around the streets at a speed nobody could approach. Pole position was secured with a lap of 1min 50.2sec, 2.6sec quicker than Farina.

At Silverstone the Alfas had been so much faster than everything else it had been almost embarrassing. At Monaco the competition was much closer. Froilan Gonzalez took third place on the grid for Maserati, Philippe Etancelin was fourth in the Lago-Talbot, and just behind Fagioli in sixth and seventh were the Ferrari 125s of Alberto Ascari and Luigi Villoresi. Apart from the flying Fangio, they looked pretty well matched.

Farina made the quickest start, leading the 29-car field into Ste Devote, but the Argentinean was quickest on the power out of the sharp right hander and shot past on the uphill drag to Casino. Farina clung on as best he could, the two Alfas already opening up a sizeable lead on Villoresi and Gonzalez at the head of the pack. At Tabac corner, the tight quayside left-hander at the end of the straight from the chicane, Farina spun wildly. There was a fresh wind blowing in from the sea and some waves had splashed over the harbour wall, making the exit to the corner slippery. The Alfa clouted some stone steps and bounced back into the middle of the track. Villoresi braked hard and found a gap, but from them on it was just chaos. Fagioli spun and the tail of his Alfa slewed into the nose of Farina's car; Gonzalez hit both of them and knocked them apart, Louis Chiron, Raymond Sommer and Ascari all managed to wriggle their way through, but then Louis Rosier's Lago-Talbot was hit up the back by Robert Manzon's Gordini and the chain reaction was set off again. In all, 10 cars in various states of damage were strewn across the corner's exit, leaving only a car-width gap on the inside for safe passage.

Oblivious to the carnage behind, Fangio started his second lap. Today, the race would have been stopped and the wonder of modern communications would have allowed it to be stopped almost instantly. But then there were just a few marshals and drivers desperately trying to manhandle the wreckage of 10 cars out of the way. A solitary yellow flag was waved at the approach to the corner.

Fangio was accelerating hard out of the chicane when he felt something was wrong. He hadn't yet seen the flag down at the bottom of the straight. High walls line the circuit at this point, making the approach to the corner blind, so he couldn't see the twisted metal that littered the track either. But what Fangio could see was the heads of the spectators, and they were dark instead of the blobs of white he would have expected to see. The spectators had found something more interesting to look at than him, the leader of the race, and that set Fangio's alarm bells ringing.

The night before, Fangio had been entertained by some Monaco GP officials and had been looking through some old photographs of the race. The image of a first lap pile-up in the 1936 race suddenly flashed into his mind and he stood hard on the brakes. The Alfa slithered to a stop inches from disaster. Fangio was close enough to the scene of the accident to lean out of the cockpit and give one of the cars a push on its wheel and ease it a few inches away. Just enough room to grab first gear and accelerate through the gap. Villoresi, warned by Fangio's fishtailing Alfa, also managed to pull up short, but stalled his engine.

As a race it was over. Fangio won by more than a lap, an easy win, the first of 24 Grand Prix victories over the next eight seasons. He thanked his luck. He was lucky to have seen that photograph the night before, he said. Lucky to have had practically all his opposition wiped out on the first lap. But luck had nothing to do with it. M

Rodolfo Mailander/Ludvigsen Library

PEKING TO PARIS MOTOR CHALLENGE

Who's taking up the challenge ?

100 entries for the Peking to Paris Motor Challenge starting this September:-

VINTAGEANTS (PRE-1950 TYPE)

Class A: up to 2000cc

Francesco Ciriminna(I)/Michele Ingoglia(I) ------- 1948 Fiat Cabrio
Gerry Acher(GB)/BruceYoung(GB) ---------- 1932 Aston Martin International
Walter Rothlauf(D)/Fritz Walter(D) ---------- 1928 Bugatti Type 40

Class B: 2000 to 4000cc

Francis Noz(USA)/Casper Noz(USA) ---------- 1928 Ford Model A Roadster
Prince Idris Shah(MAL)/Richard Curtis(GB) -------- 1932 Ford Saloon
Chris Dunkley(GB)/Janine Dunkley(GB) ---------- 1935 3.5 litre Bentley Tourer
David Arrigo(Malta)/William Caruana(Malta) -- 1948 Allard M Type
Lord Edward Montagu(GB)/Doug Hill(GB) -------- 1915 Prince Henry Vauxhall
Raymond Carr(USA)/Mike Wyka(PL) ---------- 1939 Ford Convertible
Pat Brooks(USA)/Mary Brooks(USA) ---------- 1949 Buick Woody Wagon
Richard Clark(GB)/Ken Hughes(GB) ---------- 1948 Buick 8 Special Sedanet
Ted Thomas(USA)/Vic Zannis(USA) ---------- 1950 Ford Club Coupe
John Jung(USA)/Andy Vann(USA) ---------- 1950 Ford Club Coupe
Brian Ashby(GB)/Duncan Ashby(GB) ---------- 1930 Delage D8

Class C: over 4000cc

Jonathan Prior(GB)/Mariam El Accad(D) ---------- 1936 Railton Cobham Saloon
Baron Willem Bentinck van Schoonheten(NL)/
Werner Hastedt(D)/Pieter Le Febvre(NL) ---------- 1936 Railton Straight 8
Kurt Dichtl(A)/Roswitha Dichtl(A) ---------- 1950 Rolls Royce Silver Dawn
Kjeld Jessen(DK)/Hans-Henrik Jessen(DK) -------- 1929 4.5 litre Bentley
Adam Hartley(GB)/Jonathan Turner(GB) ---------- 1929 4.5 litre Bentley
William Binnie(USA)/Edward Thompson(USA) -- 1928 Bentley
David Cohen(CDN)/Adele Cohen(CDN) ---------- 1930 Stutz Cabriolet
Charles Kleptz(USA)/Arlene Kleptz(USA) ---------- 1919 Marmon 34
David Dalrymple(GB)/Patricia Dalrymple(GB) -- 1949 Cadillac Coupe
Etienne Veen(NL)/Robert Dean(GB) ---------- 1927 Mercedes
John Matheson(AUS)/Jeanne Eve(AUS) ---------- 1967 Rolls Royce Phantom V
Don Saunders(USA)/Roger Coote(GB) ---------- 1930 Ford Model A
David MacDonald(GB)/Vincent Fairclough(GB) ---------- 1926 7.2 litre Bentley
Gerhard Weissenbach(D)/Susanne Huslisti(A) ---------- 1928 Rolls Royce Phantom I
Hermann Layher(D)/John Dick(D) ---------- 1907 La France 14 litres

FOUR-WHEEL DRIVE CATEGORY

Nigel Challis(GB)/Anthony Jefferis(GB) ---------- 1955 Land Rover Series I
John Bayliss(GB)/Phil Surtees(GB) ---------- 1942 Willys Jeep
Carolyn Ward(GB)/David Tremain(GB) ---------- 1961 Land Rover
Richard Taylor(USA)/Larry Davis(USA)/David Pierce(USA) 1962 Willys Jeep

CLASSIC CATEGORY

Class D: up to 1600cc

Burt Richmond(USA)/Richard Newman(USA) ---------- 1953 Citroen 2CV
Johan Van der Laan(NL)/Willem Graal(NL) ---------- 1958 Citroen 2CV
John O'Neill(CDN)/Susan O'Neill-Tscrycas(CDN) ---------- 1960 VW Cabriolet
Jennie Dorey(GB)/Geoffrey Dorey(GB) ---------- 1960 Morris Minor
Maurizio Selci(I)/Andrea Campagnoli(I) ---------- 1965 Citroen 2CV
John Thomason(GB)/Mike Kunz(USA) ---------- 1963 Triumph itesse
Melissa Ong(Sing)/Colin Syn(Sing) ---------- 1963 Porsche 356

Class E: 1600 to 2000cc

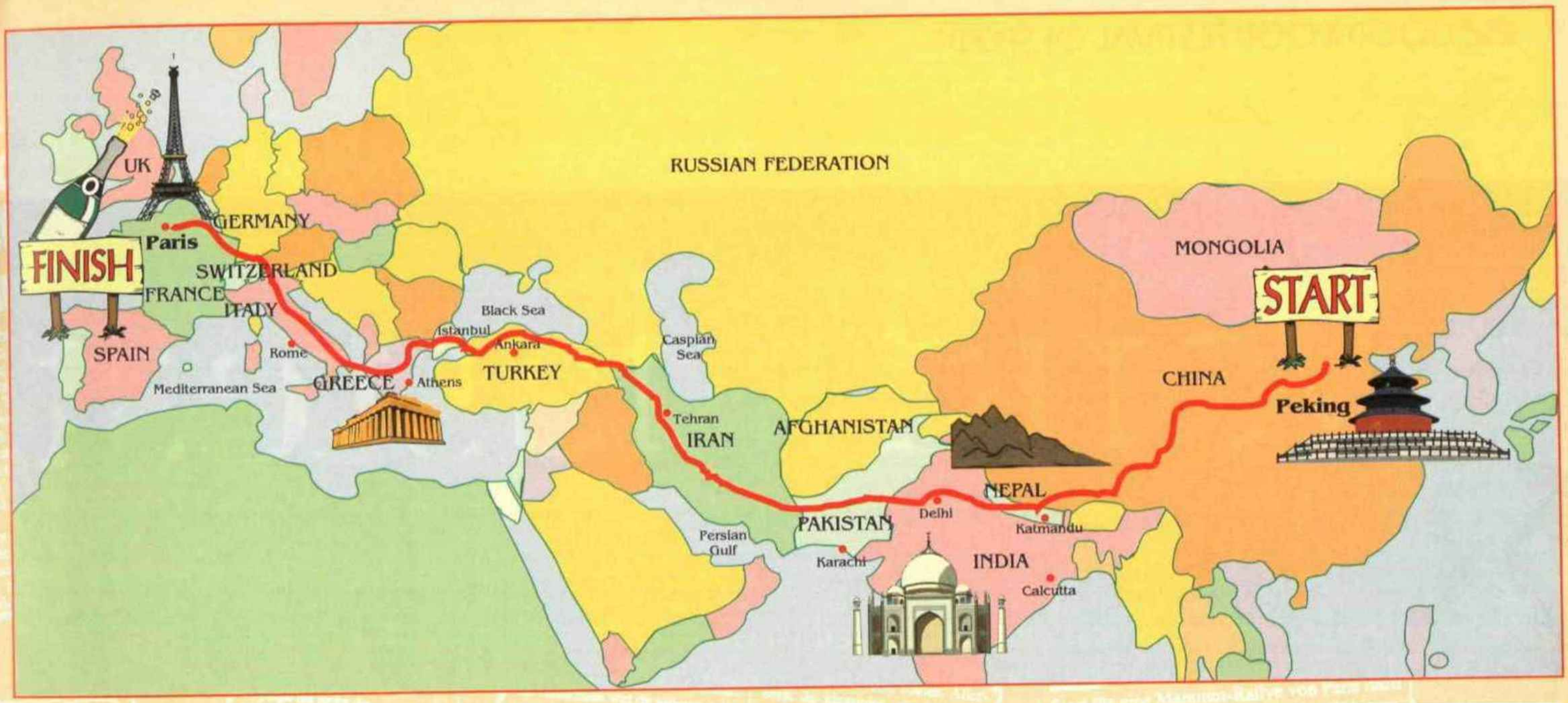
George Tinzl(I)/Monica Tinzl(I) ---------- 1963 Peugeot 404
Lisa Klokgieters-Lankes (NL)/James Wheildon(GB) ---------- 1952 MG YB
Nigel Broderick(GB)/Paula Broderick(GB) ---------- 1967 Ford Anglia Estate
John Catt(GB)/Simon Catt(GB) ---------- 1965 Ford Cortina Mk I
Daniel Orteu(GB)/Jonathan Davies(GB) ---------- 1962 Volvo Amazon
The Hon Francesca Sternberg(GB)/Jennifer Gillies(GB) ----- 1964 Volvo Amazon
Paul Minassian(F)/Paul Grogan(GB) ---------- 1962 Peugeot 404
Antonius De Witt(NL)/Herman Haukes(NL) ---------- 1964 Volvo Amazon
Roberto Chiodi(I)/Fabio Longo(I) ---------- 1964 Lancia Flavia
David Wilks(GB)/Andrew Bedingham(GB) ---------- 1974 Austin 1800
Linda Dodwell(USA)/Genny Obert(USA) ----------
Mohsen Eijadi (Iran)/Ramin Khadem(Iran) ----------
Seyed Amir Ali Javid(Iran)/Himayoun Kamal Hedayat(Iran
Valiid Kazerani(Iran)/Roozbeh Razzaghi(Iran) ----------
Jane King(GB)/Phil Bowen(GB) ----------

Class F: 2000 to 3000cc

Bart Reitbergen(NL)/Jolyn Reitbergen(NL) ----------
Peter Janssen(D)/Gunter Klarholz(D)/Wolfgang Meier(D) ---
Friederich Flick(A)/Felix Mumenthaler(SW) ----------
Roby Hellers(L)/Nicholas Thill(L) ----------
Josef Feit(D)/Rene Feit(D) ----------
Anton Aan de Stegge(NL)/Willemien Aan de Stegge(NL) ---
Richard Sackelariou(AUS)/Andrew Snelling(AUS)/
Susan O'Neill(AUS) ----------
Werner Graf(D)/Klaus Koppel(D) ----------
Murray Kayll(GB)/Amanda Kayll(GB) ----------
Thomas Noor(D)/Maria Bouvier Noor(F)/Henning Kohler(D
Peter Cordrey(GB)/Gordon Phillips(GB) ----------
David Brister(GB)/Brian Miller(GB) ----------
David Morris(GB)/Sheila Morris(GB) ----------
Rolf Meyer(D)/Gerrit Geiser(D) ----------
Fred Multon(GB)/Tim Laughton(GB) ----------



First out of China ... Prince Borghese, Itala, leads 1907.



The longest ever competitive motoring challenge for vintage and classic motor cars

David Bull(GB)/Angela Riley(GB)/Helen McGugan(GB)	1965 Rover P5
Werner Esch(L)/Sylvia Esch(L)	1952 Mercedes 300

Class G: over 3000cc

Gerald Crown(AUS)/John Bryson(AUS)	1963 Holden
Derek Radcliff(GB)/Nigel Webb(GB)	1953 Jaguar Mark VII
Richard Dangerfield(GB)/Jill Dangerfield(GB)	1965 Holden HR Saloon
Jonathan Lux(GB)/David Drew(GB)	1972 Rover P5
Ivar Moe(N)/Tom Granli(N)	1969 Morgan Plus 8
Renger Guliker(NL)/Gerda Guliker(NL)	1956 Chevrolet Pick-up
David Hardman(GB)/Philip Dean(GB)	1964 Aston Martin DB5
Anthony Buckingham(GB)/Simon Mann(GB)	1964 Aston Martin DB5
Theodore Voukidis(GR)/Stelios Vartholomaios(GR)	1955 Chevrolet Bel-Air
John Goldsmith(GB)/Murdoch Laing(GB)	1966 Aston Martin DB6
Carl Schneider(USA)/Don Jones(USA)	1954 Packard Convertible
Erik Christiansen(Bahamas)/Philip Compton(USA)	1965 Rolls Royce Silver Cloud
Duke of Somerset(GB)/Anthony Hayes(GB)/ Christopher Shaw (GB)	1964 Ford Galaxie Estate
Peter Noble(GB)/Susan Noble(GB)	1955 Bentley Continental
Howard Bellm(GB)/Christopher Taylor(GB)	1968 Chevrolet Camaro

TOURING CATEGORY

EustacheTsicrycas(GR)/Christoforos Karaolis(CY)/ Jasmine Lovric(CDN)	1955 Peugeot 403
Wong Peng Yew(MAL)/Win Win Wong(MAL)	1956 MGA
Herbert Handlbauer(A)/Elfi Handlbauer(A)/ Lisbeth Handlbauer(A)	1938 BMW 328
Mark Klabin(I)/John Dick II(USA)/Jorg Holzwarth(D)	1964 Land Rover
Joao Netto(P)/Jose Costa Simoes(P)/Jose Machado(P)/ Jose Netto(P)	1932 Ford 3.4 litre
John Stuttard(GB)/Roy O'Sullivan(GB)/Simon Anderson(GB)/ Gordon Barrass(GB)/David Colvin(GB)/Robert Waters(USA)	1934 Rolls Royce 20/25
Jeff Fortune(USA)/Joan Fortune(USA)/Bud Risser(USA)	1955 Chevrolet Station Wagon
Bill Ainscough(GB)/William Ainscough(GB)/ Barry Attwood(GB)/Andrew Walker(GB)	1929 Chrysler 77
Arnold Schulze(D)/Jutta Breuer(D)/Nora Schulze(D)	1950 Bentley Special

1968	Hillman Hunter
1970	Peykan 1800
1970	Peykan 1800
1970	Peykan 1800
1968	Volvo Amazon
1965	Volvo PV 544
1965	Mercedes 220
1964	Mercedes 220
1951	Sunbeam Talbot 90
1967	VW Cabriolet
1966	Citroen ID21
1965	Wolseley 24/80
1968	Triumph TR6
1967	Mercedes 250 SE
1966	Mercedes 250
1961	Rover 100
1963	Rover 100
1956	Austin A90
1968	Mercedes 280
1955	Austin A90

For the first time in 90 years, the Peking to Paris Motor Challenge, the world's first international motor marathon, is to take place again. The route is tough and daunting, and just like 1907, much of it has never been rallied before ... the first ever north-south crossing of China, and right across Tibet, is something that has not been allowed to happen - until now. The spectacle of such a variety of different vintage and classic machinery rattling the chimney pots of the roof of the world - the highest road ever built is to be climbed well before the Everest checkpoint - provides a daunting enough obstacle and a stunning drive ...

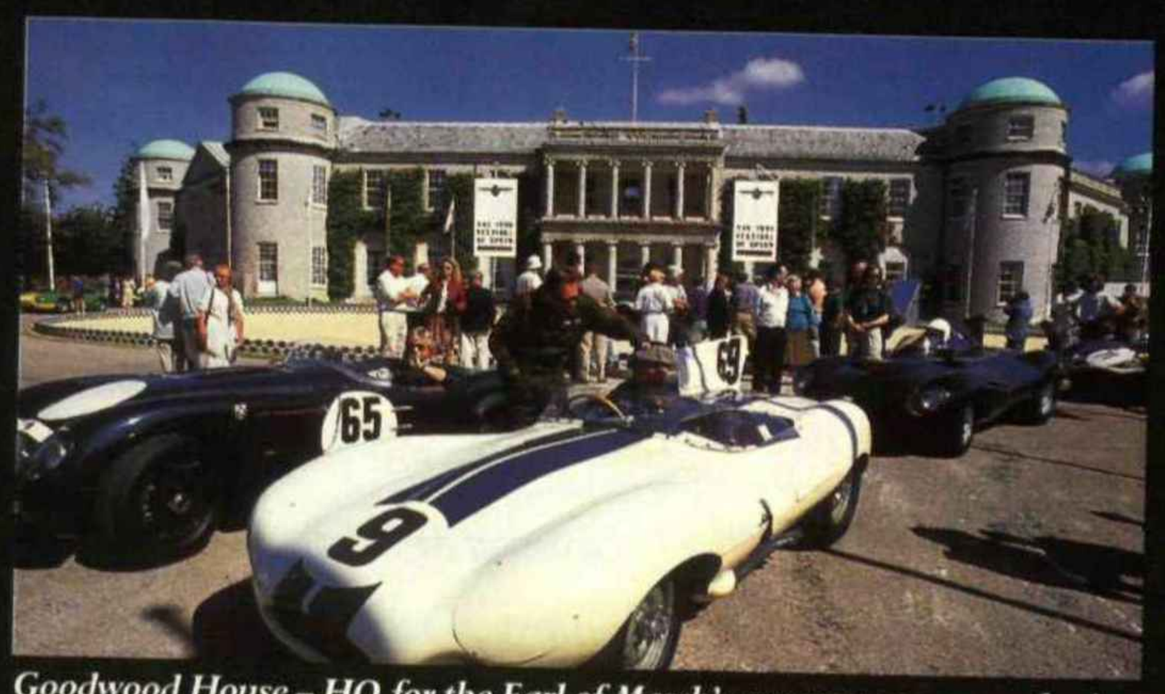
Contact Philip Young:
Rally Office, Ashbrook Mews, Westbrook Street,
Blewbury, Oxfordshire, OX11 9QA
Telephone: 01235 851291 Fax: 01235 851292

Internet: www.carnet.co.uk/pekingparis

Press Enquiries to Graham Robson:
Tel: 01308 897311 Fax: 01308 897416

World's fastest

Historic car events have now hit centre-stage around the world – witness the crowds at the Mille Miglia, Laguna Seca, and May's remarkable gathering on the Grand Prix circuit at Monaco. Goodwood's Festival of Speed is one of these prime international events, and this year features an astonishing assembly of racing cars from years past. There are more historic cars racing today than ever before, thanks to surging interest, and as grids expand and paddocks run out of space, the sheer number of



Goodwood House – HQ for the Earl of March's summer-season gathering



Laurence Baker

Straw-bale barriers recall pre-war days, as the Turtle Drilling Spl passes

IF THE LIKES OF STIRLING MOSS, JACKIE Stewart, Emerson Fittipaldi and Jody Scheckter make you want to go trackside, then head for Goodwood Park in Sussex between Friday, June 20 and Sunday, June 22.

The fifth Goodwood Festival of Speed is set to break all records for cars, drivers and spectators alike, and, for 1997, this brainchild of the Earl of March has a few surprises in store as well.

If you've never been to the Festival before, then a little scene-setting is in order. In the beautiful surroundings of Goodwood House, the Earl invites the greatest motorsport machinery and finest drivers of this and past ages to tackle the 1.16-mile narrow, twisting driveway that passes by his ancestral home. The course record, set by Jonathan Palmer in a Williams FW08 last year, stands at just 45.0 seconds, but with last year's championship-winning FW18 attacking the hill this time, the record could tumble yet further.

In previous years such notables as Moss and our own DSJ were reunited to climb the hill in their Mille Miglia-winning Mercedes, and this year, to commemorate Jenks' achievements and contribution to our sport, Stirling will run again in a 300SLR in DSJ's honour.

Once again, the organisers have succeeded in arranging a tremendous cavalcade of cars and motorcycles for this year's event, and top of the list will be the V16 Auto Unions, the amazing 24-litre Napier-Railton, a plethora of Formula One racers of all decades, and sports and rally cars as well.

Spread across three days, the Festival literally has something for everybody. It kicks off on June 19 with Enthusiasts' Day. Ideal for a relaxed nose around the paddock, entrants start to arrive at 9am, and both cars and motorcycles have their first run on the hill in the afternoon's free practice session. Friday is a great chance for autograph hunters and car buffs to get close to the action without the busier crowds of the weekend, and Brooks the auctioneers will be holding a sale of classic sports and racing cars at 2.30pm.

Saturday is Family Day – and a wise choice if you want to avoid the huge

garden party

vehicles can be dazzling to the onlooker. In the following pages, therefore, we have selected some of the machines which we regard as especially significant; some for their racing record, some for their rarity, some for their brave attempt to break the mould. They represent widely differing eras and types of competition, but all are dramatic examples of motor-racing passion. Seek out these cars amongst the hundreds attending to see, and hear, an unparalleled spread of racing history in action.



Autograph hunters should make the most of Friday being the quietest day



Nowhere else can you see a modern Formula One Ferrari from this close

Sunday crowds which can make getting to the park an event in itself. It is also official practice for all competitors, when nearly 160 cars and bikes will go against the clock for the first time. Former world champion John Surtees has gathered together a collection of championship motorcycles, so watch out for the likes of Barry Sheene and Giacomo Agostini as they hit the hill in anger on two wheels. And sometimes one.

For concours cars, there's the prestigious Cartier 'Style et Luxe' competition for pre-war coach-built vehicles, which is previewed on Saturday. And at the other extreme, 'mud-racing' is all set for the redesigned rally stage, which gets its debut the same day.

On Sunday, Goodwood plays hosts to the Garden Party of the Gods. This is the main day of the festival, and the crowds will reflect that. Gates open early – 6.30am – for those desperate for a good grandstand seat, and action starts at 9am. On Sunday the 'Gods' of motorsport will be out in force, so if you want to see history in motion follow the signs to Chichester. M

WHERE AND HOW MUCH?

With tens of thousands of spectators expected at the Festival of Speed, it's vital that you give yourself plenty of time to get to Goodwood Park. From the M25, leave at Junction 10 taking the A3 to Milford and then the A283 to Petworth. From Petworth take the A285 to Halnaker then follow the signs to Goodwood.

From the south coast, take the A27 to Chichester and follow the signs to Goodwood once you hit the by-pass.

A bus service will operate from Chichester railway station to the festival starting from 10am every morning, and a radio station, RAC FM, will broadcast on 87.7FM with traffic news, weather updates, news, interviews and the latest information on the festival.

Entrance to the Festival of Speed costs £10.00 on Friday 20th June, £20.00 on Saturday 21st June and £25.00 on Sunday 22nd June. A grandstand seat on the Saturday costs £10.00 and £20.00 on the Sunday. Children under the age of 12 accompanied by an adult will be admitted free. Car parking is free. To reserve tickets in advance call the booking office on 01243 787766.

by Stirling Moss

The 250F was one of those great racing cars that was pretty much right straight out of the box. It had some initial problems and did benefit from development – like the re-location of the De Dion from behind to ahead of the rear axles and the move to disc brakes – but essentially it was a cracking design.

The great thing was that it was so well-balanced. It was terrifically user-friendly – not vicious in any way. It was easily the nicest Grand Prix car to drive. The only car that came close to it was the BRM P25, and that had failings that the Maserati didn't.

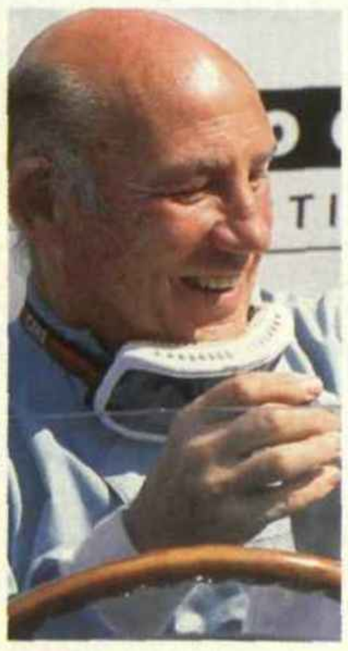
The engine's characteristics were good – it didn't have dreadful flatspots like the Vanwall – but it gave away about 15bhp to the Ferraris. The chassis made up for it by letting you balance it on the throttle to a remarkable degree. To try to get the most out of it, I ran mine on nitro-methane. If you added 10 per cent nitro, you got a 10 per cent power increase – very rewarding. I used 7000 as a rev limit but the factory cars got up to 7800rpm with development.

Another 250F good point, especially at places like Monaco, was the gearshift, which was very nice. I ultimately switched to discs but the brakes were always very good too.

But it was the chassis that really shone. It was so sensitive, in exactly the right way. If someone had put an extra 2lb in the rear tyres, or took 2lb out of the front, I'd have known. It was *that* sensitive. So you could work on the shock-absorber settings and try different tyre pressures until you got exactly the set-up you wanted. That made it a lovely car to drive, especially if the conditions were difficult.

For example, when it was pouring so hard in the second practice session for the Swiss Grand Prix at Bern in 1954 and the visibility was diabolical, I managed fastest lap ahead of Gonzales and Hawthorn in the Ferraris and Kling, Herrmann and Fangio in the works Mercedes – not bad for a private entrant. It was that wet pole that secured my drive with Mercedes for 1955.

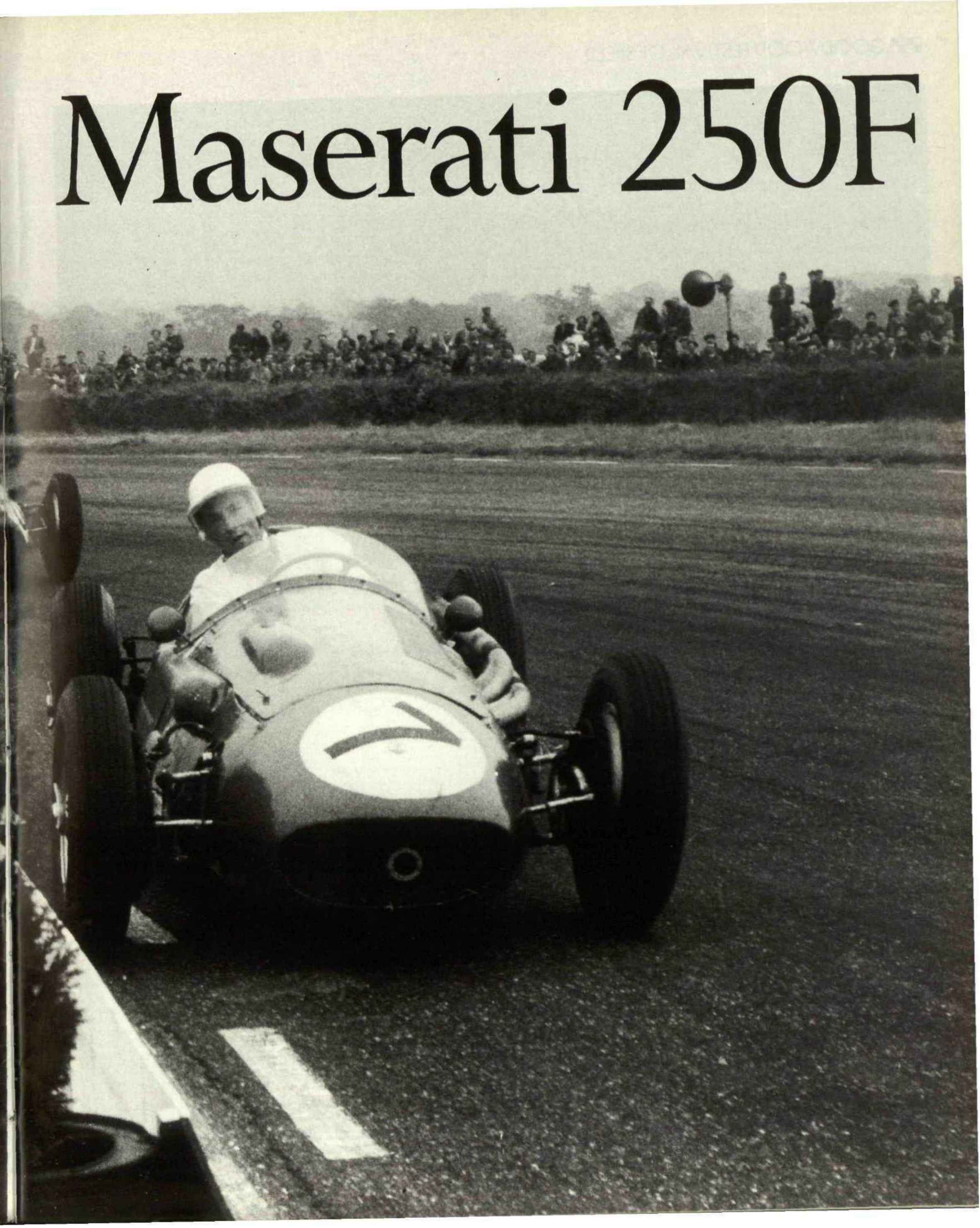
My best race in a 250F was the Monaco Grand Prix in 1956 when I got into the lead from second on the grid and was able to stay out in front, finally beating Fangio by six seconds. Denis Jenkinson wrote in his MOTOR SPORT report that "Moss was driving with a relaxed precision that was a joy to watch". It was the 250F's balance and lovely character that let you do that. ■



Stirling Moss (above) remembers the 250F fondly. At the British Grand Prix in 1956 (right) he set fastest lap before retiring from the race with a broken gearbox



Maserati 250F





The stunningly beautiful Ferrari 333SP was quick straight out of the box

Ferrari 333SP

by Tony Southgate

There's a certain mystique about Ferrari. I was thrilled to be working there – that was the most enjoyable thing about my three years on the 333SP project. Having been in this game for a few years, it was great to be part of what can only be described as a magic establishment. But I have to admit that I called up Luca di Montezemolo for one simple reason – I needed a job. Group C had finished, and I was out of work.

I'm a bit of a sportscar fan to start with, and the Ferrari 333SP is a real sportscar, not a phoney GT car. Though the funny thing is that I phoned Montezemolo, who I knew from my days with BRM, because I'd heard Ferrari was about to go GT racing, which was just getting going back then.

When I got there they had a little design team going, headed by a bloke called Mauro Rioli. He'd worked in F1 for Ferrari for 14 years or so, on gearboxes and God knows what. The trouble was, and I didn't find this out until much later, Rioli had never been to a motor race in his life.

By Ferrari standards, it was a fairly weeny operation. We never had more than 12 people. The money was non existent – TWR spends much more on its sportscars. It was Piero Ferrari's project; he was dead keen on it, but he couldn't get the funds. Fiat wasn't interested and Montezemolo quickly went cold on the idea because it wasn't his project, and there was all this talk about it getting in the way of F1. Which, of course, was a load of nonsense.

I reckon Ferrari broke even on the project. I think all the cars they sold pretty much paid for everything. So they got a lot of publicity from winning a lot of races for next to nothing.

It was pretty amazing to turn up at our first race, at Road Atlanta, with four cars, and to come away with first, second and fourth. Daytona the following year was a big disappointment because the cars were running like clockwork for 13 hours before the valve seats wore out. But we won at Sebring, which was great because it's one of the classic races. We won the World Sports Car championship in 1995 as well.

I wouldn't put the 333SP in the same bracket as some of the old Ferrari sportscars from the 1960s. But if Ferrari hadn't turned up I don't think the World Sports Car series would ever have got going. M

The Silver Arrows

by Chris Nixon

For the first time in almost 60 years, the fabulous Silver Arrows of Auto Union and Mercedes-Benz will be officially represented in England, when two cars from each company appear at the Goodwood Festival of Speed.

Although examples of these pre-war supercars have appeared here in recent years, not since the Donington Grand Prix of 1938 have factory entries run together on a British track. Now, Auto Union's 1939 V16 mountainclimb special, which HP Müller drove at Grössglockner that year, will be blasting up the Goodwood hill, in all probability with Hans-Joachim Stuck (son of pre-war Auto Union ace Hans Stuck) at the wheel; and Mercedes will have one of its 1937 5.6-litre W125s in the competition.

Paddock prowlers should make a beeline for the German teams' static exhibits. Auto Union will present a 1936 V16 C-type (the type with which Bernd Rosemeyer won the European Championship that year) and, not to be outdone, Mercedes will have a vast streamliner on show (one of which Hermann Lang drove to victory in the 1937 Avus GP).

The Muller Auto Union is one of the two cars built specifically for mountainclimbs, using 1936/1937, V16 6.0-litre engines in the 1938/1939 3.0-litre chassis. Discovered in Riga, Lithuania in 1977, it is fresh out of the Sussex workshops of Crosthwaite and Gardiner, where it has undergone a superb restoration.

With its engine placed behind the driver, the Auto Union is one of the forerunners of today's GP cars. *The* forerunner, however, was the mid-engined 2.0-litre Benz Tropfenwagen of 1923. Adolf Rosenberger raced that car and by 1932 he had become Professor Ferdinand Porsche's business manager. Although the Benz had not been a success, Rosenberger was sold on its mid-engined layout and he undoubtedly influenced the design of Porsche's P-wagen, soon to be known as the Auto Union.

Looking quite unlike anything else on the tracks, this sleek, silver machine caused a sensation when it first appeared in public on March 6, 1934 at Avus, where Hans Stuck set three world records. However, for all of its futuristic looks and advanced design, the V16 Auto Union proved to be quite a handful and only three drivers ever really mastered it: Stuck, Achille Varzi and Rosemeyer.

Only one other manufacturer – Alfa Romeo – saw fit to follow Professor Porsche's mid-engined layout for a racing car, but World War II prevented Alfa's flat 12, 1½-litre Type 512 from going racing. It would be 20 years before a mid-engined Grand Prix car – built by John Cooper – was seen on the race tracks, and in 1959 Cooper Cars won the Constructors and Drivers World Championships, proving that Professor Porsche was right all along. The Benz Tropfenwagen may have got there first, but it was Porsche's Auto Union which really changed the face of Grand Prix racing. M



Hans Stuck tackles Shelsley Walsh in his mid-engined V16 Auto Union in 1936



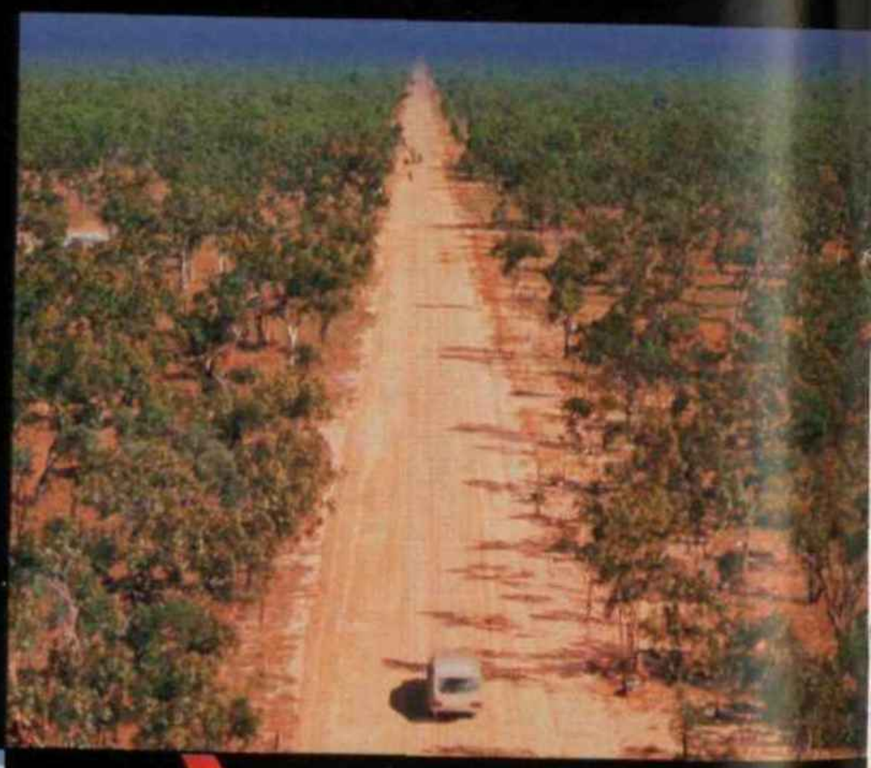




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Williams FW18

by Patrick Head

Williams has achieved massive success since it scored its first Grand Prix win in 1979, but none of the team's cars has been anywhere near as successful as last year's Renault-powered FW18.

World Champion Damon Hill and runner-up Jacques Villeneuve won 12 of the 16 Grands Prix, a record bettered only by McLaren's unrepeatable 15 wins with Ayrton Senna and Alain Prost back in 1988, when Honda got its sums right in the last year of turbo engines.

Williams scored 10 wins in both 1992 and 1993, the championship years for Nigel Mansell and Prost respectively, and then in the traumatic '94 season Hill scored six victories and was beaten to the title only in the last race.

In 1995 Hill and David Coulthard won only five times between them with the FW17. It was a season marked by incidents for both men, and the figure could well have been doubled; although Schumacher and Benetton did more winning, there wasn't much wrong with the FW17 by season's end.

These days successful cars change very little over the winter, and not surprisingly for the Williams design team, the '96 car was only a subtle development on the previous model. The FW17 had an upgrade towards the end of 1995, which was the 17B, and that was already a pretty good car. The higher cockpit sides were the main visual difference on the FW18, but it was very much an evolution.



The secret of success in a modern F1 car is evolution, according to Williams technical director Patrick Head. The FW18 is the team's living proof of that philosophy

The cockpit sides were a key change; along with Jordan, Williams produced a very sleek, low design which met the new safety rules. Other teams were frustrated when their shapes proved less aerodynamically efficient.

In addition to the 12 wins, Hill and Villeneuve took 12 poles, losing out only to the genius of Michael Schumacher and well-deserved fortune of Olivier Panis in the other four events; remarkably, Damon was on the front row for every single race.

For us, it was our best season. It was definitely a good car. The drivers were obviously happy with it. But as a designer naturally you remember cars from the days when there were maybe only two or three people involved in the design. Now, although it is just as satisfying to create a winning design, you don't tend to have quite such a central feeling about the car, because design is very much a team effort. M

Napier-Railton



The massive Napier-Railton Brooklands record holder with owner John Cobb



by Bill Boddy

One of the largest and most impressive racing cars in the Brooklands section of the Goodwood Festival assembly will be the 24-litre Napier-Railton, holder of the ultimate lap-record for the famous banked Surrey Motor Course.

It was built in 1933 for modest fur-broker John Cobb, who liked very big racing-cars, by Thomson & Taylor, specialist engineers with premises within the precincts of the Track. The celebrated Reid A Railton's brief was to provide Cobb with a car that hopefully would take the lap-record, be durable for races over Brooklands' somewhat rough concrete surface and survive long-distance record-bids.

To this end Railton, who was also responsible for the Railton-Terraplane touring cars, used a slow-running Napier W-formation aviation-type engine, installed in a very rugged chassis. Look at the massive side-members, twin cantilever back springs and the fine engineering of the front axle, and you will understand this. The racing body has a spacious cockpit, for Cobb was a big man and would need this on record runs of up to 3,000 miles and 24 hours.

The Napier Railton was immediately successful at Brooklands, winning its first race at the August Bank Holiday Meeting of 1933 from a scratch start. The impressive aluminium-and-black car, consuming ordinary pump petrol, had shown the spectators a standing-start lap of 120.59 mph and a flying lap of 123.28 mph. This was the beginning of a highly-successful career for Cobb and his new car.

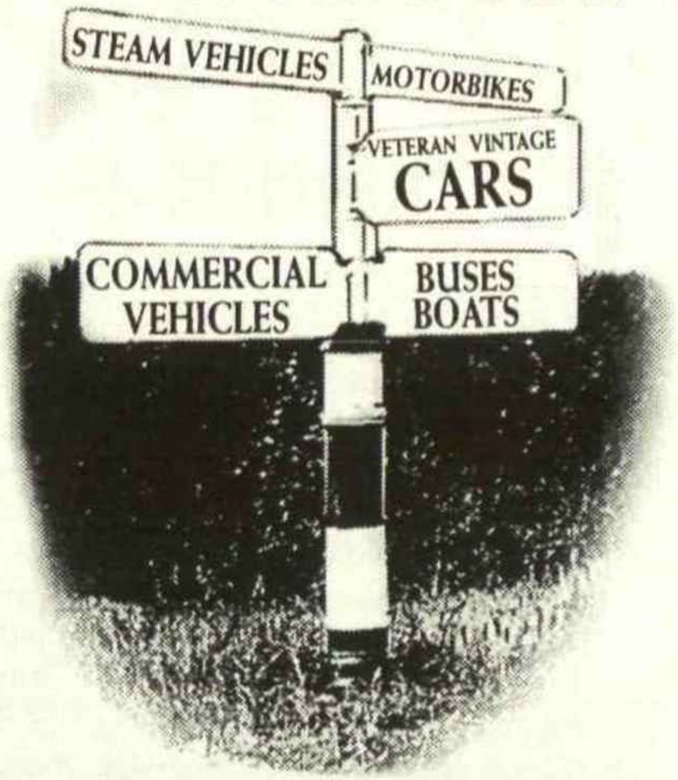
When running for long spells, very large Dunlop special racing tyres were required, imposing a heavy task for the mechanics changing wheels at pit-stops. The Cobb-Napier-Railton combination broke the Brooklands lap-record three times, to that final unbeaten 143.33 mph. (Cobb said this was like trying to see how far he could lean out of a first-floor window without falling out).

With top co-drivers, world records were broken at Monthléry track near Paris and on the American Salt Flats at Utah. The BRDC 500 mile Race was won at 121.28 mph and the 500km version at 127.05 mph, and the Napier-Railton was timed over the kilometre at 151.97 mph. After Cobb was killed trying for the Water Speed Record, his car was used in the film *Pandora*, employed for testing GQ aircraft-brake parachutes at Dunsfold, became a museum exhibit, then was sold abroad.

How excellent that this fastest of the Brooklands cars will be on display at Goodwood. M

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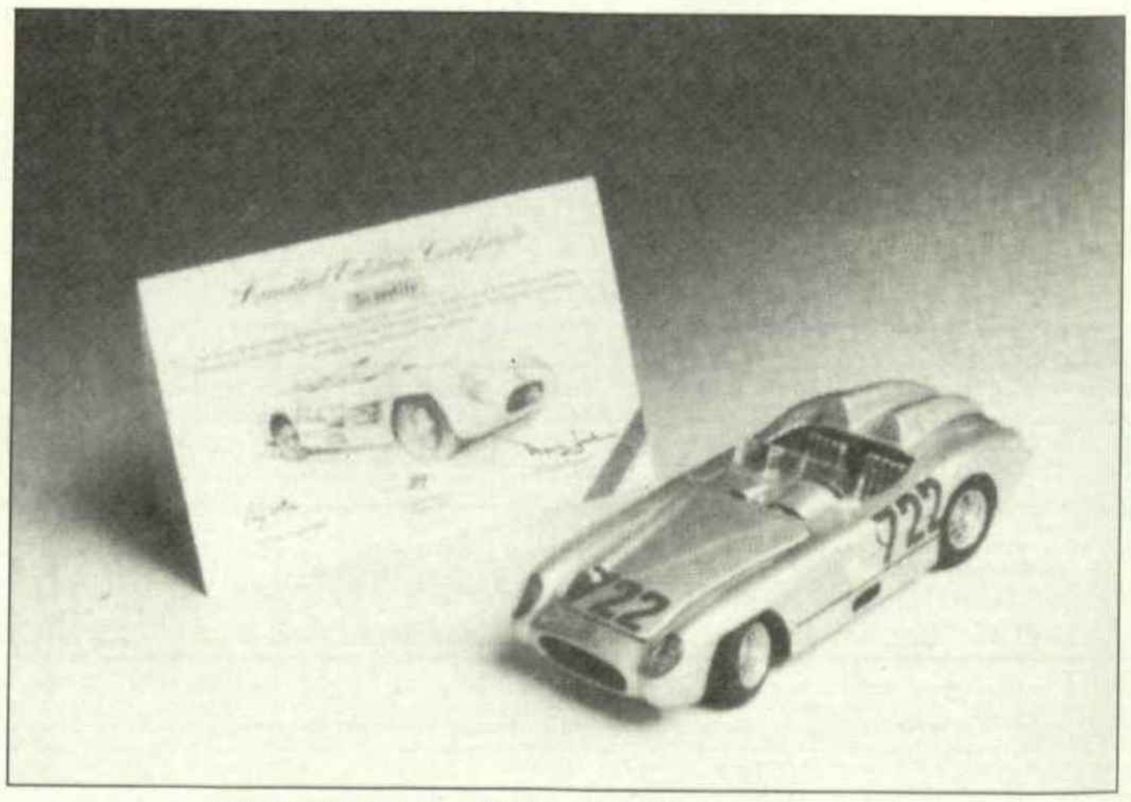
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Porsche 917/30

by Derek Bell

It doesn't matter who you are, what you've raced or how long you have been in the front line of motor racing, there is still nothing you can do to prepare adequately for the experience of driving the Porsche 917/30. The reason is simple: with 1100bhp exploding out of the mighty twin-turbo, flat-12, air-cooled engine, it is the most powerful car that ever raced. By comparison, a Le Mans 917 is slow and today's Formula One cars more than a little underpowered.

It is the car that, nearly 22 years ago, lapped the Talladega Super Speedway at an average of over 221mph, faster than any car had on any circuit in the world. Then it was driven by the brilliant Mark Donohue, who had driven it to victory in six of the eight rounds of the 1973 Can-Am championship.

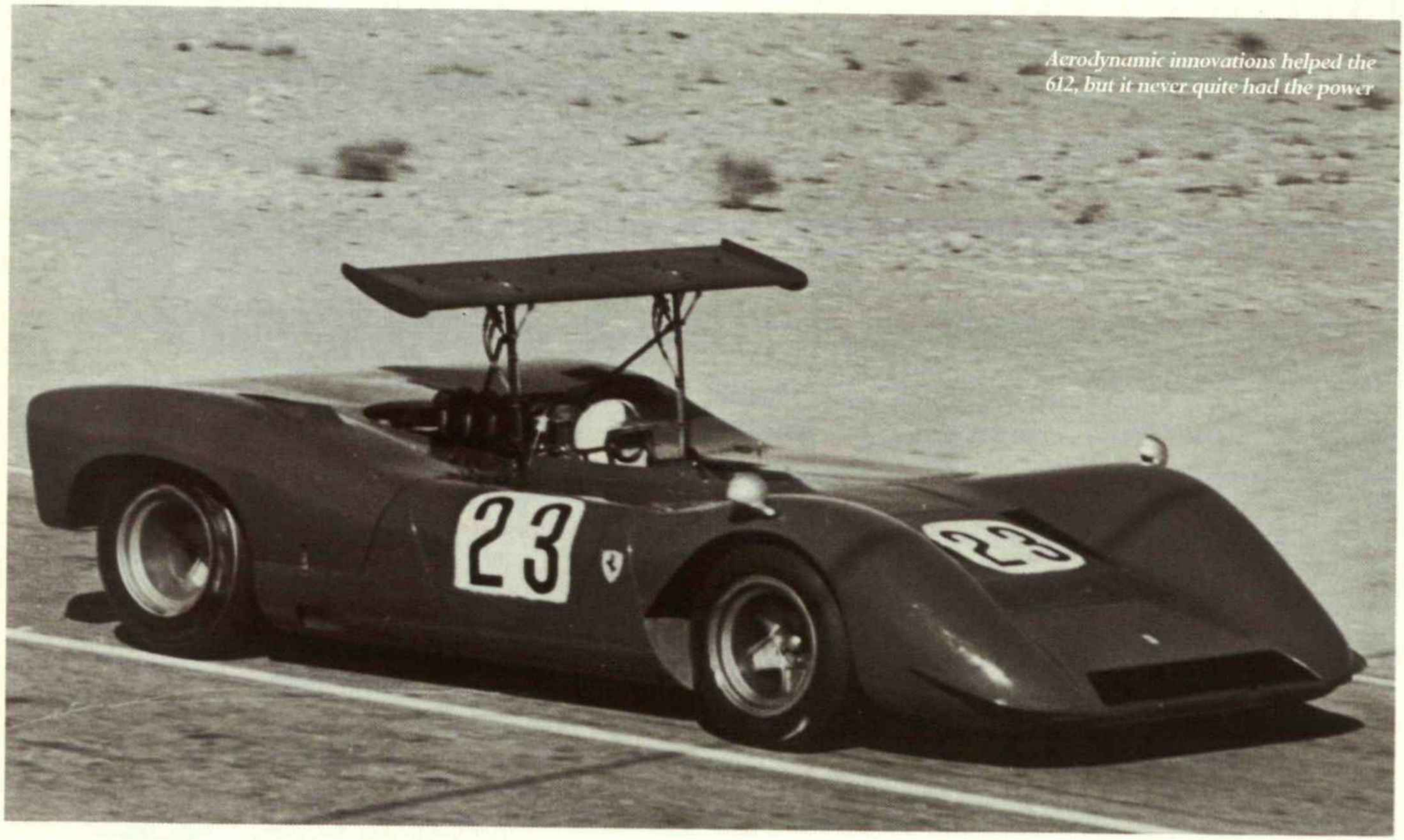
There can be few competitive environments less suited to this car's unique talents than the Goodwood hill. Driving it there is an exercise in infinite restraint as it will spin its rear tyres in any gear on any part of the hill if you're even the least bit over-zealous with the accelerator. Even so, it's not the uncontrollable beast you might imagine. Turbocharging was in its infancy when this 917 came along but even so, the twin KKK blowers don't try to kick you off the road the moment they come up to speed. You can hear them winding up and the surge of torque they provide, while mighty, is progressive and gratifyingly easy to handle.

What's best about driving the 917/30 today though is the knowledge that it has been looked after by Porsche. That means you don't have to worry about its preparation. I can climb in and know that the brakes are going to work, the chassis is in perfect condition and that it's not going to tear itself to pieces if I lean on the throttle a little.

When you see the 917/30 at Goodwood, listen to it as it goes past. Thanks to the turbos, it's quite a quiet car but you'll still be able to hear the engine racing up and down its rev-range with no commensurate increase in the car's speed. You'll probably think the clutch is slipping but don't worry: it's much more likely to be good old-fashioned wheelspin. ■



No matter what you've driven before, nothing, says Bell, can quite prepare you for the 917/30 experience. Top, Mark Donohue heads for a debut win at Watkins Glen, 1973



Aerodynamic innovations helped the 612, but it never quite had the power

Ferrari 612P

by Chris Amon

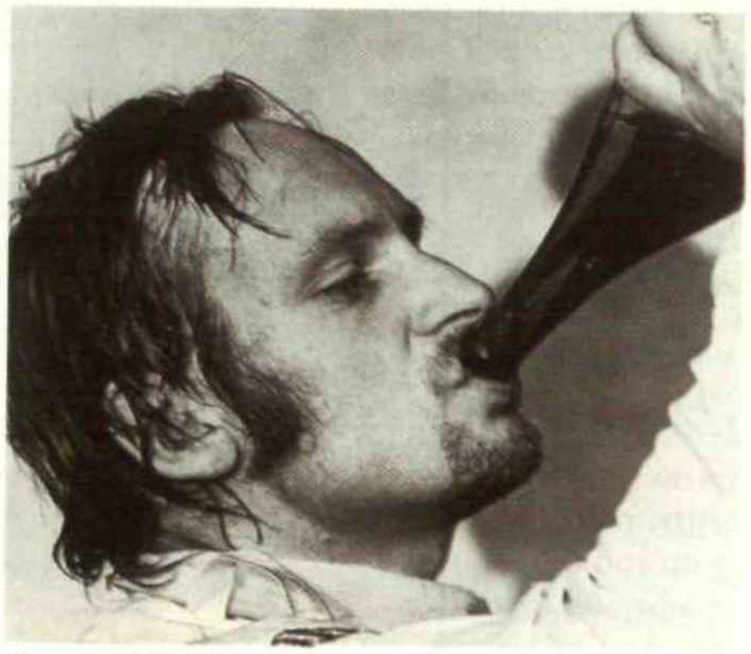
I don't feel that the 612 ever reached its full potential. There was a lot left in it but the project always had a low priority at the factory and our results reflected that. Ferrari never really appreciated how competitive CanAm was.

The car wasn't finished until the middle of 1968, there were engine problems with the 6.3-litre V12 and we didn't arrive until the last round of the series at Las Vegas. Our race lasted all of 100 yards before Jim Hall went off and I ended up in the desert with the throttles full of sand.

The original car had big air brakes on the tail like the Mercedes at Le Mans. When you pressed the brake pedal the big flaps came up but the only result was a huge amount of vibration. In retardation terms they weren't a great help.

For 1969 I ran the CanAm team with Bill Gavin looking after the logistical side and Roger Bailey in charge of the car. The car had been modified at the factory and the air brakes were removed. We fitted a suspension-mounted rear wing in the States which improved the handling. It was something Enzo would never do because he thought it wasn't safe and I suppose that history proved him right.

Given the fact that it was a 6.3-litre 4-valve V12 one would have expected it to smoke off and leave the Chevy-powered cars in the background but in fact it couldn't foot it in a straight line with the McLarens, which at that stage still had 7-litre Chevvies.



Amon didn't earn much bubbly from the 612P

I used to say that I was the only one going fast enough for the McLarens to slow down and have a bit of a play with. It was *almost* on the pace but not quite. At one or two races I almost stayed with the McLarens but it was a matter of only being able to stick with them rather than having any chance of getting past.

A 6.9-litre engine arrived in mid-season but we had been having continual oil problems which were eventually traced to a problem in new-type oil coolers. Instead of helping matters, the new coolers were causing a restriction in the oil flow and starving the engine of oil. So that stuffed the back end of the season *and* the only two 6.9 engines.

There was probably a lot more in it than was ever extracted. After I had run out of engines during qualifying at Laguna Seca, Bruce loaned me his spare McLaren. I hadn't practiced in it, just started off the back of the grid. It felt as though it had more power but I'd have to say that the Ferrari was a better handling car. As in Formula 1, we had one of the best chassis but the engine was never quite on the pace.

It was the story of my life at Ferrari, really... M

by Tony Pond

The MG Metro 6R4 was an incredibly exciting car to drive but it really needed a longer life if we were to have got the best from it. When Group B rally cars were banned from the world stage the 6R4 just ran out of time.

The early versions started life without wings and we soon found that the aerodynamics were crucial to the car's performance. Without the wings the car didn't function at all and only adequately with them. But the biggest problem with the car was the V64V engine. In the early days it was unreliable, throwing cam belts, and in the end we discovered a massive hole in the power band. The drivers had been complaining about this all along, there was just nothing at around 5000rpm, but the engine guy thought it was only a minor dip. The problem didn't show up on the dyno and it wasn't until Austin Rover built a new one where the engine could be run with the exhaust system attached that we saw where the problem came.

I guess that the ex-works cars, ones worked on since Group B was scrapped, are actually better than the ones we had, but ours had all the problems of a turbocharged engine without the grunt. And given that the whole idea of using a normally-aspirated engine was to get over that exact problem, you can see where we were struggling. There's no doubt that, had the engine worked as it should, it would have been the way to go because it had masses of torque and loads of revs, up to 10,000rpm on the early cars until the cam belt problems occurred.

But when the car was working it was incredibly quick. I once got a 0-60mph time of 2.8 seconds out of it and something equally phenomenal when we tried the 100-stop time.

The original cars were built at Williams and, as they were hand built, they were the best handling cars we ever had, really stiff. Once we had to go the production route at Longbridge and build the 200 homologation cars things weren't quite so good.

I don't miss the car, although when it was going well it was really great fun to drive. They were difficult to set up, noisy and smelly, but great fun. But I didn't really get the results with the car and it seemed that it took a lot of work to get very little back, unlike the TR7 that came before.

I don't know how we ever managed to get the car built. It took so long to make it happen and Patrick Head said when the first car was ready that by now we should already be working on the evolution version. But that was the problem with such a big company and that's why small units like Prodrive are successful these days.

There was such a small window of opportunity for us in those days and had it not been that John Davenport and Harold Musgrove were at the company at the same time I doubt it would ever have happened. But it was fantastic while it lasted. M

MG Metro 6R4



Great fun while it lasted, but the life of the 6R4 was cut short by rule changes before it could evolve

by Jochen Mass

I first drove the McLaren M23 at the end of 1974, and over the next few years I got to know it fairly well, I guess. I had two World Champion team mates, Emerson Fittipaldi and James Hunt, and I had some good times with the car. I won in Spain in '75, but because of Rolf Stommelen's fatal accident that is not really a happy memory. I should really have won at the Nürburgring in '76; I was on the right tyres when they stopped the race for Niki Lauda's crash.

The M23 was a good car, but in truth, nothing fantastic. Once you had it right, though, it was very good. It was a fairly simple, straightforward car, nothing vicious about it. I think it was pretty solid, and I never had any big moments with it.

In those days different chassis could vary greatly; no two were exactly the same. Some were a bit softer; I can't even say if it was better to have a softer chassis or not! So there was a bit of a difference which you could only find out about almost by accident. It was a bit of a grey area with these cars.

The M23 didn't really change over the years; we made small improvements here and there, mainly on dampers and springs and things like that, but aerodynamically I can't remember having done much to it.

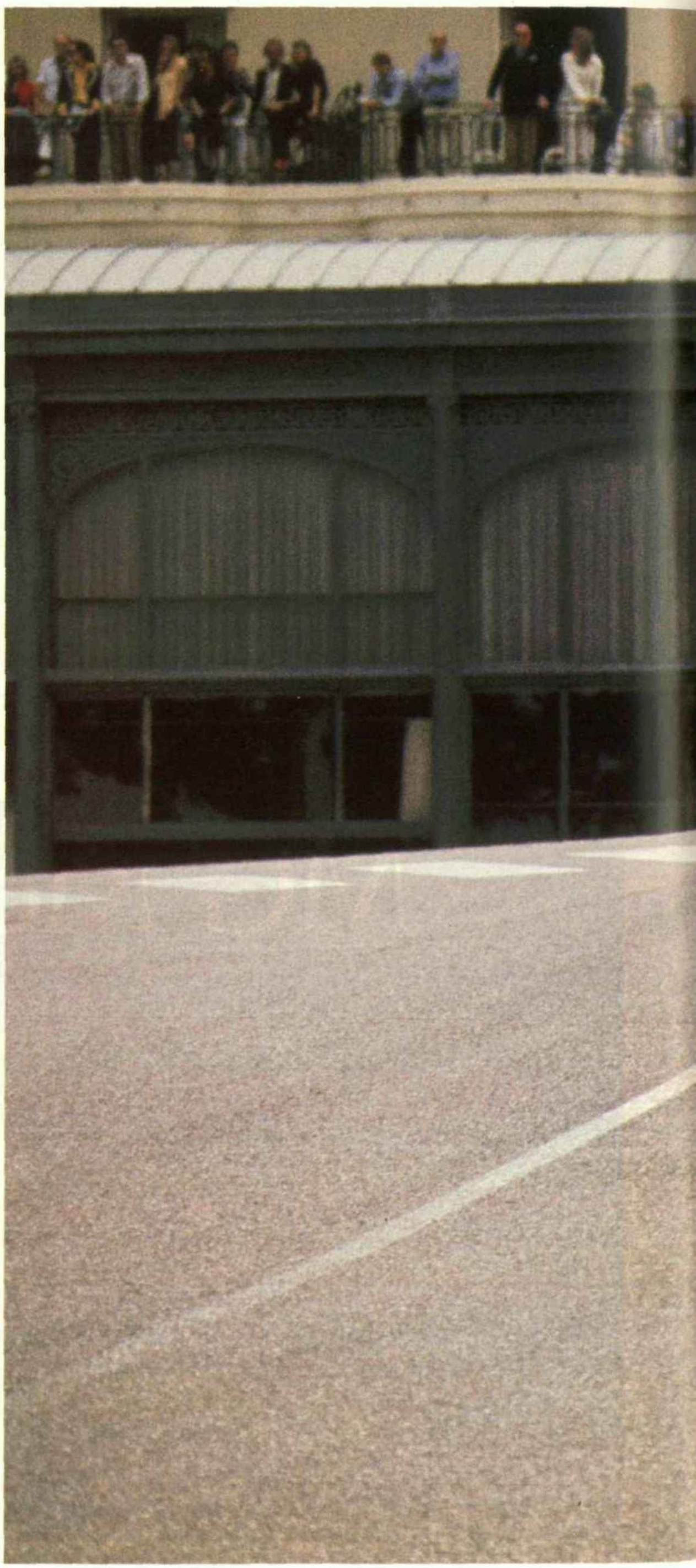
I definitely didn't enjoy it on tighter tracks. Funnily enough, at Monaco I scored points but it didn't seem very competitive. And Emerson and James struggled as well; in the tight corners we never produced enough grip. It wasn't as agile as you wanted it to be. The car was definitely quicker on the faster circuits, and better to drive. The aerodynamics and wheelbase helped it.

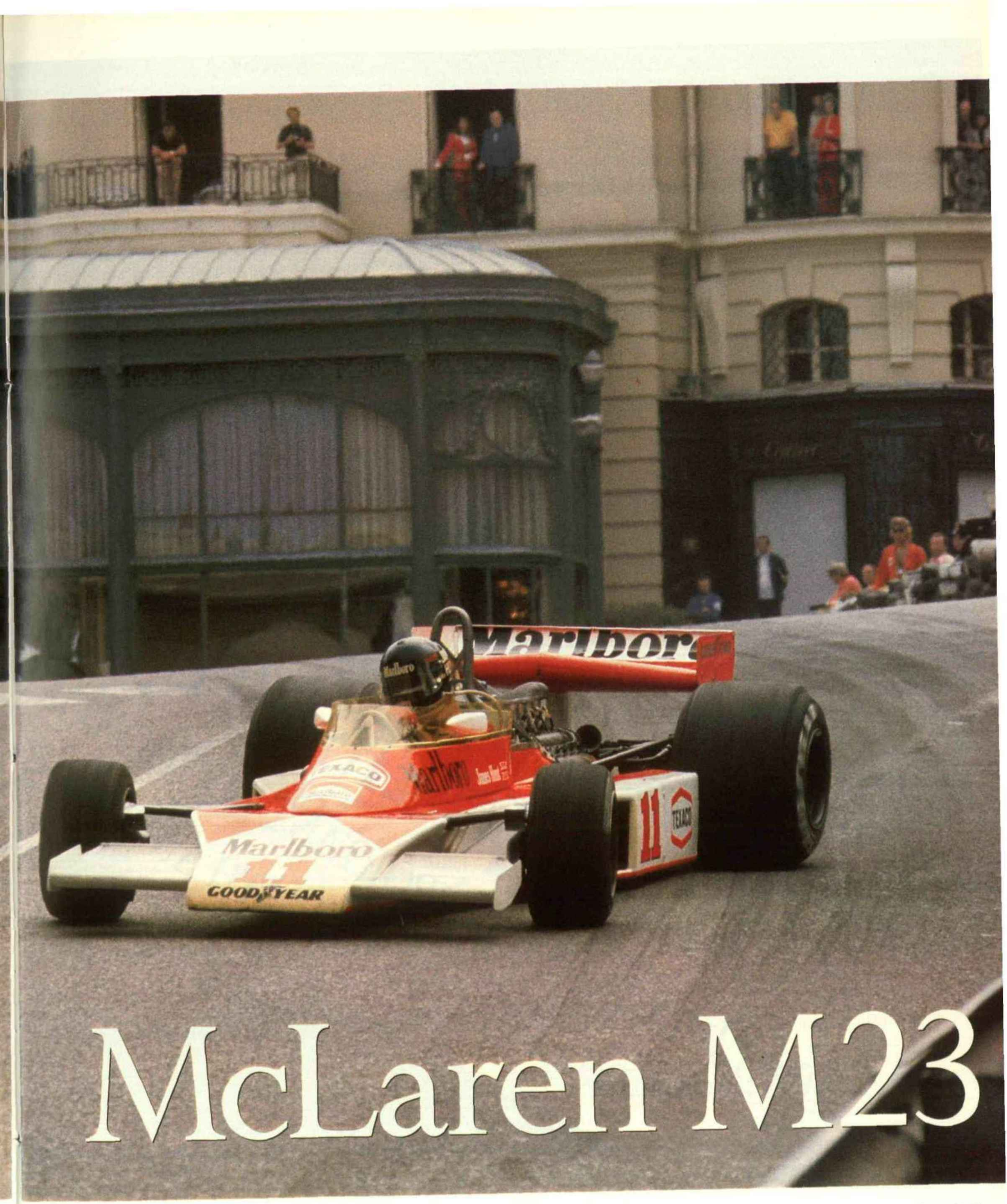
The car was competitive from '73 to '76. I think it was down to organisation, and perhaps lack of competition from other teams. And don't forget that in those days there were Ford DFV engines which were slightly advanced over the others, which only three teams got. And within those teams they were discreetly given to one or the other guy – and we never found out exactly until much later...

Once the competition got stiffer then we very quickly lost a little bit. McLaren really lost the edge when the new M26 came out, which was not a success, although James won races with it. The M23 was the last good McLaren of that era. M

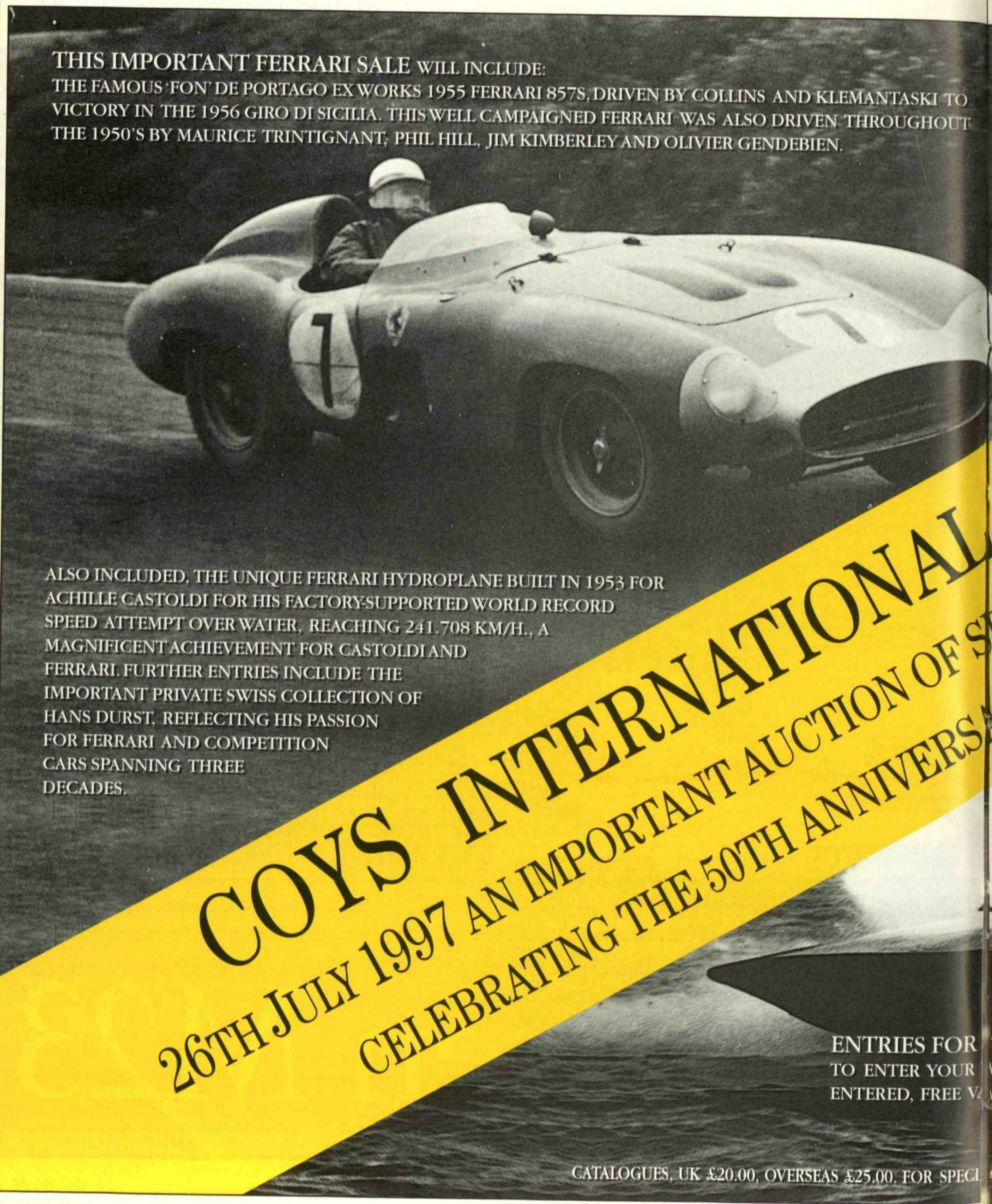


Despite its faults, Mass was fond of the M23; "the last good McLaren of that era." Good enough, in fact, to take James Hunt (right) to the 1976 World Championship





McLaren M23


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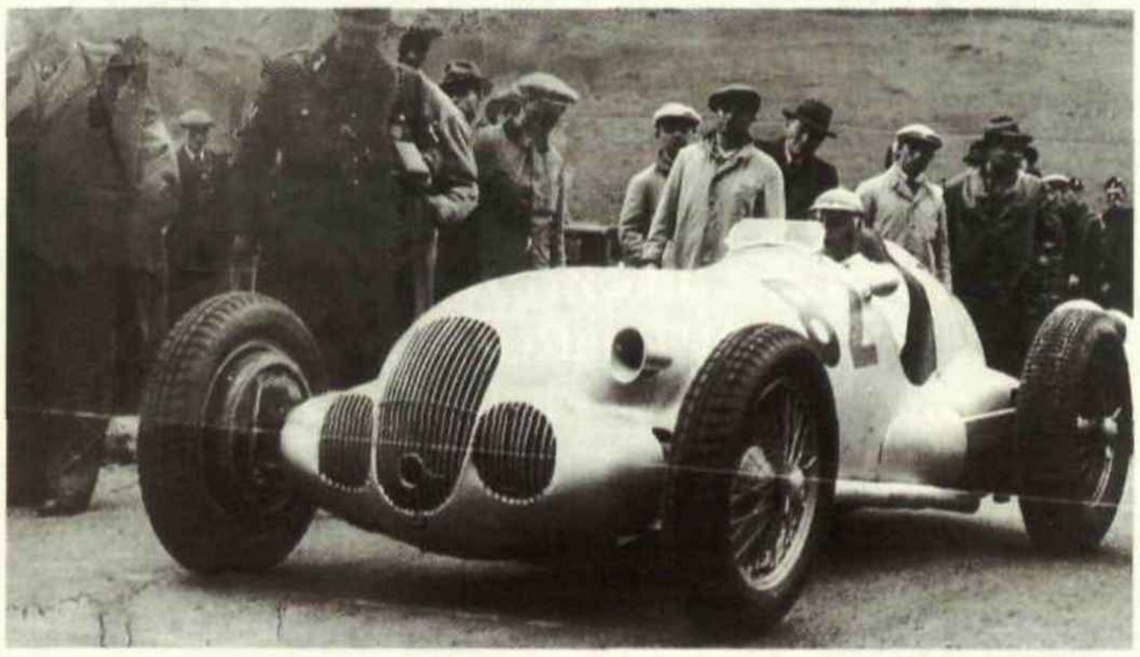

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Onwards & upwards

IN THE 1930S, AUTO UNION AND MERCEDES-BENZ FOUGHT EPIC BATTLES ON THE MOUNTAIN CLIMBS OF EUROPE. NOW THE FIERCE RIVALRY RETURNS FOR THE GOODWOOD FESTIVAL OF SPEED. CHRIS NIXON REPORTS

In October 1937, Auto Union and Mercedes-Benz arrived in England for the Donington Grand Prix. It was the first time that Germany's thunderous Silver Arrows had assailed the ears and eyes of British enthusiasts. In the hands of heroes such as Rudolf Caracciola, Bernd Rosemeyer, Dick Seaman and Manfred von Brauchitsch, the 600bhp machines stunned spectators as they blasted around the 3.1-mile circuit in a series of lurid power slides, leaping off the ground as they breasted Melbourne Rise.

Sixty years on, the Silver Arrows are back. Auto Union and Mercedes-Benz are entering one car each at the Goodwood Festival. Moreover, it is hoped that Hans-Joachim Stuck will drive the Auto Union in what will be a fitting tribute to his late father, the team's longest-serving driver. Between 1934 and 1939 Hans Stuck won 12 major climbs for Auto Union and was known as King of the Mountains.



Lang in his W125 Mercedes at the start of the Grössglockner climb, 1938

When the old established firm of Daimler-Benz and the new concern Auto Union entered Grand Prix racing to the 750kg formula in 1934, it was taken as read that they would also enter the European Mountain Championship. This comprised events at Felsberg (5.0 miles); Kesselberg (3.1 miles); Klausenpass (13.4 miles); Freiburg (7.45 miles) and Mont Ventoux (13.4 miles). The British were proud of Shelsley Walsh, but being a mere hill of 1000 yards in length it was understandably not considered for the championship. No, in the 1930s Real Men climbed Mountains.

The Silver Arrows engaged in battle for the first time in the Eifel GP at the Nürburgring in June 1934, when von Brauchitsch in the front-engined, eight-cylinder Mercedes W25 beat Stuck's mid-engined, V16 A-type Auto Union.

A week after the Eifel race Stuck made Auto Union's mountainclimb debut at Felsberg, where he won. The next weekend he won again, at Kesselberg, but at Klausen in August he was beaten – by Caracciola in the Mercedes W25. And a name that was soon to become as famous as theirs also appeared in the Klausen results: second in the 500cc class for motorbikes was B Rosemeyer on a DKW.

That was Caracciola's last success on the mountains, but Stuck had only just begun his winning streak for Auto Union. He won the last two events on the 1934 calendar, at Freiburg and Mont Ventoux, and thus claimed the championship with four victories from five events.

In 1935 he won at Kesselberg and then Freiburg, where more than 40,000 astonished spectators saw Dick Seaman give their hero a very severe fright, for the young Englishman climbed the course just one second slower than Stuck. His ERA was a 1500cc supercharged machine giving about 150bhp, whereas the Auto Union (also supercharged) was now of five litres capacity and gave 375bhp.

Stuck scored his third victory of the year at Feldberg in October (driving a special short-chassis car) and secured the Mountain Championship once more, but his victory was marred by the anti-Jewish sentiment that was already sweeping through Germany. The climb was littered with notices nailed to trees demanding that Stuck be spat upon as a traitor to Hitler because his wife, Paula, was a Jew. In fact, Paula was not a Jew, but she had a grandfather who was. In those sad times, that was enough to make her (and Hans) a target for troublemakers.

In June 1936 there was great excitement in British racing circles when Stuck brought an Auto Union to Shelsley Walsh. He had driven there in 1930 with his Austro-Daimler, setting a new record with a time of 42.8 seconds. Raymond Mays was now the record-holder with 39.6 seconds and there was great expectation that Stuck and the Silver Arrow could beat this time. It was not to be, however, for shortly before their first run it began to rain.

Then, as *The Motor* reported, 'the dulcet tones of Mr Findon of The Light Car announced what everyone was waiting for, "Hans Stuck is on the line."

'A great silence fell upon the assembly beneath the dripping trees, and many a mournful eye regarded the shiny, wet road surface. It seemed impossible to crack the record on a wet surface – and it was.'

In the circumstances, Stuck's time of 45.2 seconds was remarkable, but Mays' record remained intact. On his second run Stuck made a poor start and much wheelspin cost him precious time, but he still put up another fabulous ➤➤

For once, Hans Stuck (right) was off form at Grössglockner in 1939 and finished fourth





Caracciola heads for victory on Klausenpass in 1934 with his Mercedes W25. He covered the 13.5-mile course in a record 15min 22.2sec

performance. 'All the way out of sight the tail was never straight and one rear wheel clouted the bank as he shot across the line.' But it was slightly slower than his first run, with a time of 48.8 seconds.

Stuck was unable to defend his championship that year because he suffered minor injuries in two racing accidents, during the Coppa Acerbo at Pescara then in the Italian GP at Monza. As a result he was not fit enough to compete at Freiburg and Feldberg. In his place Auto Union entered its new phenomenon, Rosemeyer, who was about to win the European Drivers Championship in only his second season of motor racing.

Rosemeyer shattered Stuck's course record at Freiburg by 25 seconds, becoming the first man to break the eight-minute barrier on the climb. At Feldberg a month later, he won again and, despite appalling weather, was less than one second away from Stuck's 1935 record. Rosemeyer was declared German Mountain Champion.

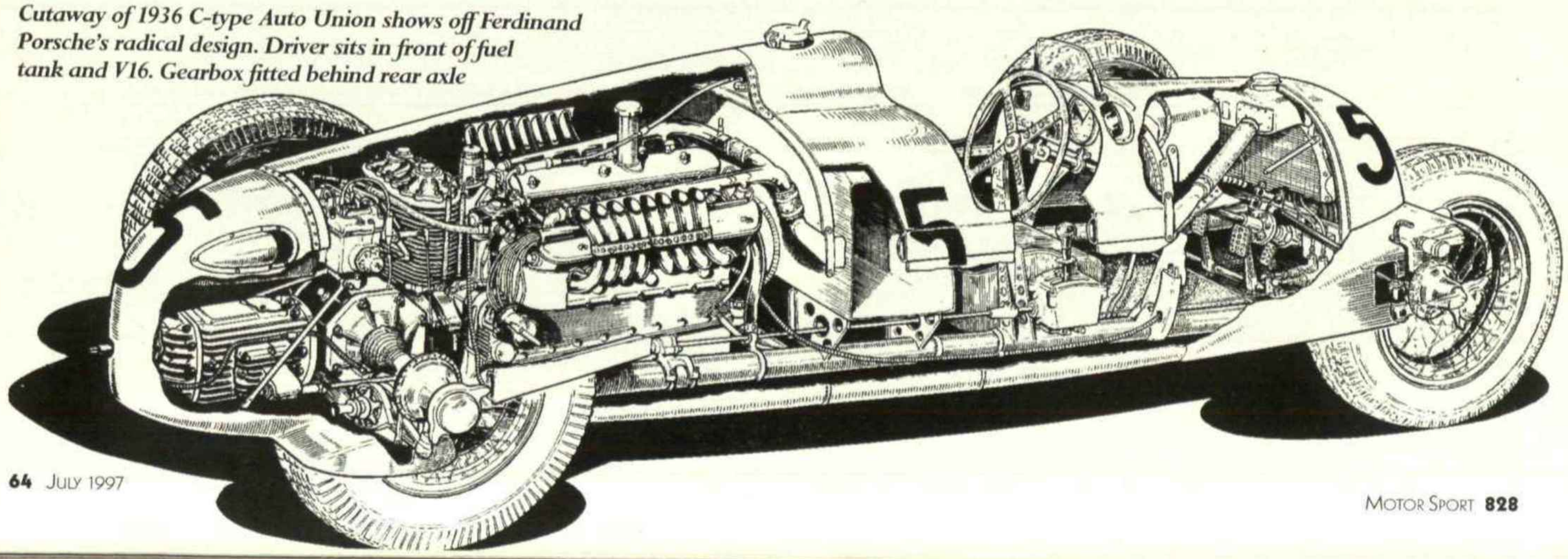
The good news for 1937 was that Mercedes returned to the mountains. The bad news was that there was only one mountain to climb: Freiburg. Stuck was back for Auto Union, determined to regain his title, and he was partnered by Rosemeyer. He, however, was off form, deeply upset by the death of his friend Ernst von Delius in the German GP the previous weekend. Of the Mercedes team Dick Seaman was injured and von Brauchitsch was ill, so Hermann Lang found himself backing up former Mountain Champion Caracciola.

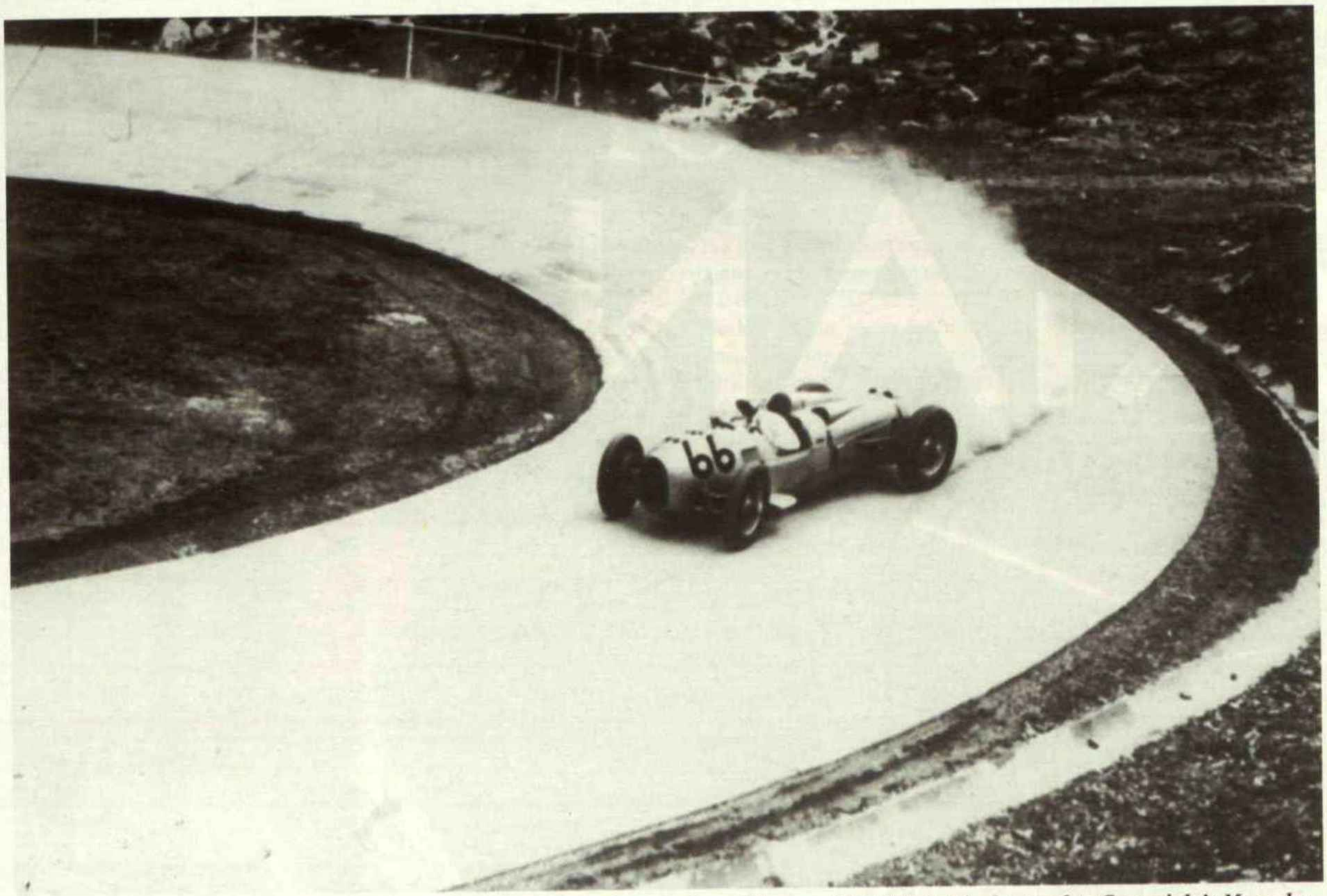
Auto Union had now developed its V16 engine to six litres, producing 520bhp, whereas the new W125 Mercedes had a 580bhp 5.6-litre engine. They were the most powerful racing cars the world had seen and the promise of Stuck, Caracciola and Rosemeyer flinging their Silver Arrows through the innumerable bends had no fewer than 140,000 spectators lining Freiburg's 7.45-mile course.

By the time of the main event it had begun to rain, so no new record was possible. Stuck went first and recorded eight minutes 11 seconds. Caracciola couldn't match that – eight minutes 17.7 seconds – so it was up to Rosemeyer to retain his title by beating Stuck. He made a valiant attempt, but was just two seconds away from Stuck's time. So Stuck was King of the Mountains once more.

That was Rosemeyer's last appearance on a

Cutaway of 1936 C-type Auto Union shows off Ferdinand Porsche's radical design. Driver sits in front of fuel tank and V16. Gearbox fitted behind rear axle





Stuck's A-type Auto Union raises the dust as he slides it round a hairpin at Klausen, 1934. He finished second to Caracciola's Mercedes

mountain for, tragically, he was killed in January 1938 during a record attempt on the Frankfurt-Darmstadt autobahn.

In March, Austria became part of Germany and it was decreed that the German Mountain Championship would be decided not at Freiburg but on the Grössglockner Pass, which was now in Germany. Mercedes-Benz entered two 5.6-litre W125s, for von Brauchitsch and Lang. The event was split into two climbs, but on race day the top one was covered in clouds, so two runs were held on the lower.

Stuck won both heats, beating Lang in the first and von Brauchitsch in the second, to regain the championship on aggregate by just 4.2 seconds.

For some reason Freiburg was not reinstated for 1939, but another Austrian climb was found, at Kahlenberg, near Vienna. It was only 2.5 miles long.

Mercedes-Benz went to great lengths to win the championship that year, building four special steam-cooled cars – two W125s and two 3.0-litre W154s (built to the new GP Formula). At Kahlenberg, von Brauchitsch drove a W125, whereas Lang chose a W154. Both used twin rear wheels on the broad, flat road.

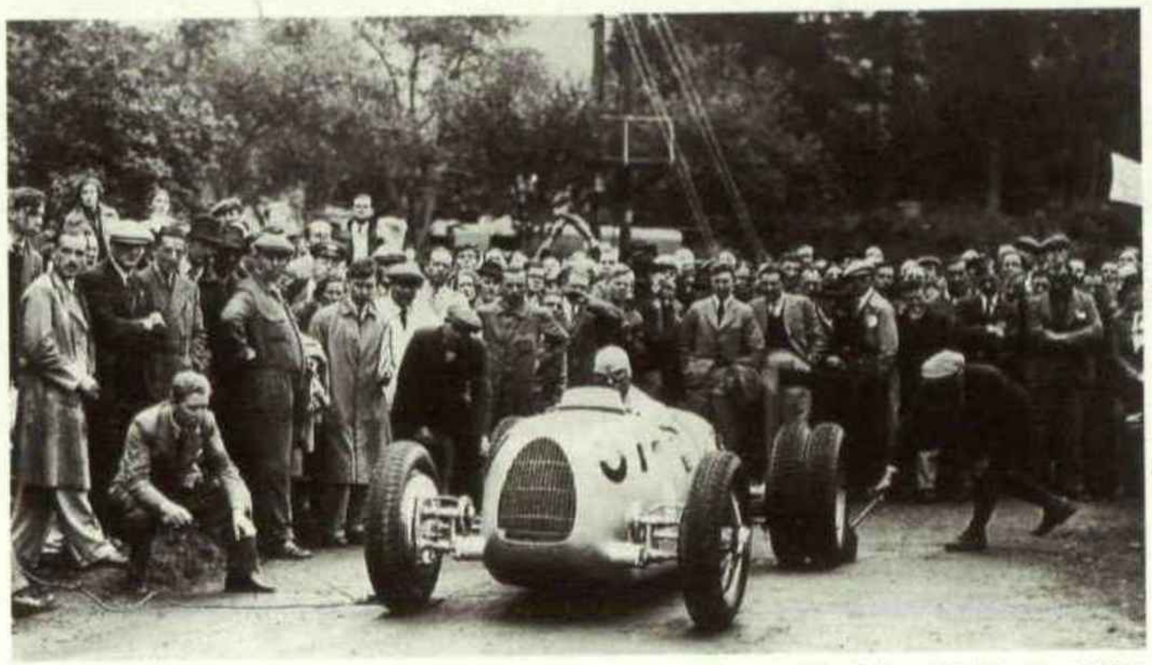
Auto Union also built special cars, shoe-horning 6.0-litre V16 engines into its latest chassis, built to take its new 3.0-litre V12 units. Stuck and HP Muller were the drivers, but Stuck was curiously off form and could finish only fourth. Muller, on the other hand, was flying and gave Lang a considerable fright, beating him in the first heat by 0.9 seconds. But he was slower in the second: Lang, meanwhile, was faster and won the event on aggregate by 0.8 seconds. Von Brauchitsch was third.

And so the Silver Arrows went to Grössglockner for the final round of the championship in August. Here, both Mercedes drivers used the 5.6-litre W125s, but ran without twin rear wheels on the bumpy and narrow road. This year the organisers used the lower, 7.8-mile run only and, as at Kahlenberg, it was Muller who surprised everyone in the first heat, beating Lang by one second, with Stuck third, just 0.4 seconds behind Lang.

Then rain and fog descended on the mountain and visibility became very bad. Whereas Lang had made his first climb in eight minutes 55.3 seconds, his second took 11 minutes 12.6 seconds... Stuck was 3.2 seconds slower and Muller lost his chance for glory by being 20 seconds behind Lang. And von Brauchitsch was almost a minute behind Muller. So Lang became German Mountain Champion for 1939 and before that tragic year was out he was also declared European Drivers Champion, with five Grand Prix victories.

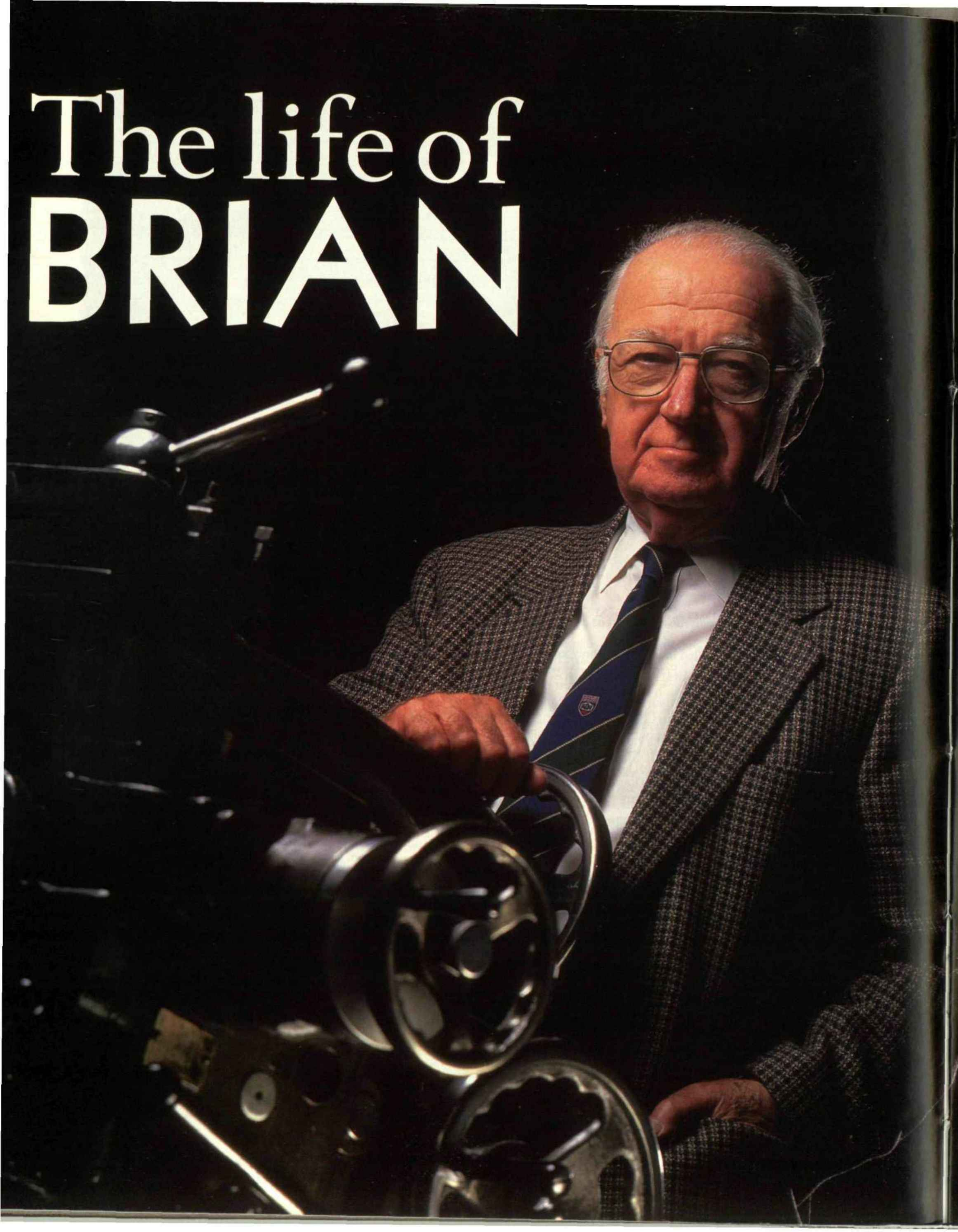
With its length of 1.2 miles and elevation of just 300 feet, Goodwood is a far cry from the 7.8-mile course at Grössglockner, which rose 4060 feet, from 3740 to 7800 feet above sea level. But the Festival of Speed is not so much a hillclimb as a marvellous stage on which to show some of the greatest racing cars ever built. And what a sight it will be to see the Silver Arrows in action, especially as the Auto Union taking part is the one driven in the 1939 Mountain Championship by Muller. Discovered in Riga, Lithuania, in 1977, this car is now owned by Audi and has just been magnificently restored by Crosthwaite and Gardiner.

Also on static display will be a 1936/37 6.0-litre C-type Auto Union and one of the vast streamliners Mercedes built for the 1937 Avus GP. There is going to be a fabulous array of cars at the Festival of Speed but there seems little doubt that the stars of the show will be the charismatic Silver Arrows. M



Stuck gave crowds a spectacular display up a damp Shelsley Walsh in 1936

The life of BRIAN



BRIAN LISTER TELLS GORDON CRUICKSHANK ABOUT HIS GIANT-KILLING CARS, THE COMPANY AND ARCHIE SCOTT BROWN, WHO WOULD HAVE BEEN 70 THIS YEAR

■

ON JULY 4, STIRLING MOSS WILL OPEN a engineering factory near Cambridge. Not the normal outing for a motor racing celebrity you'll agree, but the company involved has a name redolent of success on the track, of heroism, and of brilliant talent shining against all odds. The name is Lister, and the factory does not make, sponsor, or even mend racing cars. Not any more.

"It was success beyond my wildest dreams." The world of motor racing is more usually strewn with disappointment than fulfillment, so it is refreshing to talk history with the man who says this – Brian Lister. His story has the perfect ingredients: small outfit versus big team; dashing hero overcomes problems to achieve fame, if not fortune. That the hero, Archie Scott Brown, came to a tragic end, and the underdogs withdrew at the peak of their fame might add a strain of melancholy; but Lister, fit and hearty in his 71st year, doesn't show this, 38 years after he decided to withdraw from sportscar racing, having humbled the works Aston Martin team, and with a thriving order book.

Instead of being carried away with the romance of winning in Lister's glory days between 1954 and 1959, he remained focussed on the overall aim – promoting the Lister company name. And it worked: in the short term by bringing in orders for racing cars from Europe and America, and more generally by giving the firm a flag to wave in engineering circles. "Once we got out, it gave me an entry to any buyer's office I wanted," says Lister. "We got one very big customer as a direct result. One ICI manager was a great motorsport fan and invited us to quote. There were no favours, but we got the job."

Today George Lister & Co makes shrink-wrapping equipment and parts for TV transmitters, and barring two brief returns, has nothing to do with racing. The firm making the Jaguar-powered Lister Storm uses the name with Brian's approval. "The new Lister does reflect on us, and I'm proud of what Laurence Pearce is doing. To qualify at Le Mans is tremendous. And participation builds morale; our workforce is proud to be part of the success, even from as far back as the '50s."

The first of those two small returns to racing came in 1964?, when Rootes contracted Lister to build the special Sunbeam Tigers it had entered for Le Mans. But the job did not call on Brian Lister's design skills: "They supplied all the bits; we just put them together."

The second definitely was a Lister project. Watching the continuing success, and increasing value, of historic Listers in the '80s and the appearance of some less-than-entirely honest examples, Brian decided his firm ought to be among the beneficiaries. For the company's anniversary in 1990 he authorised a small run of new chassis, to be built to the same design by the same men, hoping they could compete in their own category with the 30-year-old cars. But the authorities disagreed, and at the same time the '80s boom turned to dust. The project came to a sudden halt.

Did these projects mean that he was missing the sport? "No. We were very lucky it lasted as long as it did. But one had lost a lot of friends, quite apart from Archie. I rather lost interest in the sport and wanted to get back to building up the business.

"You can have four or five years of success if you're lucky, but unless you're totally and utterly dedicated, other things take over. Success breeds commercial success; you have to take your eye off what brought you success in the first place."

In Lister's case, the unlooked-for result of Archie's board-sweeping success in the works Lister-Jaguar in 1957 was orders from Briggs Cunningham in the USA and elsewhere which fully occupied the works, instead of forming a sideline. But did that mean the racing operation had become profitable? "Well, shall we say it was losing less," Lister says wryly. "The chassis was coming to the end of its life. It would have been very difficult to keep our participation in racing going, and it could have endangered the company, whereas the whole idea was to promote the business."

The chassis was a simple, rugged affair, designed by Lister himself, with equal-length front wishbones and a de Dion rear axle located by a sliding block, and from its early MG power up to monstrous Chevrolet V8s it changed little. "I didn't look on myself as an innovator at all. I was just trying to put something together that worked."

And how did he know it would work, when he drew up the Lister-MG in 1954? "I didn't. The de Dion was the easiest system to make work, whereas independent systems were in their infancy and would have taken too much time and money to develop." That pragmatic approach seems to characterise his career.

Engineering-trained at the family firm in Cambridge, he first dropped an MG engine into a Cooper T14 chassis. When it blew up, he ordered a chassis from John Tojeiro and installed an 1100cc JAP V-twin. The lightweight result was quick, if temperamental, and showed commercial promise. "I'd had the idea of producing the Tojeiro with the air-cooled engine, and John Tojeiro was all for it, as he was just starting his own business."

His sales pitch was to enter a Cambridge University Automobile Club sprint at Bottisham aerodrome in 1951, where he expected to beat everyone. That he met Archie Scott Brown there is a matter of record; but it was not complete chance. "I'd heard that there was a remarkable driver putting an MG through its paces at ➠



Brian Lister, the man behind the machinery, in the new Lister factory. Never before published, this picture, right, shows Archie Scott Brown and his father Bill, with engine expert Don Moore and mechanic 'Dick' Barton, enjoying a break at Spa in 1958. It was to be Archie's final race.

portrait by Charles Best



"The Cambridge Three", circa 1955: Don and Babs Moore, left, with Brian and Jose Lister and Archie, whose girlfriend holds Louis, the Lister's poodle. Louis, named after Chiron, had the knack of banking into corners when travelling by car. Photo taken by their close journalist friend, Peter Hughes

Cambridge 50 Car Club events, but the Bottisham sprint was our first meeting. I should have run rings around him with the Tojeiro." Instead, he was almost matched by this cheerful character, only five feet tall, who seemed to ignore his own handicaps.

Born in 1927, the German measles Archie's mother had suffered during her pregnancy had affected the limbs of the unborn child. His legs had been straightened to some extent by surgery in his youth, but remained foreshortened. His right arm was also severely stunted, with a vestigial palm instead of a hand. There was no logical way he could drive a car quickly; yet he was matching a purpose-made racing car in a thoroughly tired MG TD. Ignoring the laws of physics, he flung the machine from side to side with his tremendously strong left arm, steadying the wheel with his right stump when grabbing another gear.

Lister made an immediate decision; he would ask this unlikely tyro to drive his car, and concentrate on building. "He was so impressive; I thought 'to get the best out of the car I need someone who can drive like this, and here he is'. So I offered him a drive." Archie was very pleased; he was struggling to wring more performance out of his MG, and his erratic income as a tobacco salesman wouldn't stretch to buying a racing car. It was an ideal pairing.

Archie's regular successes in the Tojeiro-JAP against larger cars through 1952 and 1953 set a giant-killing pattern. Brian could see that he had no need to employ a known professional to carry the flag, or to develop the chassis design which was maturing in his head, and he trusted the man who was preparing the JAP, Don Moore. Moore's MG expertise made it logical to use MG power in the first Lister, but as the demand for power pulled in first Bristol, then Maserati, Jaguar and Chevrolet units in later cars, the trio of Lister, Scott Brown and Moore remained constant.

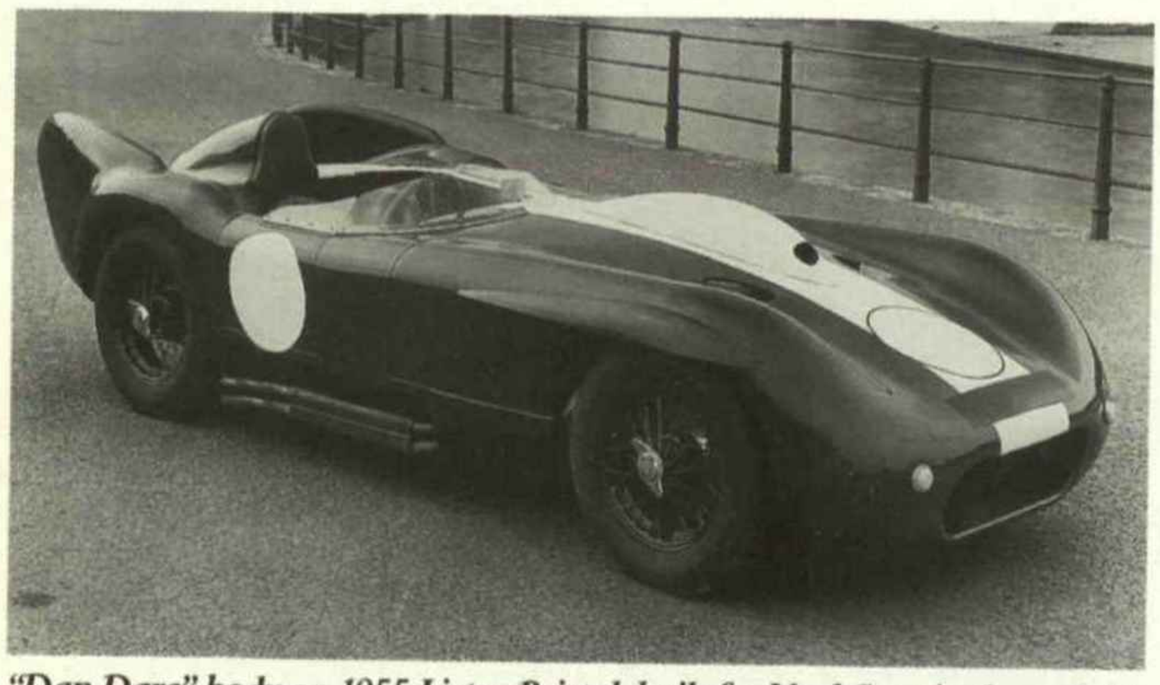
All three were self-taught. Lister even designed the majority of the bodywork himself, working by intuition. "All my bodies were designed to have the minimum cross-sectional area. I tended to ignore aerodynamics since I didn't know enough about it."

The first exception was the 1955 Lister-Bristol, some examples of which carried 'Dan Dare' bodies with tail-fins, designed by Tom Lucas, an engineering student at Cambridge. "We wind-tunnel tested it in the university labs, more for directional stability than anything. It was one of the first bodies to be tunnel tested." The wooden model still sits on Lister's desk.

The other 'outside' design carried the signature of Frank Costin, high priest of aerodynamics. Intended to prolong the life of the chassis design into 1959, its sixth season, the dramatic body shape brought no advantage, according to Lister. "It's interesting that the cars designed by Costin were no quicker than the '58 cars, and the drivers didn't like them. He'd got the lift right, counteracted that, but I don't think they were a superior car; in fact quite the contrary. They were bigger, and on the kind of circuits we were competing on, airfield circuits, the drivers wanted as small a car as possible."

Knowing that his own 'keep it simple' approach was not enough to carry the team forward with a new chassis, Lister had employed Costin full-time to design a platform for 1960. In the event, Costin was there for only nine months, as the team's withdrawal in 1959 abruptly stopped the project.

Since the aim was always a commercial one, customers received exactly the same as Archie. But what customers didn't get was Archie, whose lurid driving style blossomed with the arrival of Jaguar power in 1957. DSJ called him "a tiger", and he tackled every car with the same grit – a Grand Prix Connaught, his own Zephyr, a lightweight Elva, the Murkett brothers' 2.4 Jaguar. Whether or not it was his physical problems which made him a fighter, fight he did – except on those occasions where his own fitness was questioned, here and abroad, and the authorities tried to stop him racing on safety grounds. Then Archie closed up in himself, but it was his friends in racing who fought his corner, and won. That was the measure of their respect. And affection: good-looking, amusing and

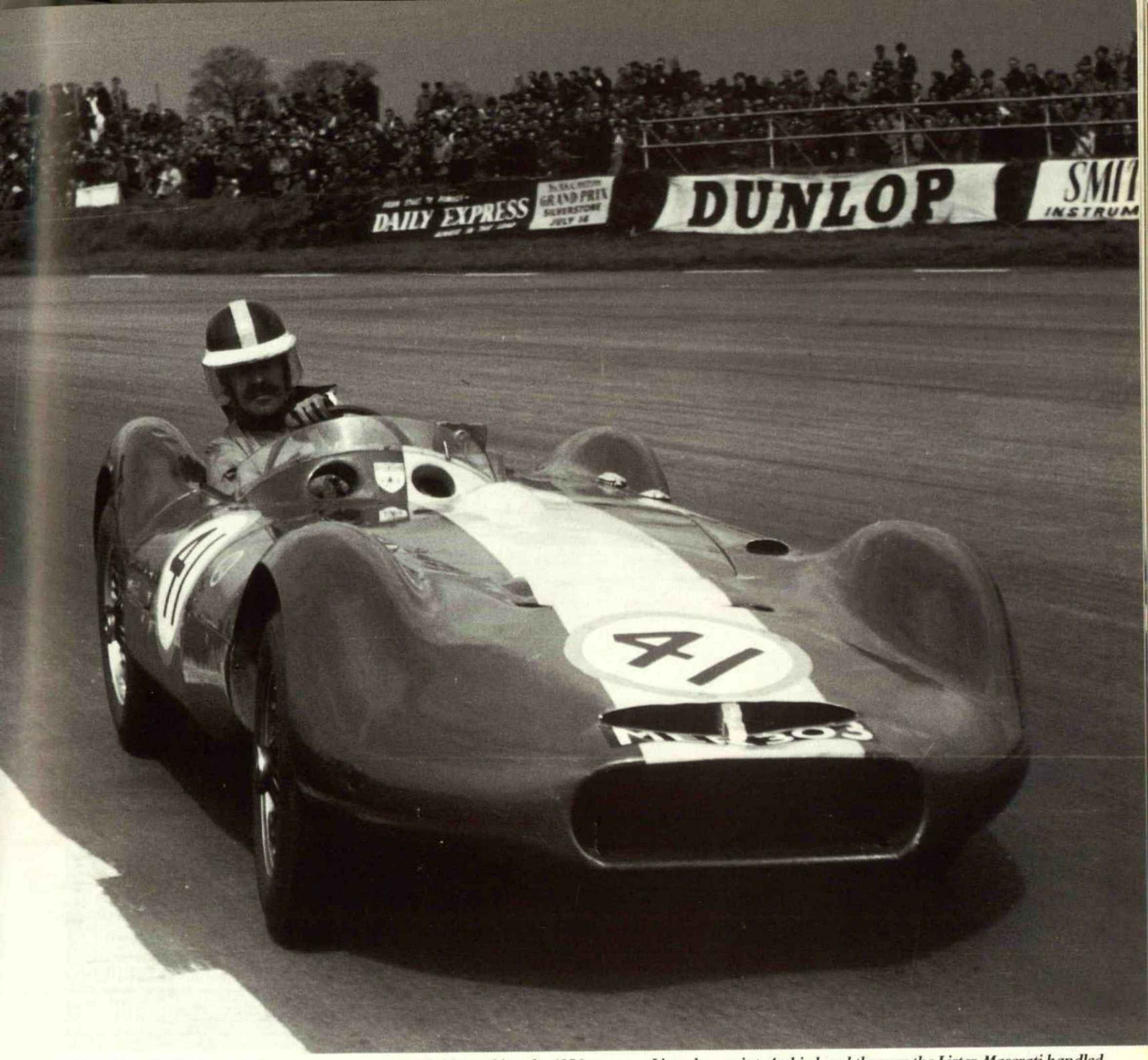


"Dan Dare" body on 1955 Lister-Bristol, built for Noel Cunningham-Reid



Works MVE 303 plate had several incarnations: this is "knobbly" Lister-Jag





Though its highly strung twin-cam four was so unreliable, making the 1956 season a Lister low-point, Archie loved the way the Lister-Maserati handled

charmingly wicked, Archie was welcome anywhere, a man whom women adored and men admired. Brian looks into the distance: "Archie was a remarkable man, a remarkable driver. It's difficult to imagine how talented he was; someone disabled who becomes a driver Fangio admires." For all his business practicality, it's clear that Lister is also a sensitive man.

Asked about the unsuccessful Formula Two project, whose two manifestations appeared in 1956 and 1957, Lister returns to practicalities. "I felt that we should move into single-seaters to sell cars to club racers and get local publicity, not for Formula One glamour. Besides, F1 engines would be difficult to obtain. I thought I saw a good market, but..." But the F2 plan was sidelined by the sudden revival of Lister fortunes, flagging somewhat in 1956 with the unreliable Lister-Maserati. When Jaguar retired from racing at the end of that year, having achieved its third Le Mans victory, it released sponsorship cash and D-type engines which blasted the team to the head of the sportscar results league. The F2 car never raced.

So, barring the one-off Monzanapolis special, there are no single-seater Listers dominating historic racing as the sportscars do. And how: a quiet amusement comes over Brian's face as he says "I haven't kept records since we stopped racing, but considering how many we probably made – and I can't be too accurate on that (little smile) – and considering the successes chalking up all over the world every weekend, I should think there must be some kind of record about the number produced and the number of times they figure in the results.

"We've got a great enthusiast in the States – Syd Silverman, who used to own *Variety* magazine. He has five of my cars – 10 per cent of production! – and one of the Sunbeam Tigers we built for Le Mans, and he's running those cars pretty well every weekend. He reminds one of how racing used to be in the '50s."

So are the cars in their original spec? "I think he has a few tweaks: the brakes may not be quite the same, and I believe he uses water-cooled overalls like fighter-pilots do. He has two Jaguar-engined cars, two Lister-Chevrolets, and the Lister-Maserati."

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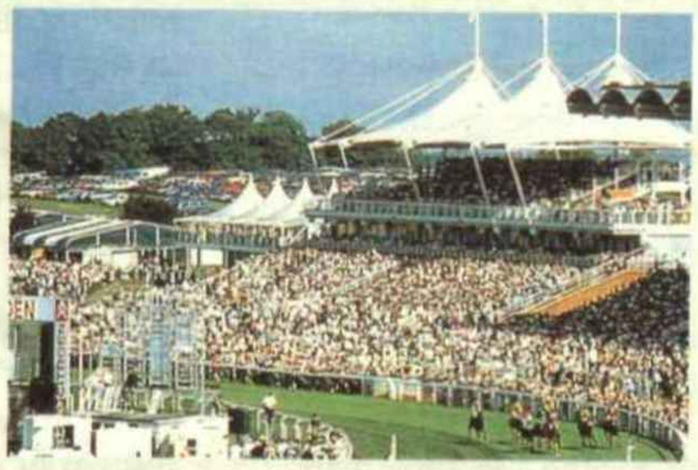


FORMED in 1989 by ex-Formula 1 driver and winner of the Monza thriller Peter Gethin and his business partner Craig Tyler, the company offers a full range of driving training products to both corporate and private clients, ranging from high-speed performance to road-based awareness courses. In addition, it is one of the UK's most active corporate event managers offering branded corporate days themed around driving experiences. Always working to its core principles of promoting safety, raising standards and reducing accidents, the company was a founding member of ARDS (Association of Racing Driving Schools), an association of the leading racing schools and the RAC which acts as the governing body over racing schools and instructors.



Based at the classic Goodwood Motor circuit in Sussex, Peter Gethin Driving Courses is ideally located to provide a full range of performance driving courses suited to each individual's requirements. Its reputation is such that it is approved by both Aston Martin and Ferrari to provide performance courses in their vehicles. To complement its highly successful performance training the company has a separate division that focuses on road-based training. The majority of work is undertaken for corporate clients wishing to improve the safety of their employees, reduce accident rates and subsequent running cost of their vehicles. Programmes are tailored to the individual clients' requirements and delivered at a location which is both convenient to and reflective of the pupils' natural driving environment.

Combining its training and management skills, Peter Gethin Driving Courses has become one of the most active corporate event management companies in the UK. Providing support services to many of the UK's largest companies, banks and motor manufacturers, the company offers branded and themed corporate days. Typically, these will include driving performance, single-seater racing cars and supercars on a circuit, autotest skills, competitions in dune buggies and eight-wheel Argo's with tank-type steering, helicopter and plane flights, golf, horse racing, clay pigeon shooting, archery and of course, the highest quality catering. Events are available at venues throughout the UK and Europe and can be structured to help promote a product as well as providing an active and fun-filled day.



If you wish to learn more about the range of products available from Peter Gethin Driving Courses, please telephone Trudy Gordon on 01243 778118 who will be pleased to provide any additional information you may require.



Archie settles into VPP9 at Aintree in 1958, with a youthful fan. This is the car which crashed and caught fire at Spa; Scott Brown died of his burns later

from each side of the Atlantic. But it was to Italy that Lister and Moore first turned to replace the Bristol lump for 1956. Maserati's 2.0-litre A6GCS sportscar engine looked perfect: compact, light, powerful, and a blood-relative to the Grand Prix-winning 250F. It was inserted into the old Lister-MG, by then retired, and a new, clinging body built around it, low and tightly bulged over the wheels – a style which became a Lister trademark.

Luckily no customers bought Maserati engines; the unit was a disaster. "We had so many problems with it. They were a peculiar company in those days; they sent a couple of camshafts over that hadn't been hardened. We weren't to know that; we installed them and ran the engine with the cam-covers off, and it was as if there was a cutting tool where the followers were – it was just taking metal off. They sent a piston to us once – blank, to machine as desired!"

So has the car been sorted now? "Yes. I went to Mid-Ohio last June and it actually finished the race. I thought how pleased Don Moore would be, but when I got back to the hotel that evening there was a message that Don had died that day. How he would have loved to know that the car had gone well."

Lister himself did not drop out completely from racing after 1959: he served on BARC and BRSCC committees until 1974, including a year as chairman. "It was a way of putting something back into the sport," he says – as though he had not already brought enthusiasts one of the most exciting drivers and some of the most impressive cars in the business.

He leaves the impression of one who weighs his choices carefully, with common sense having the casting vote. He entered racing for a particular result; he used proven techniques and machinery, wisely eschewed innovation, avoided being side-tracked, and was strong-willed enough to retire when it made sense. Had Archie not been killed when he was, the chances are that Lister's racing exploits would still have ended in 1959.

Hindsight, of course, changes the significance of events, as Lister's thoughtful closing comment tells: "We didn't appreciate its importance then; even when we were beating the Aston Martins, the atmosphere was more like winning your first club race." Even history can be fun. M

WING

THE SHARKNOSE FERRARI WAS EVERY SCHOOLBOY'S epitome of the early 1960s Formula One car, and it still has a place in the affections of the man who won the 1961 World Championship with it. Some of Maranello's Testa Rossas were brutally efficient, too, while the 7.0-litre Ford GT40 Mk II set Le Mans alight in 1965 in his hands. But ask Phil Hill to name his favourite racing car, and there is no hesitation: "Oh, the Chaparral 2F! That was the best racing car I ever drove. Some car."

The 2F's career was lamentably short, a mere eight races in 1967. It would have been longer but for a controversial decision by the CSI, then the sport's governing body. In the immediate aftermath of the Le Mans race that year, the CSI decided to cut the capacity for prototype sportscars to 3.0 litres for 1968. As front-running challengers, the Chaparral, the Fords, Ferrari's P4s and the Lola Aston Martins were consigned to the history books at a stroke, amid thinly veiled accusations that the French were merely clearing the decks to make way for the new Matra and Alpine models – which just happened to have 3.0-litre engines.

Already a leading contender in the CanAm series, Chaparral owner Jim Hall undertook a season of sportscar racing in Europe in 1966 with the distinctive 2D, but though the basis of that car formed the 2F the external appearance was completely different. The latter ushered in the change from smooth curves to the sharper, slab-sided profiles that became familiar in the last years of the 1960s.

Seven litres of lightweight GM engine provided the thrust, via a three-speed automatic transmission that was to prove the car's Achilles heel. And the high-mounted cockpit-adjustable rear wing was but the tip of an iceberg of aerodynamic novelties with which this very clever car bristled. "As time went by there had been a rapid accumulation of knowledge about aerodynamics, and the progress made the cars I drove towards the end of my career a whole lot better than some I'd driven earlier on," Hill recalled.

He shared the 2F with British F1 driver Mike Spence, and they were well matched. In the car's first outing, on Hill's home ground at Daytona, it ran with the wing in fixed specification, but Hill led and was pulling away from the Ferraris until he slid off on marbles. Afterwards he was a little rueful that Spence had omitted to warn him, and mortified by what was a wholly uncharacteristic error.

The chance to make amends was denied him at Sebring when he was struck down by appendicitis, leaving Spence and Hall to fight with the victorious Andretti/McLaren Ford Mk IV before the transmission seals burst.

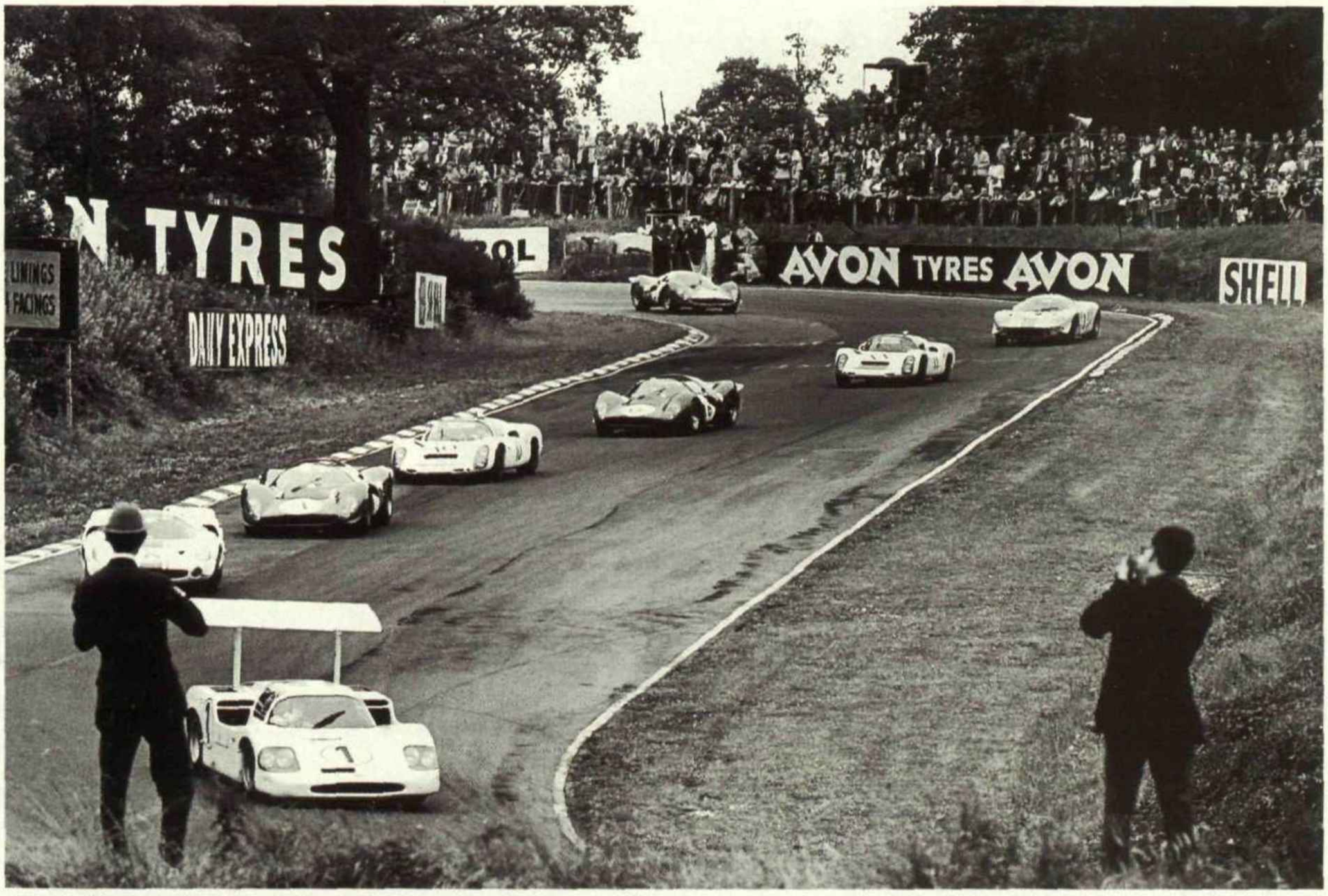
Then Spence put the car on pole at Monza. This was the first year of chicanes there and Hill detested them, but when a driveshaft broke while Spence was contesting the lead with the Ferraris, ➳



Hill (left) rates the 2F above all cars in his racing career. At the 'Ring (right) he was the fastest man until the 2F failed

PHIL HILL RECKONS THAT THE CHAPARRAL 2F WAS THE BEST CAR HE'S EVER RACED, WITH ITS 7.0-LITRE ENGINE AND RADICAL AERODYNAMICS. NOW HILL AND THE 2F ARE BACK FOR GOODWOOD. DAVID TREMAYNE REPORTS

COMMANDER



BOAC 500, Brands Hatch, 1967: Hill takes two seconds a lap off the leading (and out of sight) P4 to overhaul it and win his last race



Most innovative car of 1967 suffered from transmission seal leaks

CHAPARRAL 2F: THE WIND OF CHANGE

The famous rear wing was the Chaparral's most obvious aerodynamic appendage, and one which Formula One would embrace wholeheartedly the following year on the basis of the 2F's performances, but Jim Hall's years of CanAm racing had also taught him a few other secrets that the Grand Prix world would eventually adopt.

The whole shape of the 2F was designed as a harmonised package to manage airflow. The wing provided prodigious rear-end grip, while the rest of the body took care of the front end and provided necessary cooling.

The slab sides and sharp edges of the front wings and door sills discouraged airflow beneath the body, and thus helped to control lift. Two radiators were mounted amidships in a manner that left the cockpit far cooler, and which Colin Chapman would later borrow for the Lotus 72.

At 120mph or more a concealed spring-loaded flap opened to allow airflow through an upward sloping duct, thus maintaining downforce at speed. Once again, by late 1968 similar noses would be common in F1.

he was obliged to defer his racing comeback until Spa, where he was three and a half seconds quicker than Jacky Ickx in the Mirage. However, the transmission again let them down in the wet race and then, as Hill put it, "Ickx just ate us alive".

On the face of it, the Madonna circuit in Sicily, home to the audacious Targa Florio, was the last place you'd expect to see the 7.0-litre monster, but Hill got it up to fourth place only for a puncture to put co-driver James 'Hap' Sharp out on the ninth lap. Hill had amused himself in practice, entertaining the crowd with a display of the Chaparral wing's adjustability. Hill doesn't recall much about that, but remembers the Targa for another reason.

"What gave me the best memories of that race was running the car on the top of those hills there. So many of the corners were blind, and there were whole bunches of these locals from Palermo who had never seen the thing before, jumping up and down every time we went by. They were just delighted to see this crazy-looking car!"

The cruellest disappointments came at the Nürburgring and Le Mans. Hill loved the former, and still bubbles enthusiastically about the fight he had in 1961 with sharknose team-mate and championship rival Taffy von Trips. Spence did the first 100mph sportscar lap to put the white car on the pole, but Hill dropped almost to the tail of the field as he buckled his seatbelts after the Le Mans-type start. The previous year he and Jo Bonnier had won there in the 2D, and this time Hill was the fastest man on the track. He scythed his way back into the lead by the eighth lap – only to have yet another transmission failure.

"I absolutely loved driving that car at the 'Ring, and we had high hopes after the 1966 race. That was probably, of all of them, the biggest disappointment of the whole year."

At Le Mans, too, he was quickest in qualifying, and the lead Chaparral was the one car capable of taking the fight to the Fords – until those transmission seals failed again when in third place. A three-hour rebuild won the hearts of the spectators, but the damage had already been done and there was a cheer of respect when the American challenger was finally wheeled away.

"The car was so good there, too," said Hill. "But it wasn't just the transmission that hurt us. We ➤



Hill faces the press moments after winning the Belgian Grand Prix with a Ferrari 156 in 1961, the year in which he went on to become World Champion

MIKE SPENCE: AN UNREWARDED TALENT

The Chaparral 2F is enshrined in motor racing lore as the car that allowed the underrated Mike Spence to demonstrate his true mettle. Spotted by Colin Chapman at the Monaco Formula Junior race in 1962, his genial character tended to mask the determination that had seen him already defeat polio at a young age.

"Mike was almost too nice to be a racing driver," says Jackie Stewart, his team leader at BRM in 1967. "He was very well mannered and very shy, almost introverted. The kind of person you would have expected to have had Jim Clark as a team mate which, of course, he did."

Drafted briefly into Formula One by Chapman in 1963, Spence raced for Team Lotus throughout 1964, finishing sixth at Monza and fourth in Mexico. The following season, again partnering Clark, he was fourth in South Africa, fourth in the British GP, and third in Mexico. He also won the Race of Champions and led at Enna before crashing. He also won the non-championship South African GP which kicked off 1966. That was an otherwise thin year, though, as a recovered Peter Arundell returned to partner Clark, leaving Spence the slim pickings of a brace of fifth places in a Parnell Lotus BRM. He was able to show stronger form in the CanAm series in a McLaren M1B, and then BRM took him on alongside Stewart.

They were saddled with the H16 and Stewart was quicker, with the pick of the equipment, but Spence showed flair and mechanical sympathy in bringing the guttural monster home where the Scot frequently retired. The balance sheet showed sixth at Monaco and fifths at Spa, Mosport, Monza and Mexico City.

"The H16 was a disaster!" Stewart recalls. "It didn't matter who was in the car, we all did the same speed. One of Mike's problems was that Jimmy was so dominant, and he suffered as the Lotus number two."

To some extent the same happened at BRM with Stewart. But as team leader at BRM for 1968 it seemed that at last he was blossoming. The season held great promise, as Peter Wright, then a fledgling design engineer, confirmed. "Mike was just a lovely guy, and I really believe that BRM's demise began with his death. He was obviously going places."

Spence qualified second for the Race of Champions, and ran second to winner Bruce McLaren until persistent bottoming wore away an oil line. Then he and team mate Pedro Rodriguez swapped the lead with the McLarens of Bruce and Denny Hulme at Silverstone's International Trophy. Spence's passing moves were notably adventurous, especially when he took McLaren round the outside at Woodcote. He was still chasing Hulme when the engine broke after 40 laps.

"He was in tune with the team and Tony Rudd, and he was exactly what BRM needed," said Wright. "He was a very good test driver; he was in tune with the car and he could communicate. Mike was the team's big hope, and he was making it all start to click."



Stewart on team-mate Spence: "Mike was almost too nice to be a racing driver"

Then came the call to Lotus, to replace Clark at Indianapolis in the turbine 56, and Clark's potential lieutenant, Stewart, who had fractured his shoulder blade.

On May 7, a month after Clark's death, Spence circulated the Speedway a shade under 170mph, quicker than team mate Graham Hill. Then, 48 minutes before the track closed, and as the team was packing up, he was asked to run team mate Greg Weld's car to help the American up to speed. He got out of the groove in the first turn, and deliberately let the car run along the wall when he realised he couldn't save it. But what should have been just a typical rookie shunt turned to tragedy when the right front wheel swung back on its steering arm, inflicting a fatal head wound. In the aftermath, Chapman disappeared for four days, utterly distraught at the loss of another good friend so soon after Clark.

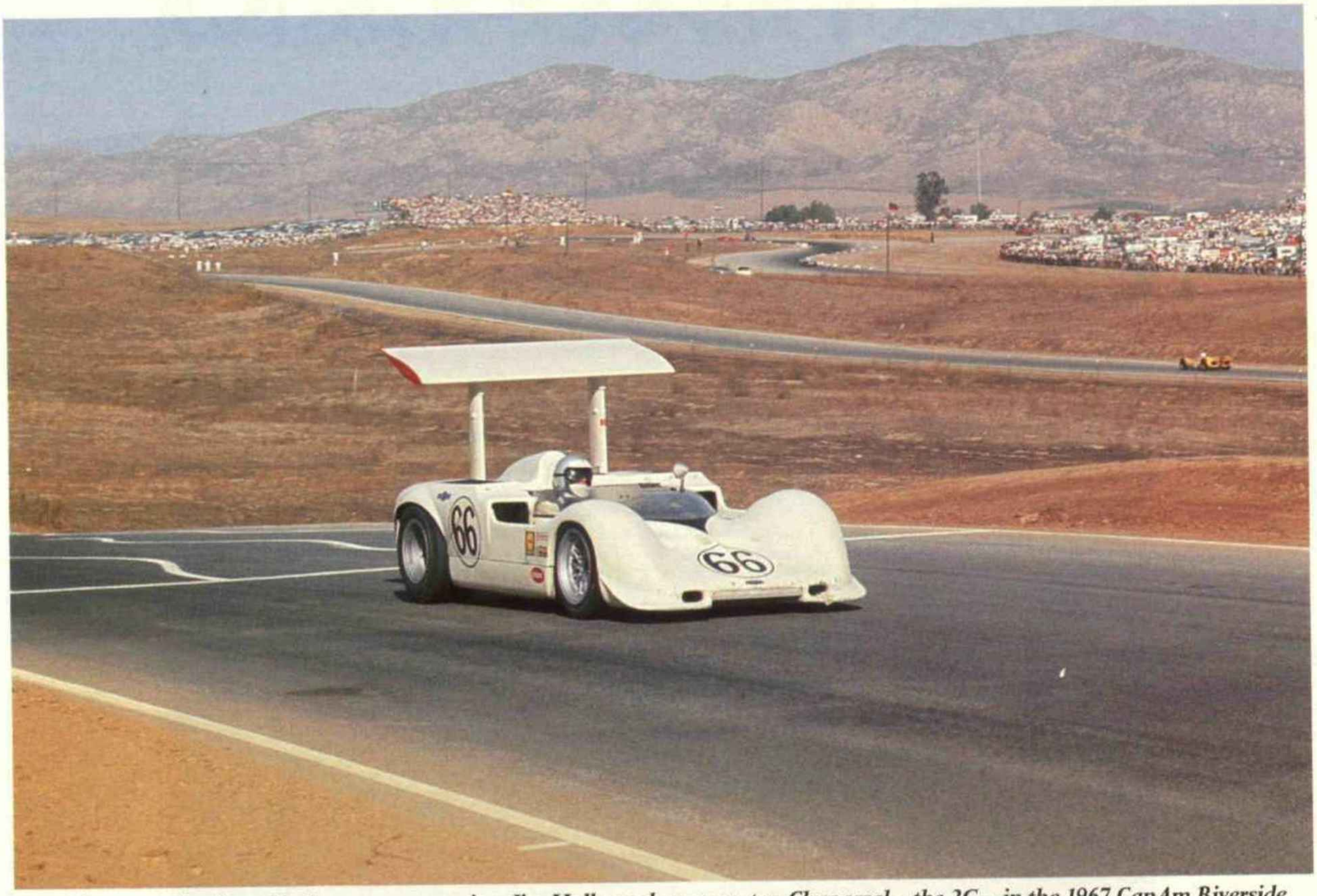
BRM's ability to develop its car died with Spence. Rodriguez showed great form until mid-season, but then the early promise simply evaporated.

At the start of 1968 it seemed Spence had emerged from the shadow of his two great Scottish team mates, but fate again enmeshed his destiny with theirs, robbing the sport of a popular figure whose patience seemed on the very brink of bringing him his reward.

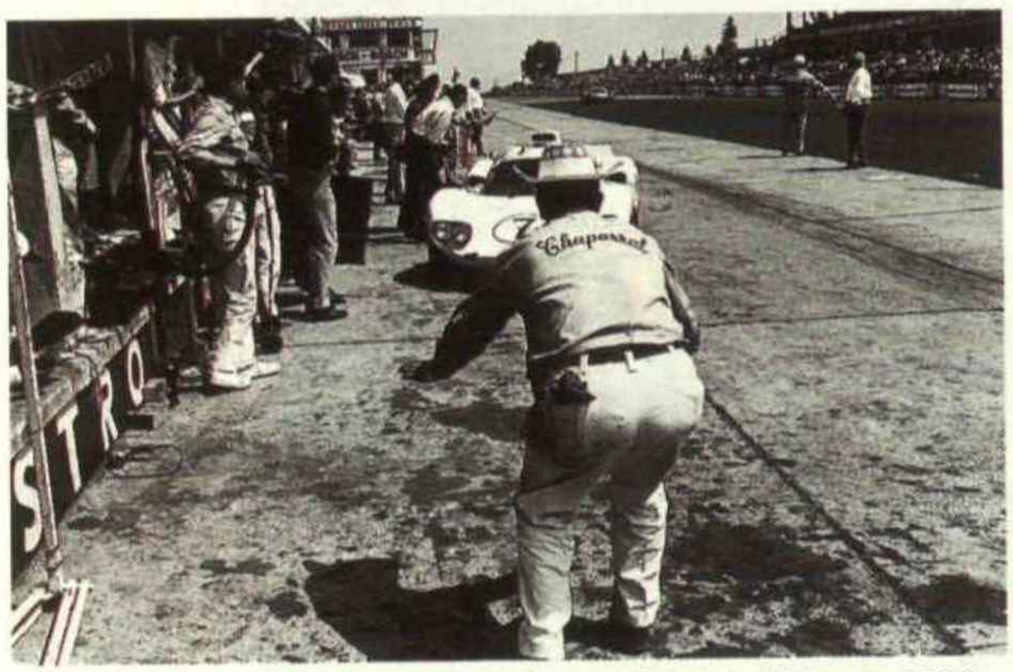
"Mike was absolutely in his prime with the 2F," Phil Hill says. "I had the greatest respect for him as a driver – and as a man."



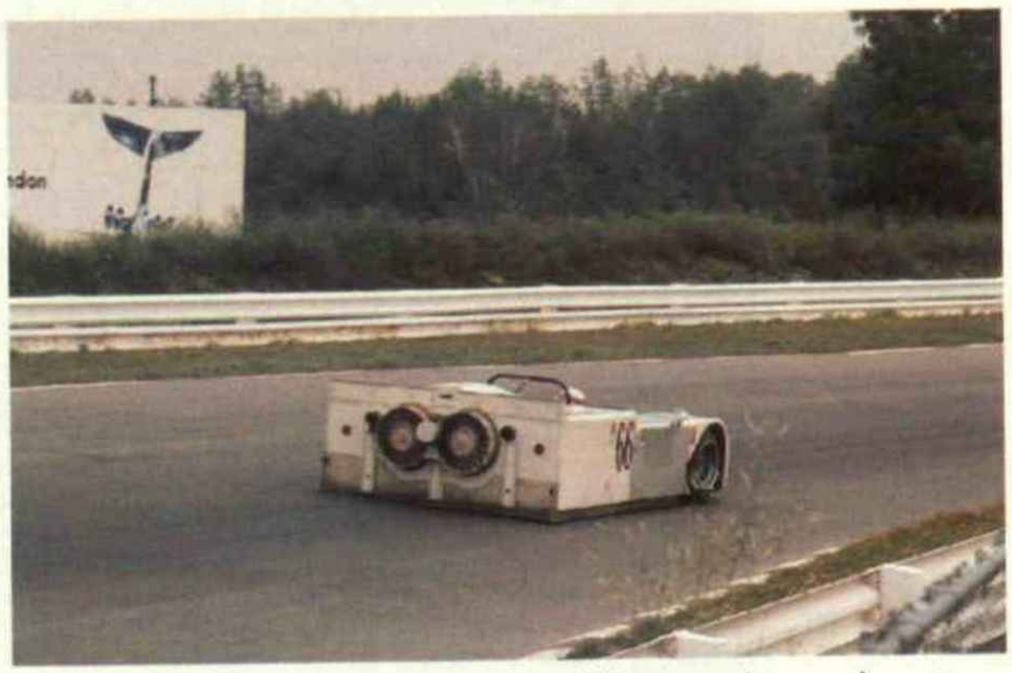
Spence was at his height in 1968. At Silverstone's International Trophy he fought bravely for the lead until the engine broke in his BRM



Switching attention from his European campaign, Jim Hall raced an open-top Chaparral – the 2G – in the 1967 CanAm Riverside



Hill had high hopes for the 2D after a win at the 'Ring in 1967



1970: The 2J 'sucker' car was a more idiosyncratic experiment

lost the control for the wing early on and had to run with it in the downforce position. That just knocked the heck out of it on the straight! After that the car was real easy to drive, but it was so slow!"

Then came the inaugural BOAC 500 at Brands Hatch, where they qualified third after driveshaft failure had prevented them challenging for pole. They ran second early on, until a puncture lost them a minute and three-quarters. They then stormed their way back into contention, Hill taking two seconds a lap off the Amon/Stewart Ferrari P4 which was leading. In the closing stages, the Chaparral went into the lead and this time there were to be no transmission seal leaks, no disappointments. Just a highly apposite and enormously popular victory. The most innovative car of the 1967 season had won the last race for the big-engined prototypes. And it would prove to be a swansong for Phil Hill.

"The car actually let us down an awful lot," he said looking back over the season, the regret still evident in his voice 30 years later. "And, you know, it was really stupid that those problems couldn't be overcome. Race after race we turned up with the quickest car, only for it to fail.

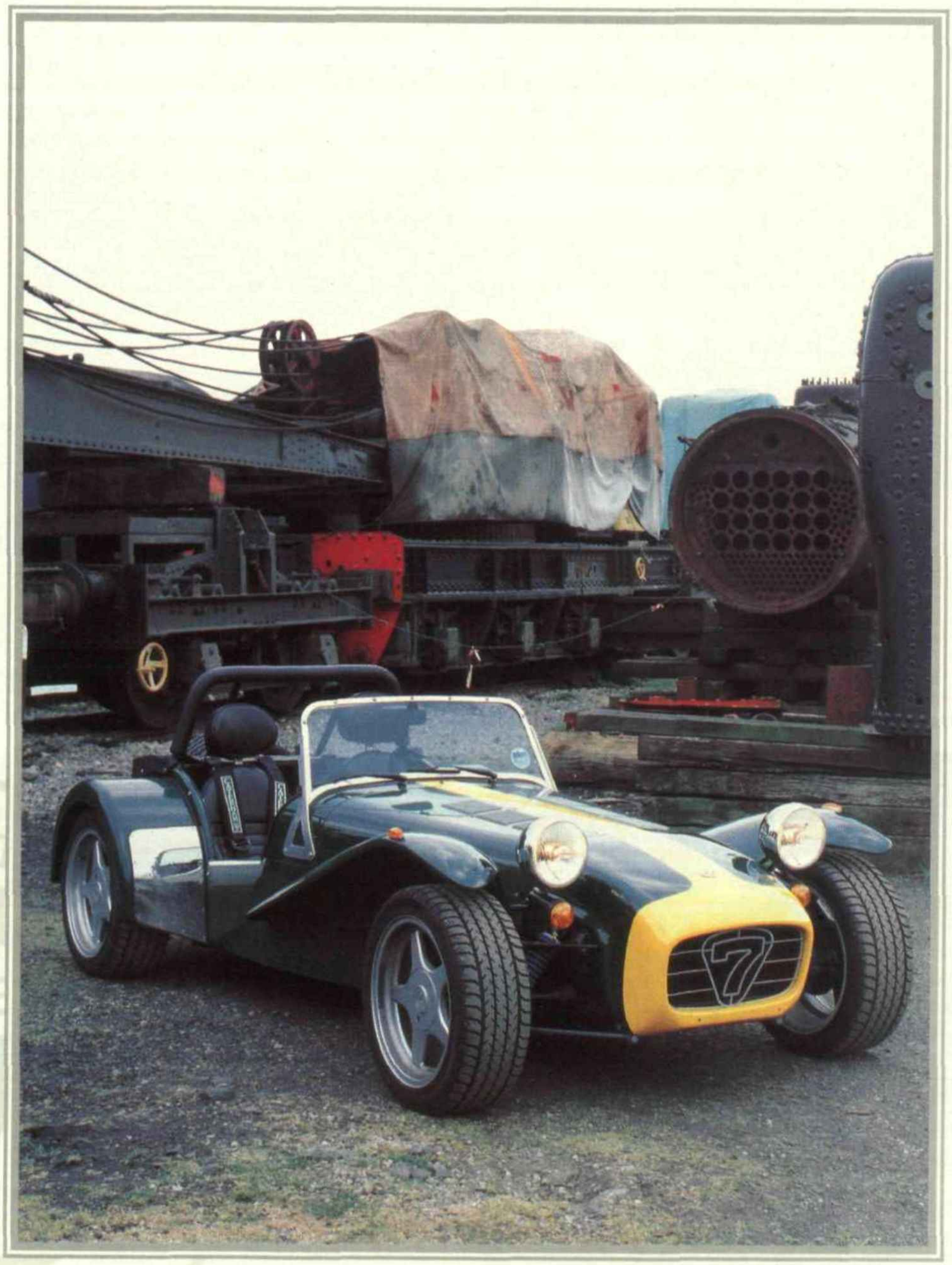
"After my thing with Ferrari, and then with Ford, it was very satisfying to have a car like that to challenge them with. But it was just so disappointing when you think of what it could have been. I mean, we coulda slaughtered 'em with that thing. But maybe we should just remember the positive side."

It was, after all, the car that allowed Phil Hill, 1961 World Champion, to win that last race in which he ever drove, although he didn't appreciate that it was his last at the time. Jim Hall had intended at one stage to run a car in the CanAm for Spence that year, but after Mike's death he drove it himself. "With no CanAm drive and the CSI thing on the engine capacity, it all just sort of faded away," Hill said, "and then I figured it was the right time to quit.

"It was absolutely satisfying to win that race at Brands Hatch, especially after all the troubles we'd had that year. And in retrospect, well, there couldn't be a better way to finish a career, could there?"

Almost 30 years later, Hill and the Chaparral 2F are to be re-united, at Goodwood. After its last, brilliant performance on English tarmac, all those years ago, fingers will again be crossed that those transmission seals behave themselves one more time. M

CATERHAM



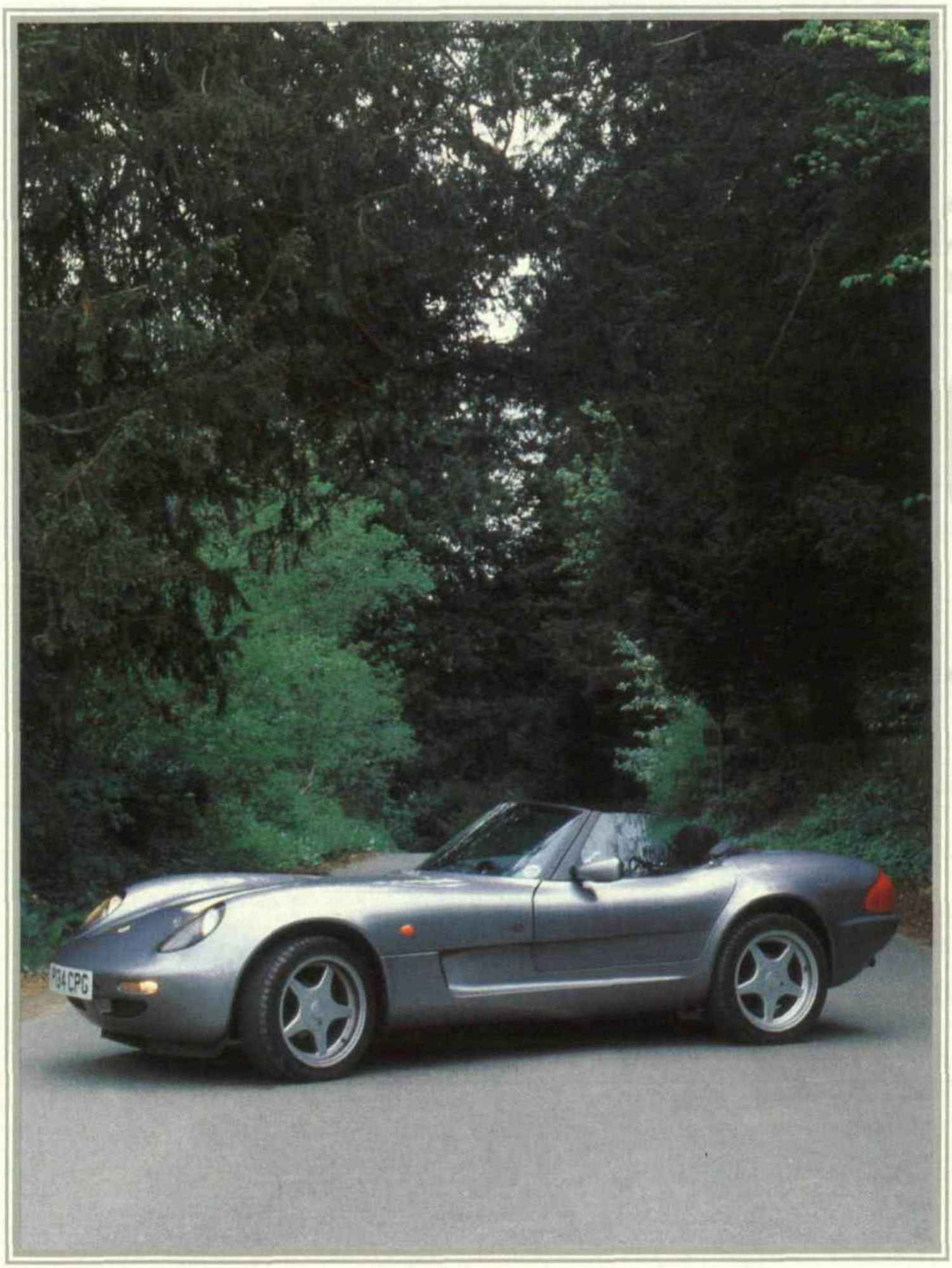
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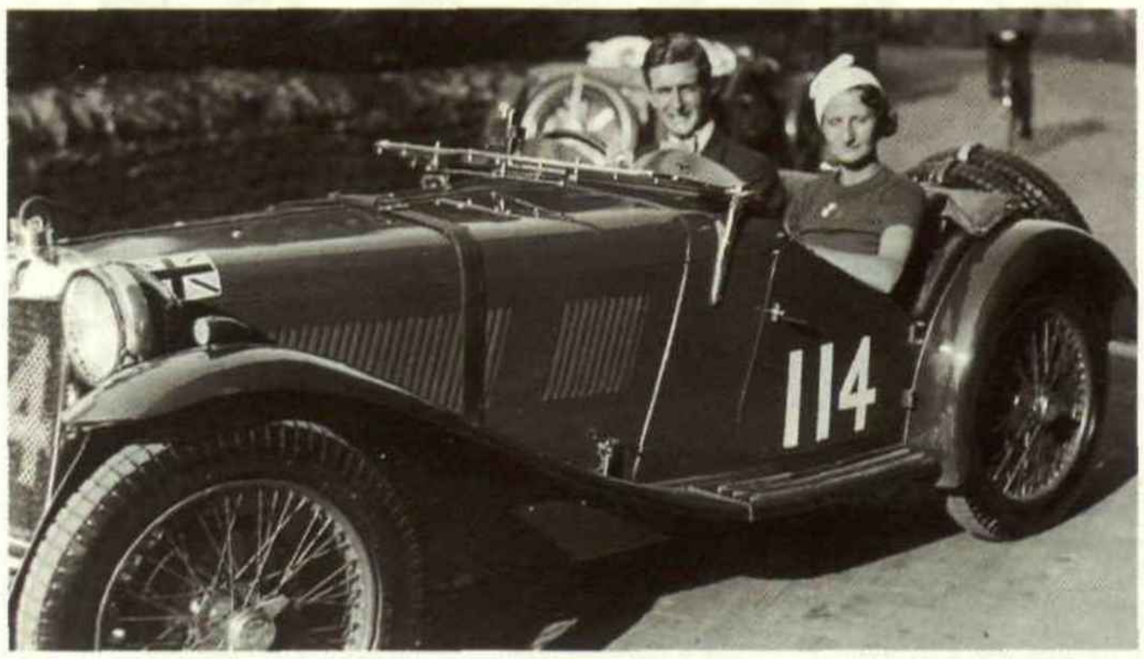
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THEIR DAUGHTER WAS THE FAMOUS ONE, BUT TOMMY AND ELSIE WISDOM MADE THEIR OWN MARK IN 25 YEARS OF RACING TOGETHER. BILL BODDY CHRONICLES THE VARIED CAREER OF ONE OF THE SPORT'S MOST ENDURING PARTNERSHIPS

WHEN THE NAME WISDOM COMES UP in motoring conversation one thinks instantly of Ann Wisdom, who did so well in the top rallies with cars as hairy as the Austin Healey 100s, etc, often partnered by Pat Moss, both of these girls having taken to motorsport after successful spells of show-jumping. This is all very well, and right and proper. But I tend to think that Ann's parents, Tommy and Elsie Wisdom, have never had the recognition they undoubtedly deserve for the versatile part they took in motor racing and other forms of the competition game.

TH Wisdom was born in 1907, in Brighton. He went to the Nottingham High School and the Hove and Sussex Grammar School. He took up journalism and at the young age of 22 had been appointed the motoring and aviation editor of those then-influential papers *The Herald*, *The People* and *Sporting Life*. I have an idea that Tommy Wisdom's influence in the world of newspaper publishing may have extended further, with perhaps some ownership links as well. He has been described as a rather wild young man who was addicted to driving fast cars.

Be that as it may, Wisdom was soon a well-known figure in motor-racing circles, a frequent presence from the reporting angle, before and while he took active participation. Tall, immaculately dressed, with a definite air of assurance, Tommy somehow had the stamp of a top newspaper man about him. He was to become a versatile racing driver, entry into this exciting world no doubt facilitated by his Press associations.

Elsie Gleed was of a similar disposition, intent on not being out-paced by six elder brothers, on whose motorcycles she willingly rode when invited. Disliking being the only girl, she chose early on to be known as 'Bill'. This slim girl, tall, dark-haired and decidedly attractive, was riding motorcycles herself by the age of 16. Graduating to cars, her first was a friction-drive GWK, which she apparently used in trials, to the detriment of its friction discs. Tiring of this, she obtained a supercharged Lea-Francis. This was succeeded by a chain-drive Frazer Nash, in the best sporting tradition, with a s/c Anzani s v engine.

Elsie was already married when Tommy appeared, in dramatic circumstances. Out sailing near Elsie's south-coast home, his dinghy overturned. One companion drowned; Tommy and his brother were brought ashore and laid on Elsie's sofa. A romance sprang up, the two obviously having very similar interests, and in 1930 they married. Tommy, now well-established in his Long Acre newspaper career, had joined the Brooklands Automobile Racing Club by 1930 but I do not think he had raced there, or not to any purpose, when, only a week after his wedding, he told his young wife that he had entered her, with the Frazer Nash, for a race at the March 1930 race meeting, probably because there was to be a Ladies-only handicap there that day.

It was Bill's first taste of high speed on the Track, but she won easily. Enjoying what she had accomplished, she went next to Shelsley Walsh, where, with her Frazer Nash, she set a time of 53.0sec, to take home the MAC Ladies' Cup.

With the bit now between her teeth, as we would say if this were a 'horsey' magazine, Mrs Wisdom repeated the performance at the September 1930 Shelsley Walsh event, and won the Ladies' Cup there (always in a Frazer Nash) until the second 1932 hill-climb. Tommy also drove a 'Nash and on one occasion Bill was faster than her husband, a fine excuse for some 'ragging'.

Despite her limited experience the lady was ready for long-distance racing and she partnered Don Aldington in the 1931 JCC Double-Twelve in a Frazer Nash on behalf of AFN Ltd. While it was true that top makes might achieve excellent publicity if they won, others gained by just appearing. This was just as well, as the 'Nash shed its chains and retired, to Bill's annoyance.

Tommy Wisdom then went over to Ulster for the 1931 TT, probably to report it, but signed on as reserve driver to L Cushman's 4½-litre Invicta. It won its class, but had opposition from only one car, another 4½-litre Invicta, which lost a wheel and retired. But before the 1931 season ended Elsie got hold of one of these impressive Invictas for the Ladies' Handicap at the Brooklands' Autumn Meeting. Ebby had got wise to her and put her on scratch but, lapping at 109.74mph, she came in second to Fay Taylour in a Talbot. This time eight girls took part.

Mrs Wisdom, without any further racing experience, then accomplished one of the greatest achievements of her career, and one of the finest by a lady racing driver. She joined Joan Richmond (who came over from Australia to compete in the Monte Carlo Rally and who was even less ➤

Above: When they weren't in different places competing in separate events, Tommy and 'Bill' Wisdom raced and rallied together. Right: Tommy running the ageing Leyland-Thomas the couple used for their campaigns at the Track in the early Thirties, Bill winning the Ladies Handicap

The VERSATILE WISDOMS

experienced than Bill) in entering for the 1932 JCC 1000-mile race at Brooklands with a works Riley Nine. It was a two-day race, over a course with artificial corners and the two girls ousted everyone, winning at 84.41mph. I do not know what stints they took but they had been racing, one or the other, for a total time of 12hr 23min 53sec. It was magnificent and the daily papers loved it, picturing the two 'Speed Queens'.

The Wisdoms had now decided to look for a fast car to run in BARC outer-circuit races. They bought from Dudley Froy the aged ex-Howey Leyland-Thomas. In the 1920s the two Parry Thomas cars had been the most successful at the Track but now the officials were dubious, especially when a lady proposed to race one. So Mrs Wisdom was observed by none other than John Cobb who had himself raced the other Leyland; she sensibly kept her lap speed down to just below 114mph and was passed as competent. By the Autumn 1932 Meeting they were ready to run the old car. Tommy retired from his race but his wife won the three-lap Ladies' Handicap from the scratch mark, beating Fay Taylour's Talbot by 2/5th sec. This was an excellent show, because the Leyland was a difficult car, tending to snake as it went on to the Members' banking, a nasty wind was blowing, and Bill had to overtake eight other cars.

Her fastest lap was at 121.47mph, the fastest up to then by a woman driver. Even Parry Thomas had said that to hold his car round the Byfleet banking he had to wedge his right arm on the side of the cockpit and steer with his left hand, and that it was even then hard work to hold it. Yet Elsie took it in her stride, saying she found it relatively easy.

Before that Tommy had been over to Ireland again, to drive a Riley 9 in the TT with Newsome, but it crashed at Newtownards. The Wisdoms persevered with the old Leyland-Thomas in 1933 but the best was second in a Lightning Short Handicap and fourth place in the Gold Vase race.

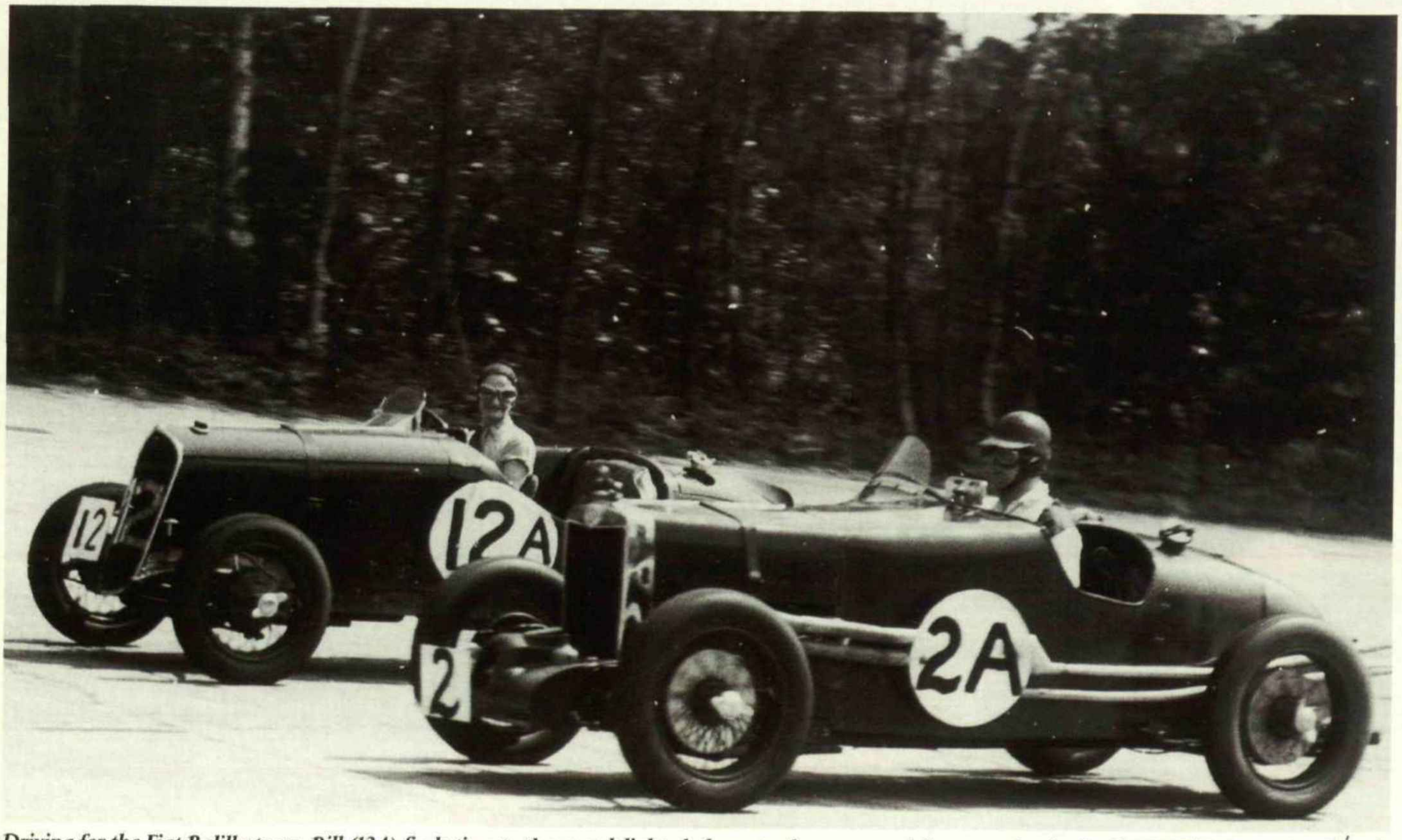
Bill went to Le Mans, however, as co-driver to Mort Morris-Goodall in AC Bertelli's Aston Martin team. She showed that she was as good as a male driver, lapping consistently and not letting Mort down; but their luck was out when an engine bearing failed. However, Mrs Wisdom continued to prove her long-distance capabilities in the 1933 JCC 'handicap-by-chicane' International Trophy race at Brooklands, when she drove an MG Magnette into third place. She was now accepted as a capable, calm driver who could rank with the men.

In his journalistic capacity Wisdom would go to various record bids, etc, and unlike many less fortunate reporters (were you about to say, like me?) would sometimes take part in such a run, as at Montlhéry in 1932, when he was part of Eyston's successful 24-hour record attempt with a J3 MG (70.61mph) during which Tommy had to push the car to its depot when the petrol pipe severed – but he saw Eyston and others net every Class-H record from the Austins. He drove for Eyston again at Montlhéry in 1933, on the MG.

By 1934, in spite of having a daughter to bring up, normal household chores to see to, and Tommy to look after, and as well as writing a regular womens' feature for *The Autocar*, Bill began to think about regaining the Ladies' lap-record, which Mrs Kay Petre had taken from her with a much smaller Bugatti. The Leyland was not quick enough, so Tommy asked Freddie Dixon for the loan of his very quick six-carburettor Riley Six. Dixon could be difficult and perhaps did not entirely approve of the fairer sex in difficult cars, and the light Riley at 130 could be as tricky as the Leyland at 120. In the end Freddie concurred, but for a few laps only, to see how Bill coped. She went out to impress, but a front tyre threw its tread, hitting Bill's right elbow a nasty crack. The skill with which the lady kept things under control appeased Dixon's doubts. A belt was rigged up to hold her more firmly in the car and she re-took the record that October at 126.73mph.

Before that, Tommy had gone to Le Mans to share an Autosports Singer 9 with Barnes; they finished in 18th place. The pair tried again in 1935 but retired. That year Bill also competed again in the famous 24-hour race, in a 1½-litre Riley with Mrs Kay Petre, but they, too, retired. Sammy Davis used to tell the story of how husband and wife were booked into different hotels but Tommy, his stint over, decided to spend the night with Bill, thereby rather surprising the maid who brought in the early morning tea...

In 1936 TH went on the Alpine Trial, one of the most important events in those days, as a member of the Talbot 105 team which (with the Adlers) won the only Alpine Cups in their class. Wisdom, who shared BGH



Driving for the Fiat Balilla team, Bill (12A) finds time to throw a delighted glance to the camera while competing in the 1936 LCC Relay at Brooklands

21 with Bill, iced the cake by setting fastest time up the Stelvio.

Elsie had little hope of the Ladies' lap-record at Weybridge after Kay Petre had borrowed the JRDC's 10.5-litre Delage, so she sought other speed pursuits. Husband and wife had jointly driven a Riley in the 1935 International Trophy to a very worthy fourth place, in a race from which 18 starters had retired. Then, going together to Ireland for the Craigantlet Hill-climb with their 'Nash, the result was a domestically satisfactory tie.

The following year, 1936, found Bill at Le Mans again, this time with a Fiat Balilla which failed to finish, while Tommy had the rare distinction of appearing in the French GP. This was not quite as exclusive as it sounds, the car being a 13/90hp Marendaz Special, of which Earl Howe was the lead driver. How could this have come about? One has to comprehend that this GP was nothing more than a sportscar-type race and that Le Mans did not take place in 1936. Howe, who had driven mainly Italian, French and German makes, may have felt that he should compete in a British car for once. This might explain how Capt DKM Marendaz persuaded His Lordship to race one of his cars. The Howe/Wisdom entry was the first to drop out, after 54 of the 80 laps. It seems that Howe found the steering heavy, crashed – damaging a hub – and walked away in disgust. Wisdom was there and took over, perhaps hoping to claim the starting-money, had the car run to the end.

The sporting couple had become really ambitious, taking part in the 1936 Mille Miglia; alas, their MG crashed as Tommy was avoiding a woman in the road and both went to hospital, Tommy with a broken leg, Elsie with facial scars.

This put them out of action for a time but did not diminish their enthusiasm. The next year they were both at Le Mans again, Bill in a PB MG with Arthur Dobson, Tommy in the Barnes' Singer team. Neither finished, the MG having clutch slip and engine problems; privately-entered cars were ever at a disadvantage.

Tommy was also on the Continent for the long Paris-Nice rally, starting with a lap of Montlhéry's bankings, and taking in La Turbie. He drove an SS-Jaguar 100. With war clouds well on the horizon Wisdom was again in a Singer 9 in 1937 in the TT but again retired (con-rod). And all along the years Brooklands appearances had continued, Bill getting a third in the



The pair's 1936 London to Baghdad drive publicised the new Wolseley 12



Amy Johnson (centre) joined Bill (left) and Mrs A Lace for the 1937 Monte



Bill found time to race boats, too

1934 Womens' Mountain Handicap in an Alpine Talbot, Tommy finishing in that year's BRDC '500', with WG Everett in his Zoller-MG Midget and his wife only missing the same race in 1935 because the Derby-Maserati to be shared with George Duller had stripped its timing gears.

At Brooklands in 1936 Wisdom and Geoffrey Daybell were in the successful Riley team in the BRDC "500", and Tommy caused much interest by winning a handicap race with a 3½-litre SS100 said to be in near-catalogue form.

Bill was seen sprinting with a change-over sash in the LCC Relay race, for the Balilla Fiat team. She also became keen on small boat racing, about which MOTOR SPORT kept us informed, winning the Atlantic Trophy in a ChrisCraft. Another sphere of Wisdom versatility was rallying. They drove Standard, Triumph, Chrysler, Vauxhall and Talbot-Darracq cars in that great winter adventure, the Monte Carlo Rally, Humber and SS-Jaguars in the RAC Rallies, and were to be seen competing in the Welsh Rally in MG and Singer and on the Scottish event with Singer and Morris cars. In 1936 there had been a greater gamble when the Wisdoms and the Hon Brian Lewis had publicised the new 12/48hp Wolseley by driving one from London to Baghdad, 4600 desert-bound miles.

War ended these motoring achievements. TH joined the RAF, serving in far places, with the rank of Wing-Commander. He wrote a fine book about this but never one about his motoring, to my lasting regret. Sometimes Tommy had combined press reporting with racing and he was always willing to take over in an emergency, volunteering to do so even with the unknown quantity of the Napier Railton at Montlhéry at night.

After the war had ended Bill resumed press reporting and racing, doing well again in the Monte Carlo Rally with a Morris Minor, and in the 1950 TT he drove a Jowett Jupiter; although he had no luck there was the satisfaction of having persuaded Sir William Lyons to let Stirling Moss have a Jaguar, with which he won handsomely. He was particularly active in the Le Mans 24 hour race. In 1949, when it was resumed, he and Hay were sixth with the latter's 4 ¼-litre streamlined Bentley coupé and, with Wise in 1950 Tommy aided the cause of the new flat-four Jowett Jupiter by winning the 1½-litre class at record speed. They retired in 1951 but in 1952, with Leslie Johnson, Wisdom finished a splendid third with a 4.1-litre Nash-Healey. Then with Jack Fairman he drove one of the aggressive-looking 2-litre Bristol coupés in 1953 but it caught fire and left the road, hospitalising TH. But they were back in 1954, when the Bristol team cleaned up the 2-litre class. The same pair were ninth for Bristol in the tragic 1955 Le Mans race.

In 1951 the Wisdoms had formed a husband and wife team in the Mille Miglia but their Bristol hit a trespassing non-competing car and both went to hospital. Before this Bill had reopened her competition work with success in hill-climbs in Jersey and Switzerland, and as soon as Montlhéry reopened in 1948 TH Wisdom was there, with Norman Black and a Healey that succumbed to transmission failure. Later Tommy drove a Healey saloon for an officially observed hour run at the Paris track.

There is much more. For example, winning the touring-car class of the Mille Miglia in a Healey in 1949, ditto at Spa with a Jowett, repeating the previous success with an Aston Martin in 1951, in which year Tommy won another Coupe des Alpes for Aston Martin. He had been to Sebring as reserve driver to Lance Macklin in 1954 and had gone well in the 1950 TT at Dundrod in a Jupiter until its bearings had had enough.

I'm sure I have left some achievements out. However, I hope this will serve as a small tribute to one of the motoring writers, like Sammy Davis, who was a versatile competitor, and pays respect to debonair Tommy Wisdom and his quiet but accomplished wife Bill. When they finally retired to a seaside cottage in Ferring they were able to watch the equally successful career of their daughter Ann in international rallying. M

GOD'S SPEED

CHAPLAIN TO BOTH QUEEN AND BRDC, CANON LIONEL WEBBER IS THE FORCE BEHIND THE REMARKABLE RETRO 97, TAKING PLACE IN AND AROUND BASILDON ON JULY 5. SIMON TAYLOR MEETS A UNIQUE CHARACTER

portrait by Charles Best

LIONEL WEBBER IS A MAN OF GOD. HE IS CANON OF Chelmsford Cathedral and Chaplain to the Queen. And, for more than 20 years, he's been Rector of Basildon. Around the sprawling Essex New Town he's a familiar figure: baptising, marrying and burying, sitting on town committees and parish councils, visiting the elderly and the infirm, helping the young and the homeless, tackling with hustling energy and high good humour the endless seven-days-a-week tasks of his calling.

But Lionel Webber is also, to the bottom of his cassock, a motor racing enthusiast. Parked outside his church is his red 3.0-litre Alfa Romeo 75, bearing the registration J3 REV. On his study walls are paintings of Michele Alboreto and Gerhard Berger, of Hawthorn and Collins, of Jimmy Clark. Motor racing history books are split equally with the religious volumes on his shelves.

His love and understanding of the motor racing world and its people make him the inevitable choice to mark the passing of one of its number. The service he conducted for Denis Jenkinson, a non-Christian, was an extraordinary exercise in liberal judgement and sympathy. He told the congregation that Jenks was now in another place, saying hello to Fangio and Senna, then arguing vociferously with God that He did not exist. He clearly knew Jenks well...

Lionel's love of motor racing dates back to his early post-war trips to Silverstone in the Swallow sidecar of his grandfather's 16H Norton, his father on the pillion. They cheered on his grandfather's hero, Villoresi, to win that first post-war international in 1948, and celebrated at The Green Man on the way home. Now, as British Racing Drivers' Club chaplain, he counts Silverstone as his second home.

After national service in the Royal Electrical and Mechanical Engineers – driving a Sherman tank on the vehicle training course – he spent three years in an Anglican monastery. "Dad sent me MOTOR SPORT every month, and during meditation I would hide it in the folds of my cassock, put my hood over my head and catch up on Jenks and The Bod."

Sunday is always his busiest day, of course, so his circuit visits tend to be for practice and testing, but on Grand Prix weekends his services are carefully timed. "The other Sunday we had an afternoon service for the Scouts, which I delayed until after the TV coverage had finished. Then I announced the result in church for those who were interested."

When Lionel conducted a moving service of thanksgiving for the life of Duncan Hamilton, his son Adrian proffered a case of wine in gratitude. Lionel (who likes his pint) refused the wine, but asked instead for a ride in the 1953 Rolt/Hamilton Le Mans-winning Jaguar C-type. Adrian responded by tossing him the keys and telling him to take it away for a couple of hours. "It was unbelievably moving, driving this car that had scored such a great British victory with two great British drivers. After a good blast, driving in my dog-collar and shirt-sleeves, I pulled into a side road and just sat there, thinking about it. I had tears in my eyes."

Lionel wears his collar at all times, but says, "I'm not the sort of bloke who's always out looking for converts." He remembers going to a Crystal Palace race meeting as a boy and being astonished to see a clergyman in the paddock. "I thought, what's he doing here? What's all this got to do with him?

"And at one of the practice days for last year's British Grand Prix I was wandering down the pit lane, and I stopped to take a close look at the suspension and brakes of Schumacher's car. The Ferrari mechanics were delighted and made a big fuss of me. I think they reckoned that for qualifying that afternoon they were going to have the Church on their side!"

He enjoys finding God in rather unexpected places. "God's a bit bigger than all the rubbish we try to enclose him in. I was at the Coys Silverstone meeting last year, looking at a front-engined Ferrari Dino F1 car. I stood and ogled it for a few moments, and then I said, aloud: 'Only God could have designed that'. A man passing by heard me, grinned, and said: 'You're absolutely right'."

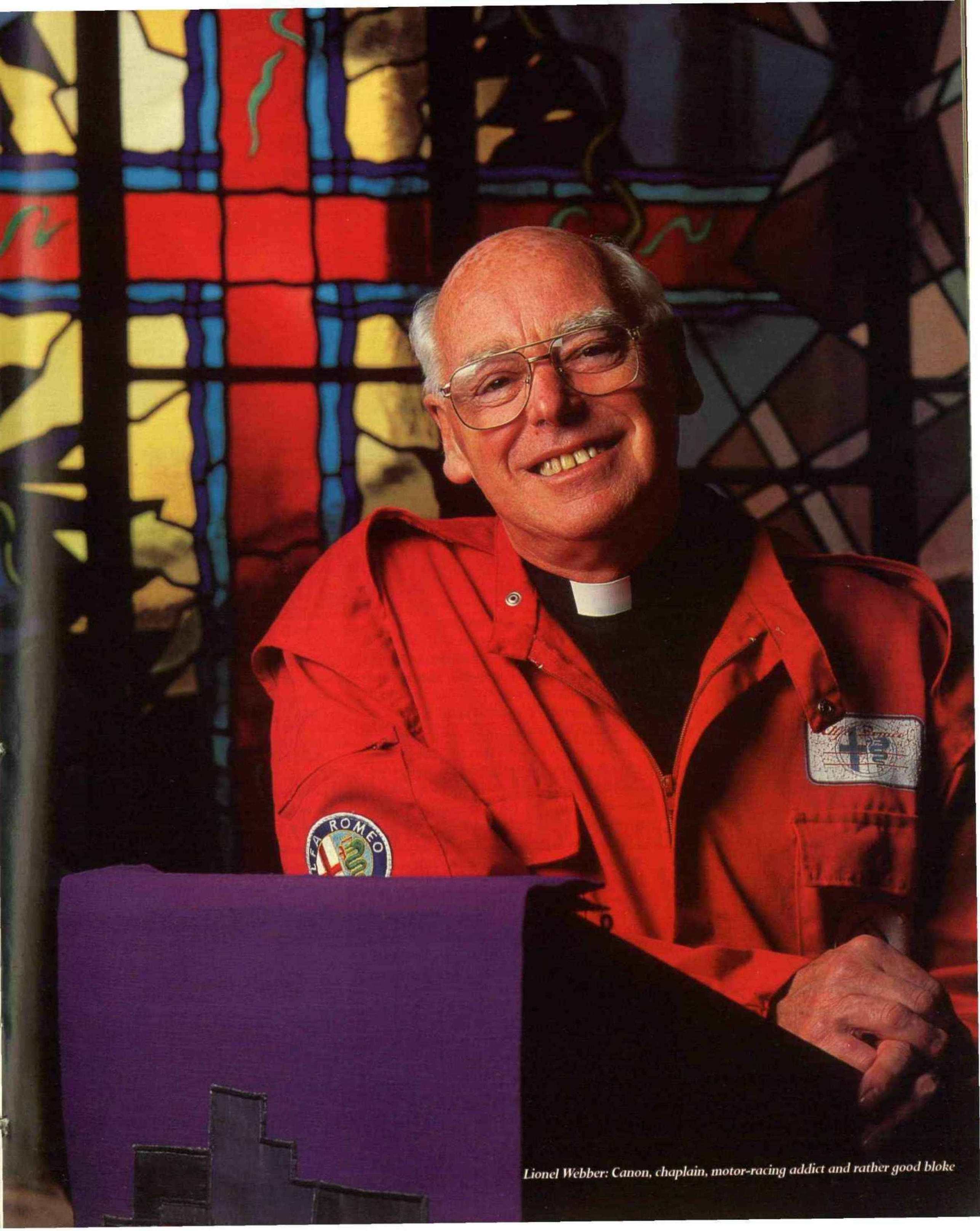
Ferraris are a special favourite. Fiat UK, which has supplied a minibus for him to bring the disabled of the parish to church, lent him a Ferrari 348GTB for a weekend. "The man who delivered it was showing me how the radio worked. I said: 'If you think I'm going to be playing the radio when I've got that heavenly music roaring away just behind my left ear, you must be crackers.'"

Now Lionel is embarking, with his usual relentless enthusiasm, on a project which combines his love of motor-racing with the life of his community in Basildon. St Martin's is a modern church and has no steeple, and Lionel wants it to have the world's first glass-and-steel freestanding tower, 90 feet high, to hold a peal of bells from a redundant church in nearby Colchester which dates back to 1431. A grant has come from the Millenium Commission, but further money has to be raised.

Lionel's knowledge of local motor racing history tells him that 75 years ago a speed hillclimb was held at the village of Laindon, now within ➤



Villoresi wins at Silverstone in '48, to the vocal delight of the Webber family



Lionel Webber: Canon, chaplain, motor-racing addict and rather good bloke

The Le Mans-conquering McLAREN F1 GTRs





The McLaren domination of Le Mans in 1995 was totally without precedent. A total of seven F1 GTRs were entered. In essence, these were road cars fitted with an off-the-shelf Le Mans kit.

Not only did McLaren win the race outright, but the cars went on to fill four out of the first five places. Testament indeed to the brilliance of designer, Gordon Murray, and

AN EXCLUSIVE TRIBUTE

the cars' BMW V12 engines.

As a tribute to the McLaren's domination of Le Mans, the world famous model-maker UT Models has produced, under licence, official replicas of the cars which finished first, third and fourth in the 1995 race.

The three cars are the Kokusai Kaihatso U.K. Racing entry, driven by Lehto, Dalmas and Sekiya which finished first; the Mach One Racing car of Wallace, Bell and Bell which came third, and the distinctive Gulf Racing car driven by Bellm, Blundell and Sala which finished fourth.

Manufactured in die-cast metal in the highly collectable 1:18 scale, the detail in these replicas is quite breath-taking. The doors and rear cowling both lift whilst the steering wheel actually turns the wheels. The interior is even more stunning. Even the miniature pedals have been drilled to save weight!

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The price of these cars is just £39.99 each plus P&P, which we think is incredible value given the precision involved.

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one production run of these cars and as you can imagine, these will disappear very quickly indeed.

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MS/MF1/7



More fuel at '53 Le Mans for winning Duncan Hamilton C-type. After Hamilton's memorial service in '94, Webber spent two glorious hours at the wheel

the New Town area. The huge entry included the likes of Parry Thomas, Leon Cushman, Woolf Barnato (campaigning an Hispano Suiza in his pre-Bentley days), Raymond Mays and Archie Frazer-Nash. Lionel's idea is to celebrate the anniversary with Retro 97, a remarkable fund-raising event on the public roads around Basildon.

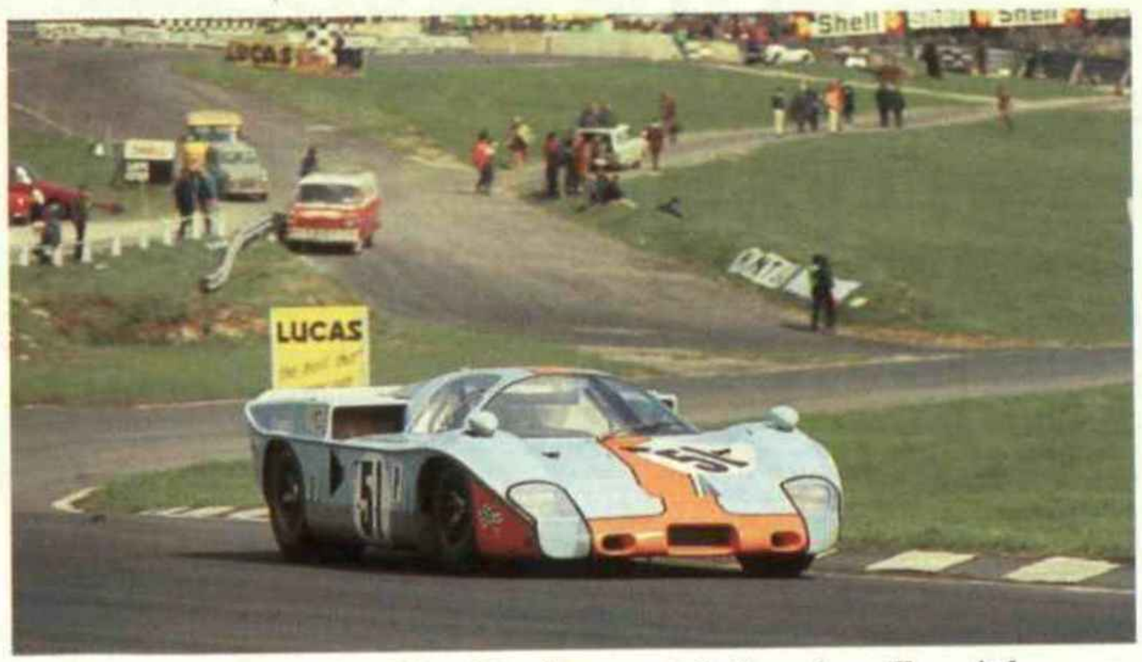
Once Canon Webber has an idea, he's very hard to stop. His local influence is such that the Essex Police, the Chief Executive of the City Council, the District Engineer and the Fire Service have all bowed to Lionel's enthusiasm. A 3.4-mile road circuit will be closed to traffic for the afternoon of Saturday, July 5, and a heart-warming display of cars and drivers will take to the roads, led by drivers of the calibre of Stirling Moss in a Maserati 250F and Chris Amon in a Formula One Ferrari.

The Gordon Bennett Napier from the National Motor Museum, the Parry Thomas Leyland Eight from Gaydon and many other wonderful machines have been promised, from a Gulf Mirage to the rare CanAm Ferrari, from a Jaguar D-type to the XJ13, a DB3S, a Gulf Mirage, a Type 57 Bugatti, an Indianapolis Lotus and many more. As this is the 70th anniversary of Archie Scott Brown's birth there should also be some Lister-Jaguars in evidence. There will be motor club displays and trade stands, tea and wine throughout the afternoon, and in the evening, a champagne reception, followed by a celebration dinner and charity auction to be conducted by Brooks. Lionel's enthusiasm has even persuaded the chef and staff of a top London hotel to provide the catering.

It sounds like a most unusual day, but then Lionel Webber is truly a most unusual man. His wife Jean tolerates his love of cars, which include not only the Alfa ("trouble with that registration number is that it's like driving with your trousers down – if you carve somebody up they know immediately who you are") but also a Series I Jaguar XJ6, campaigned in the occasional historic rally, and a 1965 MG Midget, found as a wreck and which Lionel has mystifyingly found time over the years to restore. He's also owned a Mini Cooper, Frogeye Sprite, Lotus-Cortina, RS2000, Audi Coupe and other Alfas. In his youth he had a drive in an F3 Cooper, and he's also done the odd serious rally, "but I was never any damn good".

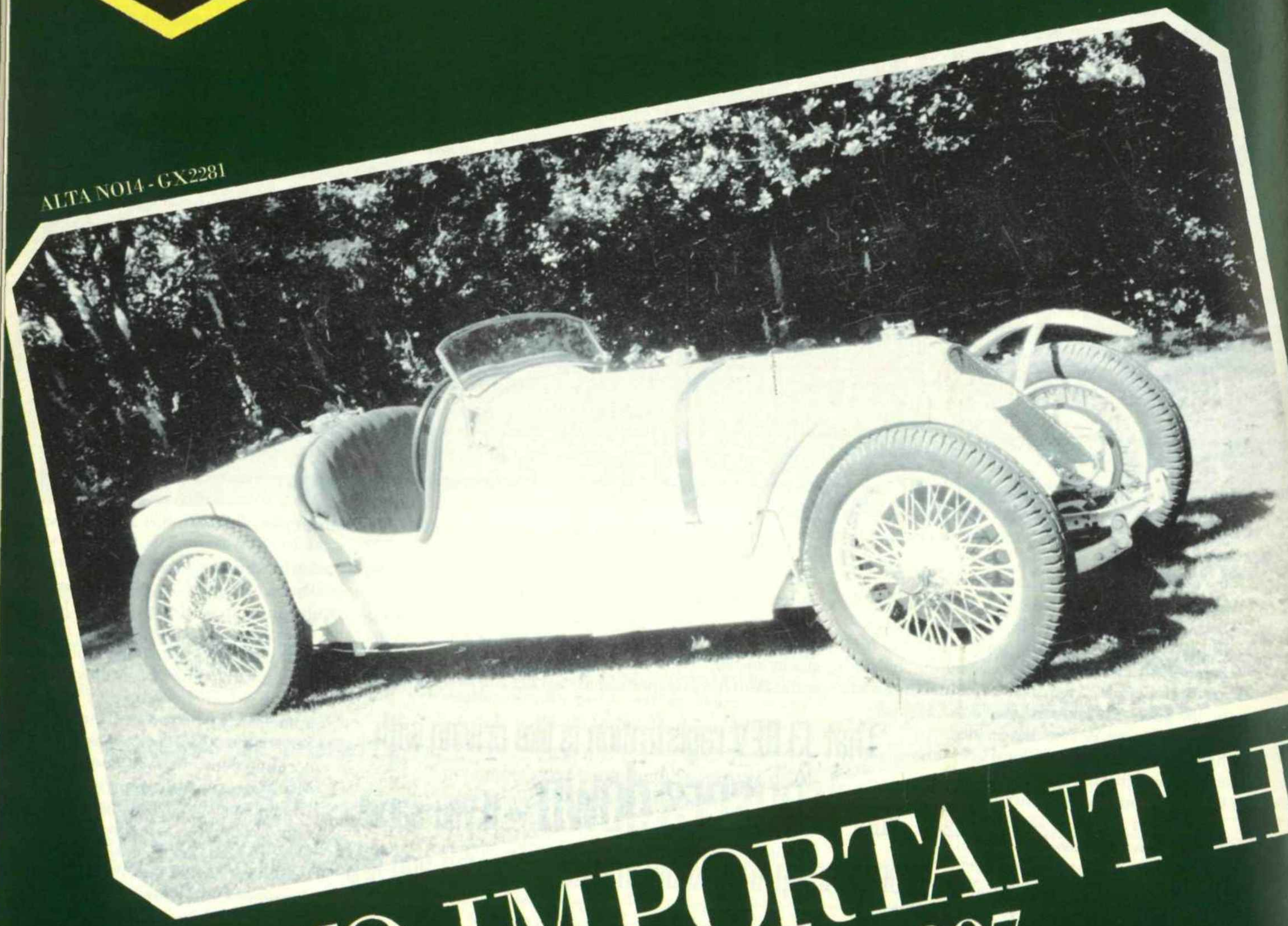
But Good is just what he is. This is a good man, spreading his own joyous view of what life is really about. And it works, too: spend an hour with him, and you leave feeling better than when you arrived. When the new bell-tower at St Martin's is finished, it's good to think that Lionel's love of motor racing will have garnered some of the funds to build it. On July 5 you should beat a path to Basildon to see his historic pageant and watch knowing that, as you do so, you will be helping a little too. M

'That J3 REV registration is like driving with your trousers down – if you carve someone up they know immediately who you are'



A Mirage at large in Basildon? Be there on July 5 and you'll see it happen

CLASSIC AUCTIONS



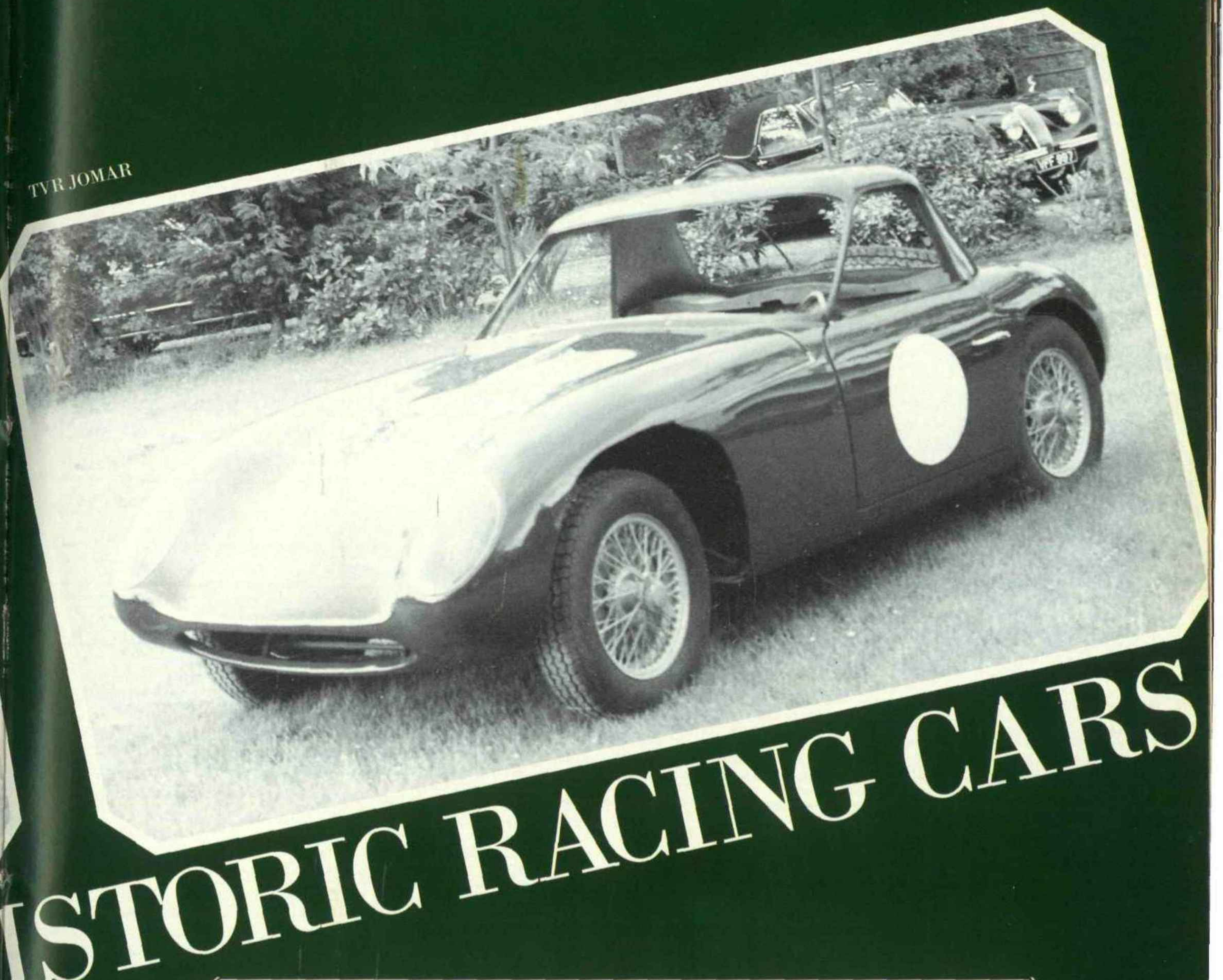
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TVR JOMAR



STORIC RACING CARS

Alta No14 - GX2281

Raced at Le Mans and Ards TT in 1930.
The third production Alta, and the only complete and original 1100cc Alta sports two-seater left.
One of only 12 made, believed the only 1100cc engine still fitted with its original skew-gear cam-drive. Supplied with magnesium alloy crankcase and sump, aluminium rods and four-speed crash gearbox for Le Mans; raced there by Ludovic Ford (retired) and in the TT (crashed into the butcher's shop in Comber!). *Mentioned in Motor Sport, Autosport, Autocar* and *Motor*; illustrated in Ulster VCC's 'The Ards TT'

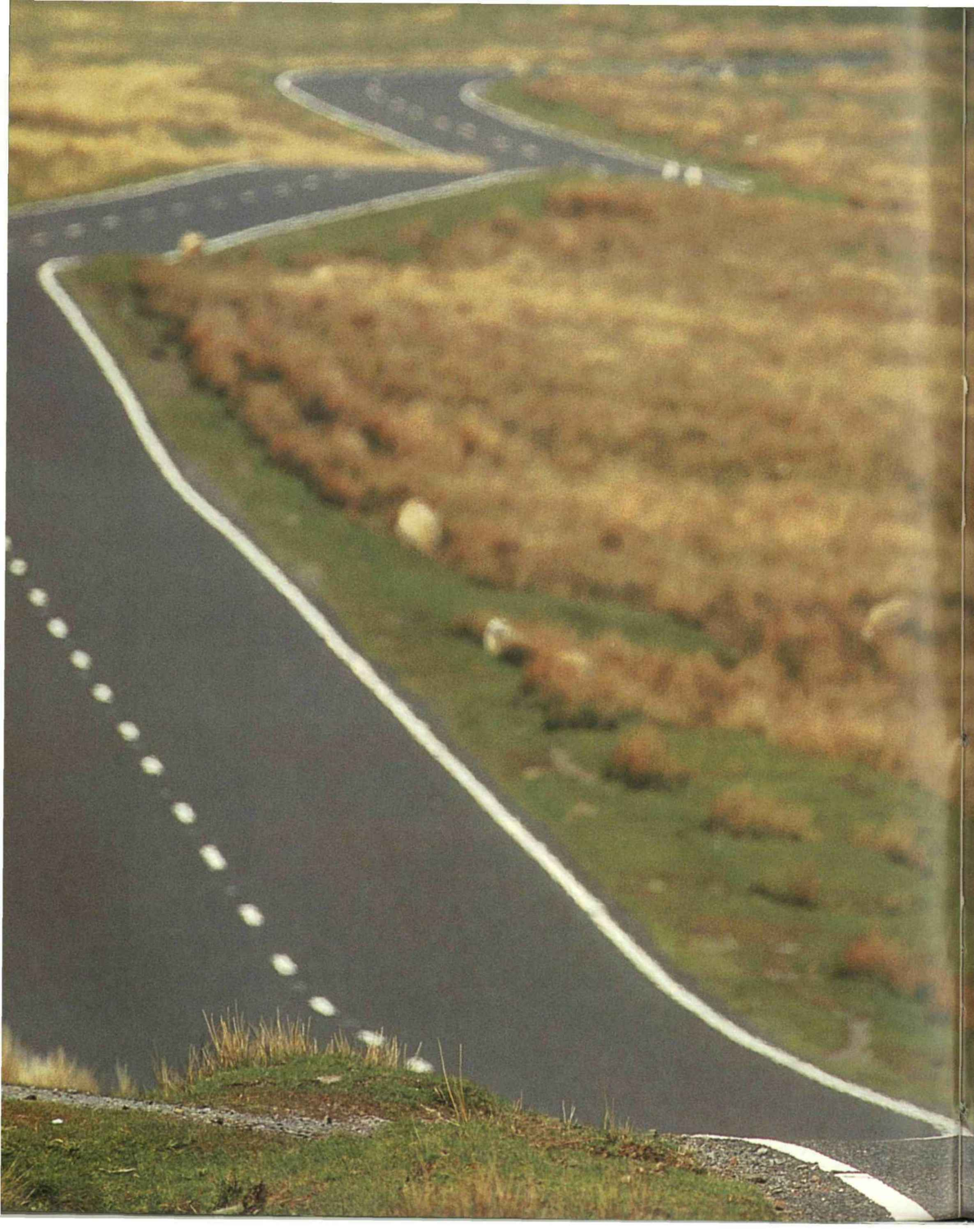
Engine and 'box currently dismantled and partly prepared for historic racing; all parts present, listed and labelled for completion.
Rare and important car with racing provenance.

TVR Jomar

Fore-runner to the Grantura. One of six prototypes made in 1957/8 with the Coventry Climax FWA overhead cam 1098cc engine, with twin-choke Webers giving 72bhp at 6200rpm.
Light fibreglass body, four-speed TD gearbox.
Supplied new in December 1958 to Peter Jones, who kept it for 32 years. Frequently raced in early years (timed at Silverstone in 1960 at 130mph), but not used after 1961.
Sold in 1990 to present owner.

Body-off restoration; chassis Hammerite treated, body resprayed and rebonded to frame. Original engine, running gear and wire wheels all rebuilt. Car is complete apart from interior trim, but needs finishing.
Mileage of 20,000 believed genuine.

ENTRIES ARE STILL BEING ACCEPTED FOR OUR JULY AUCTION



AS BOTH RACING CAR AND MONEY-MAKING MACHINE, THE BMW M1 WAS AN ABJECT FAILURE BUT, ON THE ROAD, IT PROVED SUBLIME. ROGER BELL UNEARTHS THE MOST UNDERRATED SUPERCAR IN THE WORLD

DISCOVERING BMW'S LOST LEADER

photography by Ian Dawson



DISCOVERING BMW'S LOST LEADER

Heaving into a three-point turn, I was reminded of TV pundit Martin Brundle's observation about racing cars being pigs to park and manoeuvre. They're heavy and cumbersome, he told Murray. Racers are designed for driving fast, not edging slowly. Quite so. The svelte projectile – in spirit a born and bred racer – I was blindly reversing with straining muscles and cricked neck was momentarily out of its element. Seconds later, heading back the way I'd come for another run past the camera, the M1 was skimming across the Brecon Beacons like a guided missile.

Only at speed does this formidable BMW assume that transcendental quality possessed by a rare breed of roadgoing thoroughbreds. It transports you into a dimension beyond the reach of ordinary fast cars. The quicker you go, the keener the sense of the paranormal, the more remote the crescendo of sound from behind your back. Ensconced in the world's most underrated supercar, I felt uplifted, loose-knuckled, confident, thrilled. Steering seemed to be more by telepathy than physical effort, gearchanging was the snappy, seamless work of an automaton, not me. The car was dancing on tiptoe, the heather ablur.

When a distant sheep walked, my reverie ended. I caressed the mighty brakes, slowed to a crawl and returned to the real world from which only the rarest of cars can escape. Another day, another fix.

At its purest and fastest, the mid-engined M1 was to have been BMW's world beating sports-racer, taking over from the redoubtable front-engined CSL. Something purpose-built for the job, rather than a converted road car, was needed if BMW was to beat the rear-engined turbos of arch-rivals Porsche. Enter, with awful birth pains, the M1 – the first all-out racer of BMW Motorsport headed by Jochen Neerpasch, the man who threaded the CSL 'Batmobile' through the loopholes in Group 2, to the chagrin of Ford, his former employers.

Sports car racing was in the doldrums in the mid-'70s. Group 5, for 'silhouettes', was designed to revive it. For silhouette read anything goes, so long as the racer retained the outline and layout of the qualifying homologation specials, 400 of which were demanded over a two-year period.

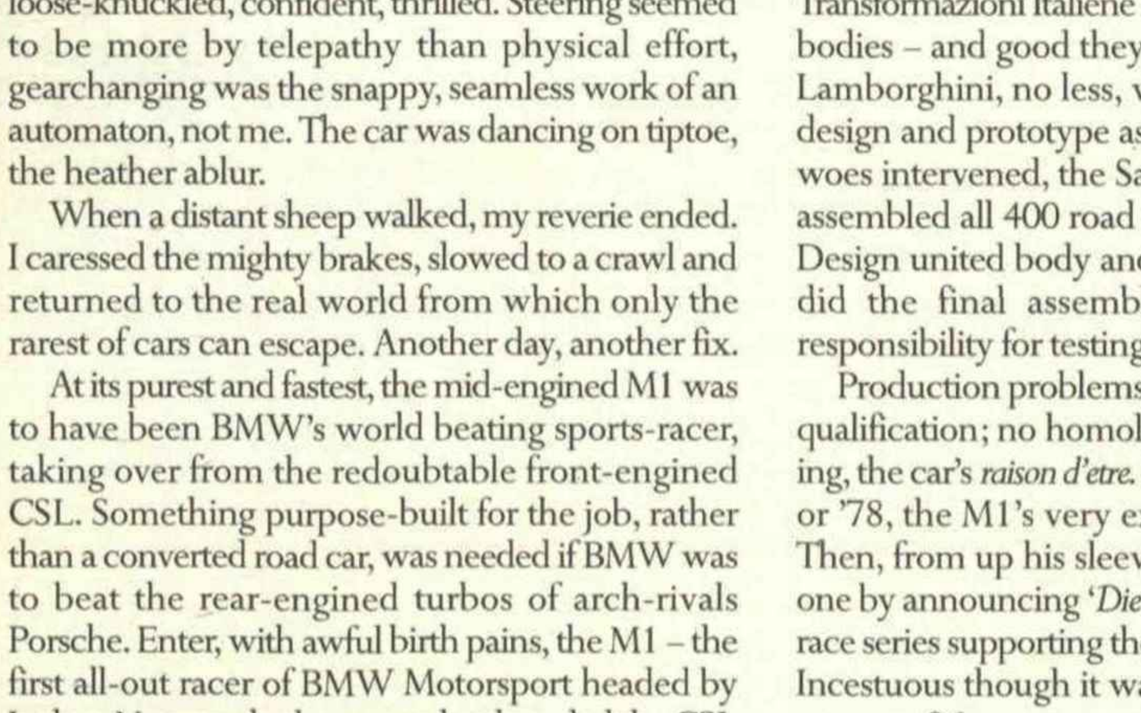
BMW had sufficient power in Motorsport's 3.5-litre twin-cam, 24-valve straight-six, good for up to 1000bhp with twin turbochargers. What was needed was a decent mid-engined chassis to carry it. Drawing inspiration from a 1972 gull-winged two-seater, built by BMW as a showcase concept, Neerpasch and his team conceived a steel-tube chassis that cradled the engine behind a caged two-seater cockpit. Suspension was by double wishbones all round, damped by gas-filled Bilsteins. Ugly Campagnolo alloy wheels carried Pirelli P7 rubber of (by today's standards) modest dimensions. Dry-sump lubrication allowed the tall, upright engine to be sunk deep into the chassis, keeping the centre of gravity as low as possible. Drive to the back wheels was through a five-speed ZF transaxle, incorporating a 40 percent limited-slip diff. What else but generous disc brakes all round?

To avoid disruption at Munich, BMW turned to the Italians for help to get the M1 off the ground. Giugiaro's Ital Design did the long-deck styling, incorporating aids to downforce, stability, cooling and feeding. Marchesi of Modena built the chassis, Transformazioni Italiene Resaine the ripplefree GRP bodies – and good they were, too. To begin with, Lamborghini, no less, was heavily involved with design and prototype assembly. Had not financial woes intervened, the Sant'Agata firm would have assembled all 400 road cars as well. As it was, Ital Design united body and chassis, Baur in Stuttgart did the final assembly, and BMW assumed responsibility for testing and quality control.

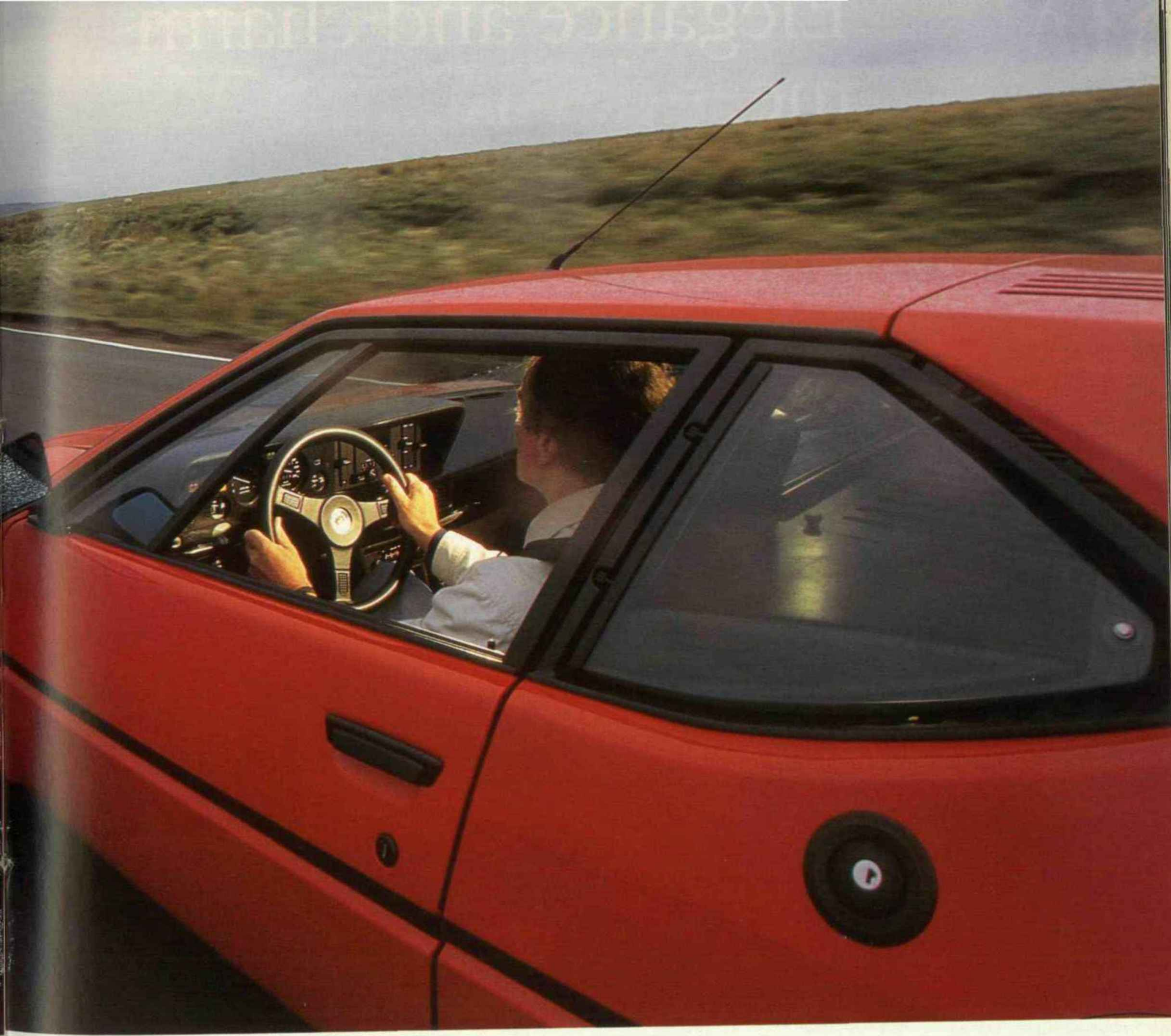
Production problems delayed the M1's Group 5 qualification; no homologation, no silhouette racing, the car's *raison d'etre*. Unready to compete in '77 or '78, the M1's very existence was in jeopardy. Then, from up his sleeve, Neerpasch pulled a fast one by announcing '*Die Procar Rennserie*' - an all-M1 race series supporting the GP world championship. Incestuous though it was, Procar, as you will read on page 96, was a great show. How could it fail, with big-name drivers slugging it out in identical 190mph M1s built to full Group 4 (470bhp) specification? Not only did Procar keep the M1 project afloat when it looked like sinking, but it turned out to be the highlight of its competition career. Little was heard of the M1 thereafter.

In the period 1978-81, BMW built just 453 M1s, the bulk of them identical road cars like the scarlet gem that enthralled us in Wales. Owned since new by BMW (GB) Ltd (and sometimes to be seen in the foyer of the company's Bracknell Headquarters), 255BMW, recently resprayed after sustaining skin damage during storage, must be one of the best and most pampered of the survivors, still with less than 10,000 miles on the clock. Would that I could add the next 10,000.

Over 14ft long and six feet wide, the M1 is no Lotus Elise. For a two-seater its big and, at 2912lb, heavy with it. The corners are invisible, the view aft badly obstructed by Miura-like slats and flying buttresses, the travel of the seats – more embracing than appearances suggest – restricted, headroom meagre. Despite the broad cabin, beanpoles with £70,000 (or more) to spare should look elsewhere



M1 interior may look stark but is actually comfortable for hours on end thanks to fine seats, superb ride quality and excellent refinement. Cabin, however, is not the paragon of Teutonic efficiency you might imagine: switchgear is scattered and the driving position offset. All-round visibility is typically poor for a mid-engined car



for kicks. Despite inconveniences, the M1 is a lot more civilised and habitable than, say, its erstwhile Latin cousin, the Lamborghini Countach. You sense that applied science shaped the M1, not engineering whimsy. It may lack the panache and passion of its Italian adversaries, but then it's far less intimidating and much easier to live with.

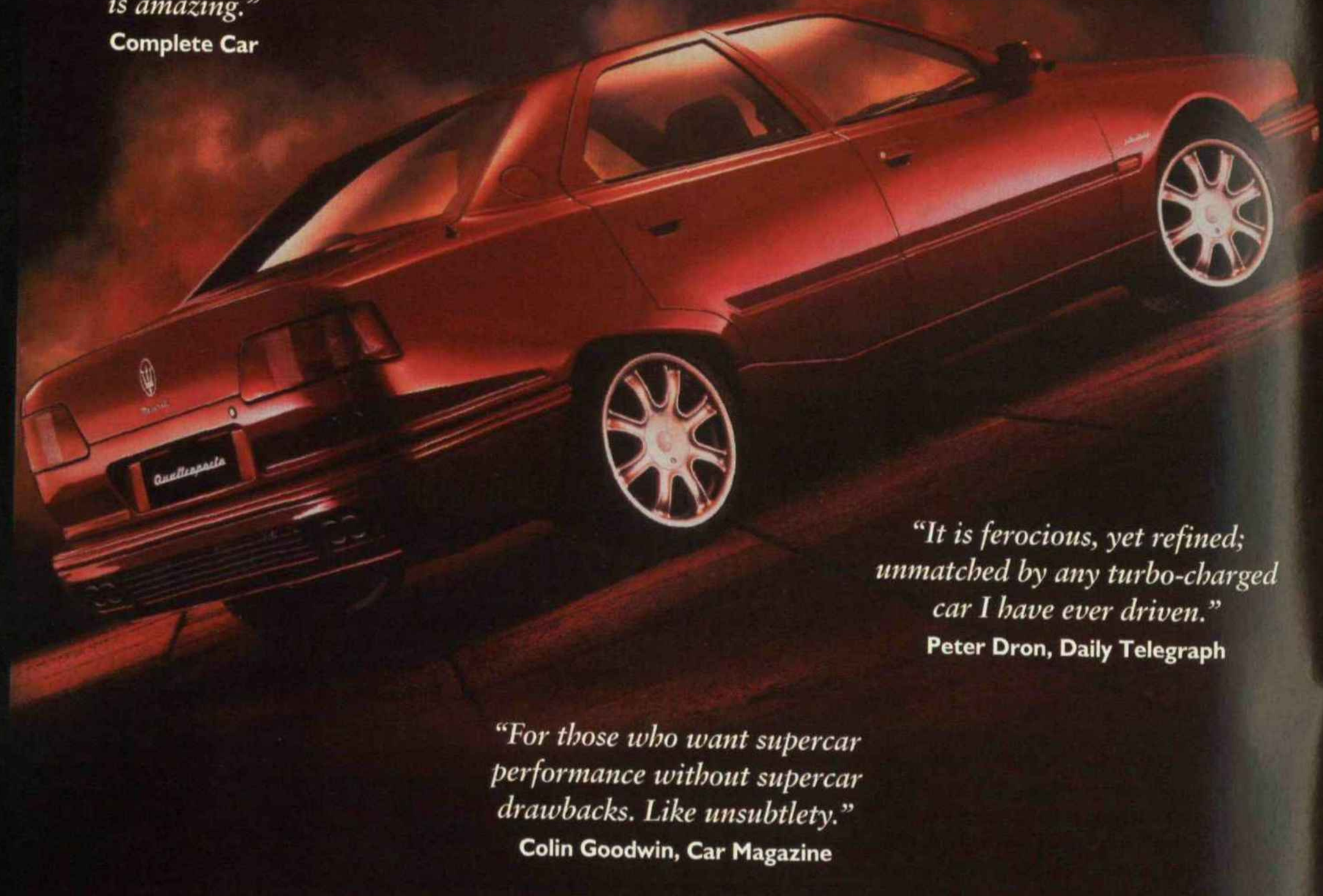
Not that the M1 is ergonomically perfect. You sit askew, legs pushed towards the centre by wheelarch intrusion, head brushing the roof. The pedals are properly aligned for heel-and-toe downshifting, and the three-spoke steering wheel, carrying elusive horn buttons, is adjustable for reach. Other concessions to comfort include half-leather trim, air conditioning, powered windows and mirrors, even a decent radio. In roadgoing guise, the M1 is not exactly sumptuous, but it's no stripped-for-action racer, either. Everything you need you'll find somewhere ahead on the rather muddled and partially obscured instrument binnacle.

Mechanically injected by Kugelfischer-Bosch, the big straight-six fires immediately, hot or cold. With contactless Marelli ignition, a six-branch fabricated exhaust and 9.0 to one compression ratio, power is rated at 277bhp at 6500rpm, torque at 239lb ft at 5000rpm. Peaky though this may sound, the M1's lovely engine is, in fact, a model of muscular flexibility. It's as willing and docile low down as it is vivid and strident when extended. Acceleration is strong rather than sensational. In standard trim, the M1 is not in the same rampant league as, say, a Porsche 959, Ferrari F40 or McLaren F1, though its malevolent, hard-edged wail provides exciting aural accompaniment and goose-pimples on demand. It's the breadth of the power band – effectively the whole rev range – that makes the car so punchily energetic, so quick to impress.

Besides, from rest to 100mph in 13 seconds is not exactly hanging about. Nor can many cars, exotic or otherwise, better the M1's genuine 161mph top speed – *Motor's* two-way maximum recorded on a deserted autobahn (BMW GB's other M1, since sold, was accordingly registered 161BMW). Confirmation of the engine's lovely linear delivery is provided by *Motor's* fourth gear acceleration times: six seconds dead from 20 to 40mph, 50 to 70mph and 80 to 100mph. Spot-on internal ratios give intermediate maxima just before the 6900rpm ➳

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Handling is extraordinarily composed and forgiving on the limit. You wouldn't try this in a Boxer...

limiter of 46, 69, 98 and 131mph.

Like a jabbing boxer, you punch the gearlever through its old-fashioned gate. First is dog-legged in the left-back position, so the route to second requires precise negotiation. Pottering around town – out of character but perfectly feasible, given the M1's civility and lack of temperament – shifting feels a mite clumsy. At full attack it's marvellously crisp and rewarding. It's the same with the steering. On manoeuvres it's clumsy, stodgy, heavy. Tanking on, it's so sharp and lively you could be fooled into thinking there was hydraulic assistance to your elbow. There isn't.

Being mid-engined, with the car's mass concentrated in the middle rather than at the ends, dumbbell fashion, the M1 turns into corners with an alacrity that inspires confidence. There's nothing edgy about it. The closest the car gets to nervousness is when you back off mid bend; tight-line tuck-in can then be pronounced enough to demand sharp correction. Roll-free poise and predictability are taken for granted. That the M1 is such a delight to hustle along twisty roads is down to its fluency and impeccable balance. Remember, the chassis was designed for a thousand horsepower. It's merely toying with a piffling 277bhp. Given the car's weight and modest boots – 205/55's up front front, 235/55's behind – it's no surprise to learn that the M1 can be provoked into outrageous oversteer as easily as a boy-racer Escort, indicating a surfeit of handling over grip, especially in the wet. It all adds to the fun. That the car revels so much in opposite lock powerslides says much for its balance, poise and uncorrupted steering.

Dynamic prowess you expect. What elevates the M1 to the top of the supercar league as a refined express is the astonishing smoothness of its ride. I swear few modern luxury saloons ease you over humps and hollows as serenely as the M1's supple coil-and-wishbone suspension. All right, the tyres roar and rumble on granite chippings, but harsh they are not, nor do they jolt. Another strength is that the exciting wail of the engine assails only when your hearing apparatus is attuned to receive it – under hard acceleration. Had 255BMW not had a weak seal round the driver's door, smooth-road cruising would have been as quiet as in photographer Dawson's supporting Volvo 850. Even allowing for the imperfect driving position, you're so comfortable in an M1 that you could drive the length of France without wilting. What's more the huge 25.5 gallon tank and 28mpg at 75mph economy would just about allow you to do it non-stop.

Six years ago, I wrote elsewhere that the M1 was the best supercar of its decade; that after a battle with contemporaries that included a Boxer and Countach – both more exciting, charismatic cars than the M1 but neither so usable or civilised. Probably not so well made, either. After our fling in Wales with 255BMW, I see no reason for second thoughts, for ranking the M1 anywhere but among the very best. As a racer, it fell short of BMW's high expectations, but at least it has competition history. What, after all, did a Countach ever do on the track? M

SPECIFICATIONS

BMW M1

ENGINE

Type	Water-cooled straight-six dohc, 12 valves
Capacity ...	3453cc
Bore/stroke ...	93 x 84mm
Induction ...	Kugelfischer-Bosch mechanical fuel injection
Compression ratio	9.0:1
Max power ...	277bhp at 6500rpm
Max torque ...	239lb ft at 5000rpm
Specific output	80bhp/litre
Power to weight	210bhp/tonne
Transmission...	five-speed, manual

CHASSIS

Steering ...	Unassisted rack and pinion
Brakes	Servo-assisted ventilated discs
Front suspension	Double wishbones, coil springs, anti-roll bar
Rear suspension	Double wishbones, coil springs, anti-roll bar
Wheels	Campagnolo alloy
Tyres front/rear	Pirelli P7, 205/55 VR 16, 225/50 ZR 16

DIMENSIONS

Length	171.8in
Width	71.8in
Height	45.0in
Wheelbase ...	100.8in
Kerb weight ...	2912lb

PERFORMANCE

0-60mph	5.6sec
50-70mph in 4th	6.0sec
Top Speed ...	161mph

KEY ENGINEERING POINTS

Classically configured chassis designed to cope with up to 1000bhp. Box section steel frame carrying bonded and rivetted glass-fibre body. Along with the Lamborghini Countach, was used as the basis for the development of the landmark Pirelli P7 tyre.

IN ONE SENTENCE

Brilliant synthesis of German engineering and Latin flair.



Motorsports engine is only straight six to be used in a mid-engine production car. Gave an easy 277bhp in M1 and was developed to produce 340bhp in '95 M5. Designed to be capable of giving over 1000bhp in twin-turbo race trim, in road-going form it proves docile and quiet in traffic and effortlessly punchy when asked. Pushes M1 to 161mph.



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The ultimate one-make racer

CARS WITH MORE POWER THAN GRIP AND TOP F1 DRIVERS MADE THE M1 PROCAR SERIES VERY SPECIAL. FOR MANY, IT PROVIDED THE BEST ONE-MAKE RACING EVER SEEN, REMEMBERS ALAN HENRY

THEY ROLLED, THEY SLID WILDLY AND, DESPITE PAYING lip service to aerodynamics with nose spoilers and rear wings, they had a surplus of power over adhesion. Small wonder that the BMW M1 Procar series, which provided the supporting races at European Grands Prix throughout 1979 and 1980, is still recalled by many as the best one-make racing series ever devised.

Ironically, just as the McLaren-BMW F1 GTRs are today enjoying a level of international racing success never originally envisaged when Ron Dennis and Gordon Murray outlined plans for the ultimate road-going super performance coupé in 1989, so the BMW M1s were never really intended for the racing series which made their name.

The BMW M1 had been conceived as a basis on



Close, fierce racing was guaranteed with the Procars, as here at Österreichring, 1980

but then a leading light in the Formula One Constructors' Association, to come up with a high-profile series of Grand Prix supporting events.

The M1s would not only be sold off to private entrants, but BMW would also field five 'celebrity' cars to be driven by the fastest F1 drivers in the first practice session of the weekend. The races were billed as pitching the eager privateers against F1's leading lights, with separate championships for both seeded and non-seeded competitors.

The first round took place at Zolder, as a curtain raiser to the 1979 Belgian GP, and immediately threw up more than a handful of organisational problems. However, there was no question about it; the Procars certainly looked the part. The 3.5-litre straight-six engines developed about 470bhp, but in Procar specification had their rev limiters set at 8500rpm – 500rpm below their intended limit – in an effort to keep them reliable.

Sadly, it wasn't sufficient to keep all the M1s running in anger. For the first few races the cars proved worryingly unreliable. Moreover, with the Procars running on Goodyear rubber, there was no way in which Ferrari F1 drivers Jody Scheckter and Gilles Villeneuve, or Renault's Jean-Pierre Jabouille and Rene Arnoux, could take any part in the proceedings as their GP teams ran on Michelin's products.

The format of the races also provoked an unholy row between the sport's governing body, FISA, and the Procar Association. The sport's masters dismissed the one-make series as a publicity stunt and, emboldened by this stance, the French Federation attempted to ban the Procars from the French GP programme. But then F1 czar Bernie Ecclestone signalled that the series had his blessing by pointing out that if there were no Procars, then there would be no GP.

So the M1s were there as usual. It was all wild and woolly stuff. Niki Lauda, who shrewdly had himself organised as a non-seeded runner with a Marlboro-backed M1 run by Ron Dennis's Project 4 organisation, won the first year's championship. The high spot of his season was elbowing a path ahead of Clay Regazzoni's M1 to win the supporting race at Monaco, thereby confounding the cynics who said that it was impossible to pass on this absurdly confined street circuit.

Nelson Piquet was also as keen as anybody to get a run in the Procars. Paid only a modest stipend by Ecclestone for driving his works F1 Brabhams, the Brazilian was inevitably a quick enough qualifier to get a place in the Procar field. It was great pocket money for him, and would continue to be so through into 1980 when he succeeded Lauda as the second – and last – Procar champion.

Procar also threw up some very talented drivers of its own, most notably the young German Hans-Georg Berger, who almost won the 1979 round at Hockenheim. Sadly, Berger's talent was never to reach fruition, for he was killed in a bizarre accident on the warm-up lap of the 1980 European F2 race at Zandvoort when his Tiga slid off the circuit and hit a catch fence supporting post.

My most vivid memory of the Procar era is of the Hockenheim race in 1980. No longer an F1 driver, Hans Stuck nevertheless wanted desperately to win the German GP supporting race. From the start, he was locked in a wheel-to-wheel battle with Ligier driver Didier Pironi – until the impassive Frenchman forced him up one of the chicane escape roads. Pironi just scrambled home the winner by less than a second from Manfred Schurti, with a furious Stuck recovering to finish third.

That wasn't the end of the matter. Stuck uncoiled his six-foot frame from the confined cockpit of his M1 to unleash a furiously vocal critique of Pironi's driving – straight to the Frenchman's face. 'Hanschen' was visibily quivering with rage, but Pironi just faced him down with that impassive stare which he'd made his hallmark. Didier, quite frankly, couldn't have cared less.

Alan Henry drove James Hunt's BMW Procar before a one-off race at Donington Park in 1979 M



which to challenge Porsche in the World Sports Car Championship, but production delays meant that the central-engined, Lamborghini-built coupe was simply not ready in time. The plan was to race the M1 in the 'silhouette' Group 5 sportscar category, so called because one of the few restrictions on competing cars was the requirement to retain the outline of the road car from which they were derived.

Unfortunately, by the time it was ready to go, the sportscar championship rules – absurdly volatile at the best of times – were changed. Henceforth a fixed number of the basic model had to be sold before the car could be homologated for racing purposes.

For the sake of racing credibility, BMW competitions manager Jochen Neerpasch put his head together with Max Mosley, today's FIA president



The five fastest F1 drivers in a GP's first practice session were given a seat in that weekend's Procar race. The series ran for two years, with Lauda (left) winning the 1979 title and Piquet (above) the 1980 crown. The M1 was never intended as a one-make racer, though its 470bhp and limited grip made for spectacular dices

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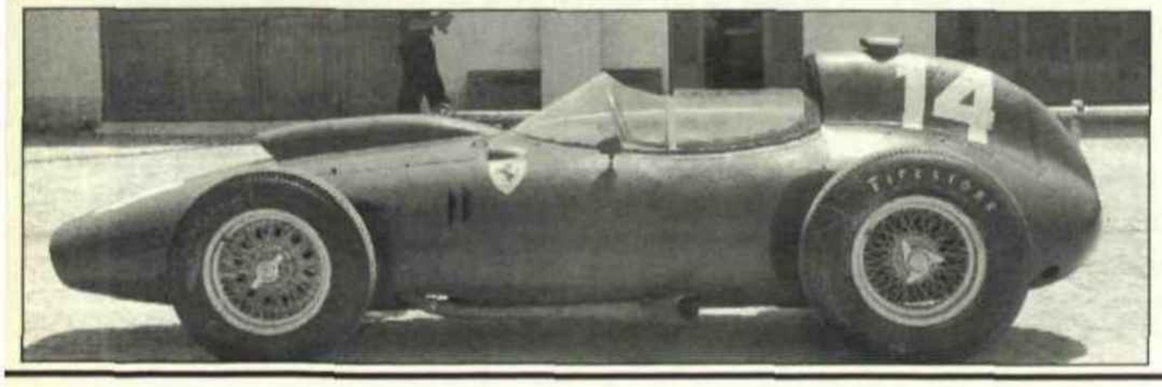
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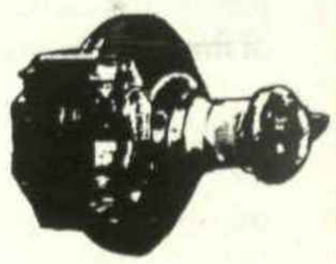
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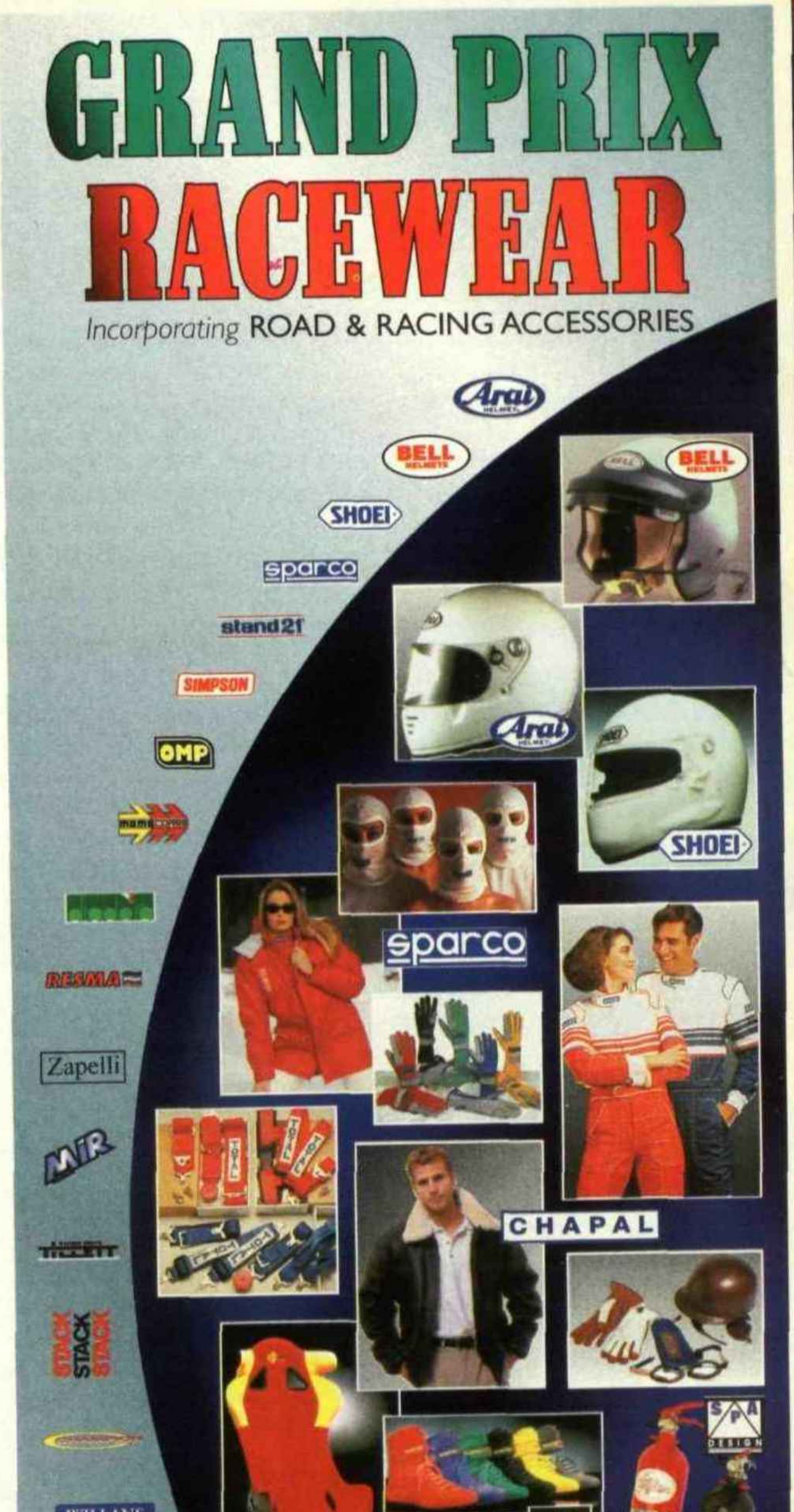
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The car that changed FORMULA ONE forever

THIS IS THE MOST FAMOUS OF ALL LOTUS 49S. SHAUN CAMPBELL GOES TO HETHEL TO REUNITE JOHN MILES WITH THE CAR THAT TOOK HILL'S FIFTH MONACO WIN

• • • • •

JOHN MILES BECKONS ME OVER WITH A crook of a gloved index finger. He points to a smear of blue paint on the inside of the monocoque. "See that? This was the car I was to drive at Monaco in 1970. I didn't qualify – it was my first time there – and we lent the car to Rob Walker's team for Graham Hill to drive. So they painted it blue overnight and he ran it the next day."

It's a day full of moments like that, a day not so much for memories as vivid flashbacks – of sights and sounds, men and machines – that you thought were forever in the past. It's a blustery, misty morning at a rough old airground in Norfolk, a far cry from a sunny afternoon in Monte Carlo, but it's no less image-invoking for that. For this is Hethel, home of Lotus, and there's a Lotus 49 to be shaken down in preparation for the new season, under the critical eye of engineers who have been up most of the night making everything ready. It must have been very like this 30 years ago...

The Lotus 49's place in motor racing history cannot be judged by results alone, impressive though they were. Twelve Grand Prix wins between 1967 and 1970, the Drivers' World championship for Graham Hill in 1968 and the Constructors' title for Lotus in the same year stake its claim as an outstandingly successful Formula One car. But it was also a pioneer, at the forefront of the revolution that swept through Grand Prix racing in the late 1960s.

The Lotus 49 was the car that introduced the Ford Cosworth DFV to Formula One, that was at the cutting edge of those first stumbling experiments with aerodynamic technology, and that blazed the trail for commercial sponsorship. It left Grand Prix motor racing a very different sport from the one it had entered.

The curious thing was that it was never intended to be a revolutionary car. The brief that Lotus founder Colin Chapman laid down for his chief designer, Maurice Phillippe, was to produce something relatively straightforward, a car simple enough to allow the team to concentrate on sorting out the inevitable teething problems associated with a brand new powerplant.

But the simplicity of the original 49 was sublime. Even its most notable feature – the engine being used as an integral part of the car, bolted on to the rear of the monocoque with the rear suspension subframe mounted on to the block and cylinder heads – was something Lotus had tried with its 1966 challenger, the BRM H16-engined 43. On the 49 this feature was emphasised by the lack of body covering for the engine, giving the car a distinctly naked look from the rear of the cockpit.

However, where the engine, transmission and rear suspension alone of the Lotus-BRM 43 exceeded the minimum formula weight of 500kg, the light and compact Keith Duckworth-designed 'Double Four Valve' engine allowed the 49 to tip the scales almost bang on the weight limit. In fact, the complete car was scarcely bigger than the old 1.5-litre type 25/33, a point clearly demonstrated when the bodywork of a 33 was used on a 49 chassis that had been hastily repaired after a huge practice shunt for the 1967 British GP.

The 49 wasn't just small and light, though: it was also powerful. Cosworth reckoned the original DFV to be good for 400bhp at 9000rpm, which put it right on the level of the heavier Ferrari and Eagle-Weslake V12 units and well ahead of Cooper's venerable Maserati V12 and Brabham's homely Repco V8.

The mere sight of this elegant new design, when the first two examples were rolled off the Team Lotus transporter in the Zandvoort paddock on 2 June 1967, was enough to have the rival teams worried. When it took to the track, they must have despaired. Graham Hill put it on pole position with a time that was six seconds under the lap record. Jim Clark, whose self-imposed tax exile had precluded him from any testing, had problems in practice, and qualified only eighth.

In the race Hill led for 11 laps until the DFV's camshaft broke, whereupon Clark swiftly moved through the field, passed Brabham to take the lead on the 16th lap, and drove to an apparently effortless victory. It was a debut to be ranked alongside Mercedes-Benz's victory with the W196 and Fangio at Reims in 1954, a crushing display by a new car that had in one fell swoop rendered ➤

Ian Dawson



Former Lotus Grand Prix driver John Miles gets reacquainted with the pioneering Lotus 49

all other challengers obsolete.

The superiority of the Lotus 49 during that first season is hard to reconcile in the more modern world of Grand Prix racing when advances are reckoned in tenths, if not hundredths, of seconds. At Spa-Francorchamps, the old 8.76-mile Spa, Clark qualified on pole with a lap that was 7.5 seconds under the unofficial record, set by Phil Hill in the mighty 7.0-litre bewinged Chaparral 2F during practice for the Spa 1000km sportscar race the month before. Clark's *average* speed for that lap was 151.56mph, on a circuit which he frankly admitted gave him the willies. Eddie Dennis, the man largely responsible for restoring the car photographed on these pages and a mechanic for the team that season, remembers Clark coming through at the end of the first lap of the race so far ahead that those in the pits were convinced that the rest of the field must have been wiped out in an accident.

If Spa demonstrated that the Lotus 49, especially in Clark's hands, was in a class of its own in terms of raw speed, it also revealed that it was far from reliable. Hill's car was retired after just three laps with no clutch; Clark had to stop twice to replace disintegrating spark plugs and finally took sixth place. But a pattern had been set that would last right through until the fourth round of the World Championship the year after. From Zandvoort in 1967 to Monaco in 1968 – 12 Grands Prix – the Lotus 49 would start from pole position, lead the race and, unless mechanical problems intervened, it would win. It actually won seven of those first 12 starts, including two one-two finishes. Although it would continue to win races after that it would never again enjoy quite the same superiority, largely a result of the Cosworth DFV engine being made available to other teams, notably Ken Tyrrell's Matra driven by Jackie Stewart, and the fact that Clark was no longer there to drive it...

Throughout 1968 the car steadily evolved. The most dramatic difference was first seen during the pre-season Tasman series, when the green and yellow official Team Lotus colours gave way to the garish red, gold and white of the John Player brand of Gold Leaf cigarettes. Then came the 49B, unveiled for the Monaco GP, with modest fins on the



Above: Miles leads Jochen Rindt during the South African GP in 1970. It was the Briton's only points finish. Below left: Clark's 1967 Dutch win was the first for a DFV. Below right: Hill at Monaco in '69 - his fifth win





nose and a wedge-shaped tail to provide downforce at the rear.

How effective these primitive aerodynamic add-ons at a slow-speed circuit such as Monaco were is a moot point, but within a few weeks the wedge tail had been replaced by an enormous rear aerofoil mounted on struts over the rear and controllable from the cockpit to provide maximum downforce through corners and 'feathered' for minimum drag on the straights. Wheels and tyres grew wider, the original five-speed ZF gearbox gave way to a Hewland unit and the oil cooler was moved to the rear.

Later in the season McLaren-type 'nostrils' were added to the top of the nose to channel away the air from the front radiator. A chassis was sold to Rob Walker's team for Jo Siffert to drive and became the last customer car to win a Grand Prix when the Swiss driver staved off Chris Amon's Ferrari 312 by a handful of seconds to win at Brands Hatch, after the works cars of Graham and Jack Oliver both retired when leading.

In Mexico, the last round of the 1968 series, Graham Hill notched up his third win of the season to clinch his second world drivers' title. It gave Lotus something to celebrate after a year clouded by Clark's death in an F2 race at Hockenheim and Mike Spence's fatal crash when testing the gas turbine-powered Lotus 56 at Indianapolis.

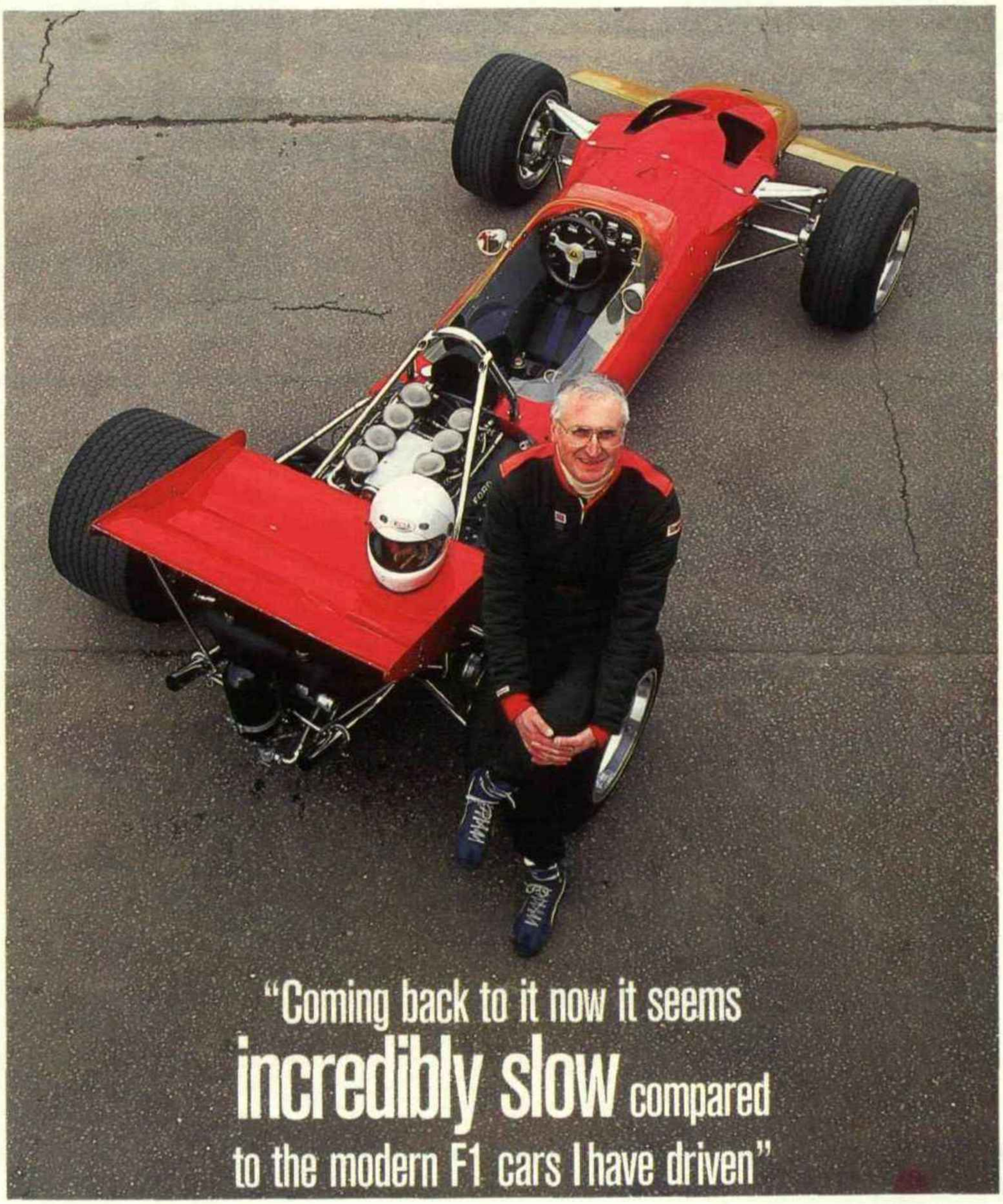
For 1969 the plan was to replace the 49 with the four-wheel drive Lotus 63, but the new car proved neither particularly competitive nor reliable and the 49 remained in service throughout the year. It had to be hastily modified after both the works cars of Hill and new recruit Jochen Rindt crashed heavily at Montjuich Park for the Spanish GP when their rear wings collapsed. The inherent dangers of the immense downforce created by these rather flimsy structures prompted an untypically firm move by the governing body, who banned the use of high wings during practice for the Monaco GP two weeks later. Which didn't prevent Hill from notching up his fifth win at Monte Carlo.

The concentration of effort on the 4wd 63 meant that the 49 lacked development during 1969, but it was still a car to be reckoned with, especially when Rindt was on song. His long wheel-to-wheel battle with Stewart's Matra MS80 during the British GP at Silverstone was one of the highlights of the season, and he won his first Grand Prix at Watkins Glen in the 49 later in the year.

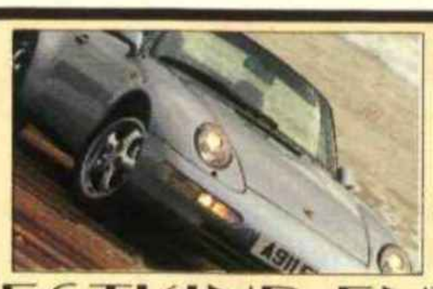
The story of the Lotus 49 should, by rights, have finished there but it was still needed for the 1970 season, when the new 72 proved in need of substantial reworking. The 49's swansong came at Monaco, where Rindt drove a spectacular race snatching victory at the last corner of the last lap when Jack Brabham, his mirrors full of red, gold and white, was pressurised into a mistake at the Gasworks hairpin. If the race was lost by Brabham rather than won by Rindt, it's worth remembering that the Austrian completed his last lap 2.7sec quicker than his qualifying time and 0.8sec beneath Stewart's pole-winning mark. That win was a tribute not only to Rindt's brilliance, but also to his confidence in the car.

For John Miles, who failed to qualify that day, the 49 represented an island of calm in a turbulent sea. Throughout 1969 he had struggled with the 63 and for most of 1970 he wrestled with the 72. He raced a 49 only once, at South Africa in 1970, where he scored his only Grand Prix point-scoring finish with fifth place.

Now, 27 years later, he wriggles back into the car again and the memories come flooding back. This is the car he drove at Kyalami, and which also marked the 49's final appearance for the works team – at Austria in 1970 in the hands of Emerson Fittipaldi. His task today is to give the lovingly refurbished and refettled car its first shakedown run, in preparation for a fuller test at Snetterton, after which it is destined for the Pre-'68 GP Historique at Monaco, driven by Joaquin Folch. 'Pre-68' is perhaps pushing the dating of this car a little far. According to the Lotus records it started life as chassis R2, the car Clark drove to its maiden victory at ➠



After over 20 years away, Miles was amused by how forgiving the 49 felt




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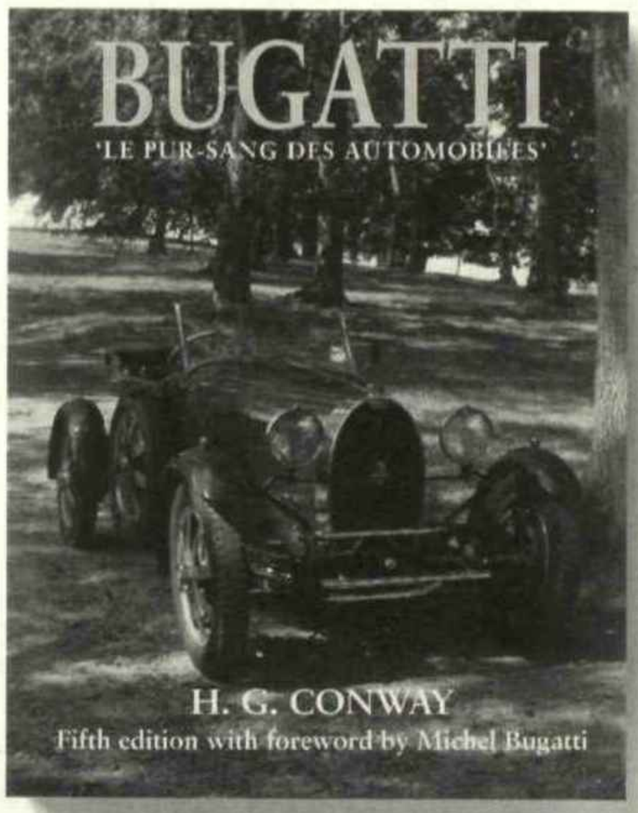


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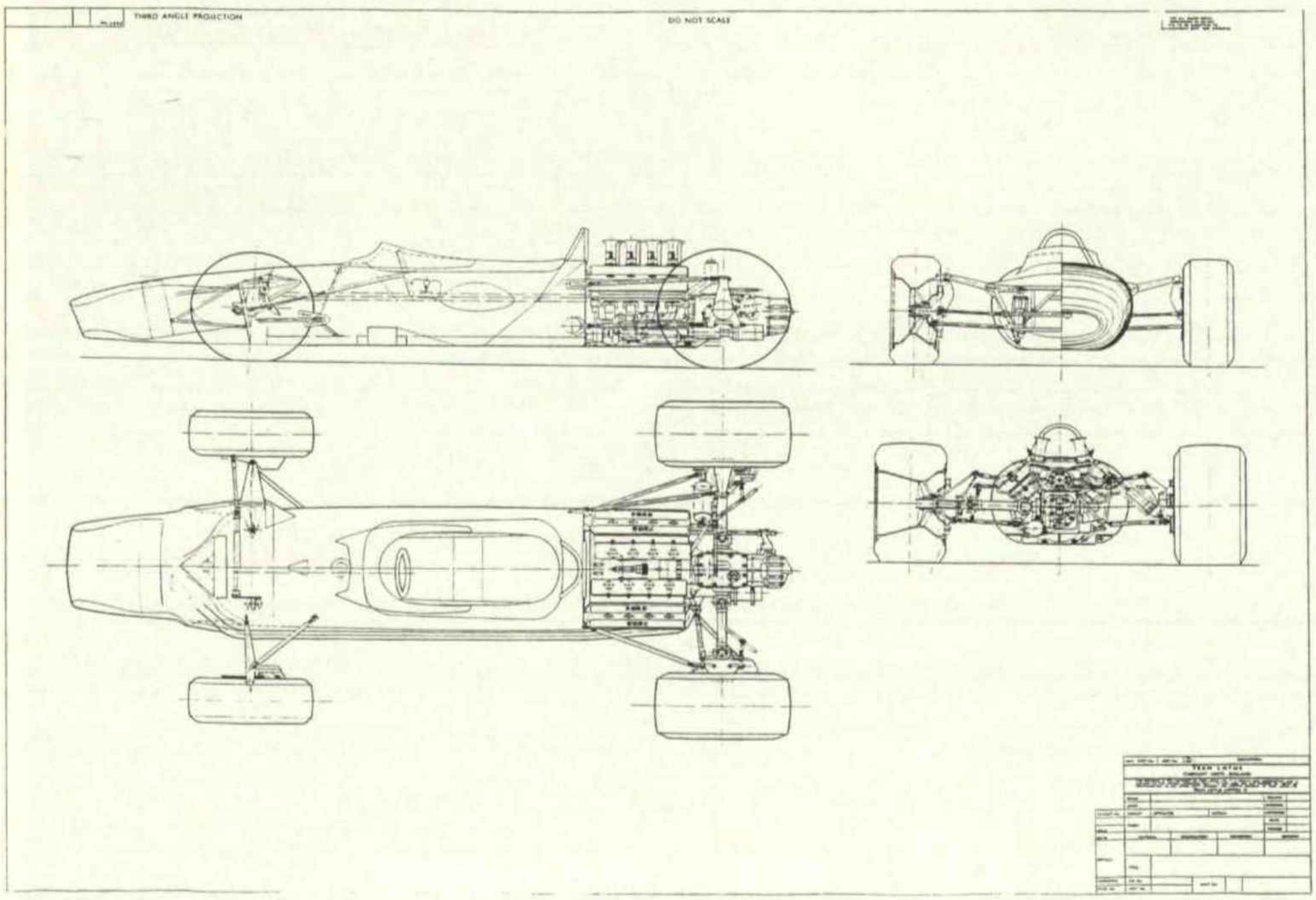
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Lotus 49 Grand Prix wins

1967			
4 Jun	...	Dutch GP (Zandvoort)	Jim Clark
15 Jul	...	British GP (Silverstone)	Jim Clark
1 Oct	...	United States GP (Watkins Glen)	Jim Clark
22 Oct	...	Mexican GP (Mexico City)	Jim Clark
1968			
1 Jan	...	South African GP (Kyalami)	Jim Clark
14 May	...	Spanish GP (Jarama)	Graham Hill
26 May	...	Monaco GP (Monte Carlo)	Graham Hill
20 Jul	...	British GP (Brands Hatch)	Jo Siffert
3 Nov	...	Mexican GP (Mexico City)	Graham Hill
1969			
18 May	...	Monaco GP (Monte Carlo)	Graham Hill
5 Oct	...	United States GP (Watkins Glen)	Jochen Rindt
1970			
10 May	...	Monaco GP (Monte Carlo)	Jochen Rindt

19 pole positions (Clark 7, Hill 5, Rindt 5, Siffert 1, Andretti 1)
15 fastest laps (Clark 6, Rindt 3, Siffert 3, Hill 2, Oliver 1)
185 points (Hill 83, Clark 50, Rindt 31, Siffert 27, Oliver 6, Fittipaldi 3, Attwood 3, Miles 2)
(Clark also won the 1968 Tasman Championship with sleeved-down 2.5-litre Lotus 49T)

Lotus 49 drivers Mario Andretti, Dickie Attwood, Giancarlo Baghetti, Jo Bonnier, Bill Brack, Jim Clark, Dave Charlton, Emerson & Wilson Fittipaldi, Graham Hill, John Love, Pete Lovely, John Miles, Jack Oliver, Brian Redman, Jochen Rindt, Alex Soler-Roig, Jo Siffert, Moises Solona, Tony Trimmer, Eppie Wietzes
Debut 4 June 1967, Dutch GP
Last works appearance 16 August 1970, Austrian GP

Zandvoort in 1967. It was rebuilt to 49B spec in 1968, then renumbered as R10, providing the mount with which Hill won at Monaco in 1969, and then rebuilt again after Hill crashed it heavily at Watkins Glen in 1969. How much of R2 remains within it is uncertain, but the essential integrity of the car should not be doubted. If it's not *the* Lotus 49, it's certainly *a* Lotus 49, rebuilt to go racing, not win authenticity awards.

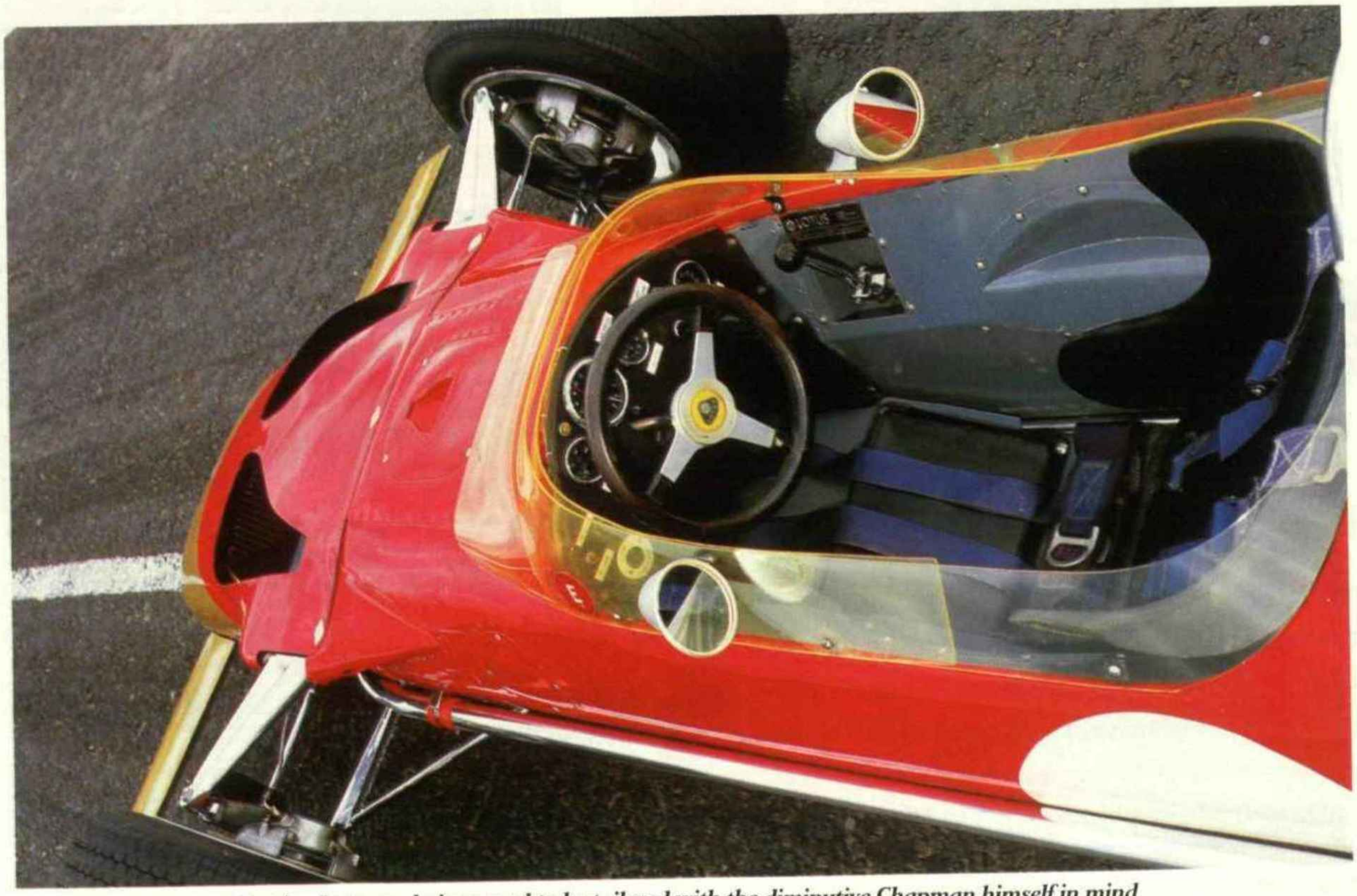
Since that final outing it's lain under wraps in the workshop. It hasn't turned a wheel since 1978; when it was wheeled out to commemorate Mario Andretti's world title in a parade through Norwich and then it had to be towed. Since then it's been restored by two former Team Lotus stalwarts, Chris Dinnage and Eddie Dennis, to run under the Classic Team Lotus banner managed by Colin Chapman's son, Clive.

It looks fabulous, though so much smaller, lower and slimmer than contemporary F1 cars as to make it seem fragile and somehow insubstantial. That impression is exploded when the DFV is sparked into life and the Hethel test track reverberates once more to the familiar fierce crackle of the Cosworth V8. And after a couple of cautious, exploratory laps Miles returns with something approaching a grin.

"It feels very much as I remember it," he says. "It has that same kind of debugged feel. When I first drove the 49 it had the benefit of three years of development and it gave you the impression that it would never let you down. The whole team knew the car inside out and it was very well sorted and organised."

If the 49's good points come quickly back to mind, so do some of its trickier qualities. Miles remembers how he had to reverse his hand for the fourth to fifth gear change, and the narrowness of the footwell. "Because I was tall, I found it difficult at times. Colin had very small feet – size six and a half – and size nine was the absolute maximum if you wanted to drive a Lotus."

I discover precisely what he means when I try out the cockpit for size myself. Even at 5 ft 7in, a little over 10 stone and with size eight feet, the 49 still seems a pretty tight fit. "You're about the right size," says Miles, "but you have to remember that this is generous compared to today's cars. I ➤



The tiny Lotus cockpit seemed to be tailored with the diminutive Chapman himself in mind

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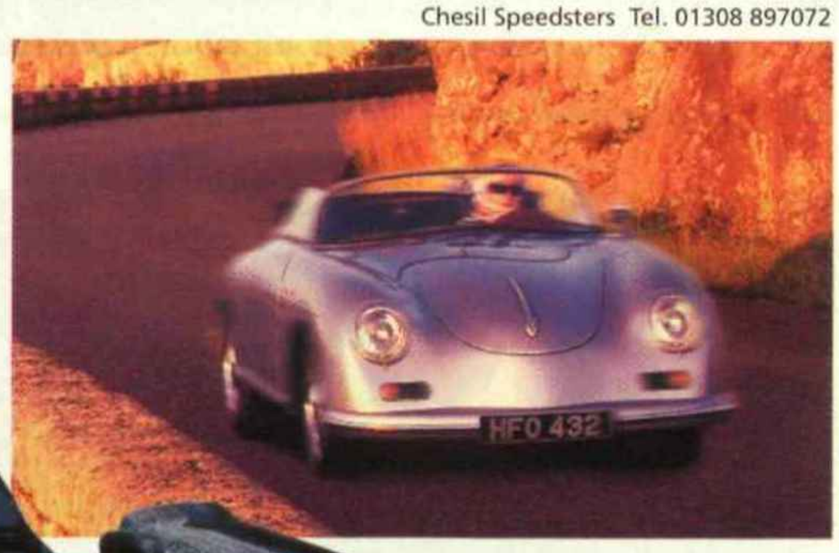


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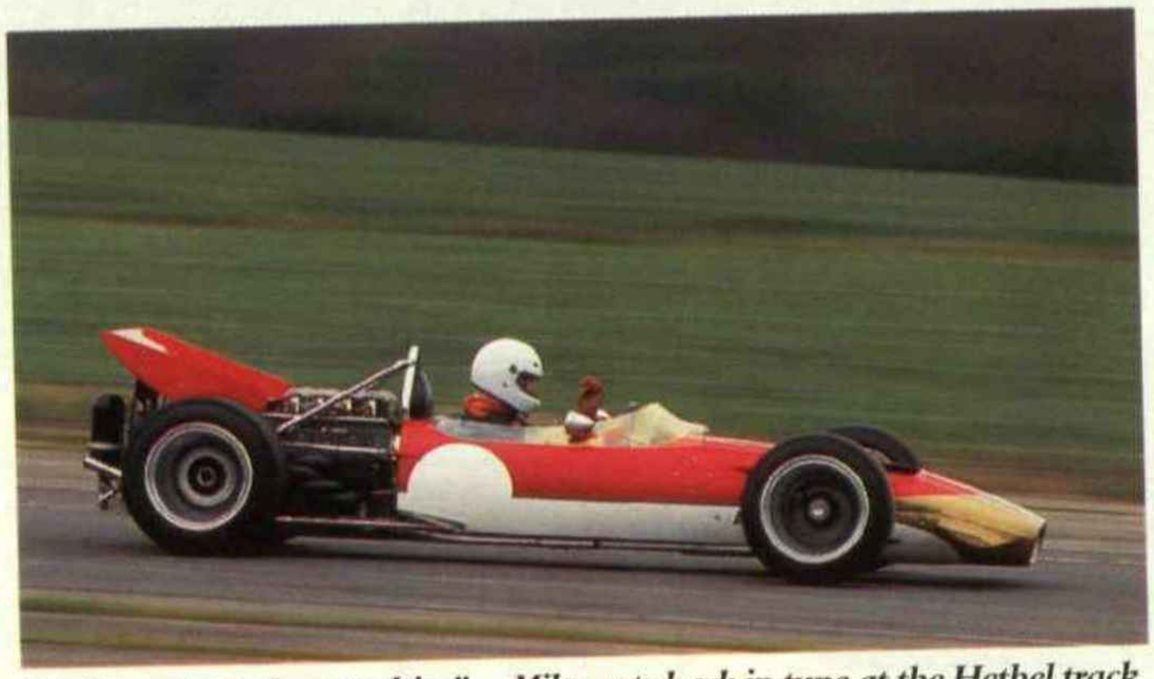
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don't know how Mika Hakkinen ever managed to drive the Lotus 102. He had his knees right up on the dash-hoop, to the extent that he even managed to knock off the steering wheel a couple of times. The gearlever was right back under your arm because the cockpit was so short. Frankly, I thought it was an environmental disaster. Really inhibiting."

The 1967 vintage DFV had a reputation for being somewhat on the peaky side, but by 1970 the power curve had widened considerably and Miles remembers it with affection. "The engines I drove were incredibly docile – nice spread of torque and the throttle control was really good. There was nothing vicious about it at all. Coming back to it now it seems incredibly slow, compared to the modern F1 cars I've driven. There's time to rest between gearchanges whereas now you're just up and down through the 'box so fast. That's the difference between having 450bhp and 700bhp, I suppose. It does make a hell of a difference.

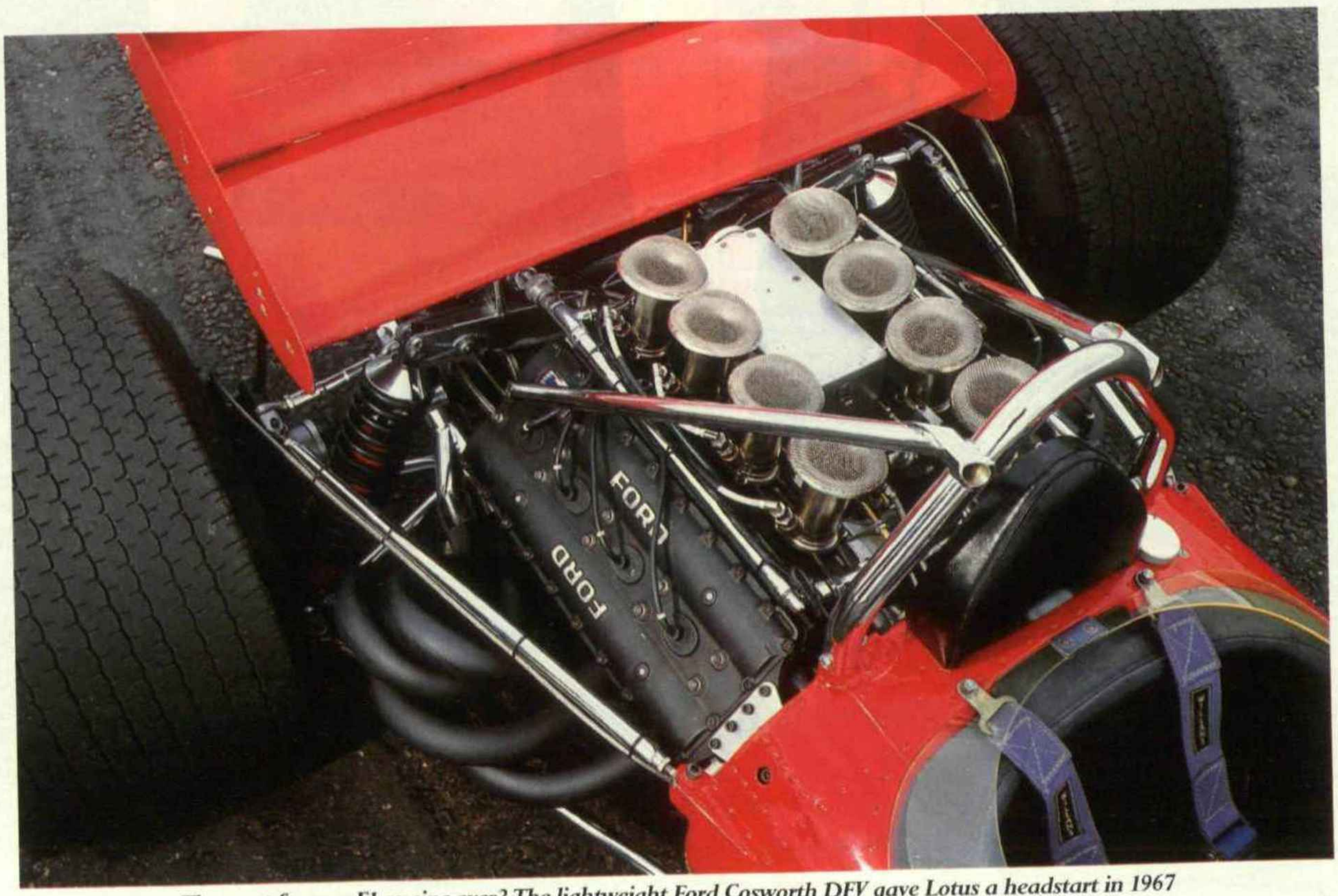
"The other thing you're aware of is how soft it feels, how much more it rolls. Today, it feels only one step up from a road car, really very comfortable. The only thing I can compare it with was the Lotus 107 with active suspension. That was like a road car too, in the sense that it gave you a comfortable ride. I remember that even when we were having a lot of problems with the active car, Johnny Herbert didn't want to go back to the passive suspension because he knew he was going to get beaten up again."



"Quite a physical car to drive"... Miles gets back in tune at the Hethel track

Miles has his nostalgia on a drip feed. The delay between opening the throttle and the rev counter registering the movement leaves him laughing at the primitiveness of it all. At the moment he's more concerned with trying to generate enough heat in the tyres to prevent terminal understeer. Understeer is not a word that springs to mind when you think of Clark, Hill, Rindt and Siffert driving the Lotus 49. "I think that was just the way people like Rindt and Siffert preferred to drive," he says. "They liked to fling it around. It was quite a physical car to drive." And then, with a self-deprecating smile: "I was always looking to expend the minimum amount of energy. But this has a lot to do with how much confidence you have and, politically, how you have to play the race. If you're a newcomer to the team, as I was, there's obviously no point in throwing the car off the road. I never got results from trying to drive harder. I usually got results by making the car good. For me that was the interesting bit; developing the car so that the race was won before you even turned up for the meeting. My objective was to go faster, I found all that wheel-to-wheel racing a bit of a pain to be honest."

It's easy, rather too easy, to get romantic and misty-eyed about the sight of a Gold Leaf Lotus 49 being driven around Hethel – and at not inconsiderable speeds, too – by a man who raced it in its heyday. But there's another side that hits home harder when talking to Miles, or Eddie Dennis, who was both Jochen Rindt and Ronnie Peterson's mechanic, or Chris Dinnage who performed the same job for Ayrton Senna. The memories flood back and some of them are painful. "I first drove round here in 1967," says Miles hesitantly, questioningly. "Now I'm back, still going round all these years later in the same car. The difference is that then everyone was still alive." M

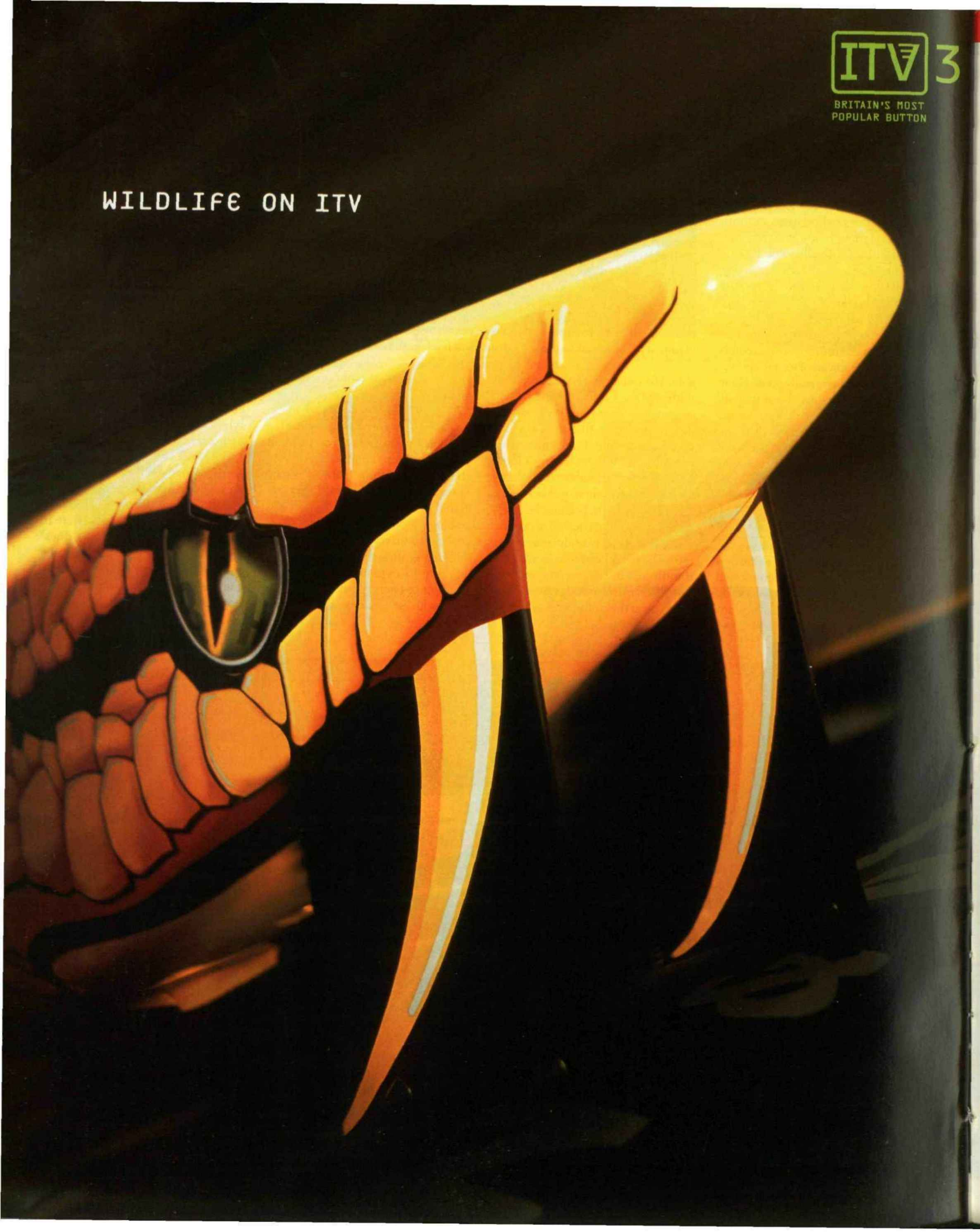


The most famous F1 engine ever? The lightweight Ford Cosworth DFV gave Lotus a headstart in 1967

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Derek Warwick

HE'S A VETERAN OF OVER 140 GRAND PRIX, BUT NONE COMPARES WITH THAT FIRST TASTE OF SUCCESS IN A STOCK CAR SCRAP AT WIMBLEDON STADIUM

1973 Superstox World Championship Final

THERE ARE QUITE A FEW OF MY RACES THAT I'D CALL great, in that I enjoyed them. Some yielded good results without much effort. In others I drove my heart out to finish seventh. But the race I'll always remember for its combination of achievement and emotion was at Wimbledon Stadium in September 1973, when I became Superstox World Champion at the age of 19.

At that stage, I hardly knew about Grand Prix racing or World Sports Cars. I doubt if I knew the British Touring Car Championship existed. My world was quarter-mile speedway ovals, where my father and my Uncle Stan both raced Superstox – you'd call them Midgets in the US – which they designed and built themselves. The cars were fast, serious single-seater open-wheelers, powered by full-house BMC or Ford four-cylinder engines. I wanted nothing but to follow in my father's and my uncle's footsteps.

Serious racing began for me in my late teens; I started designing, building and preparing my own cars just like my old man. Seven nights a week I'd be in the workshop, straight from work. Didn't know what a social life was like, but I loved what I was doing.

Superstox racing is hard and close. In '73 it was much as it is now: you race on oval tracks of varying surfaces. Wimbledon has a bitumen-concrete base with shale on top which is brilliant in the dry, but a nightmare when it rains. Race fields contain up to 50 cars with the drivers graded on ability and results to put the fastest men at the back. It's a tough code because it's a semi-contact sport. If you lose it or someone puts you off, you're usually straight into the wall (made of railway sleepers, concrete and wire netting). This tends to teach you restraint as well as car control. You never win by a margin of more than a few seconds, and you're in traffic for the whole race.

There's no way I knew it then, but this was all great training for what came later in my racing career. It gave me confidence in traffic that young drivers sometimes miss in other codes of racing. It also made me pretty good mechanically.

Anyway, there I was in the same races as my father and my uncle. Before long we found I was pretty handy at it, and I started to win races and progress through the five classifications to "Expert". If you're keen enough there are plenty of chances to improve: some seasons we did 100 races a year, visiting 20 different tracks in the UK alone.

At first, some of the older competitors didn't much like me winning: they tended to be blokes in their middle 30s and 40s, and a bit of a closed shop. There were times when I'd have the lead going into the last race but never get to the finish. One night I decided on a bit of extreme retaliation. I pulled my car out of the barrier, drove straight across the grass in the centre of the track and T-boned the winner – who had just put me out – on his victory lap. He never touched me again.



Above: the young Warwick (22) on his way to a career-launching win and, right, enjoying the moment atop Wimbledon's no-expense-spared podium

By the time the World Final came around in September '73 I'd already won the English and European titles. But the World Championship was a really big deal because to get into it you had to qualify through a series of races. Every driver in that final field was good. We drew starting positions out of a hat and I got 22nd or 23rd out of 30. Not encouraging.

Even now, 24 years later, I can still feel the pressure quite clearly. There was a crowd of 20,000 people. They kept saying over the PA that I was one of the favourites. All of my family – and I'm a big family man – were there to watch. My father was there too, in another race car. I can remember feeling proud just to have made it this far, just to be in the field. But there was more to do.

As soon as the race started, things settled down, the way they do. A couple of good drivers went out early, which made things easier. By about a quarter distance there were four or five of us setting the pace, two in front of me. I got by one pretty easily, got held up a bit by the second, but gave him a gentle tap and took the lead by half distance. By that time my father had retired: he'd seen me reach the top six on the leader board, and decided he couldn't handle racing any more. He wanted to do the rest of the race as a spectator.

From there to the line I held the lead. I suppose in the end you'd call it a comfortable win, but I just remember pressure all the way. In Superstox you're always passing people and right to the line there's a chance you'll be taken off, perhaps by a friend of someone you're dicing with. So I had to race right to the flag.

I didn't feel nervous afterwards. Just completely drained of energy. The winner drives to the starter's rostrum to collect the trophy – but when I got there I didn't have enough strength to undo the belts to get out. I just sat there. Then the previous year's winner came and helped me out. I remember him telling me he knew just how I felt.

Eventually I did collect the trophy. It's the same one they still award today, as a matter of fact. What I'll always remember most clearly from that night is the way my dad and my Uncle Stan both hugged me, both in tears because they were so happy. I remember thinking this had to be something out of the ordinary to make such a pair of tough guys cry. But then, I suppose it *was* pretty special. M

photography by R E McCormack



VOLKSWAGEN GOLF GTi

TWENTY YEARS AGO THE GOLF GTI DEFINED A NEW BREED OF FAST, PRACTICAL FUN CAR. NOW, SAYS ANDREW FRANKEL, VW IS DEVALUING THE BADGE ON A PLACID PRETENDER

AS A CONCEPT, THE VW GOLF GTI WAS ONE of the greatest inventions in the history of the motor car. We don't realise this because it has not yet aged sufficiently to be talked of with the breathless awe now routinely reserved for the Mini, Beetle and Ford Model T. It is time and time alone that prevents the Golf joining their ranks at present.

Others had scouted around the issue in advance, notably the Alfasud, but without a hatchback and with now-you-see-it build quality, it fell wide of target. Yet when the Golf GTi hit dead-centre, the route it had taken was so simple and, in retrospect, so childishly obvious that it actually raised surprisingly few eyebrows. All it was, after all, was a Golf like any other with a warmed engine, some conservative suspension modifications and a few detail cosmetic changes. You could be forgiven for failing to realise a superhero had landed in your midst.

It didn't take long, however, for the world to realise that a car which was both light and strong, quick and practical, fun yet safe would find broad appeal. And as it swiftly proved to be a master of all trades and a jack of none, so the legend was created. Here was a car which would murder all those silly '70s sportscars, take you shopping, cruise at 100mph all day and night and provide 150,000 trouble-free miles of service without blinking. In its own way and, without anyone realising it at the time, it had captured the essence of what made the Porsche 911 great: it was a car for all reasons.

Of the two, however, it was only the Porsche that stayed great. Today's Volkswagen Golf GTi is no longer great; it's not even that good. It has become a bloated parody, an ugly caricature of one the finest cars ever built. Worse still, its failings today mirror exactly its triumphs of the past.

Take their engines as an example. Twenty year ago, the GTi had a 1.6-litre unit producing 110bhp; today, it has 2 litres and 115bhp which, even allowing for the creeping advance of power-sapping emissions equipment, is not exactly what you would call progress. Worse, where once the Golf's engine was a delightfully smooth, sweet unit, happiest the far side of 6000rpm and heading hard for the limiter, today's engine is a slogger, pleasantly torquey for sure, but lacking entirely the appetite for high speed thrills.

In the meantime, the GTi's kerbweight has risen from a svelte 906kgs to around 1135kgs, knocking the thick end of 20 per cent off the power to weight ratio, to the point where it possesses barely 100bhp per tonne, a figure beaten, for instance, by today's far from sporting 1.8-litre Hyundai Lantra saloon. For a car which once changed the face of affordable, fun motoring, this is not good enough.

There are some mitigating circumstances. The Golf GTi no longer tops the range and must find its own level as the most junior of the sporting Golfs. For a decade now, it has lived below the GTi 16v and today that situation remains. Except that now the performance differential between the two is wider than ever.



In the red corner, the archetype of the breed: light, pokey and agile. In the blue corner, 20 years on: solid, secure, surpassed by its bigger VR6 brother. Seconds out...

Where the 8-valve GTi struggles to crack 60mph from rest in under 10sec, the 16-valve model manages no less in a fraction over 8sec and will continue to around 135mph, not run out of breath at 120mph. Above both, of course, lives the titan VR6 which while performing now to a rather better-heeled audience, shows that VW still knows exactly how to build a simple, straight-forward world-beater.

And it is this knowledge that detracts further from the driving experience offered by the current Golf GTi. I'm not saying for a moment that it's a bad car and, had I not known its heritage, doubtless these words would never have been written, but if you seek to associate yourself with the great, you must also be able to stand the comparison.

That said, there is still much the Golf GTi does well. It may look fat and the scales read heavy, but it is still quick and composed if you learn how to drive it to best effect. You stay a gear higher than usual, keep the engine away from the redline and rely upon the deftly balanced chassis to make up the speed through the corners that it lacks on the straight. It is at its best when driven with minimal effort. It is also, as you'd expect, rather more comfortable, quiet and spacious than any of its antecedents.

To me though, none of this was ever part of the core business of the Golf GTi. Where once it handled as if alive, nimbly darting into corners, steering full of feel, now it impresses merely with generous grip and mature responses. Twenty years ago, a Golf GTi was a device to amuse and enthrall; now the best it can hope to do is to quietly satisfy.

To me though, the Golf GTi today is just one of a huge, faceless mass of broadly competent hatchbacks, each with minor strengths and unremarkable weaknesses. To have fallen so far from being one of the most significant cars ever to be created to rank and file anonymity is as sad as it is surprising.

That GTi badge is now devalued. Where once it towered above the Golf range, it now sits uncomfortably within it, sharing engines with the 2.0GL Estate. Volkswagen should bin the Golf GTi and show some respect to the car that made it possible. Or it should retain the name only for use by the VR6, a fabulous car and the one that today comes closest to echoing the aspirations of the original GTi.

VW, however, is not silly. It knows that, for all that the GTi badge once meant and no longer does, it retains one crucial talent: the ability to sell cars to people who otherwise wouldn't give a second look. Imagine if this Golf was called GLS instead of GTi. I doubt this more honest title would serve the company balance sheet anything like as well

VERDICT: Rotten apple



The Bentley and the Chauffeur

THE FIRST TIME I SAW A 3½-LITRE Bentley, the sensation of 1933, was when I was associated with an aviation and motor-racing monthly magazine produced from Brooklands Aerodrome. It was a tourer (ALU 622), which came to us for appraisal, delivered by a uniformed chauffeur. When we were ready to commence the road-test we asked the man if he would like to wait in our office or take refreshment at the Aero Club. "I am sorry, sir", he replied, "but I have to remain with the car at all times". "But we are about to take it round the Track," we told him. It made no difference. He accompanied us, sitting in the back, holding on to his chauffeur's hat, as we drove along the bankings at around 90mph.

Test times were brief in those days but the piece I wrote must have appealed to the PR chap at R-R-owned Bentley Motors, because they ordered reprints and we got E G M Wilks to do a big drawing for it. He included the chauffeur. I had assumed that the reason this man had to remain with the Bentley was because we were small-fry compared to *The Autocar* or *The Motor*. So I was surprised to come upon a photograph the other day of the great Geoffrey Smith, Managing Editor of *The Autocar*, testing another 3½-litre Bentley tourer (RC 1351) a week prior to the 1933 Olympia Motor Show, with the chauffeur beside him! It seems that he too was only allowed to drive the car for a short time because after collecting it in London he wrote of trying it up Aston Hill (which he described as a "once-famous trials ground" – in fact, it had been a famous speed-venue). Mr Smith also drove up other gradients around Ivinghoe and along by-lanes in Hertfordshire.

We were all very impressed by the new Bentley, although at Brooklands, after we had tested the straight-eight Railton, which was nearly as fast, accelerated a little better, and cost only £499 against the Bentley's £1390, we did have muted reservations. And at the time of the new 'Silent Sports Car' the Rolls-Royce PII Continental saloon was quicker.



Quadrant

Geoffrey Smith of* The Autocar *with Bentley and its faithful chauffeur

VSCC Action at Colerne Sprint

THE VSCC IS GETTING ON WITH A VERY full fixture-list, and it has occurred to me that whereas driver ability counts for more than the car in driving tests and to some extent in trials, at the Colerne sprint the reverse tends to apply, although I accept that a good start is all important. So I was delighted that at Colerne FTD was made by F T Morley with his 24-litre Napier-Bentley (24.74sec), with a terminal velocity at the end of the standing-start kilo of 119mph – if on his second, faster, run he reduced the latter to a mere 24mph, as the results say, he must have brakes the equal of those on modern F1 cars!

I was glad because the Napier-Bentley was built before the later spate of aero-engined monsters, of which only four ran, Mark Walker's Parker-GN wiping up its class (26.93sec, 113mph). The Colerne Trophy went to E Getley's 8-litre Bentley as quickest vintage car (26.85sec, 129mph), Mrs Wigg (MG) was fastest lady driver and it was nice to see Miss Delaney carrying on family tradition in the Lea-Francis. The nicely vintage small racing cars battled it out, with 70mph by the 1923 1100cc Newton and 81mph by the 200 Mile Race Alvis.

I make no excuse for this belated comment, because there is only one Colerne a year. We also have the delayed results of the VSCC Light Car Welsh Trial, which was a GN victory, with Trevor John cleaning every section, and the Kate Hutchings Trophy was won by Alex Peacop (1930 Morris Minor).

CASTROL-R – THE SCENT OF RACING

Pre-war motor-racing will forever be associated with the scent of Castrol-R engine oil, mingled with the fuel-fumes of those times. Burnt 'R' is intended, of course, and it wasn't only Castrol who made this castor oil-based lubricant.

It would be interesting to know how many other brands there were, and under what symbols they advertised. But Castrol was first, and no doubt this oil aided many rotary aero-engines to function satisfactorily during the First World War.

Incidentally, how nice that Castrol have again made available exact replicas of their old pouring jugs, a set of which, in three sizes, costs £26.75 with VAT and postage. Just the thing for brightening up the vintage or classic-car garage!



WB and Bristol, about to head south from John O'Groats

To Scotland

BY A COINCIDENCE, HAVING RECALLED MY FIRST acquaintance with a Derby-built Bentley, I received a letter from a long-standing reader congratulating me on the "LE JOG" run I did in 1938 with a 4¼-litre Park Ward drop-head coupé. This gentleman says that in the 1950s he used to drive frequently from Edinburgh to see his mother in Dunnet, Caithness, some 307 miles via Perth and Inverness, when the road from Perth was not much different from pre-war, though better surfaced. Although young, fit, and a practised driver, our correspondent, in a Daimler Conquest, could never match my pre-war times in the Bentley. He remembers his best ever hour's progress as about 47 miles.

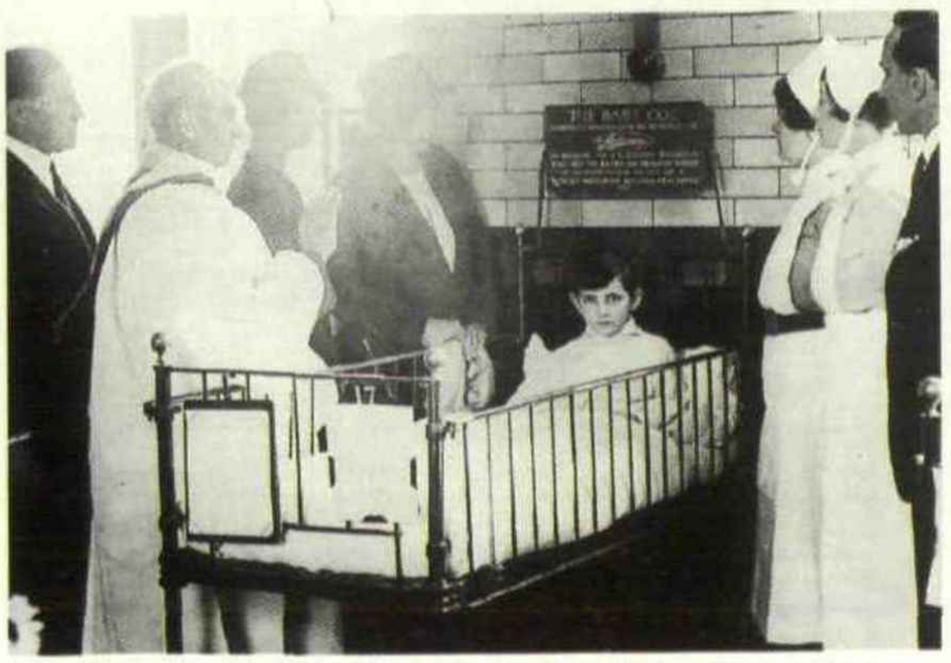
In fact, I was not particularly pleased with my run, regretting that we stopped for breakfast (best hour = 56 miles). Not that it was intended to set a record, being simply part of a road-test report for MOTOR SPORT. Incidentally, it was not the car's fault that two tyres wore out in those 702 miles; when, soon afterwards, I saw an announcement which said that in future all Rolls-Royce and Bentley cars would be fitted exclusively with Avons, I wondered whether I had been the last straw in breaking the contract for the rival tyre supplier.

We tried another "LE JOG" jaunt in 1955, when a younger colleague bettered my 1938 time by 29.5 minutes, driving a Bristol 404 over a slightly longer route (best hour = 59.5 miles). Cars (and tyres) had improved of course – before the war the 'Great North Road' had no ring-roads round towns like Doncaster. In 1986 Mike Lawrence thought it time to see what a modern car could do and set off in winter in a 6.7-litre Bentley Eight, following 'my' route as closely as possible. Of course he took an enormous slice out of my running time, 43 minutes in fact; my only consolation was that he had changed drivers thrice, whereas I had driven all the way. But, as Mike said, probably I had more fun.

I got to know the roads to Scotland fairly well thereafter, once doing Hampshire, Land's End, John O'Groats, Land's End, Hampshire, London, Oulton Park, Hampshire, London, John O'Groats (in the Bristol), London and Hampshire in eight days. And we took an S-series 4.9 Bentley from London to Edinburgh in 1956 (best hour = 53 miles) and drove back again, scorning sleep. Was it really more fun then? Nice to know, anyway, that our correspondent, Gordon Thomson, still has the Daimler.

Remembering the 'Babs' cot

ON JULY 18 50 YEARS AGO A CLERGYMAN STOOD IN London's Great Ormond Street Hospital for Sick Children and dedicated 'in perpetuity' the 'Babs' cot, financed anonymously by racing-driver J G Parry Thomas shortly before his fatal accident in 1927. The money was contributed by readers of *The Autocar*, sending in donations from infants' sixpences to industry's hundreds of pounds. (Who was the little boy in the Babs cot at the time and does he recall the occasion?) Last year I enquired about the cot, but met with rather a bleak response. Eventually the hospital's PR people found the original entry in an old day-book, but they had no idea in which ward the cot had been. After some persuasion I did manage to get them to put a tiny plaque, reading 'The Babs Cot', on one of the ward walls. I hear that a new PR person is much more interested. So perhaps when you see the old racing-car on show, at Pendine or elsewhere, you may feel like sending your equivalent of a 1927's "tanner" to this deserving cause.



Quadrant

The dedication of the 'Babs Cot' at Gt Ormond St in 1927

miscellany

THE BROOKLANDS MUSEUM IS OPEN FOR business conferences, promotion parties and even weddings, and now the Bugatti OC is offering similar facilities at their pleasant country site at Prescott. Details from Mrs. Sue Ward, at Prescott Hill, Gotherington, Glos GL52 4RD.

* * * *

THE BUGATTIS OC'S *BUGANTICS* RECENTLY contained a comparison between Types 40 and 40A Bugattis, a discussion about the Type 57G 'Tank' cars arising from Anthony Blight's recent book, and reports of various tours, etc. Ernie Allen having relinquished the post of Bugatti Spares manager, the new manager is Peter Candy.

* * * *

YOU NEED NOT BE A LARGE ORGANISATION TO have fun. The indomitable Gwynne 8 Register is going again in convoy to the West Country and the Rover 8 Register is hoping to join the Rover Sports Register's activities at Knipton, E Midlands, on August 9/10.

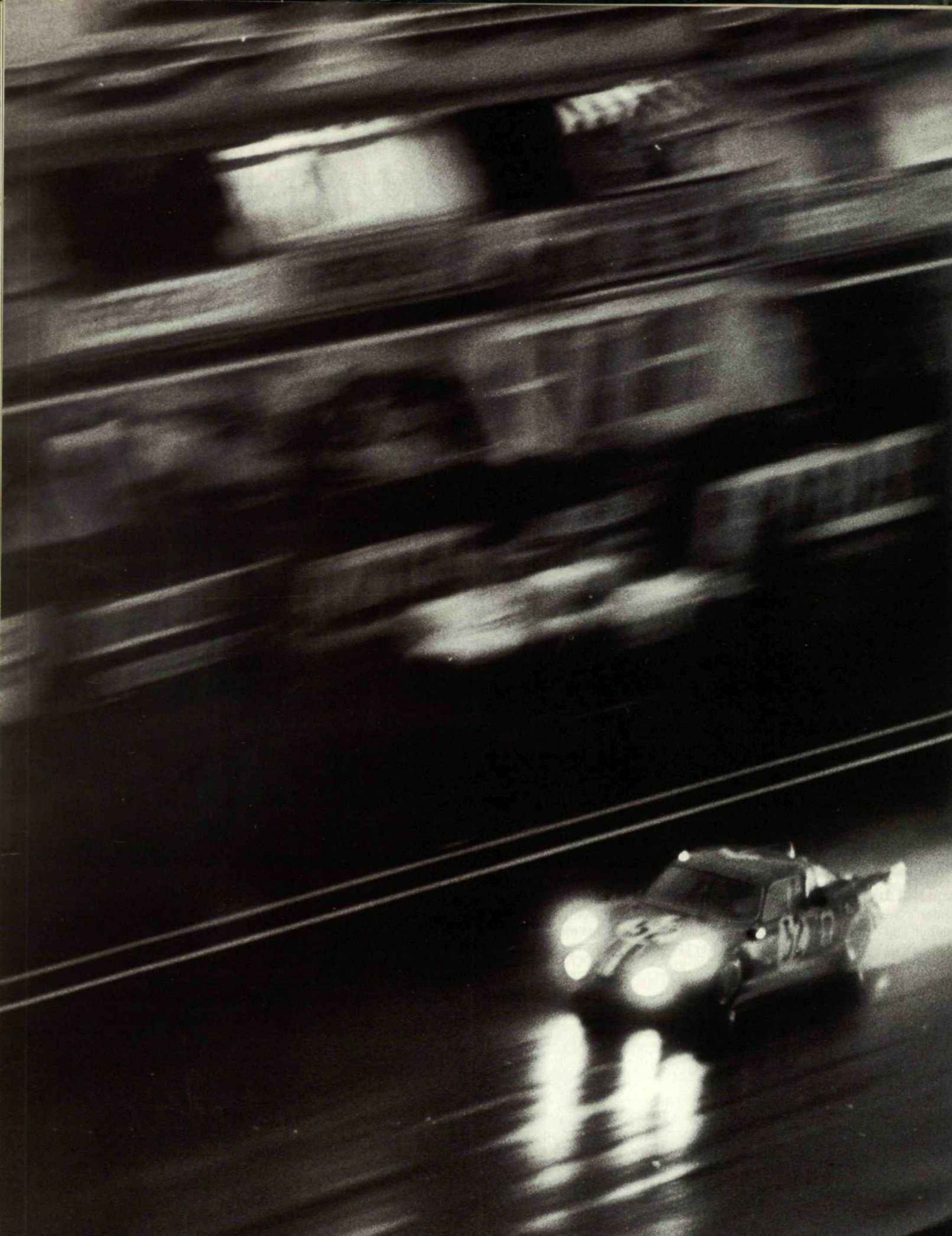
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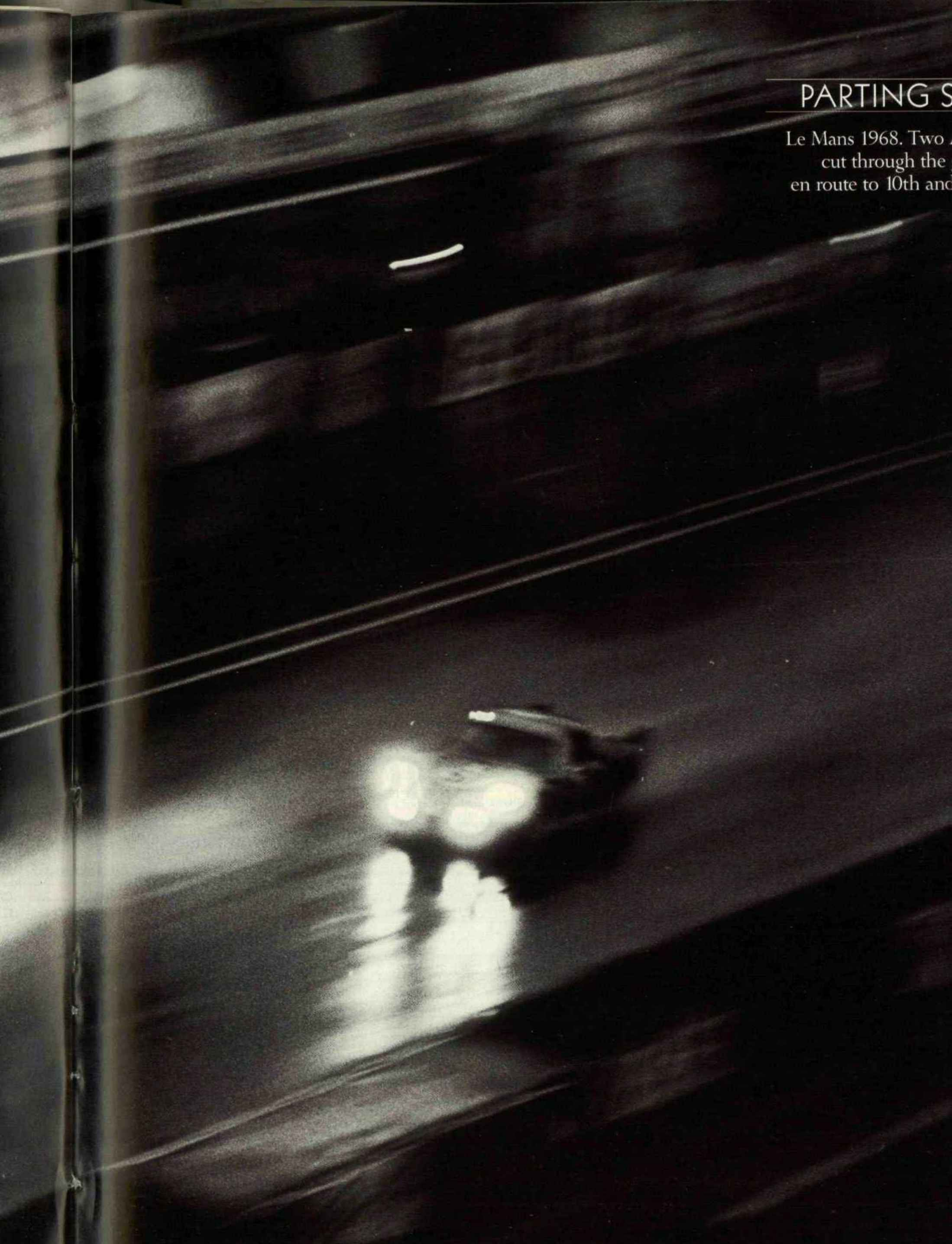
THE 500 OWNERS ASSOCIATION HAD ITS 50TH anniversary last year and there will be scope for these single-cylinder racing cars in this year's sprint events.

* * * *

IT CHEERS ME UP WHEN I SEE ADVERTISING OF racing or rally successes by car manufacturers, a reminder that racing improves the breed, or should do. It used to be "The racing car of today is tomorrow's touring car". So I am glad to note that Skoda is aiming to dispel some of the endless jokes and snide remarks made about it by publicising its admirable rally achievements, and that Ford insists that the improvements to its new cars have benefited from such competitive activities.

Also that Saab UK has been advertising its 180-hour day-and-night record-breaking run of 25,000 miles with a Saab Turbo, at Talladega Speedway, Alabama, when many new production-car records were set, at up to 140.7mph for the full distance, (one hour at 142.522mph, 24 hours at 141.350mph) on Michelin Pilot tyres. A Saab 2.5 V6 broke the equivalent one-hour and 12-hour records at 140 and 139.233mph respectively, and a Saab 2.0 the equivalent class records for those durations, at 124.723 and 122.678mph, 40 new records in all.





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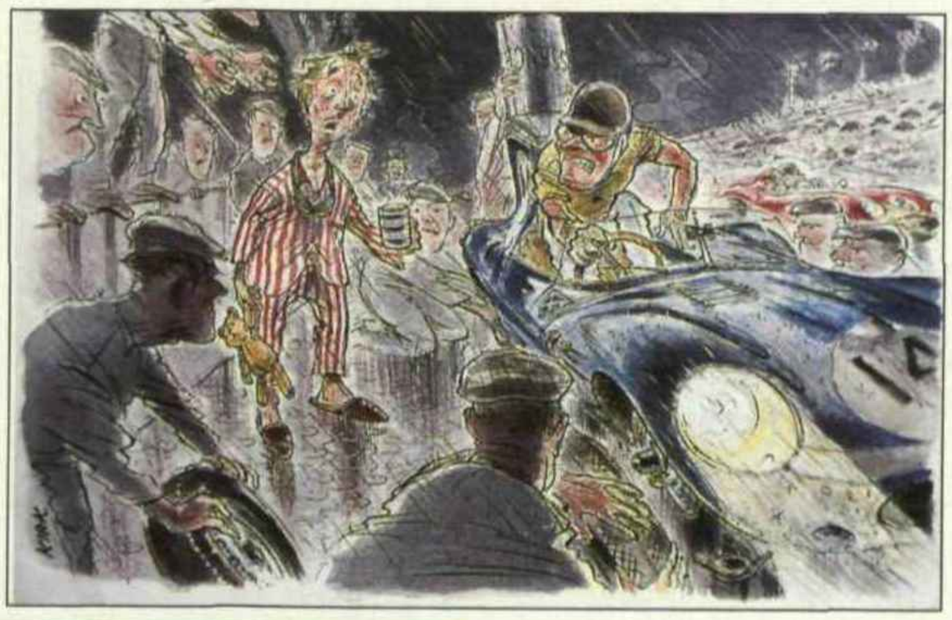




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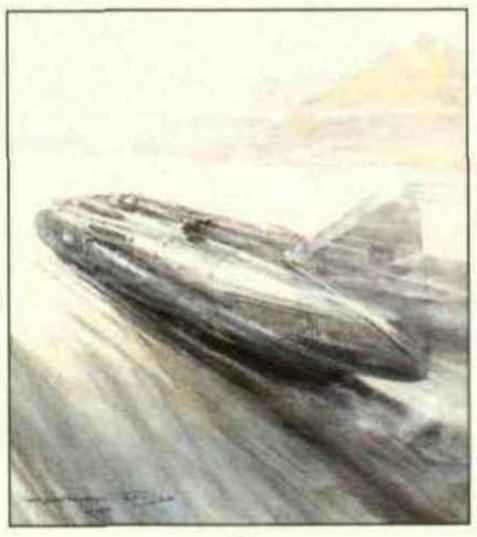
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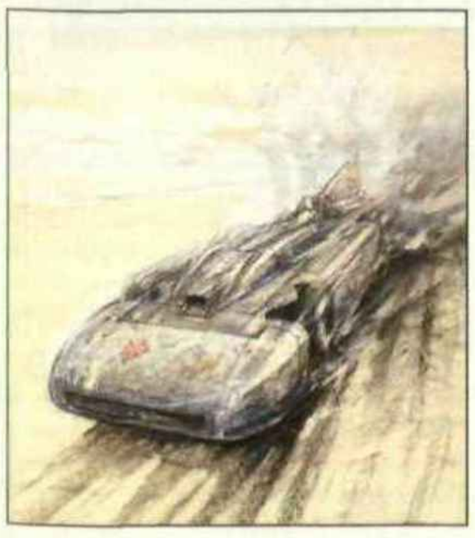
D
George Eyston/Thunderbolt, 1937



B
Tazio Nuvolari/Alfa Romeo, 1935



E
Charles Dodson/Austin, 1938



C
Malcolm Campbell/Bluebird, 1935



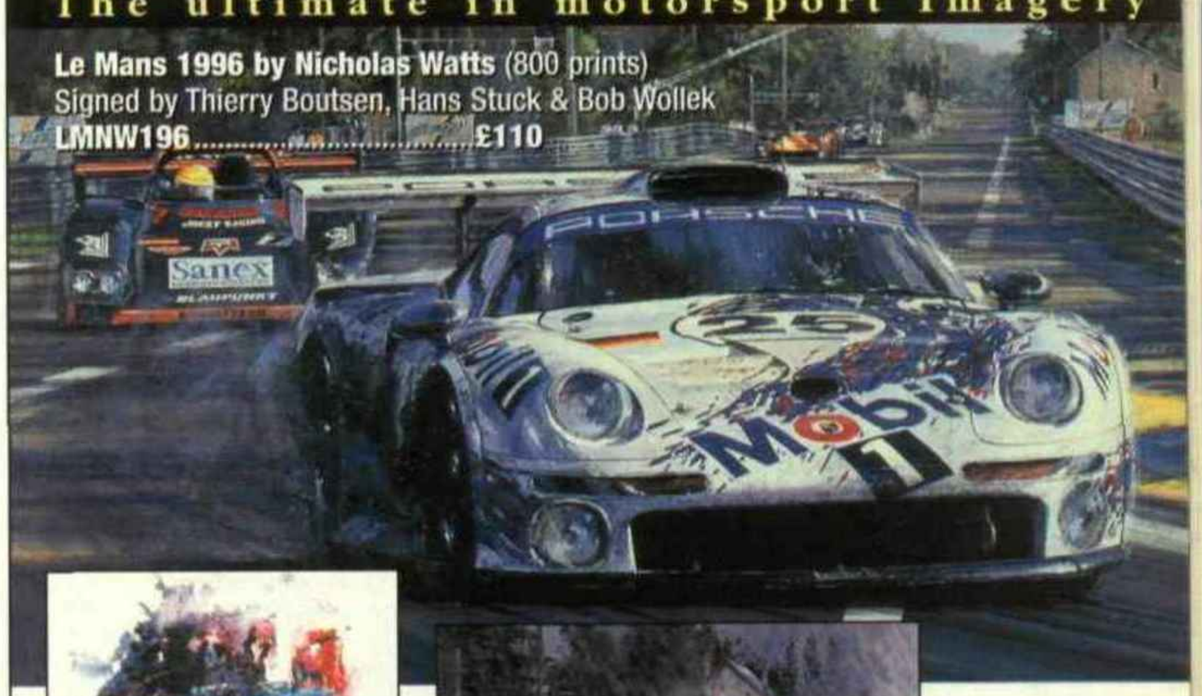
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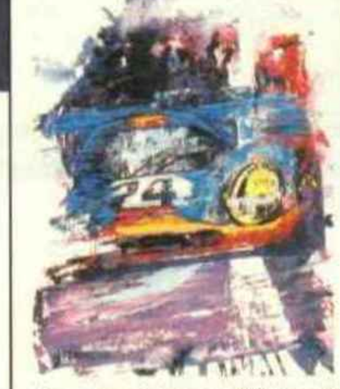
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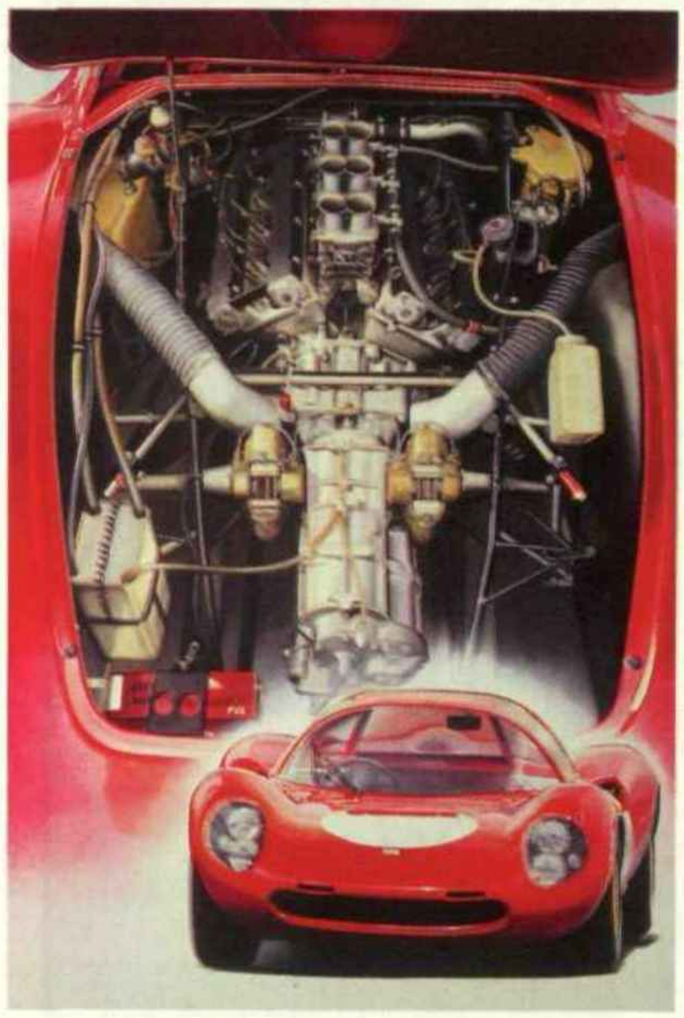
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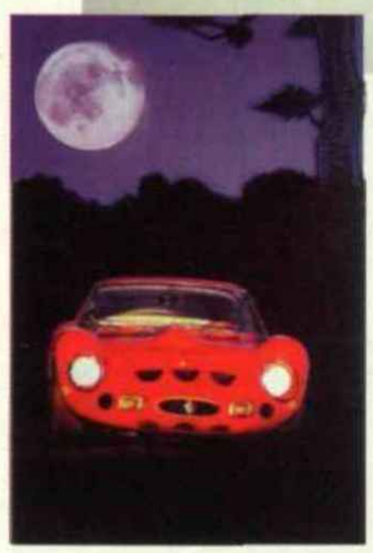
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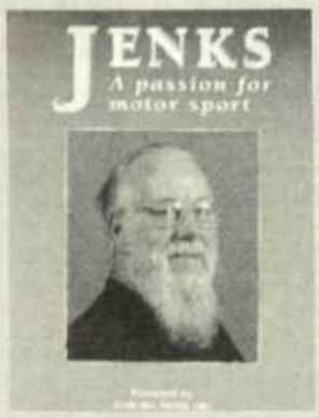
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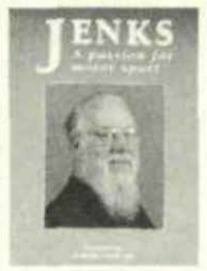
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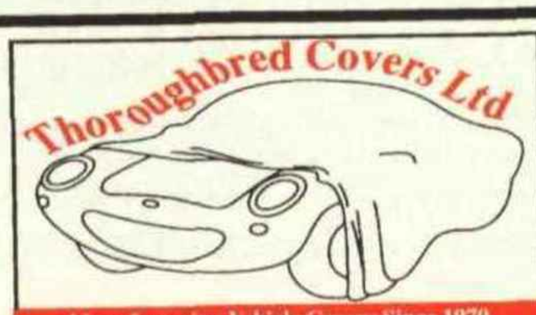
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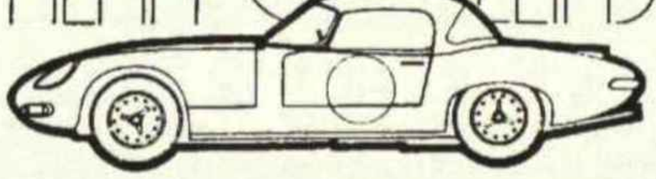
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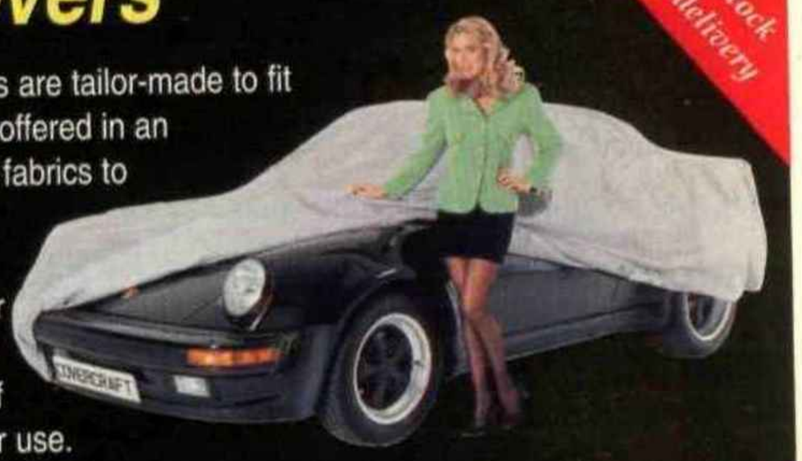


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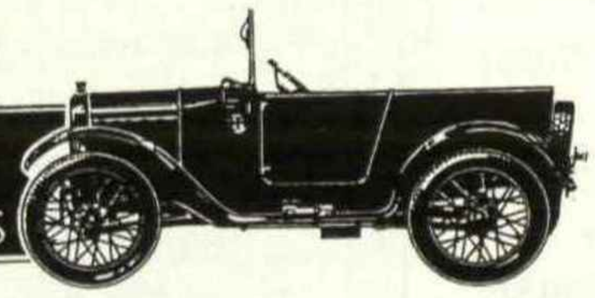
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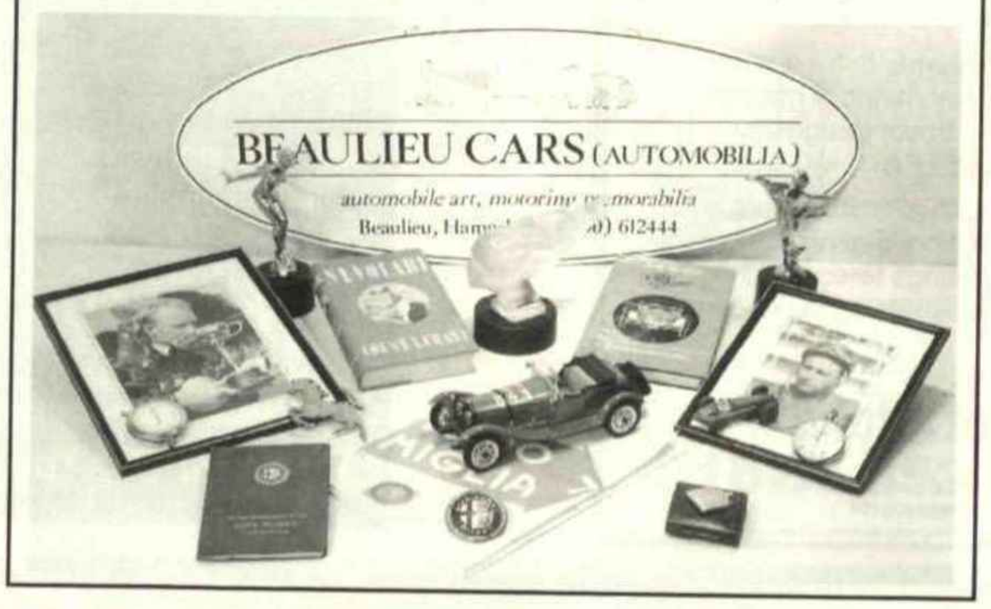
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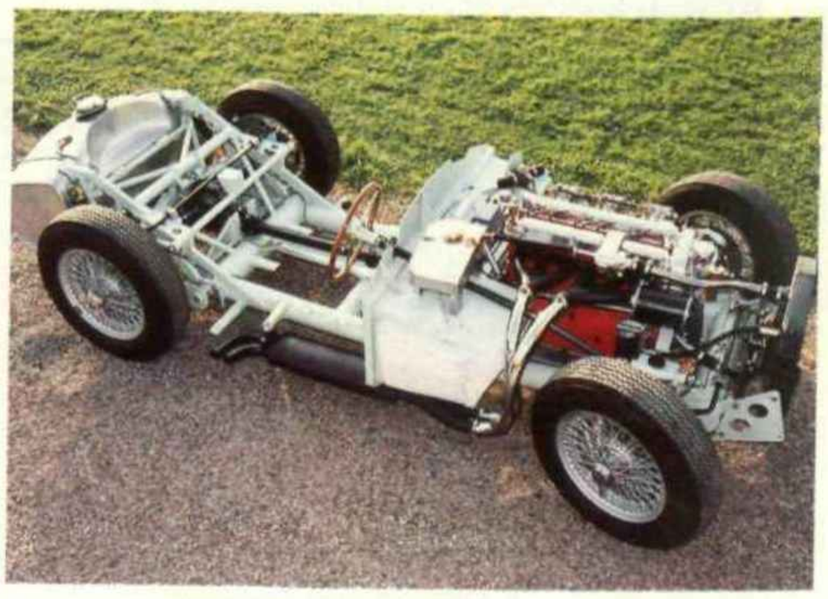


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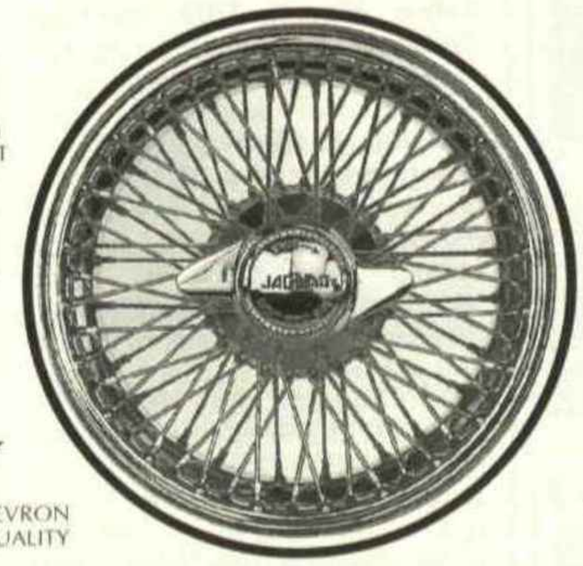
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Austin Healey 100/6. 1959, superb condition, less than 1,500 miles since full restoration. Ice blue metallic ,disc wheels, serviced, MOT and ready for summer. House move forces reluctant sale, £14,950, easily 17K on a sunny day!!. Tel: 01453 756260 or 0802 587209.

Austin Healey 3000 MkII LHD. Triple carb, side screen car, red/black interior and hood, CWW. A nice driving car for only £17,750. Tel: Cambridge 01767 677969.

Austin Healey 3000 MkIII BJ8. Red with red trim. Original RHD, rebuilt engine and gearbox including o/d. Balanced lightweight crank. Polished cylinder head/matched inlet manifold. New s/s exhaust, new rear springs, £22,500. Tel: 01943 817260 eves/weekends, 01756 795028 office or fax 01756 798473.

Austin Healey 3000 MkIII BJ8. 1964 early phase I. LHD, red/red, new mechanicals, needs top. $17,000 USA. Fax: 715 294 4448, home 612 866 2050.

1931 Austin 7 Chummy. Maroon with black wings. Older restoration, but in nice usable condition, £4,750. JK Booty. Tel: 01622 859570 Kent.

PVT Austin 7 Two Seater Sports Special, hydraulic brakes, MOT till March 1998. Red with black hide upholstery. Scuttle mounted headlamps. Barrel back body. Ready to go, £4,500. Contact: Tim Whellock (trade), Henry Bowers Workshops, Furnham Road, Chard, Somerset TA20 1AX. Tel: 01460 66434 (day), 01460 53645 eves.

Austin Seven Top Hat Saloon. 1929. One owner since 1961. Same includes original tools and spares including dismantled engine (less crank) gearbox, mangle gearstarter, dynamo, wheels, suction wipers etc, £5,000. Janet Warrior, Hilltop, Whashton, Richmond, N. Yorks DL11 7JN. Tel: 01748 850621 after 5pm.

Austin 10 Saloon. 1947. Black with brown leather, MOT, and in good running order, £1,950. Harpers. Tel: 01923 260299. Fax: 01923 264813.

Austin Healey 100/6 BN4. 1959, good all round condition, blue/white, tax & MOT, £11,700 or sensible offers. Tel: 01243 788912 (days) or 01243 535402 eves.

Austin Healey 3000 MkIII Ph2 (BJ8). 1964. LHD. 79,000 miles, o/drive CWW. Red body/tan, 'Ambla' seats. Totally immaculate, £22,500. Tel: 01705 200779 (Hants. UK). Sutherland - Day/Eve/Weekend.

Austin Healey 3000 MkIII. Red with red trim, original RHD. Rebuilt engine and gearbox including o/d. Balanced lightweight crank, polished cylinder head/matched inlet manifold. New s/s exhaust, new rear springs, £22,500. Tel: 01943 817260 eves/weekends, 01756 795028 office or fax: 01756 798473.

Austin Heavy 12/4 Open Top Tourer. 1930. Rare large touring Austin in very original condition with lots of character. Not concours but runs and drives beautifully. MOT August, £10,250 ono or might consider px vintage, running Austin 7 - WHY? Tim Reynolds. Tel: 0118 9894717 (Berkshire).

Austin Healey 3000 MkIII Phase I. 1964, RHD, wire wheels, overdrive, BRG over white, chassis up restoration 1989, £65,000 miles total, £17,500. Tel: 01829 732327.

Austin Healey 100/6. 1958. Concours, blue over white, Heritage papers, plate, MOT, reluctant private sale as owners abroad. Call 0171 244 0034 or 0802 582288.

Austin Healey 3000 Mk3. Dark blue/red trim, new engine, good condition, needs a little TLC, £16,000. Tel: Mr Rose 01372 377571. N/canvassers.

1967 Austin Healey 3000 Mk3 Phase II. RHD. British Heritage certificate, overdrive, w/w, s/s exhaust. Black over red, £16,250. Tel: 01245 359739 eves & weekends.

Austin Healey 100/4 1956 BN2, red, black int, LHD, fully restored, concours, asking £19,000. Tel: 0033 320 790080. Fax: 0033 320 790081 North of France.

Austin Healey 100/6, 1958, concours blue over white, Heritage papers, plate, MOT, reluctant private sale as owners abroad. Call 0171 244 0034 or 0802 582288.

B

1995 Turbo S Limited Edition. British Racing green, 14,000 miles, full Rolls Royce service history, balance of warranty, finance and part exchange available, £79,950. Tel: Geoff Parker on 01733 600631 or 01733 54894 (7 days).

Mulsanne Turbo LWB. 1986, black, cream hide interior, 71,000 miles, one owner from new, tax and MOT, very good condition, £22,000 ono. Tel: 0171 602 3893 or 0171 402 5107.

Bentley S2 Conintental 2-Door FHC. 1962, Regency red/parchment hide, power steering, totally restored by RR & Bentley specialist. Commended at the annual Concours de Elegance, Broughton Castle 1995. Must be seen. Further details call Meridien 01202 525111.

Bentley Turbo R. Original factory LHD, 1992, 12,000 miles, FSH, 1 owner, virtually as new, £59,500. Also 1990 Corniche convertible, LHD, white, 28,000 miles, fitted with cocktail cabinet. As new. £65,000. Tel: 0181 209 0481 or 0836 560300.

Bentley 4¼ Litre 2 seat Special. 1937, highly developed engine. Very fast and successful VSCC competition car. Owner ageing, so offers to Bentall 01371 810620 Essex.

Bentley S2 Continental 2-Door FHC. 1962, Regency red/parchment hide, power steering, totally restored by RR & Bentley specialist. Commended at the annual Concours de Elegance, Broughton Castle 1995. Must be seen. Further details call Meridien (01202) 525111.

Bentley Turbo R. Original factory LHD, 1992, 12,000 miles, FSH, 1 owner, virtually as new, £59,500. Also 1990 Corniche Convertible LHD, white, 28,000 miles. Fitted with cocktail cabinet, as new, £65,000. Tel: 0181 209 0481 or 0836 560300.

Bizzarini 5300 Corsa. 100% restored. 1968, LHD, $60,000. Tel: England 44 181 597 7472. Fax: 44 181 590 1276. Ask for Nigel.

BMW Alpina B10 Auto. 1991, fBMWsh, 145,000 miles, three owners, £11,650 ono, p/x old shape B9/10, M5. Sheffield. Tel: 0114 272 6977.

BMW 3.0 Litre CSL Lightweight. Polaris silver, Recaros, CD multi-change, remote central locking. Alarm/immobiliser, driven daily by company director. Properly maintained regardless of cost, £7,000. Tel: 01234 881220 eves.

BMW M3. 94 (L), Avus blue, black leather interior, one owner, 29,000 miles, full service history, air cond., CD, immaculate condition, £27,995. Tel: 0171 731 3460 office or 0181 789 2906 home.

BMW M3, late 1983, 48,500 miles, full BMW service history, full leather interior, 10 CD autochanger and loads of extras, £24,500. Tel: 01232 316970 (w) or 01232 427430 (h) or 0831 677855 N. Ireland.

BMW Z1. Black, camouflage leather, 1989, 13,000 miles, FSH, real pizazz. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW M6. Red, black hide, 1989, 56,000 miles, FSH, rare full spec 'highline'. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW 635. Burgundy metallic, cream hide, 1989, 61,000 miles, FSH, automatic, all options. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW 3.0 CS 1972 restored, LHD, f/f sunroof, alloys, metallic blue (recent respray), good condition all round, £5,000. Tel: 0191 268 2116.

FOX 100v orig reg BMW 323i E21, 1980, good mechanics, excellent tyres, been stored 3 years, bodywork is needed, ideal restoration project with FOX 100V, £1,600. Tel: 01670 774650 Morpeth.

Bristol 400. 1948. Claret and Monte Carlo rallies 1986 and 1995. Potential concours vehicle, £19,500. Tel/fax: 01929 405102.

Bristol 410. 1969, maroon, rebuilt engine, front and rear suspension. Repainted, rechromed, new wood and carpets, service history, £18,200 ono. Tel: (office) 0171 417 8844. Fax: 0171 417 8877. Private sale.

Bristol 603E. 1977, in regular use, Britsol service just completed. Much history. £11,000. Tel: 01234 838427.

C

Caterham Sevens. Factory appointed centre for sales, new and used. For serice, repairs, parts etc. Call the specialists on 01455 841616.
http://www.streamnet.co.uk/classic carriage

Caterham Seven 1700 Cosworth BDR, Metallic blue, 10,800 miles, 5 speed De Dion, immobiliser, rare factory supplied car in excellent condition, £16,350. Caterham Cars Ltd. Tel: 07000 000077.

Caterham Super Seven Twin Cam. 1984, 2 owners, 23k from new, red and ali, high spec with compomotive, full weather equipment engine very recently totally rebuilt by specialist at great expense. Excellent condition, £9,950. Tel: 0181 948 1138 eves. Private sale.

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1919 LA FRANCE. This is the best you will see. The body style is Roi des Belges and was based on the famous Rolls Royce Silver Ghost. Totally restored, it is superb to look at with its brown leather interior, green wings. Do not miss this one £24,950

1929 AMILCAR CGSs. Finished in French racing blue with tan interior. This particular car is well known as it was formerly part of the famous Nigel Moores collection and it was during his ownership that the lightweight 2 seater racing body was fitted for competition events. Owned in VSCC events and is sold with the VSCC blue form. This extremely attractive vintage motor car is for sale at £19,950

1929 CITROEN C4 pick up truck, left hand drive. Used for grape picking in France and has been superbly restored at vast expense and is like new! Being sold for a fraction of the restoration costs £8,995



1935 HUMBER 16/60 3 POSITION DROP HEAD COUPE. Coachwork by Thrupp and Maberley. Finished in Dove grey with a black hood, ace polished wheel discs, complete engine rebuild in 1993 and 3,250 miles since. Regularly used and serviced three times a year. Very rare and usable £19,995



1937 ROLLS ROYCE PHANTOM 111 by Thrupp and Maberley. This is one of the most special Phantom 111's that has ever been manufactured, it is fitted with a 'V' windscreen and is discussed in various books as a sports saloon. It has possibly the lowest roof line of all the Phantoms and is a very important and imposing car. Phantom 111's are the connoisseurs Rolls Royce and the opportunity to purchase an exotic P111 such as this is a rare occurrence. Please ask for details of condition and price.

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



1965 ROLLS ROYCE SILVER CLOUD 111 LONG WHEEL BASE WITH DIVISION. Originally supplied to a British company called Lansing Bagnell, the second owner obtained the car in 1972 and owned a company called Robert Fisher (packing and shipping) Ltd., a large international company with an office in London but based in America. The Rolls Royce was kept in England until 1976 when it was shipped by container to Miami for Mrs. Ruth Fisher's personal use. Mrs. Fisher kept the car until 1990 (We have all the service receipts of the work she had carried out) it was then shipped back to England. Finished in silver with black interior. This Rolls Royce is the best driving long wheel base Cloud I have ever driven. Very rare and sought after £27,500

1969 ROLLS ROYCE MULLINER PARK WARD TWO DOOR COUPE in coffee bean brown with beige leather interior, 68,000 miles only from new with history, fitted air conditioning and Sundym glass. This Rolls Royce is definitely the best and most original low mileage 2 door Mulliner Park Ward we have ever had the pleasure of owning, indeed the second owner who owned the car from 1985 until 1994 informed us that he had never driven the car in the rain. Very special and collectable £17,950

1976 ROLLS ROYCE SILVER SHADOW I in Walnut metallic with beige leather interior, fitted with air conditioning, automatic gearbox, power steering, electric windows and seats etc. This Rolls Royce has been serviced at the following mileages 2686, 4915, 7908, 11386, 16191, 21963, 26863, 34791, 40829, 43765, 44268, 48120, 53575, 57719, 60115, 66222, 81281, and 85942. Ex Rolls Royce enthusiasts club committee member's car who has now purchased pre-war £8,995

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

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

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

1979 MGB GT. Not just a normal MGB GT but a specially prepared car in metallic green with alloy wheels, flared wheel arches and flared headlight covers. It has an Oselli 2 litre road race engine with twin Webers. Black leather interior, lowered and special suspension, roll over cage etc. The extra specification on this car is too long to list, please call for full details.

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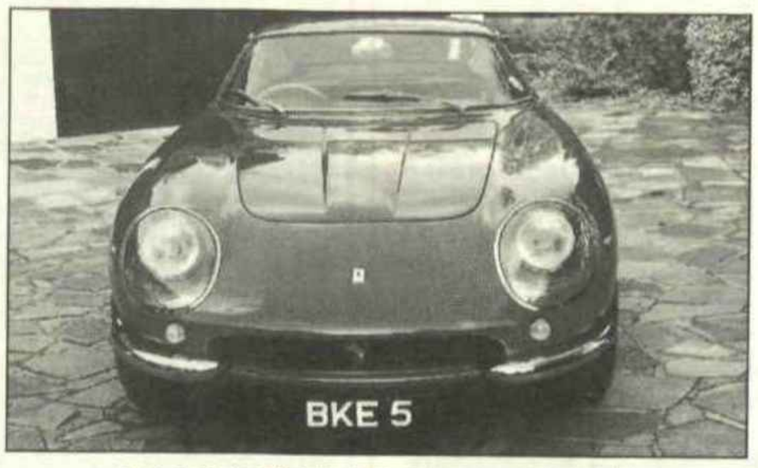
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1966 Ferrari 275 GTS. Red/Black, trim, mint condition, RHD with history.

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1956 Ferrari 250 EUROPA. Red/Tan trim, mint condition, RHD

1985 Ford GT40 MK V. Yellow/Black trim, 8,000 miles from new, 289 comp. engine, full history.

1990 (G) RANGE ROVER VOGUE SE 3.9. Met Blue/Grey leather, excellent condition, FSH



VIEWING BY APPOINTMENT PLEASE

Chevrolet Corvette 5.3L V8. 1956, red/white coves, near concours condition. A rare opportunity. One of a few examples in UK, POA. Tel: 01225 446500, mobile: 0860 675956. Fax: 01225 447478. Private sale.

Cadillacs for sale: 1953 Eldorado, needing work (June); 1954 Eldorado to restore; 1957 Biarritz convertible, restored; 1958 Brougham, restored (June); 1957 Eldorado Sedan Seville (four-door). Motorama show car; 1958 Eldorado convertible. Motorama show car; 1941 Cadillac two-door convertible, restored. I locate classic cars and place them with private collections (no buyer's fee). Bob 508 995 2162 before 8pm, Boston MA.

Cobra Ram 427 SC. Built 1992 on Jaguar XJ6 Convertible 1974, Chevy 5.8, 353bhp, superb engine and running gear, street legal but can be raced, designed for hill climbing, full competition spec, very fast and eye-catching. Black, MOT & tax. Classic car insurance, approaching £40,000 spent, aking only £20,000 or p/ex MGTF, TD or other roadster. Tel/fax: 01885 482735 UK (private sale).

E

Evante 140TC. 1988, red/grey leather, 15,000 miles, one owner, excellent, £8,995. Tel: 01825 750326 (Sussex).

F

Ferrari 365 GT4 2+2. 1974, 43,000 miles, £35,000 invoices, fantastic condition and V12 performance, only £25,000, may exchange. Tel: 01291 650528.

Ferrari 308 GTB Replica, air condition, alarm, CD player, looks and drives like £50,000, all leather interior, absolutely beautiful, just serviced, tax and MOT, £12,000. Tel: 0121 577368 or 0378 923284.

Ferrari 308 GTB Carburettor. Red, magnolia interior, 16" split rim wheels, sports exhaust, deep front spoiler, fully restored with £35,000 of bills. Stunning and perfect in every way. Only £27,250. Tel: Paul on 0181 300 1338 or 0181 850 0463.

Ferrari ASA 1965 1000 GT Spider. LHD, chassis 11014 Geneva auto show. Red/black, only 7 cars build. A piece of history. $50,000. Tel: USA 1 619 551 0500, fax: 1 619 551 0583. Tel: England 44 181 597 7472, fax: 44 181 590 1276. Ferrari BBi 512. 1st owner, 40,000km, LHD, red/black, perfect. Tel: Belgium mobile 32 75 24 71 90. Ferrari 246 Dino GT 1971, LHD, yellow/black. Perfect. 75,000 DM. Tel: Belgium 32 75 247 190 or 32 87 35 44 41, fax: 32 87 35 44 42. Ferrari P3/P4 replica. 12 cylinders, boxer by Norwood. LHD. $130,000. Tel: USA 1 619 551 0500, fax: 1 619 551 0583. Tel: Belgium 32 75 247 190 or 32 87 35 44 41, fax: 32 87 35 44 42. Ferrari 250 GTO Replica, 330 chassis, alloy, LHD, yellow. Tel: USA 1 619 551 0500, fax: 1 619 551 0583. Tel: France 33 1 47 20 34 75, fax: 33 1 47 20 32 76.

Ferrari 308 GTSi QV. 1985 (D), red, black hide, LHD, air conditioning, anti-theft, British and Italian registered, immaculate and perfect, £28,000 ono, price negotiable subject to delivery agreement. Tel: eves 0039 338 739, 0806. Fax: 0039 776 312227.

Ferrari 328 GTS, red, magnolia hide, left hand drive, 1986, FSH, excellent example, £28,950. Tel: 01865 865306.

Ferrari 400IA. 1982, silver blue, excellent condition, 50,000 miles, fFsh, present owner, 12 years, restored example, £22,500. Tel: 01932 842151. Fax: 01932 845994.

Ferrari 512 M. LHD, Rosso red with black leather, only 6,000 km, Alpine multiplay CD, Clifford alarm, 18" alloys, stunning, £74,999 p/x. Tel: 01628 660413 or 01628 487314, 0831 123911 Bucks.

Ferrari F355 Berlinetta. 1997 (P), blue Le Mans, tan interior, remote alarm, radio/CD (6 stack), Ferrari no plate, 1,200 miles, £POA. Tel: 0467 402434.

Ferrari F40. 1991, Le Mans street spec, red, 2,000 miles, 1 owner, FSH, cat. Superb. £195,000. Tel: 0181 209 0481 or 0836 560300.

Ferrari 365 GTC4 LHD, metallic bronze, full beige leather interior, as new, engine needs rebuilding, cheapest in the world. Tel: 01342 850551. Fax: 01342 850095. No canvassers.

Fiat 124 Spider. 1978. LHD, purchased from original owner in Palm Springs, superb car, burgundy with biscuit interior and top, £5,300 ono. Tel: 01636 816566 or 01636 74999.

Fiat 124 Spider 2000i. 1982, LHD, red with beige leather interior and top, MOT, good condition. Lots of history, £4,750. Tel: 01443 208249.

G

Ginetta G4 Wanted, G4 wanted, Series 1-3 for restoration, any condition considered. Tel: Richard, Cardiff 01222 764405.

H

Honda S 800 Convertible. 1967, restored in 1989, red with black interior, tax and MOT, £7,200. Private sale. Tel: 0171 731 6261.

I

ISO Rivolta Lele. 1973, 5.7 ltr (351 cu in), 12,000 miles from new, immaculate Bertone bodied, supercar of the 70s, leather interior, every conceivable extra, £9,995 ono. Tel: 0113 225 9925 or 0374 627593.

J

Jaguar 3.4 MkII. 1967, auto, British Racing green, good history, new tyres, MOT, restored 1987, garaged, usable classic, £10,500 ono. Tel: 0171 499 2168.

Jaguar C-Type Proteus 3.4L. Webers road race cams, late box o/d, live axle, Colbourne built and fully sorted, £32k ono. Tel: 01952 505983.

Jagaur E-Type V12 2+2. 1971, auto, black with black leather, air conditioning, chrome wires, extensive history, original bill of sale, excellent example, £17,500. Tel: 01920 822660 or 0831 212994. Usual garage facilities.

1950 Jaguar Drophead Coupe, 20,700 orig. miles, chassis number 64180, body number DH1201, 3.5 litre engine, number T9882, $20,000. Tel: 413 648 9680 MA, USA or 802 254 1276 nights UT, USA.

Jaguar E-Type Roadster. 1962, silver/red leather. Works hard top, 75,000 miles, immaculate, £39,500. Tel: 01527 575485.

Jaguar E-Type S1 3.8 Roadster. 1964. Immaculate. White with red leather interior, fully restored to near concours, £29,500. Would consider p/ex Mercedes SL. Tel: 01276 23236.

Jaguar XK120 Roadster. New restoration, ivory with red leather, original wire wheels, history, C type carbs, like new, £34,950. Tel: 01256 762920, fax: 01256 763330.

Jaguar E-Type Series 1, 3.8 Coupe. 1964. Red with black leather, CWW, owned last 12 years. Show condition, £23,000. Tel: 0121 358 2679. Private Sale.

E-Type V12 Roadster, LHD, manual, new silver paint and exhaust, blue interior, £22,500 ono. Jaguar XK150 Roadster, LHD, new chrome, excellent runner, needs tidying, £22,000 ono. Tel: 01985 844073 A/T. Private.

Jaguar 1966 XKE 4.2 Roadster. No's match, white with perfect red Bartlett interior, pristine original condition, never any rust/bonds. Mechanically perfect. Detailed to perfection. Drives even better than it looks, only $27,900 US. Private collection. Tel: 212 879 5820, fax: 212 879 4518.

Jaguar E-Type S1 1964 3.8 Roadster. Immaculate, white with red leather interior, fully restored to near concours, £29,500. Would consider p/ex Mercedes SL. Tel: 01276 23236.

Jaguar E-Type 2+2 LHD, 1969, British Racing green, immaculate, £12,950. Tel: 0181 203 1592 or 0831 637010 mobile.

Jaguar XK150 Roadster 3.4. 1958, restoration project. Complete USA car, matching nos., duty paid, Heritage certificate. The car is still in North Italy. Eventual high level restoration service available, £9,950. Tel: Italy 39 348 9690114 anytime.

Jaguar XK150 FHC SE 3.4 MOD. 1959. Absolutely immaculate. British Racing green with suede green leather interior. Numerous concours awards. Complete bare metal rebuild in last two years, full photographic record available. Engine rebuilt this year. Could be best XK150 in the UK. Business pressure forces reluctant sale, £39,750. Tel: 44(0) 1753/647553. Fax: 44(0) 1753/645822.

Jaguar XK140 DHC. 1955. Original RHD. Car fully restored to concours standard, red/biscuit hide, piped red, disc brakes, CWW, overdrive, stainless steel straight-through exhaust, full history, covered only 50 miles since restoration Sept. 96. More detailed photos on request. May p/ex. £55,000. Tel: 0114 2640116.

Proteus 'C' Type 3.4. 3.4 Kearns Richards engine. Built as copy of 1951 car, all correct part and detail. Sound and looks superb. Road tax exempt. Full history available, £22,000. Tel: 01483 283829 Surrey.

Jaguar 1968 E-Type 2+2, £32,000 restoration in 1992, US conversion to RHD, 3 SU's manual, looks, drives beautifully, £19,000. Tel: 0181 318 7410.

XK140 Roadster LHD. 1955, Old English white with tan and choc. leather, looks stunning, stainless exhaust and chrome wires, concours, £45,000. Tel: Preston 01772 963130.

Jensen Interceptor MkII. 1972, 72,000 miles, years MOT, tax, red with leather interior, must sell, £6,250 or offers. Tel: 01260 227202.

Jensen Interceptor III, 1973 (L), 7200cc, 76,000 miles, royal blue, black vinyl roof, pale magnolia leather, beige carpets, new MOT, good tyres and condition, £9,995. Tel: 01580 241001 (Kent).

Jensen Interceptor MkI Vignale Prototype. Registration number 'HEAID' featured on television and in books and magazines, being the test car for Motor, Autocar & Autosport. Stacks of history. Present owner 10 years. The car is in superb condition. Rare opportunity to purchase a real piece of automotive history. Part-exchange considered £20,000. Tel: 01202 473445.

JPR Wildcat Le Mans Coupe. Jaguar XJ6 running gear, 6 cly Datsun 2.8 ZX engine, 5-speed gearbox, all new overhaul quality custom int, none Q, fast road car, early sale, hence only £6,950. Tel: 01403 891320.

L

Lagonda 16/80 Open 2 seater. 1932, with dickey, dismantled unable continue restoration, details Box no. 296, Mark Harris, Classic & Sportscar Ads, 38/42 Hampton Road, Teddington, Middlesex, TW11 0JE.

Lagonda Rapide. 1963, blue, cream leather, superb condition, £ high teens, negotiable, please ring 01274 816627.

Lamborghini Countach Anniversary, 90(G), black, cream leather, sports exhaust, FSH, alarm and tracker, 18,000 km, £47,000. Tel: 0171 327 3392 office or 0181 429 4916 home.

Lamborghini Espada Series 3, light gold, beige leather, car as new, full history, photographic restoration, £15,000. Tel: 01342 850551. Fax: 01342 850095. No canvassers.

Lancia Beta Coupe 1600cc. Automatic, 1981, 49,000 miles, navy blue, vgc, with good history, £2,000 ono. Tel: 01283 701053.

Lancia Fulvia 1600 HF Lusso. 1971, regretable sale, after 10 years pampering

Lancia Integrale Evo. 1993 (L), 25k ms, red, Sparco seats (red), Alpine CD stereo, £17,995. Tel: (H) 0181 947 0094, (W) 0181 944 9919.

Lancia Integrale EVO Models. From £12,950, p.x considered. Please ring with requirements. Tel: 01482 655014 or 0802 254563.

Lancia Integrale Evolution. 1994. Yellow/black interior, one owner, FSH, modified to 308 bhp. Over £10k spent. 17" wheels etc, £23,500. Full spec sheet available. Tel: 01787 269081 or fax: 0171 837 3346 UK. Private sale.

Lancia Monte Carlo Series 2. 1982, 38,500 miles, standard except engine mods. Very good condition, £7,200. Tel: 01270 761024 Cheshire.

Lancia Stratos Replica, professionally built show car of 1972 road car, V6, lime green, excellent condition, £19,500. Lancia Integrale Evolution, red, cat, £21,000. Tel: (0) 151-4203420, fax: 0151-4231579 UK. Private sale.

Lancia Delta Integrale 16v. 1990G, Monza red, PAS, ABS, Alpine stereo, £7,500. Tel: Robert Ross on 01324 553383 (H), 01324 554211 (O).

Lancia Integrale Evolution III. Nov. 93 (L), red, beige alcantara, a/c, Lancia main dealer service history, 1 owner (MD's company car), excellent condition, 80,000 miles, £15k. Tel: Kate Mosley (days) 01283 703383. Fax: 01283 703873.

Lotus Eleven Le Mans Race Car. Series II 1957. Fully restored, frame off restoration. Serial no. 317. Coventry Climax, 1260 strong engine, Old English white with red interior, red wires, black and red trim. Race ready, must be seen. Tel/fax: 812 894 2028 CT. USA. Private sale.

Lotus Europa Twin Cam. 1972, new, trim, galvanised chassis dash, windscreen, Revolution alloys, outstanding condition, outstanding, £8,495. Tel: 01628 604350.

Lotus SE Turbo. 1991 (H), red, grey and red leather, alarm/immobiliser, stereo, tax and MOT, new tyres, very good condition, full Lotus history, £13,995. Ring Colin on 0378 026620.

Lotus Esprit. 1989 (F), black, all beige leather, FSH, 20,000 recorded miles, remote alarm does doors and windows, detachable glass targa top, 6 months tax, 1 year MOT, Group 16 insurance 2.2 n/a, original stereo, £16,000. Tel: 01792 280409 after office hours.

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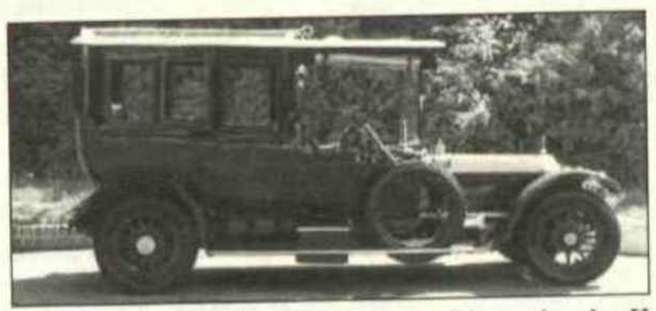
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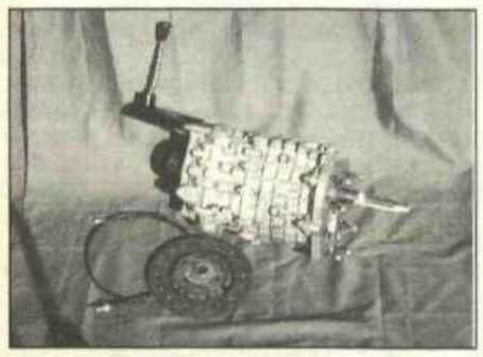
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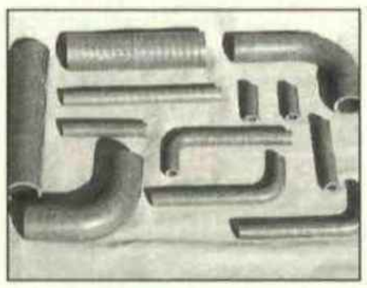
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TVR Chimaera 4.0. 1993 (L), Mica blue, magnolia hide, 31K miles, TVR history, £21,250. Tel: 01625 574342 days or 01625 522298 eves.

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Volvo 1800 ES, rare model, rust free, racing green, good condition throughout, very recent MOT, very good looking car, £4,000 ono. Tel: 01789 488313 (Warwickshire).

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F2 Chevron B48-08-79. JE/Rovertech 5.0 Rover V8, FGA 400. 2 sets Dymags, wets and drys, ratios, 4 wheel box trailer. Excellent condition, owner retiring. Tel: 0181 814 4061 (24hrs) or 0831 120555 mobile.

Chevron B8. Chassis no. 63, FIA papers, ready to race. Osells PA3. chassis no. 27, complete with BMW M12, has to be restored. Offers to Fax +46.11.317870.

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Lola T-70. 1967, ex-Surtees SL750123 Coupe and Spider bodies. Lucas fuel injection, many spares, $325,000. Tel/fax: 504 778 7386. Private sale.

Lotus Eleven Le Mans Race Car Series II. 1957, fully restored, frame off restoration, Serial no. 317. Coventry Climax, 1260 strong engine, Old English white with red interior, race ready, must be seen. Tel/fax: 812-894-2028 CT, USA. Private sale.

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Parker Speedway Midget. 1955, rear 500cc JAP. Pretty alloy body, totally restored, £4,500. Tel: 01985 840880 photo. http://www.btinternet.com/-bizarre.cars.

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Toleman TG280 F2. 1980, rolling chassis. Fresh gearbox, 3 sets of wheels. Some spares. Priced to sell. Tel: 01225 837083.

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Rivers Fletcher Talk & Film Show. Wednesday 4th June 1997, The Angel Hotel, Bourne, Lincs. 8pm - Tickets £8 each. Wednesday 18th June 1997, Inn on the Lake, Godalming, Surrey. 8pm - Tickets £8 each. Historic and Vintage, pre-war and post-war films - with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929. With motor racing, sprints and hill climbs and more! An entertaining evening for the true enthusiast and all the family. Some things never go out of fashion. Tickets are limited - so please apply early with an SAE to Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, Sussex RH14 0PT. Tel/fax: 01403 871272. Please make cheques payable to: E.A. Wigg. Admission by ticket only.

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Eric Thompson Buys & Sells rare quality motor books, annuals, magazines, programmes, autographs, badges and motoring miscellaneous. Booklist UK £2.00. Overseas £3.00. Hullhatch, Shamley Green, Guildford GU5 0TG. Tel: 01483 893694. Fax: 01483 892219.

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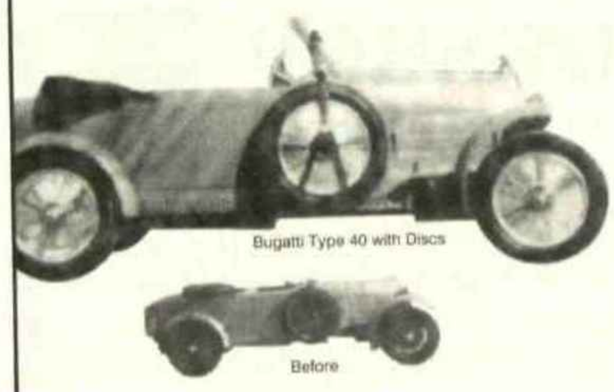
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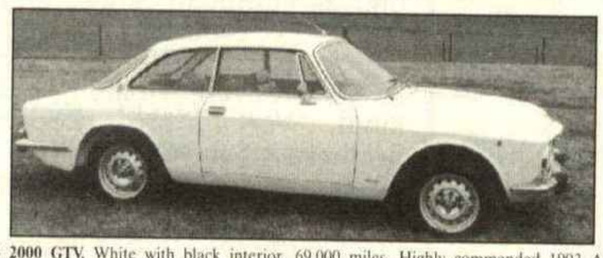
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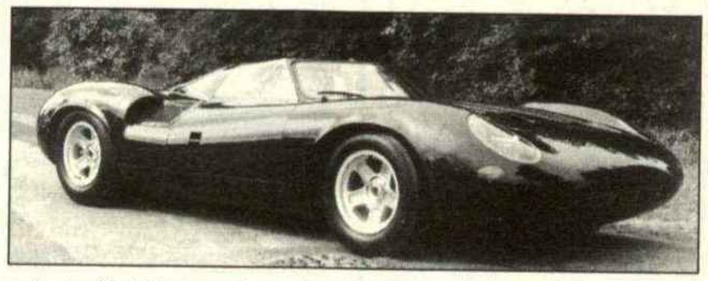
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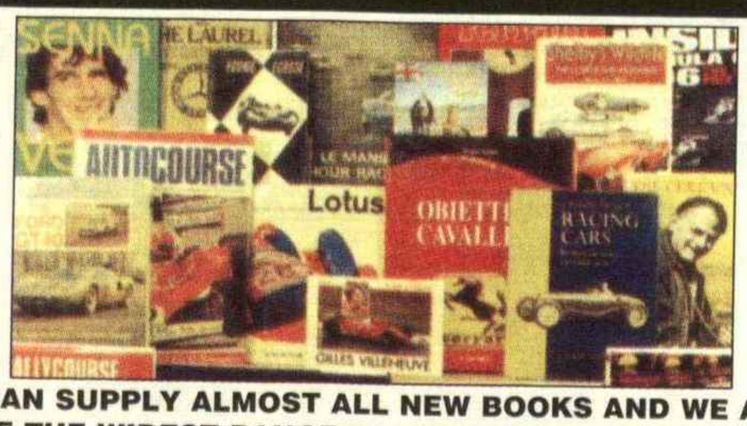
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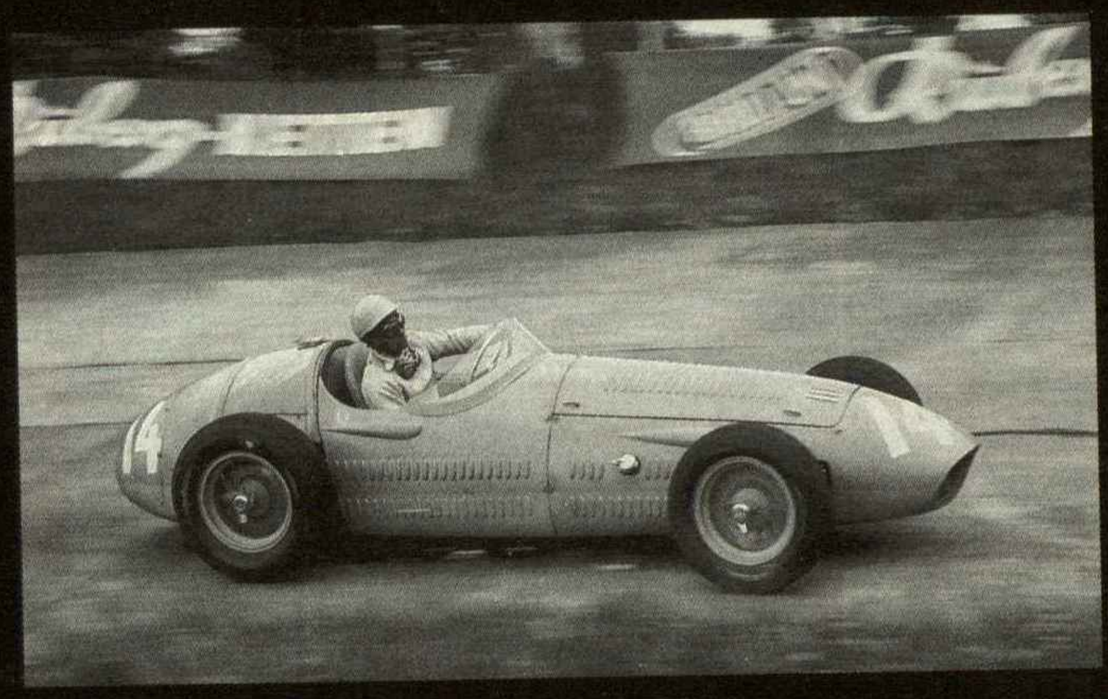
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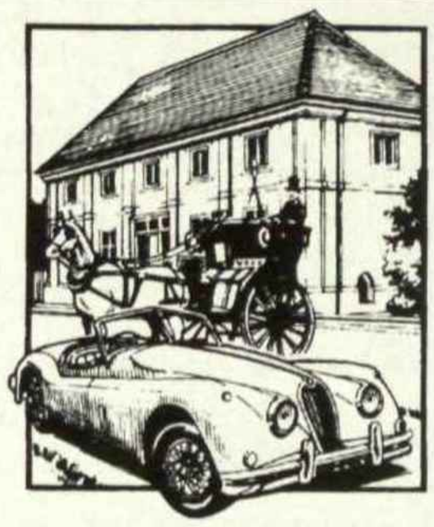
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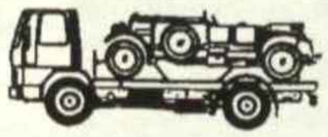
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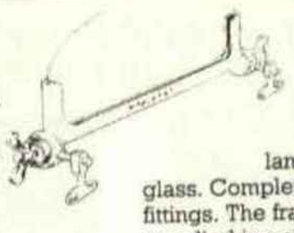
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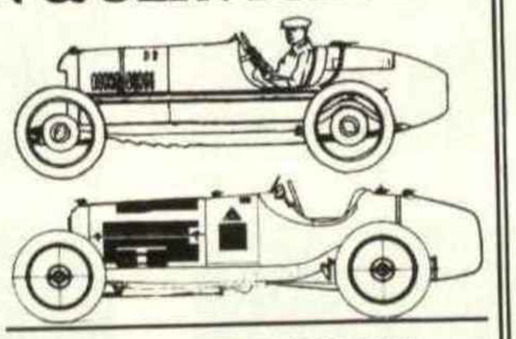
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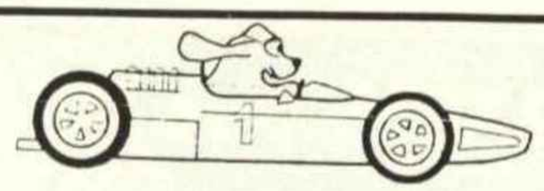


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1990	F40	Red	1,500m
1991	348tb	Blue	16,000m
1989	328 GTS LHD	Red	32,000m
1987	328 GTS	Metallic Black	32,000m
1986	328 GTS	Red	52,000m
1972	DAYTONA 365 GTB/4	Giallo Fly	32,000m
1972	365 GTC4	Red, Concours	38,000m
1984	BOXER 512 BBI	Blue	21,000m
1984	512 BB	Konig Red	5,000m
1981	BOXER 512 BB	Red	21,000m
1977	BOXER 512 BB	Red	22,000m
1974	BOXER 365 GTB4	Red	16,000m
1992	512TR	Black	23,000m
1991	TESTAROSSA	Red	15,000m
1989	412 AUTO	Black	32,000m
1992	MONDIAL CABRIOLET 3.4	Red	14,000m
1991	MONDIAL CABRIOLET 3.4	Red	23,000m
1987	MONDIAL COUPE	Metallic Grey	53,000m
1985	308 GTS QV	Red	32,000m
1978	308 GTB	Red	27,000m
1979	308 GTB	Red	48,000m
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1966	330 GT 2+2 MkII	RHD, blue	37,000m

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1968	E-TYPE 4.2 ROADSTER	White	59,000m
1970	E-TYPE 4.2 FHC	Red	54,000m
1965	E-TYPE 4.2 FHC COMP	Carmen Red	58,000m
1965	E-TYPE 4.2 FHC	1 owner, Ivory	30,000m
1964	E-TYPE 3.8 FHC	Wine Metallic	51,000m
1951	XK120 ROADSTER	Black, Concours	1,000m

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1994	DIABLO	Yellow	5,000m
1990	COUNTACH ANNIVERSARY	Met Red	14,000m

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1991	911 TURBO 2	Black	22,000m
1988	911 TURBO TARGA	Blue	52,000m
1987	911 TURBO COUPE	White	44,000m
1997	911 CARRERA 4S COUPE	Midnight	2,000m
1996	911 CARRERA CABRIOLET TIP	Midnight	11,000m
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1995	911 CARRERA COUPE	Speed Yellow	19,000m
1994	911 CARRERA CABRIOLET	Aventura Green	12,000m
1993	911 CARRERA 4 TARGA	White	11,000m
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1991	911 CARRERA 2 CABRIOLET	Black	59,000m
1990	911 CARRERA 4 CABRIOLET	Blue	49,000m
1990	911 CARRERA 4 CABRIOLET	Taitle	51,000m
1990	911 CARRERA 2 COUPE	Grey	63,000m
1990	911 CARRERA 4 COUPE	White	64,000m
1990	911 CARRERA 4 COUPE	Blue	49,000m
1990	911 CARRERA 4 COUPE	White	27,000m
1989	911 CARRERA SE COUPE	White	41,000m
1989	911 CARRERA SE COUPE	Red	54,000m
1989	911 CARRERA SE CABIOLET	White	48,000m
1989	911 CARRERA SSE TARGA	Red	41,000m
1988	911 CARRERA SSE CABIOLET	Black	43,000m
1987	911 CARRERA SE CABRIOLET	Black	65,000m
1987	911 CARRERA SSE COUPE	White	65,000m
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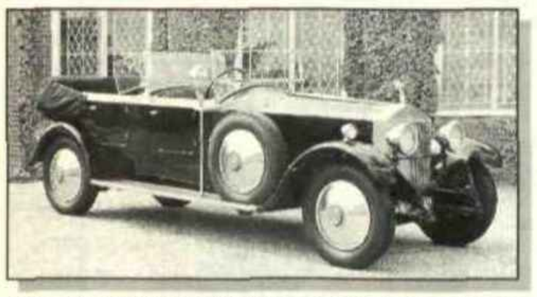
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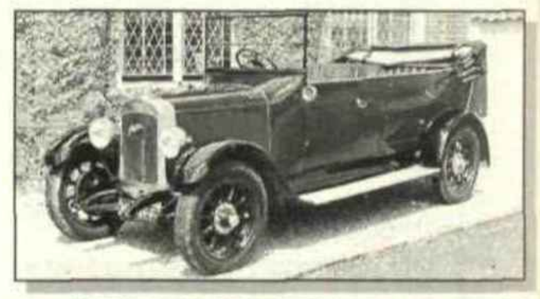
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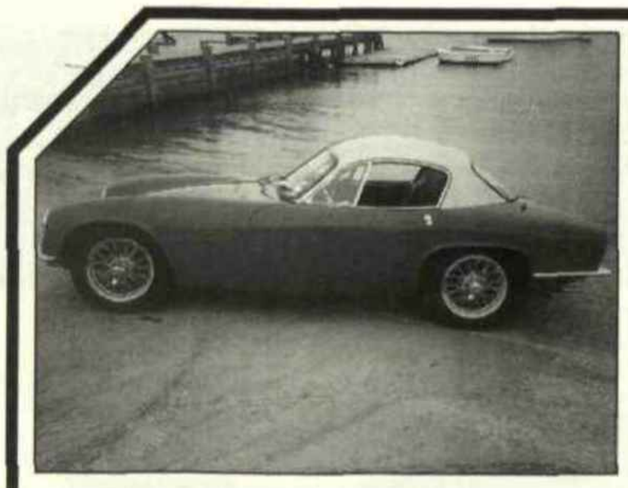


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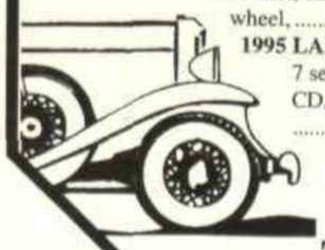


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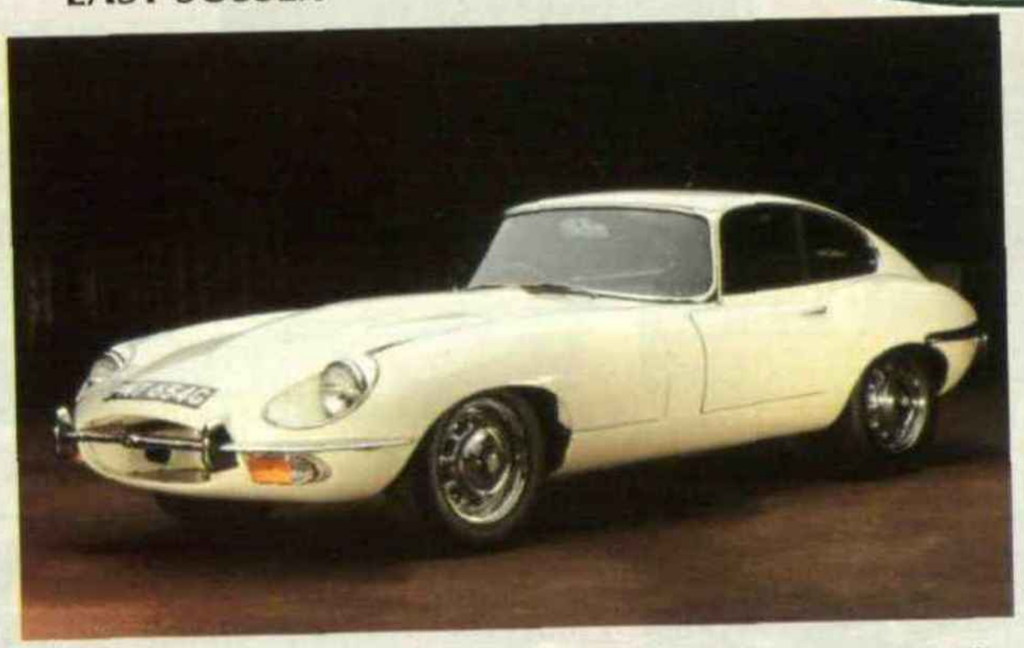
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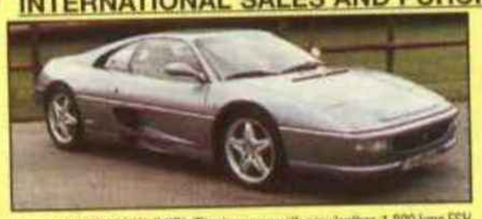


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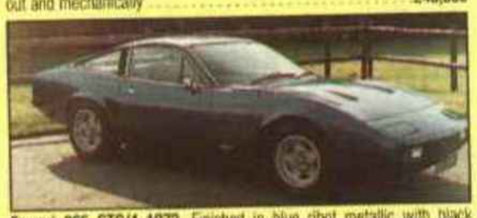
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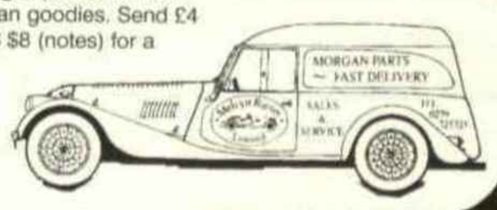
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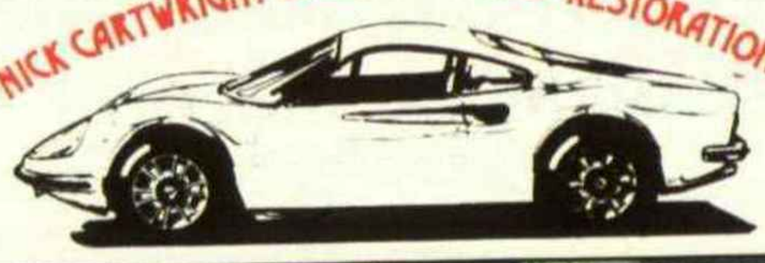
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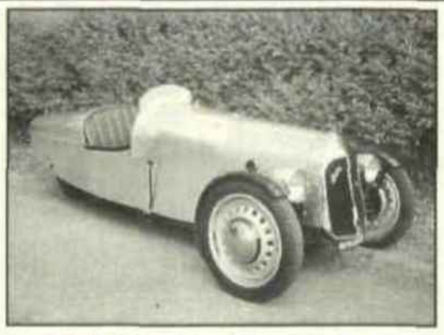


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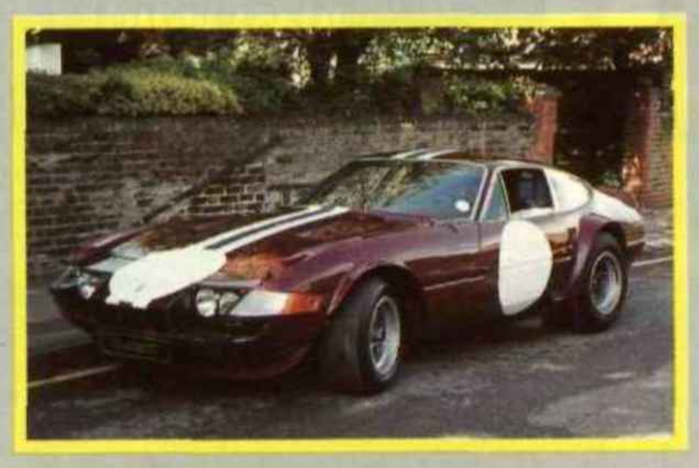
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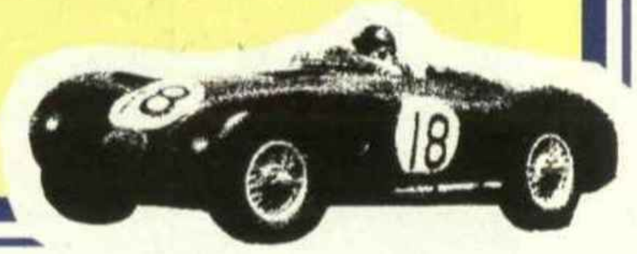
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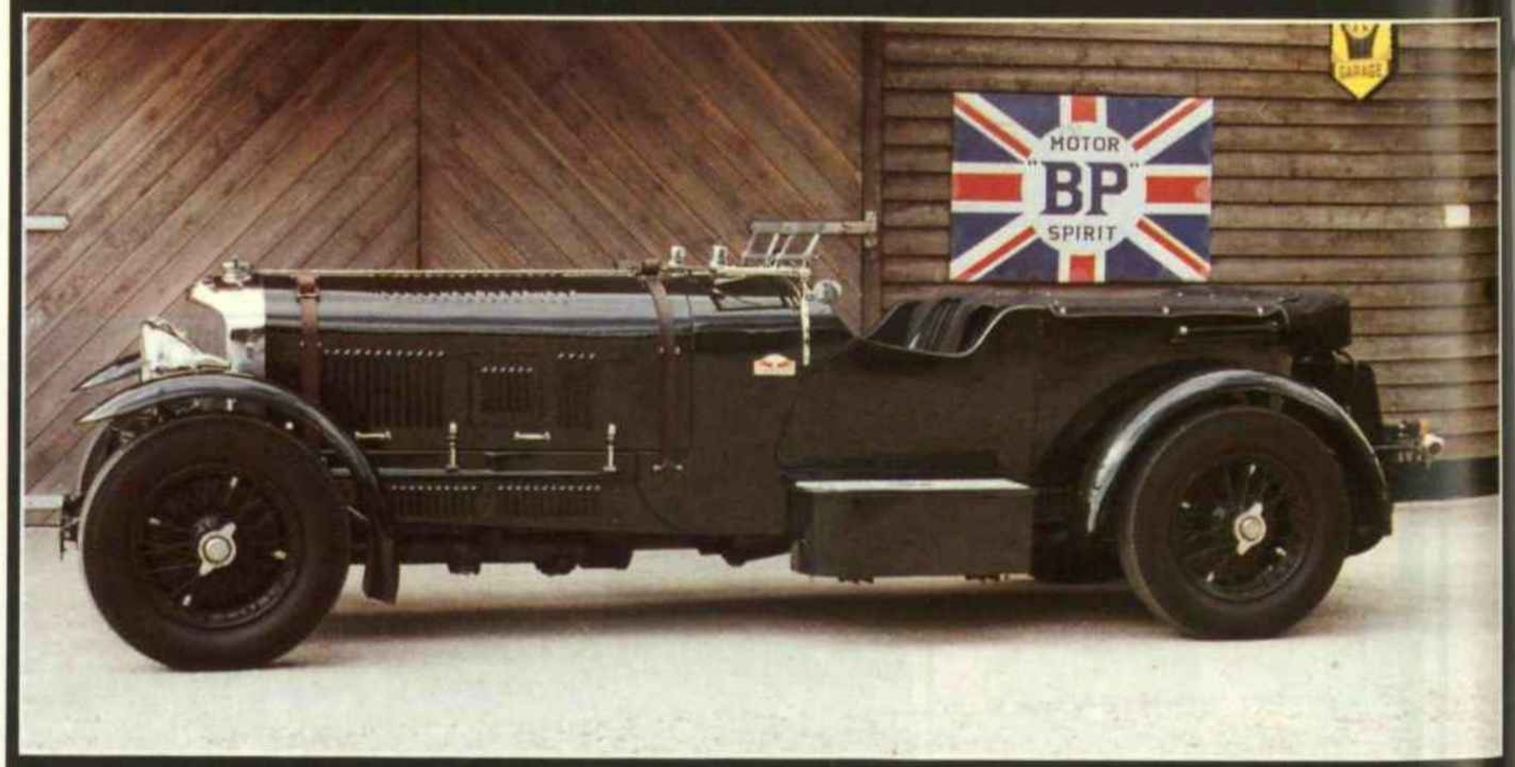
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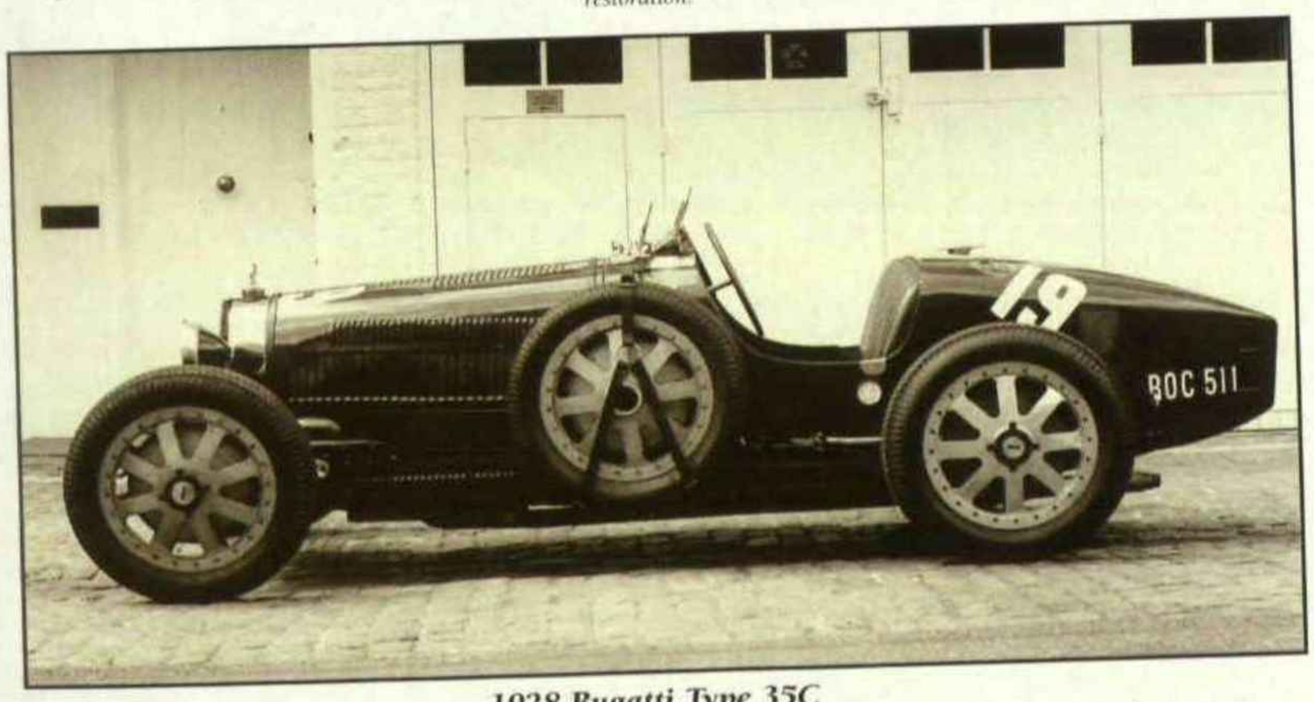
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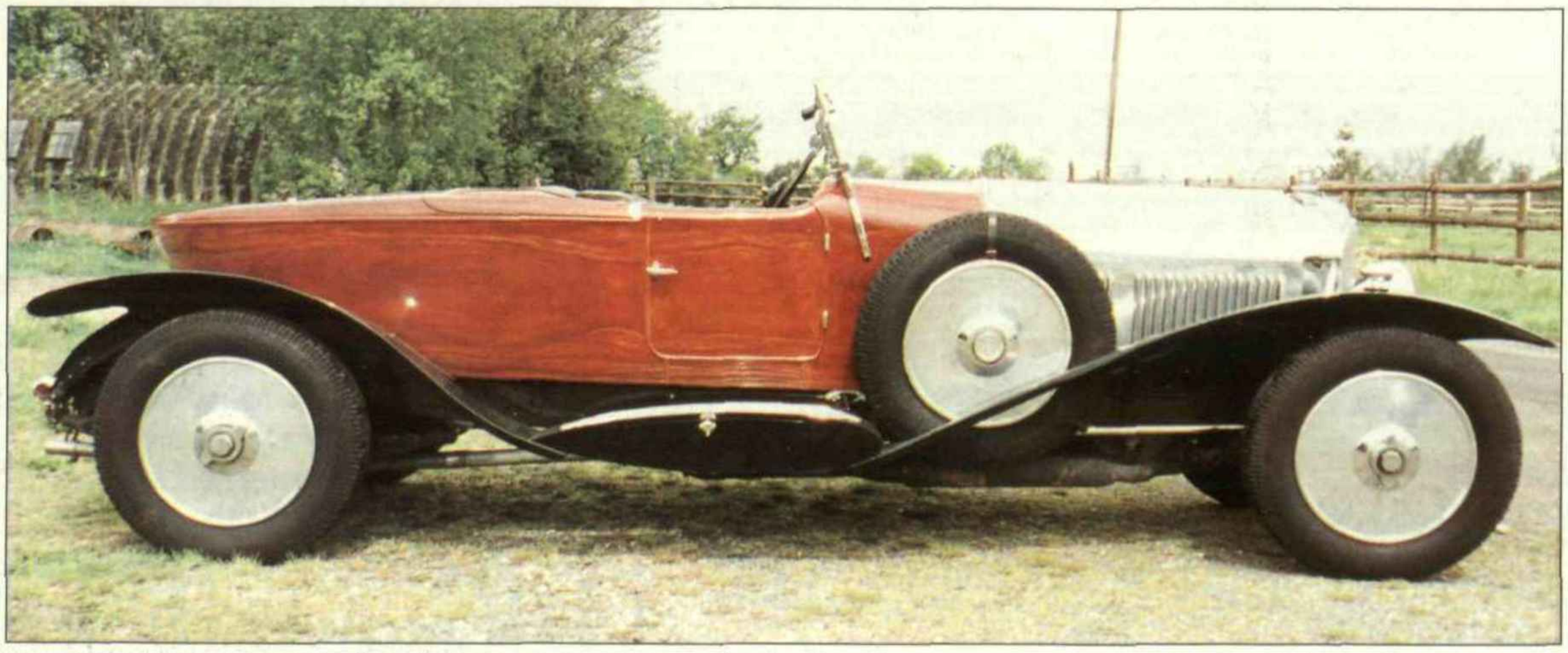
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