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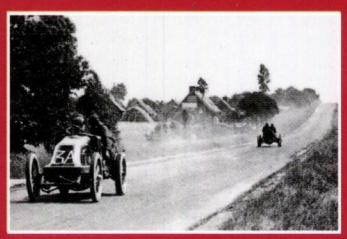
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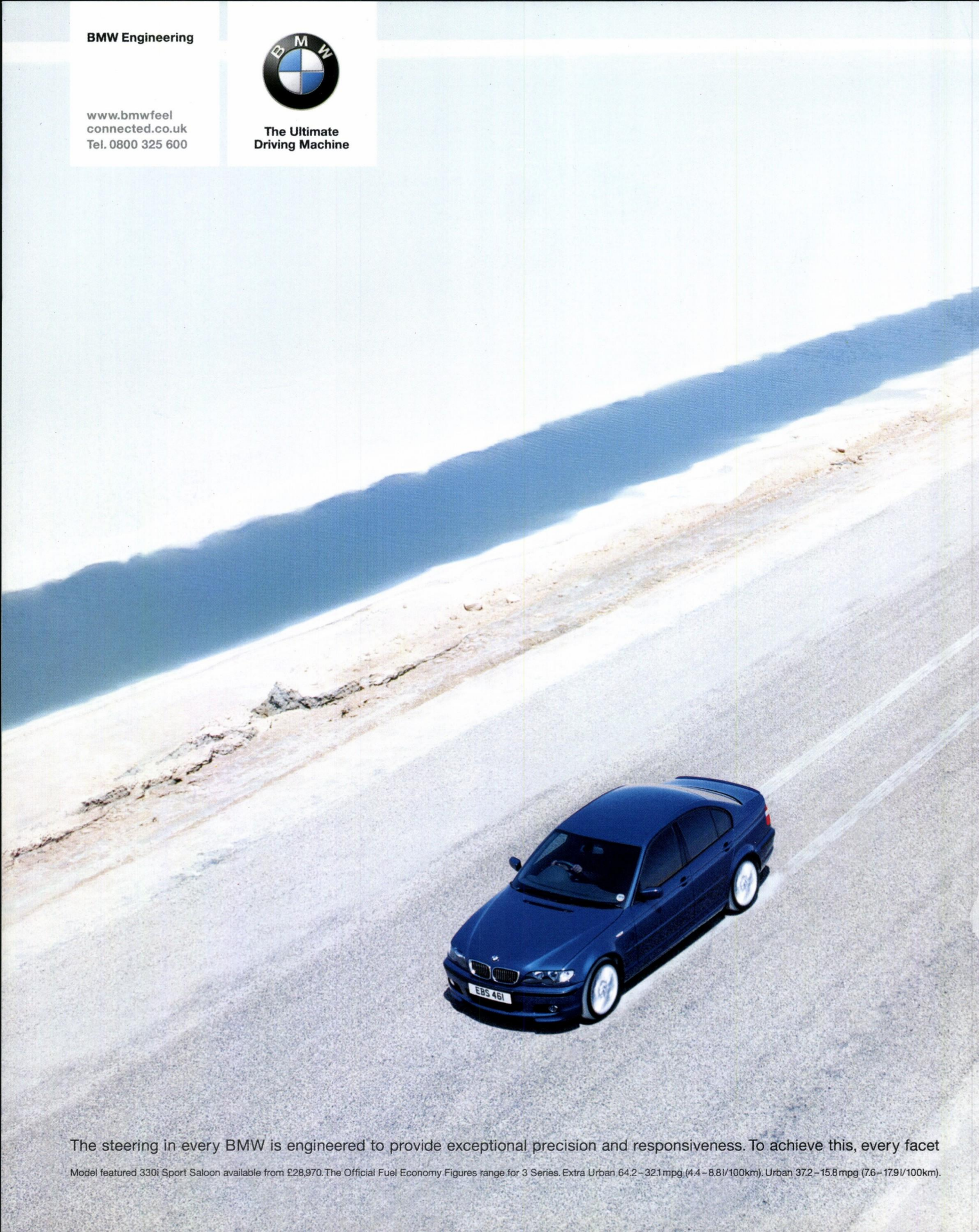
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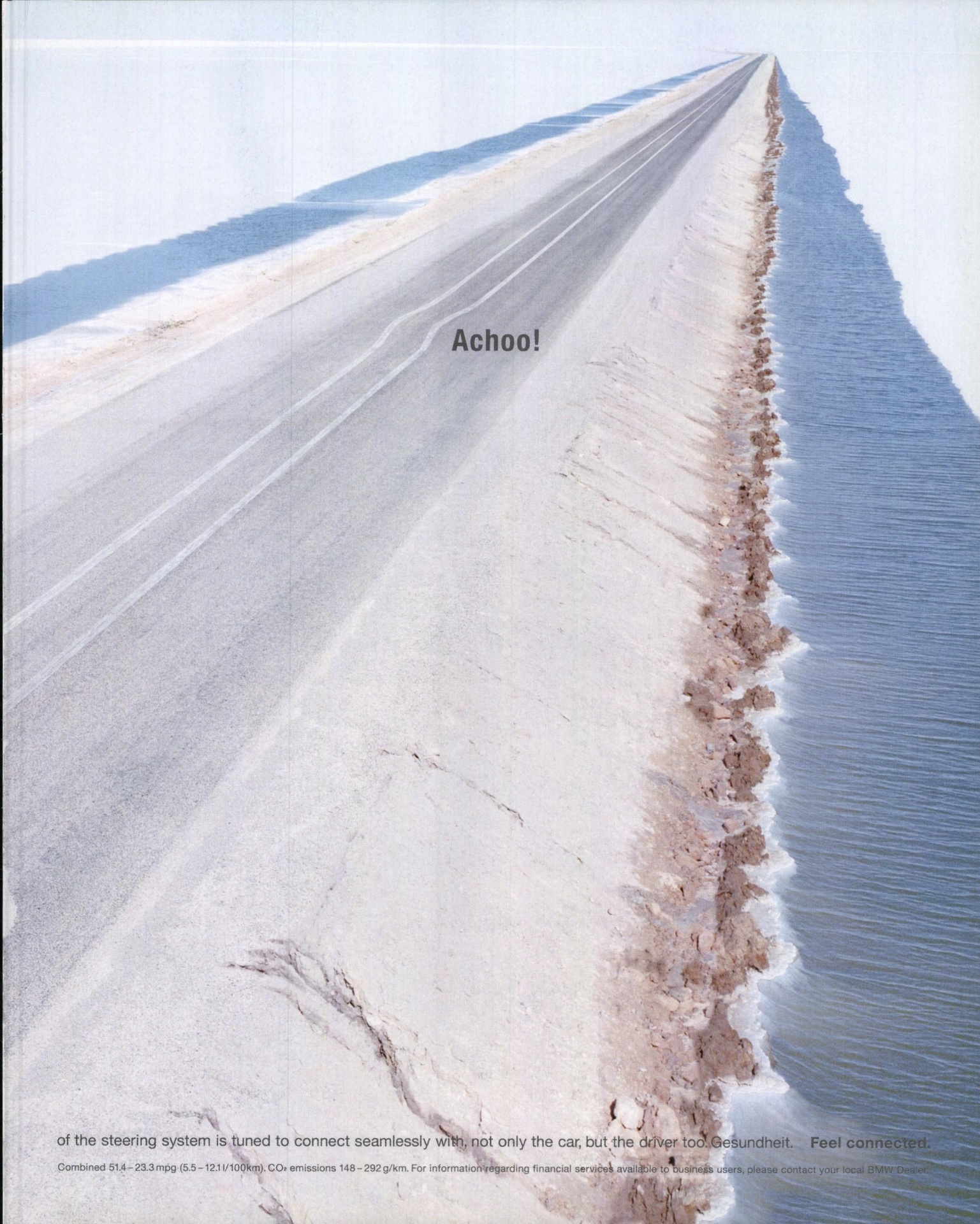
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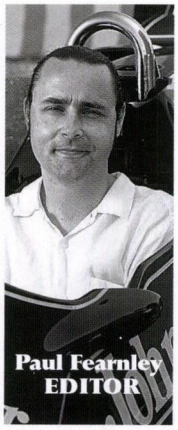
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editorial



BRIDGESTONE DID FOR MICHELIN at a drizzly Silverstone, further enhancing Ferrari's sizeable performance advantage. Superbrain Ross Brawn made the right calls. Superstar Michael Schumacher did the rest. Ta da! Win number 60 for the champion elect.

Back in 1906, however, the red cars of Fiat (not yet the mother company of a Group) didn't quite possess the complete package they do now. They were quick and were on the right tyres – Michelin's new detachable rims – but they were defeated by the steady-away strategy of the similarly shod, but crucially lighter, Renaults in the Grand Prix de l'ACF at Le Mans.

This was not the first race to carry GP nomenclature, but it was the first of international note to do so. The British manufacturers stayed away, preferring to put their eggs into the Gordon Bennett Cup basket. They were even arguing that race's case on the eve of the 'first' GP – to no avail, the last Cup had already been run – which is probably why the definitive rules of the sport at international level are still written in French, not English.

In a way, though, the Brits were proved prescient. The French disliked the Gordon Bennett Cup because only three cars from each country were allowed to enter, a fact which did not sit well with the plethora of Gallic manufacturers: Panhard et Lévassor, Lorraine-Dietrich, Clément-Bayard, Renault and Richard-Brasier into three just won't go. They wanted a free market – and got it.

Nowadays, of course, GP entries are limited to two cars each from 12 teams, a restriction that secures the value of each piece of the pie. The problem the sport is facing, however, is whether they can find sufficient teams with sufficient appetite and budget to tuck in. The warning signs are there: Prost (the last Gallic grand prix manufacturer!) has gone under and been auctioned off, while Arrows and Minardi appear to be on the cusp of financial meltdown. Currently one short of a full house, F1 might soon be two or three shy.

Motor-racing is a fantastic way of promoting your product, but it can be a hard taskmaster, too. Richard-Brasier was the dominant motor-racing force of 1905, and one of its cars set the fastest lap in the 'first' GP. But then tyre troubles set in. They never – ever – recovered. Ditto Clément-Bayard: a close-run third to Fiat in '06; finished as a GP force by '08.

Yes, you say, but there will always be Ferrari. And yes, you are probably right. Even though the Agnelli family has just sold a 34 per cent stake of F1's most famous name, without telling its President, there's probably no cause for alarm. For lessons have been learned during a century of racing. Companies like Michelin, for example, are in for the long haul, have built up huge data banks of information, which is why they did for Bridgestone at a drizzly Silverstone.

Er…



Rainer Schlegelmilch

James Hunt flies at the Pflanzgarten on his way to victory at the 'Ring in 1976

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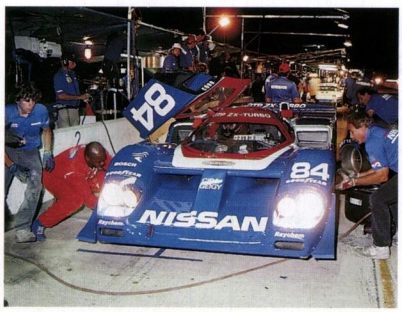


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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

AUDI TRIO SET NEW LE MANS STANDARD



LAT

Audi's Emanuele Pirro crosses the line in jubilant fashion, as befits the magnitude of this three-in-a-row achievement

FOR THE FIRST TIME IN THE 75-YEAR history of the Le Mans 24 Hours, the same driver line-up has won three times in a row. And Emanuele Pirro, Frank Biela and Tom Kristensen have driven one of Audi's R8s each time.

Audi will now keep the Le Mans Trophy in recognition of its hat-trick. "This is our biggest achievement yet in motorsport," said Audi Sport's boss, Dr Wolfgang Ullrich.

Twice before the same drivers/car combination has won back-to-back races: in 1973-74, Gérard Larrousse/Henri Pescarolo won in a Matra MS670B, and in 1986-87 the Porsche 962C of Derek Bell/Al Holbert/Hans Stuck was victorious.

Other back-to-back winning driver combos are Olivier Gendebien/Phil Hill in 1961 (Ferrari 250TR) and '62 (Ferrari 330LM) and Bell/Jacky Ickx in 1981 (Porsche936) and '82 (Porsche 956). Bentley's Woolf Barnato won three times in succession, but had a different co-driver each time: Bernard Rubin (1928), Tim Birkin (1929) and Glen Kidston (1930).



LAT

EX-WINNERS HEAD SARTHE

THREE LE MANS-WINNING CARS WILL RACE at the track in September during the Classic event: Phillippe Leroux will drive the Lorraine that won in 1926, while the 1955-winning Jaguar (above) and victorious 1959 Aston Martin will be driven by Win Percy and Peter Hardman.

Other notable entries include Bobby Rahal (Porsche 917), Jean Sage (1935 Delahaye), Mark Knopfler (Maserati 300S), Nick Mason (Ferrari 250 GTO), Richard Attwood (AC Cobra) and Jean Ragnotti (Alpine M64).

DAMON HILL TO RACE TWO-SEATER MINARDI

DAMON HILL WILL RETURN TO THE COCKPIT OF A Formula One car for the first time since his retirement during the annual 'Thunder in the Park' event at Donington Park on August 11.

The 1996 world champion has been tempted back by Minardi boss Paul Stoddart to drive one of his team's two-seater Formula One cars in a demonstration event.

In 2001, the mock race ended in a famous crash for Nigel Mansell, who had an unfortunate – or fortunate depending on your viewpoint – passenger on board.

Hill, who last sat in a Formula One car at the end of the 1999 season, will drive one of eight two-seaters in the demo, also with a paying guest in the passenger seat.



KGB

Mansell's 2001 Minardi passenger got more than bargained for

BRITISH GP BOSS STEPS DOWN

ROB BAIN RESIGNED FROM THE POST of Chief Executive Officer, Octagon Motorsports Group, the day after the British Grand Prix.

His move was prompted by the negative comments expressed about the organisation of the meeting by Bernie Ecclestone.

"I'm very proud of the grand prix we staged," said Bain, "and it is very disheartening still to hear gratuitous outside comments about the event. I do not wish them to overshadow what the team has achieved."

obituaries

Don Pither

THIS GLOUCESTERSHIRE-BASED ENTHUSIAST, known for his love of the Reliant marque and for his work with the Sabre and Scimitar Owners Club, was also one of the founding fathers of historic rallying.

He competed in a variety of cars, including a Sunbeam Tiger, Aston Martin and a Lancia Stratos. However, his name will always be linked with Reliant sports-cars, in which he competed extensively in rallies and speed events.

Hamish Moffatt



LAT

ONE OF THE LEADING BUGATTI ENTHUSIASTS and competitors died in June, aged 77.

Hamish was a true adventurer, and co-drove for Keith Schellenberg on the 1968 London-to-Sydney rally. The intrepid duo got as far as India in their 8-litre Bentley before finally being forced out of the rally. Other epic journeys he tackled included driving across America in a 1924 Bugatti.

Hamish was equally enthused by the classic aircraft scene.

Tom Hammonds

THE BRITISH HILLCLIMB SCENE HAS LOST A great competitor and one of its most ardent supporters. This Midlands businessman was a regular feature on the hills in his monstrous ex-works Audi Sport quattro, a 700bhp Pikes Peak version of the famous rally car.

His most famous achievement with the quattro was setting a closed-car record at Shelsley Walsh (28.58sec), which has stood unbeaten for 10 years.

JO SIFFERT AWARD REVIVED



LAT

Siffert's BRM P160 at Monza in 1971

A JO SIFFERT AWARD WILL BE HANDED out at each Classic Grand Prix race run by the FORCE to celebrate the memory of the Swiss racer who died at Brands Hatch in 1971.

Following Siffert's death, his long-time sponsors Philip Morris conceived the 'Prix Rouge et Blanc Jo Siffert' which was presented after each GP for a driver showing the best fighting spirit. Now, with the support of Siffert's family, the initiative is being revived for races run for cars from the period in which he rose to stardom.

WORKS MASERATI REUNION

THE FOUR WORKS MASERATI 250FS FROM THE 1957 SEASON WERE REUNITED AT Donington Park recently.

Neil Corner had his first run on a track for nearly a decade in his chassis 2528 – in more recent years, his son Nigel has driven the car – while event organiser Willie Green drove Juan Fangio's German GP-winning car, 2529.

This famous Modenese quartet was completed by Peter Neumark (2527) and Chris Drake (2534).



Stephen Walsh

MOSS BACK AT SHELSLEY

THE PRESENCE OF STIRLING MOSS, AFTER A 40-YEAR absence, ensured bumper crowds at the Shelsley Walsh hillclimb in early June.

Moss took to the famous hill in several cars, including a Cooper-JAP, reminiscent of the one he drove there in 1949. In this car (left), he clocked a time of 38.57sec.

SILVERSTONE GETS PITS REVAMP

SILVERSTONE'S PITS (BELOW) ARE EXPECTED TO BE BULLDOZED SOON AS PART OF the next phase of development at the track, making way for a new complex to be built on the same site.

The Jimmy Brown Centre, currently situated above the garages, is due to be replaced by a new media facility, while the hospitality suites between the race control building and the BRDC's clubhouse are also likely to be pulled down and rebuilt.

Racing during the latter stages of the 2002 season should not be affected, although some areas of the current paddock will not be available.

Silverstone could see the return of a significant historic race meeting in 2003 if current rumours of an event to mirror the HSCC's Historic Superprix at Brands Hatch are proved correct.



BRDC Archives

news in brief

WHAT GOES AROUND, COMES around. Forty years after Bill Blydenstein scored the first international outright win for a works Mini Cooper, his son Ben was victorious in the third round of the John Cooper Challenge, at Gurston Down.

* * *

EAGLE T1G CHASSIS AAR 103, (below) is to be sold by Christies at Pebble Beach on August 18. The car, one of the four built by Dan Gurney's Rye-based F1 team, was raced in 1967 by Richie Ginther in the Race of



James Mann

Champions (third and second in heats, retired from the final), but he failed to qualify it at Monaco, and it was taken over for the race by Gurney himself. Dan also drove 103 in the Canadian GP, rather than his usual lightweight chassis, 104. The other driver of 103 was Ludovico Scarfiotti, who had a one-off outing in it at the Italian Grand Prix.

* * *

DAVID COULTHARD WAS presented with the Hawthorn Memorial Trophy at Silverstone on the eve of the British GP. The trophy is presented annually to the most successful British or Commonwealth driver and was won for the third time by Coulthard for his runner-up F1 finish in 2001.

* * *

STOP PRESS: Following the outcry regarding the change to the London-Brighton Veteran Car Run's eligibility date, the RAC's IMS has announced that the 2003 event will revert to the 2001 regs. This year's event, however, will still let in Edwardian (1905-06) cars.

OULTON PARK GOLD CUP TICKET OFFER: BRING A FRIEND FOR FREE!



LAT

MOTOR SPORT HAS TEAMED UP WITH PROMOTERS Octagon to give you an exclusive ticket offer for the Oulton Park Gold Cup on August 25-26.

Readers who purchase a ticket for the event have the opportunity to bring a friend for free. Simply present the coupon (below) at the gate when you purchase your own ticket or with your pre-ordered ticket, and your friend will be able to accompany you for free.

(Please note that this coupon is only redeemable for one day, and only one coupon is redeemable per paid-for ticket. Further terms and conditions are on the coupon.)

The Gold Cup meeting is being revived as a major historic festival over the August Bank Holiday, and one of its highlights will undoubtedly be the appearance of the Lola T70 in which Denny Hulme won the 1966 Tourist Trophy at Oulton Park (pictured above, leading Brian Redman's sister T70).

This will be the first time in 36 years that the car has been seen at the Cheshire parkland circuit. Now owned by Nigel Kemp and driven by Colin Blower, it will contest Monday's Classic Sportscar race in the colours of Sid Taylor, Hulme's entrant of 1966.

Headline event at this year's Gold Cup meeting is a race for pre-1972 Formula One and F5000 cars.

Supporting action will be provided by HGPCA events, a BRDC Historic Sportscar race and a full range of races from the Historic Sports Car Club, which is running the meeting.

MOTOR SPORT / Oulton Park Gold Cup

This coupon allows one person free access to one day of the Oulton Park Gold Cup on August 25–26 2002 provided that they are accompanied by a friend with a purchased ticket. NB – this coupon allows free access for that day only. Coupons must be fully filled out to ensure admission.

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This offer only applies to the Gold Cup held at Oulton Park on August 25-26 2002. This promotion is offered on the basis of one redemption per person. Free entry for one person will be granted upon receipt of a valid coupon and a paid-for ticket at the gate on the day of the event. This free entry is only for the same day as the paid-for ticket. Photocopies will not be accepted. Any bookings made through the telephone hotline will only be sent the paid for tickets. The complimentary ticket is to be collected at the circuit ticket office on the day of the event (upon presentation of a valid coupon and the purchased ticket). This offer is not available in association with any other promotion. Octagon Motorsport are the event organisers and are responsible for the administration and fulfilment of this offer. MOTOR SPORT and Haymarket Autosport and Classic Publications cannot be held responsible in the event of cancellation, tickets being lost in the post or free entry being refused.

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Please tick this box if you do not wish to receive such offers. ☐ MS1

EVENTS OF NOTE

JULY

20/21 IMOLA (I)
Thoroughbred Grand Prix series moves to Italy's other grand prix venue. Tel: 01621 892814

20/21 SILVERSTONE (GB)
MG Car Club's biggest racing weekend also includes an event for BRDC's Historic Sports Car series. Tel: 01235 555552

21 MALLORY PARK (GB)
Local hero Bob Gerard is remembered at VSCC's annual meeting here. Tel: 01608 644777

27/28 SNETTERTON (GB)
World Sports Car Invitation Trophy and Heritage Grand Touring Challenge act as support to British Touring Car Championship. Tel: 01953 887303

AUGUST

3 CASTLE COMBE (GB)
Wiltshire track's annual classic meeting includes most of HSCC's championships. Tel: 01327 858400

3/4 BRANDS HATCH (GB)
Ferrari Festival, which was such a hit in 2001, includes rounds of European Historic F2 Trophy and FIA Cup for Thoroughbred GP Cars, as well as a FORCE Formula 5000-versus-Formula One event. Tel: 01474 872331

3/4 PRESCOTT (GB)
VSCC's meeting at this picturesque venue is a highlight of its competition season. Tel: 01608 644777

4 EPYNT (GB)
Harry Flatters Rally over military ranges in mid-Wales includes MSA's British Historic Rally Championship. Tel: 01332 672533

9-11 NURBURGRING (D)
Oldtimer GP is arguably biggest historic and classic racing festival in Europe. Just about every major historic series is represented. Tel: 00 49 2691 3020

17/18 SHELSLEY WALSH (GB)
Special Ferrari class is included for this British Hillclimb Championship round. Tel: 01886 812211

25/26 OULTON PARK (GB)
Reworked 'Silverstone' Festival moves north, now under HSCC's guidance. FORCE Classic GP and HGPCA races top the bill. Tel: 01327 858400

25/26 BRANDS HATCH (GB)
Final Heritage Grand Touring Challenge race supports BTCC action. Tel: 01474 872331

31 SILVERSTONE (GB)
Annual Bentley Drivers' Club meeting will again be dominated by races for host marque as well as events for Morgans. Tel: 01844 208233

31/SEPT 1 LOTON PARK (GB)
Shropshire venue plays host to a weekend of VSCC hill-climbing. Tel: 01608 644777

31/SEPT 1 MAGNY-COURS (F)
Euro Historic F2 and Thoroughbred GP cars head off to French GP's home. Tel: 01621 892814.

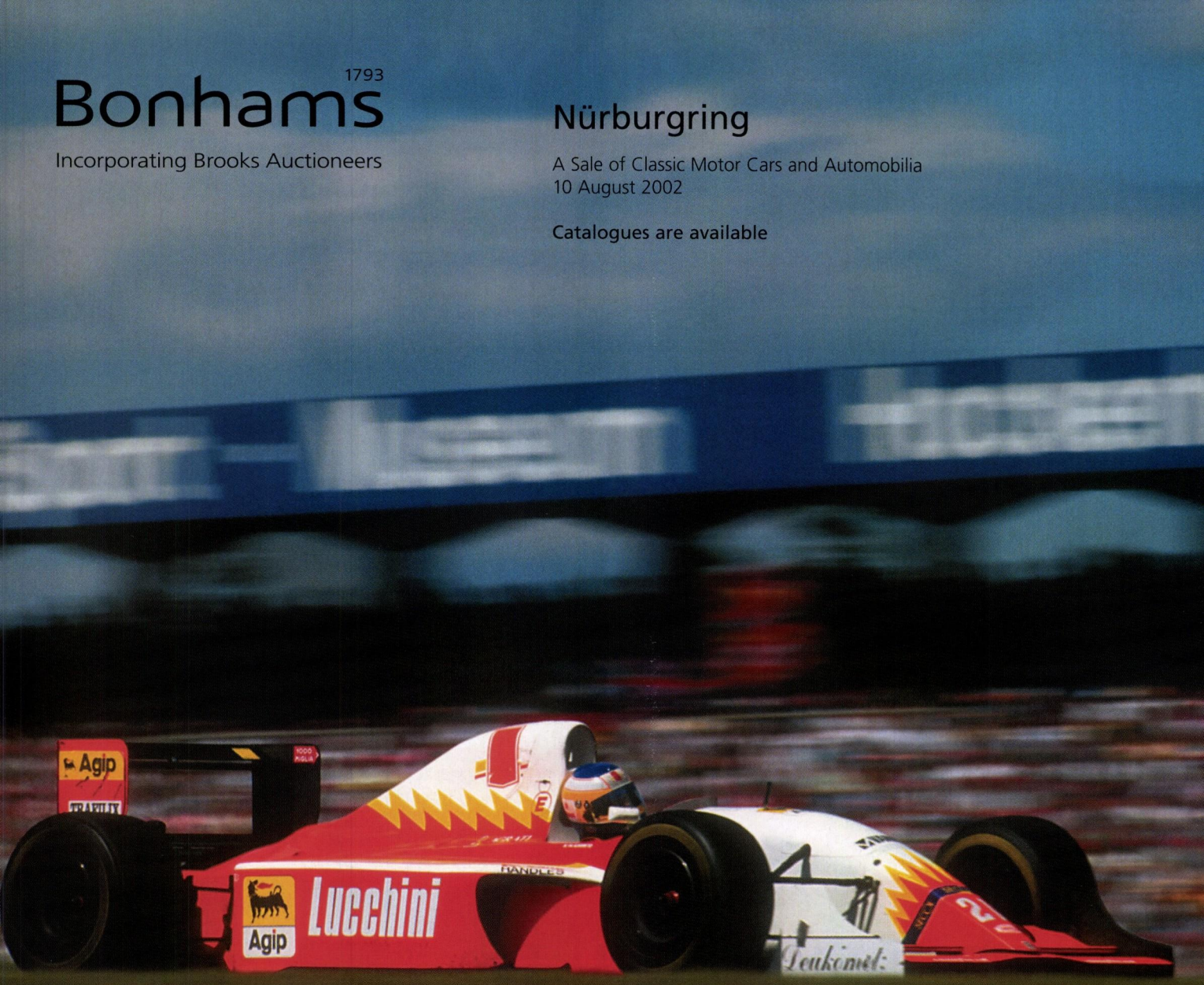
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Illustrated: 1993 BMS-Lola Ferrari (Estimate €75,000 - 90,000)

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Switzerland
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+41 (0) 22 300 3035 fax

UK
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London
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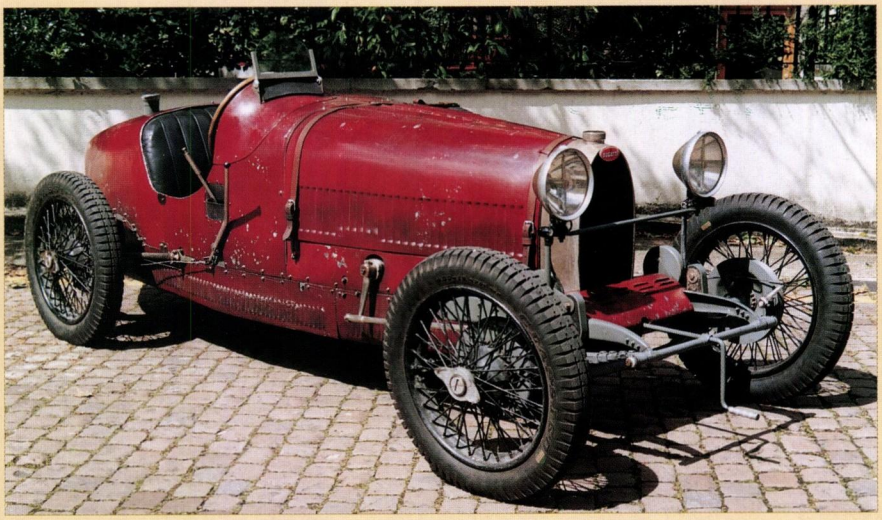
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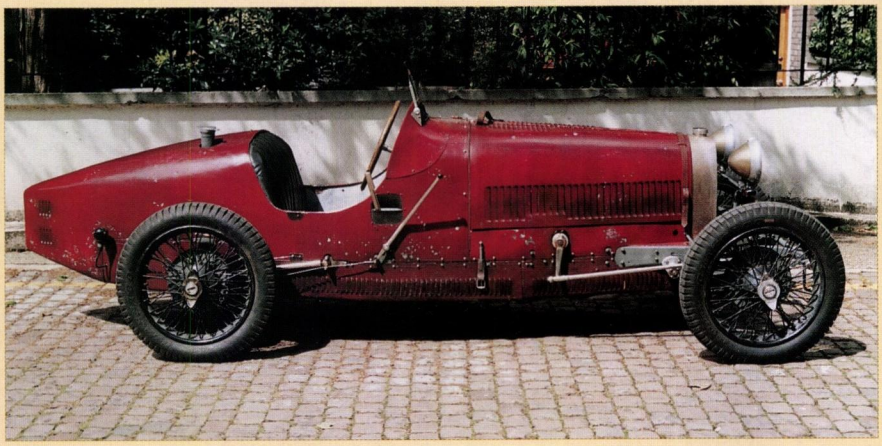
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1927 BUGATTI TYPE 37

1930 Alfa Romeo 6C 1750 Gran Sport
1952 Allard J2X
1934 Aston Martin 1 1/2 Litre long chassis
1955 Aston Martin DB3S
1966 Aston Martin DB6 Volante
1921 Bentley 3 litre tourer
1937 Bentley 3 1/2 VDP Tourer
1937 Bentley 4 1/4 by James Young
1956 Bentley S1 Drophead PAS/Air Con
1930 Bentley Speed Six
1958 BMW 507 Roadster
1927 Bugatti Type 37
1937 Bugatti Type 57
1933 Bugatti Type 59 Grand Prix Replica
1950 Delahaye 175S Ex Jean Trevoux & Louis Chiron
1923 Delahaye Type 84N 14-18hp
1959 Ferrari 250GT LWB California Spyder
1970 Ferrari 365 GTC
1973 Ferrari 365GTB/4 Daytona
1954 Frazer-Nash
1991 Jaguar XJR15
1950 Jaguar XK120
1954 Jaguar XK120 FHC
1939 Jensen S Type
1936 Lagonda LG45
1928 Lea-Francis Hyper
1958 Lotus 15
1960 Lotus 18 F1 2.5 litre Ex Jim Clark/ John Surtees
1963 Lotus Type 24 Ex Parnell, Gregory, Revson
1961 Mercedes-Benz 300SL Roadster Factory hardtop
1929 Mercedes-Benz SSK Style Sports
1934 MG K Type Supercharged Magnette
1949 Veritas Meteor Streamliner
1973 Vollstedt Offenhauser Indy car







This ex-Targa Florio Type 37 was used by it's first owner, Elisabeth Junek during practice for the 1927 running of the Sicillian classic, in which she drove her T35B. The car then remained in Czechoslovakia, being used regularly in competition before the war. By the mid 1960's the car entered the famous Swedish collection of Allan Soderstrom, via one of the few people able to extract cars from the Soviet Block.

Sporting wonderfully original Grand Prix bodywork and still retaining all its original mechanical components, this extraordinarily rare and authentic Grand Prix Bugatti is finished in it's correct period colour of red. This Type 37 has been mechanically restored to a very high standard, and will be a welcome addition to the pre war grid of any race meeting in coming seasons or any Bugatti collection seeking only cars of the highest standard.

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HSCC SUPERPRIX: BRANDS HATCH

BRADLEY TAKES BRANDS SUPERSPORTS DOUBLE IN BIG MARCH



Charlie Wooding

Bradley (top) won twice in the March, as did Thompson (left); Synter locks up in his winning Cooper

FRANK BRADLEY WON BOTH LEGS OF THE ORWELL Supersports Cup in Richard Dodkins' monstrous March 717 during the HSCC's annual Superprix at Brands Hatch in June.

The reformation of the pan-European series brought 36 cars to the undulating Grand Prix track. Sadly missing, though, was the awesome BRM P154 of Jost Kalisch, who decided that he didn't care for the circuit during testing and went home.

Polesitter Bradley was made to work hard in the first Supersport race by John Burton's more nimble Chevron B26. Burton led onto the final lap before Bradley reasserted himself on the GP circuit loop to win by 0.75sec. John Grant came home third in his B19, while series co-ordinator Silvio Kalb claimed fourth in his March 76S.

A first-corner coming together in the second race on Sunday eliminated Burton and delayed Grant, which handed Bradley a clear lead. Kalb chased him home and was gaining towards the end after Bradley lost the use of his clutch. Grant fought back well to finish third.

Tony Thompson won both OCEI Formula 2 Trophy races from French-based Briton Philip Harper. Rarely more than feet apart both times, their two Ralt-BMW RT1s left the rest trailing by half a minute and more.

Elsewhere in a packed weekend, Frank Sytner added another BRDC Historic Sports victory in his Cooper Monaco and Michael Schryver again topped the Formula Juniors in his Lotus 22. The AC Cobra of Grahame Bryant/Bill Shepherd claimed the hour-long Gentleman Drivers' race.

EUROPEAN HISTORIC GP: ZOLDER

SURTEES, MARCH WIN

Terry Sayles and Peter Williams claimed the major honours at the 28th European Historic GP event at Zolder aboard their respective Surtees TS20 and March 761. Sayles took his ex-Brambilla car to a debut win in the FORCE Classic Grand Prix race, while Williams claimed a brace of victories in the Formula One v F5000 events, his major challenger each time being Lola T332 driver Mike Wrigley.



Jacques Lethon

Williams took F1 v F5000 honours in his March

THOROUGHBRED GP: A1-RING

FIRST TIME VICTORY FOR BAHLSEN'S LOTUS

HUBERTUS BAHLSEN WON FIRST TIME OUT WITH HIS Lotus 81 in the Thoroughbred Grand Prix series at the A1-Ring. Bahlsen was clear of Richard Eyre's Williams FW08, having moved ahead of the Englishman in the early laps, when a rainstorm brought the race to an early conclusion.

Missing from the grid was the Williams FW07 of Fredy Kumschick after his engine let go in the warm-up. A first-corner tangle, meanwhile, took care of Joaquin Folch (Williams FW08) and Steve Hartley (Arrows A6).

Ensign N175 driver Mike Whatley completed the podium with a points-extending class win. With Kumschick failing to score in Austria, Whatley now has a 10-point championship lead after four rounds. Hartley lies third behind Kumschick despite also non-scoring at the A1-Ring. Given his speed and consistency, Whatley is now looking good for the overall title.



Ursula Hofmann

Folch's Williams didn't make it past the first corner

VSCC: CADWELL PARK

STEPHENS WINS NUFFIELD RACE

TONY STEPHENS CHARGED HIS ERA to the big win of the day when the VSCC made its annual visit to this challenging track.

The Nuffield Trophy, which was dominated by ERA in its pre-war spell at Donington Park, fell to R12B once more, but the win was earned the hard way. Having seen off the challenge of Charles Dean (Bugatti T51), it was Paul Jaye's hard-charging Alta that chased Stephens down in the closing stages. Dean took third, winning the Williams Monaco trophy in the process.

A clashing encounter on the Brands Hatch GP circuit did little for the FJ entry, but Mark Woodhouse's Elva outran the Lola of Tony Steele. The Kieft of Reg Hargrave was third.

Tom Walker triumphed in the Frazer Nash race, moving ahead when Brian White spun. James Diffey was as exuberant as ever on his way to second in his GN Sports Special.

Simon Diffey maintained family success by taking his Riley Elf Special to victory in the Melville & Geoghegan trophy race.



Right: Big winner Stephens fends off T51 of Dean, while Jaye's Alta closes. Below: Diffey and Riley in good Elf



both: Stephen Walsh

VSCC: SHELSLEY WALSH



both: Stephen Walsh



Left: Mac Hulbert and the famous ERA R4D hustle into the hill's Esses Above: Duncan Ricketts' E-Type ERA

R4D IN CHARGE 50 YEARS ON

MAC HULBERT GUIDED ERA R4D TO yet another victory at Shelsley Walsh during the 33rd annual MAC/VSCC hillclimb. In fending off the challenge of David Morris in R11B, Hulbert dipped to within 0.17sec of Morris's year-old pre-war record with a climb in 34.48sec, and his win came 50 years to the day from Raymond Mays' last drive in R4D.

From a strong entry, including a marvellous turnout of hill Specials, the pair of ERAs were the only cars to break the 35sec mark. On his first run, Morris looked set to challenge his own hill record, but a big slide on the exit of Bottom S forced him to lift.

Martin Walford claimed the 1500cc racing-car class in ERA R1A, while Carl Gray won the 1100cc division in the supercharged Hardy Special before sliding into the bank at Bottom S on his second run.

Winners in the three Specials classes were Pete Candy (Riley Falcon Special), Brian White (Frazer Nash) and Geraint Owen (De Havilland Riley Mr Drake Special).

HSCC: SILVERSTONE

DENNY'S OLD LOLA BLOWS HOT

COLIN BLOWER'S EX-DENNY HULME LOLA T70-CHEVROLET TRIUMPHED IN THE HSCC Historic Sportscar Challenge that supported the British Grand Prix at Silverstone.

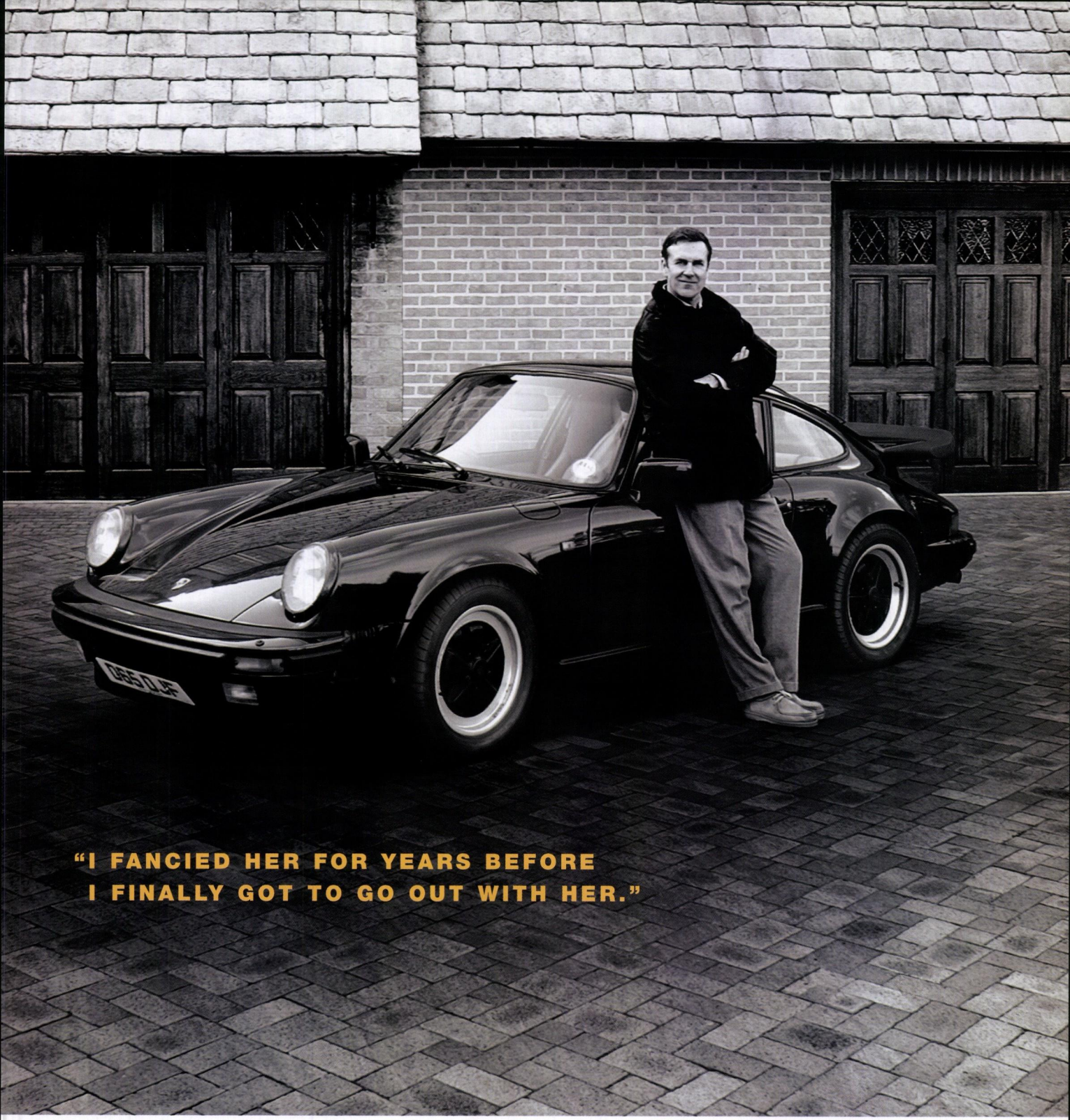
Blower made a fine start to lead from Simon Hadfield's Lotus 30. Having just taken the lead mid-race in the complex, Hadfield was forced to retire the smoking Lotus, which enabled John Harper (Brabham BT8) to take second ahead of Robert Brooks (Lotus 19). Win Percy was forced to retire his Jaguar D-type with a broken back axle.

Highlight of the race was the performance of Stirling Moss in the Cooper Monaco he raced in 1959. Moss took the Frank Sytner-owned car from 31st on the grid to a crowd-pleasing 16th.



Jeff Bloxham

Resplendent in its Sid Taylor colours, Blower's Lola fends off Hadfield's Lotus





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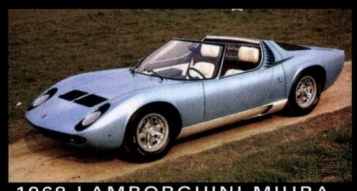
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1937 MERCEDES BENZ 540K
CHASSIS NO.1E949



1954 FERRARI 250 MONZA
CHASSIS N0. 0442M



1968 LAMBORGHINI MIURA
P400 ILZRO ZINC SPYDER
CHASSIS NO. 3498



1964 CORVETTE XP-819
PROTOYPE



1930 MILLER INDIANAPOLIS
RACE CAR "LION HEAD
SPECIAL"



1934 INVICTA LOW-CHASSIS
TOURER



1954 MASERATI A6G ZAGATO
COUPE



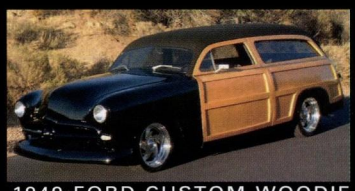
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1956 MERCEDES-BENZ 300SC
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The Editor reserves the right to edit all letters

A SILVERSTONE THANK-YOU

SIR,

The recent statement by Max Mosley, President of the FIA, returning the $5 million bond to Octagon on the basis of the work at Silverstone being completed in time for the British Grand Prix, I am sure was greeted with relief and enthusiasm.

The BRDC, with our partners in Octagon and the MSA, thank all those who responded so positively to the threat that, if certain guarantees were not given, the FIA World Motorsports Council would withdraw the British Grand Prix's standing as a world championship event. Much work was done to encourage the people and organisations who stood behind the plans that were already in place to improve the road network and car-parking facilities in and around Silverstone.

Prime Minister Tony Blair gave his support, as did the Department of Culture, Media and Sport through the office of Tessa Jowell and Richard Caborn. The Minister for Transport, John Spellar, responded energetically. We thank, too, our local MPs.

There were many more people involved, such as the chairmen and chief executives of both South Northamptonshire and Aylesbury Vale councils, and the chief constables and their heads of traffics from Thames Valley and Northamptonshire.

We thank Costain, Fitzpatrick and all the other contractors for finishing a difficult job on time. We thank the motor clubs and Formula One Supporters' Association and, naturally, Octagon, who put up the $5 millon bond.

The reaction I received from all the people and organisations I telephoned or wrote to was totally supportive and enthusiastic.

The British Grand Prix is an important part of the economy, the motorsports industry and, of course, above all our sport. We have much more to do to defend and promote Silverstone, the British Grand Prix and our sport at every level. We are, however, moving in the right direction.

I AM, YOURS ETC,

JACKIE STEWART, BRDC PRESIDENT

* * * *

WHY THE CHANGE?

SIR,

I write in response to Mr Andrew Coe's letter last month concerning the eligibility rule change for the 2002 Veteran Car Run.

Having been involved in this event since 1967, and been a regular driver of a 1900 Darracq since 1977, I wrote to him in May, giving reasons for my disapproval of the rule change. I subsequently received a reply from Andrew Neill, the manager of classic and historic events for the IMS.

It is apparent from my correspondence, and other correspondence in the motoring press, that the MSA is ignorant of the significance of this 70-year-old event and arrogant in its seemingly unilateral choice of 1906 for the cut-off date for entries. The article by Bill Boddy in your July issue gave a well-reasoned argument as to why the entry cut-off should remain at 1904 and also pointed a finger at the commercial greed of the MSA for altering the eligibility date.

Mr Coe claims there has been full consultation and agreement with interested parties, but this is very much in dispute, and the degree of discussion seems to vary depending on which party you talk to. What is not in dispute are the many letters objecting to the rule change and not one supporting it. Also, all the editorials I have seen in the motoring press have condemned the change. So much for Mr Coe's statement that "early indications are that the change has been enthusiastically received by early car owners".

I, along with some 100 past entrants, will be boycotting the event this year, and I hope owners of 1905 and 1906 Edwardian cars may be persuaded to refrain from entering.

I AM, YOURS ETC,

PAUL PICKVANCE, WEST LAVANT, WEST SUSSEX

* * * *

F3 RESULTS NEEDED

SIR,

I am writing a book on British F3, 1971-90, and I am in need of a large amount official results.

The book will be a driver-by-driver account of the formula in these years, and I need information on all starters, finishers, non-qualifiers and non-starters from more than 100 races. Some of these events were run abroad: at Zolder (1977), Monaco ('75), Monza ('75), Paul Ricard ('71 and '73), Magny-Cours ('71) and Anderstorp ('72 and '75). But even the early British race results are frustratingly fragmentary for the first 10 years of the era in question.

If anybody can help with information on the British and/or foreign events do please contact me at 21 North Hill, Dadford, Nr Buckinghamshire, Bucks, MK18 5LF. Tel: 01280 816687.

I AM, YOURS ETC,

JONATHAN BLACKWELL, BUCKS



LAT

Yes, it is Paul Ricard, but this is a round of the 1973 British series

SALOONEY TUNES

SIR,

Your article on Tony Sugden's Skoda 130RS supersaloon (*Warhorses*, July issue) struck a chord with me. My admiration for the man and that car is as expansive as your article was well-written and put together.

The combination of Tony and his Skoda is often the highlight these days of a Northern Sports and Saloon car race at Croft on a Saturday afternoon. The circuit's organisers think the feature of these weekends is the big event on the Sunday. Not for us special saloon diehards it's not. Oh the sight of that Skoda as it whooshes around the circuit with all of the others in its wake.

We Croft regulars think back to the great days of the 'Superloon' circus, and in particular May 1977 when they came to the circuit. There were enough of them to fill the grid, ranging from Colin Hawker's DFVW (a VW1500 fastback based on the Brabham BT33/De Cadenet Le Mans car), Arthur Collier's Skoda-Chevy, Mick Hill in the famous VW Beetle-Chevy, Tony Strawson in Hill's former car, the Capri-Lola 8.1-litre Chevy, to John Pope's Vauxhall Magnum with a 5.3 V8 Aston Martin engine.

Trouble was, in those days of the old circuit layout, Croft was long straights joined by tightish corners. The 'superloons' went like rockets up the straights but tiptoed around the corners. It had rained before the race and was, therefore, ideal conditions for a nimble car piloted by a driver with local knowledge.

Step forward Doug Niven in the beautiful Border Reivers Ford Escort 2.0 Special Saloon. He showed the muscle cars how to do it, and the 'superloons' went away with their tails between their legs.

Great Days!

WE ARE, YOURS ETC,

PAUL AND MICHAEL VICKERS, CLEVELAND

* * * *

SEEING IS BELIEVING?

SIR,

The article on the 1973 Canadian Grand Prix (June) was very interesting. I was at Mosport that day. Back then, the only way to keep track of the race was to keep a lap chart; there were no electronic scoreboards or large television screens, and the public address system was either unintelligible or drowned out by beautiful engine noise.

We always sat at corner five, called Moss Corner, and we were right behind where the photograph shown on page 71 was taken. That corner was the farthest from the pits and our lap chart showed Emerson Fittipaldi as the victor. We felt vindicated when we heard that Lotus challenged the result – maybe they should have used our lap chart as evidence!

I AM, YOURS ETC,

DAVE WALKER, ALBERTA, CANADA

GREGOR FISKEN

Fine Historic Automobiles

1952 Ferrari 225 Sport Spyder

The Monaco Grand Prix Winner









Chassis number 0154 ED was delivered new in March 1952 to Count Vittorio Marzotto, one of the famous brothers from Italy's premier motor racing family of the 1950s. This, the first 225S to carry open Spyder coachwork by Alfredo Vignale, was raced extensively by Marzotto through the 1952 season including participating in that year's Mille Miglia. Its greatest success came in the 1952 Monaco Grand Prix which was run for that year only for sports cars and in one of the most supreme battles ever staged around Monte Carlo Marzotto battled with a star studded field including Moss in the Jaguar C-Type and Collins in a DB3S. After some attrition, he ultimately triumphed over Castellotti in another 225S by a 15 second lead, after the pair had broken the lap record many times! Subsequently the 225S was hill climbed by Pietro Palmieri, then exported to South Africa and raced by Scuderia Lupini, returning to Europe in 1997, whereupon it was purchased by our company on behalf of one of England's most respected collectors of significant Ferraris. Meticulously restored for him by DK Engineering and successfully proven on its return to the track at the 2000 Monaco Historique Grand Prix, this eminently drivable V12 sports racing Ferrari is eligible for almost every prestigious historic motoring occasion.

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LETTERS FROM READERS

WERE YOU THERE?

SIR,

I am writing in the hope that you may help me in my quest to make contact with drivers, officials, marshals, mechanics and others who may remember a remarkable touring car race at the Silverstone British Empire Trophy in July 1961.

While it rained on and off most of the day, the heavens opened at Stowe and Club during the touring car race. Minor rivers, inches deep, appeared in a matter of minutes on the entry to these corners, sending cars spinning in all directions.

On lap four, the Jaguars of Roy Salvadori and Bruce McLaren spun in unison and buried themselves backwards into the bank at Club Corner.

On lap five, Harper's Sunbeam, my Borgward and Hutcheson's Riley all crashed at Stowe. Other drivers to spin at Club included Pilsworth (Riley), Aley (Mini), Powell (Jaguar), Salmon (Jaguar), Lewis (Riley) and Whitmore (Mini).

After all the mayhem, two Equipe Endeavour Jaguars of Mike Parkes and Graham Hill splashed by in the lead at the start of lap six. They were followed by Herbert Linge's twin-cylinder BMW 700 Coupe, Whitmore, Aston (Mini). And that is how they finished after 12 laps.

As you can see from the photo, my poor Isabella was comprehensively crumpled after hitting the wall at Stowe more or less head on. All that remains of this car today is a mangled steering wheel.

If anyone remembers that day, or has any other photos taken before, during or after these incidents, I would like to hear from them.

Oh, by the way, Stirling Moss lapped all but Surtees (Cooper-Climax) and Graham Hill (BRM) in his Rob Walker Cooper-Climax in the 52-lap British Empire Trophy race – and also won the Grand Touring event in a Ferrari. Glory days indeed!

I AM, YOURS ETC,

BILL BLYDENSTEIN, HERTS

* * * *

BONNIER'S TESTING TIME

SIR,

I very much enjoyed the Jo Bonnier article by Adam Cooper in the June edition, but was somewhat puzzled when reference was made to Bonnier's participation in the 1956 Italian GP.

At the start of the race, he was informed that Luigi Villoresi was sick and would have to be relieved. Bonnier was quoted as saying, "I'd never been in a grand prix single-seater, let alone driven one in the Italian GP at Monza with its banking..."

Yet, in MOTOR SPORT (October 1956), DSJ's report states that, 'Maserati borrowed Godia's car to let the Swedish driver Bonnier have a few laps, as he was nominated as reserve driver for the team'.

I AM, YOURS ETC,

GLYN JAMES, VIA E-MAIL



Martin Holmes

Blydenstein's crumpled Borgward. Did you see it happen 'live'?

GIVE US SOME CREDIT

SIR,

As a member of the family – albeit of the next generation – that owned Yeoman Credit, which merged with Bowmaker and effectively introduced the concepts of sponsorship and company proprietory ownership into Formula One via the Yeoman Credit and Bowmaker Racing Teams, please allow me to correct your recent 1962 Lola F1 story.

Yeoman Credit Racing Team became Bowmaker Racing Team with the merger of the two finance houses, and was the same team that had come fourth in the world championship in 1960. It is thus inaccurate to say that, in the summer of 1961, there had been some new alliance between Surtees, Parnell and Bowmaker. Surtees had driven for the same team in '61, but was instrumental in bringing in Lola – our team simply needed a more competitive car.

Your comment that Surtees had 'a season going nowhere in an off-the-peg second-string Cooper' is interesting. We, in hindsight unwisely, turned down an offer to run a second-string Ferrari team in F1 in 1962; we were put off by SEFACs indifferent performance in 1960, and the uncertainty about their ability to produce a competitive rear-engined car. One could argue that apart from Moss/RRC Walker and Ferrari, every other team was 'second string'. Roy Salvadori came within a whisker of winning the 1961 US GP in our second car.

It is simply untrue to say that Bowmaker withdrew backing as a result of 'a welter of retirements'. The Samengo-Turner family, as the architects and inspiration behind the Yeoman Credit and Bowmaker race teams, decided to go their own way in 1962 and left Bowmaker to start a new finance business. As a result, the team went to Reg Parnell's son, Tim.

As the sole member of our family currently involved in F1 (investment banker and adviser to a number of current teams and/or their shareholders), I believe that the foresight of my grandfather, my father and uncles created the commercial climate that took F1 from a cottage industry to a worldwide media business – for better or worse.

I AM, YOURS ETC,

NICKY SAMENGO-TURNER, VIA E-MAIL

ON THE RECORD

SIR,

Keith Howard penned an excellent article on Donald Campbell's attempts in Bluebird CN7 to raise the World Land Speed Record (July issue).

In producing this article, Keith omitted to mention a similar struggle to be the fastest man on four wheels in a wheel-driven vehicle. Al (Elwin) Teague, in his single-supercharged two-wheel-drive Speed-O-Motive streamliner, became the world's fastest in August 1991, at 409.986mph, taking over the record held by the late Bob Summers.

Al started constructing the car in 1975, and it made its debut at Bonneville in '76 as an open-wheeled 'lakester'. By 1986, the body configuration was fully streamlined, and in 1990 Al had a time-slip with a one-way mile speed of 400mph on it. In 1991, the record became Al's, with one run of the necessary pair used to calculate the average timed at 425.230mph.

After 15 years of effort, Al Teague, a true 'hot rodder', had achieved his ambition of joining the all-time speed greats: Campbell (M), Segrave, Eyston, Cobb and Campbell (D).

Thanks for this chance to set the record straight.

I AM, YOURS ETC

MALCOLM PITTWOOD

EX-CHAIRMAN, SPEED RECORD CLUB, DERBY

* * * *

REKORD BREAKER

SIR,

In the mid-1970s, I worked in the service reception of a large Vauxhall dealership in Basingstoke. We were subsequently awarded the Opel franchise, and with it came several new customers.

One particular time I booked an Opel Rekord 1700 Estate in for service for a retired gent called 'Mr Eastern from Winchester'. He said he would be waiting in reception for the car to be serviced as we were a considerable distance from his home.

The dark brown Rekord duly turned up and this rather elderly gentleman came in to the reception. "Got a bit of a list, I'm afraid," he said. Not only was he going to wait, but he wanted more than just a service – and insisted on Castrol GTX.

As I went though his list, he sat down and started to flick through a pile of magazines and picked up MOTOR SPORT. On paying the bill, he asked if he could borrow the one he was reading as it held some interest. My immediate reaction changed as I happened to look down at the name on the cheque he was about to sign. It read: Capt G E T Eyston (plus numerous titles).

"I'd be honoured," was my instant reply.

He came in a few more times and we often had a chat. I have followed his stories in your magazine with great interest ever since.

I AM, YOURS ETC

JERRY CLAYTON, HAMPSHIRE

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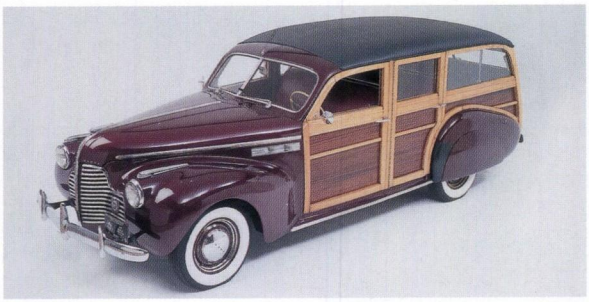
The 1953 Turin Motor Show
1953 Alfa Romeo Ghia Coupe. Estimate: $80,000-100,000



1948 Delahaye 135M, Coachwork by Saoutchik.
Estimate: $120,000-160,000



1927 Bentley 4½ Litre Tourer, Coachwork by Vanden Plas.
Estimate: $300,000-350,000



1940 Buick Woody Estate Wagon. Estimate: $70,000-100,000



1938 Talbot-Lago T23. Estimate: $130,000-170,000

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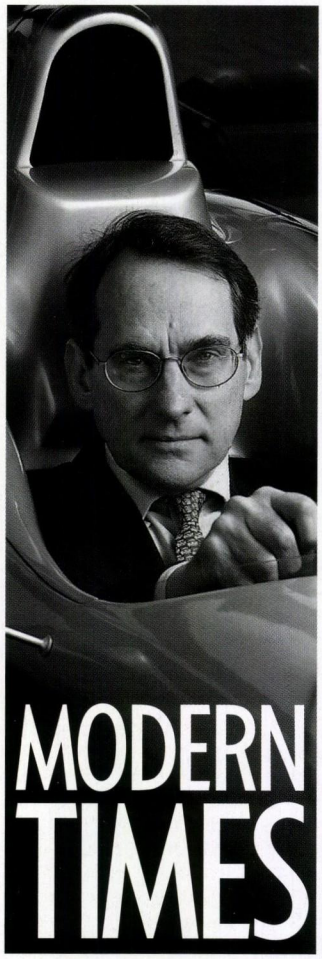
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MODERN TIMES

WHILE FERRARI SCORED A PREDICTED 1-2 at Silverstone, helped no end by the superiority of Bridgestone's wet-weather tyres over Michelin's, the chief excitement of the meeting surrounded the financial fate of the Arrows team. Non-payment of £3.2 million-worth of bills due to Cosworth for the team's engines meant that, on Niki Lauda's orders, the vital electronic control units needed to run at Silverstone were withheld. (Lauda, as head of Ford's Premier Performance Group, is responsible for Cosworth as well as the Jaguar F1 team.)

On the Thursday before Silverstone, at a hearing in the High Court, Arrows had applied to lift undertakings they'd made earlier to their creditors and to Morgan Grenfell, which is a part-owner of the team. Rejecting the application, the judge had some harsh words to say about Arrows' desperate attempts to stay in business while their creditors, including former team driver Jos Verstappen, were not able to get paid.

So it was no surprise that, during Friday practice, the Orange Arrows cars remained locked in their transporters. If they couldn't race, Tom's woes would increase: when an F1 team misses a race, the FIA levies a fine of £300,000 per car. But, late on Friday, Cosworth got their money. Apparently Tom wrote out a personal cheque for £3.2 million: despite Arrows' difficulties, he is still a wealthy man. The cars emerged from their transporters, and on Saturday Heinz-Harald Frentzen and Enrique Bernoldi qualified 16th and 18th. Tom must have permitted himself a brief smile at that, for Lauda's Jaguars, using the same engines, a considerably bigger budget and their much-vaunted new aerodynamic package, qualified 19th (Irvine) and 21st (de la Rosa). In the race, Irvine crashed and de la Rosa finished last, but Frentzen was well up in the early stages, and could have finished fourth – until his Cosworth engine failed...

Now, with Cosworth demanding payment up front before the next race, financial pressures are mounting, and Arrows seems likely to be sold (both ex-BAR boss Craig Pollock and the Red Bull drinks tycoon are said to be interested) or to disappear completely.

If Arrows does die, after a quarter of a century in grand prix racing, it will be a further demonstration that life is hard near the back of the grid. At Silverstone, Max Mosley was unmoved by the team's problems, saying that, down the years, at least 60 teams had failed, and yet F1 continued to prosper.

A quick glance at my archives indicates that, as usual, Max (or one of his minions) has done his research. In the 52 years since the world championship began, if you discount single-car efforts in the early days, there have indeed been 62 teams, from AGS to Zakspeed, that are now only names in the history books. Some of these subsisted on little more than optimism and enthusiasm, and came and went rapidly. Who now remembers Bellasi, run for Silvio Moser in 1970 and '71? Or Eurobrun? Forti, Life and Rial; Onyx, Theodore and RAM; Scirocco, Spirit and Tecno: all were equally insignificant blips on F1's radar. Another was Andrea Moda, which entered two cars in 1992, but only managed a single start before the team owner, shoe manufacturer Andrea Sassetti, was arrested at the Belgian GP on suspicion of financial misdealings.





Tecno endured three years in F1, the last of which wasted Chris Amon's talent

But there have been other small teams that deserved to succeed. After 18 F1 seasons, Minardi lives on still, thanks to current owner Paul Stoddart – although, had he not won the right to the TV revenues uncollected by the bankrupt Prost, the end might have come this year. Osella was another team driven mainly by Italian enthusiasm and, under its own name and Fondmetal, it plugged on for 13 seasons to 1992. In '94, two gallant British efforts made their bow in the shape of Simtek and Pacific, but both were gone by the end of 1995.

But much more significant, and regrettable, has been the disappearance from Formula One of so many of the





all LAT

really great names. Some died through takeover – as with Tyrrell, which was used to get the BAR team up and running. Some just died, like Team Lotus. Colin Chapman's forceful direction drove Lotus to greatness over 24 seasons, netting seven constructors' championships and six drivers' titles, but after his sudden death in 1982, it was never the same again. The genius of Ayrton Senna brought a three-year revival in the mid-80s, but thereafter it just faded away.

Brabham had two periods of success: under Jack himself, and then under Bernie Ecclestone. But, once Bernie had decided that running FOCA was more fun and sold it, it died quickly. BRM usually promised more than it delivered, from the chaotic V16 in 1950 to the desperate Stanley-BRM of 1977, but it did have its great championship year of 1962, and 17 victories between 1959 and 1972. Cooper changed the face of F1 with its rear-engined cars in the 1950s, only to fall behind during the 1960s in the very technology race that it had initiated.

In France, Talbot-Lago and Gordini were scuppered by a lack of money, while among the Italian greats, finance was often a problem. Maserati was Ferrari's strongest rival for much of the 1950s, giving Fangio his final title in 1957: when the money ran out, they withdrew gracefully. Lancia was a potential winner from its first race with the side-tank D50, but after four *grandes epreuves* team-leader Ascari was killed and the cash was gone, and Lancia handed everything over to Ferrari. Enzo took all the credit when he won the world championship the following season, but his 1956 car was actually more Lancia than Ferrari.

The first world champions, Alfa Romeo, withdrew at the end of 1951 when hoped-for state backing to meet the new challenge from Ferrari failed to materialise. After nearly 30 years, they returned under Carlo Chiti, but in 97 grands prix they never won a race, although Bruno Giacomelli and Andrea de Cesaris took a pole position each. Dan Gurney's career as a constructor only lasted three seasons, but his cars were among the most elegant and beautifully-constructed of their era, and he scored a historic win at Spa in 1967.

Three F1 world champions who inaugurated their own teams – Surtees, Hill and Fittipaldi – achieved less than Gurney, although Surtees plugged on for nine seasons, and Fittipaldi for eight. Another champion who found running his own team an insurmountable task, of course, was Alain Prost, who took over Ligier at the end of 1996, only for the team to collapse under its debts five seasons later. Today, triple champion Lauda has the brow-furrowing task of running the Jaguar team: so far his efforts have garnered scant reward.

The Arrows team itself came from controversial beginnings. The American Don Nichols brought his Shadow team into F1 in 1973. Then in '77 his fellow-directors, Alan Rees and Jackie Oliver, broke away to set up Arrows, and the argument about whether the new Tony Southgate-designed car belonged to Shadow or Arrows ended up in court. It was only in 1996, after a spell at Benetton, that Tom Walkinshaw took over the team. Ironically, the only Shadow grand prix victory – with Alan Jones at the Österreichring in 1977 – happened just before the breakaway, and Arrows itself has failed to score a win in 381 GP starts – which is itself some sort of dubious record.

In fact it nearly won its second-ever race, for Riccardo Patrese was leading

Left: Arrows have run ahead of fellow Cosworth-users Jaguar all year. At Montreal, so did Minardi. Above: Alfa Romeo did not thrive under Carlo Chiti, though Giacomelli took pole and led at the 1980 US GP

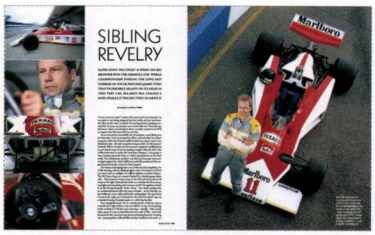
the 1978 South African Grand Prix at Kyalami when the engine expired with 15 laps to go. And there was so nearly a fairy-tale victory at the Hungaroring in '97. Walkinshaw had thrown Arrows' lot in with Bridgestone and, when the Goodyears on Michael Schumacher's Ferrari wilted in the Hungarian heat, Damon Hill took his blue-and-white Arrows past to lead for 62 of the 77 laps. He was half a minute clear with two laps to go when a hydraulic leak hobbled the throttle and jammed the car in third. On the final lap, Jacques Villeneuve went by, and Damon staggered home second. It was the might-have-been of the decade.

And now Arrows, in its present form at least, may not be long for this world. Despite Max Mosley's relaxed view of the rise and fall of teams, I think that's a cause for regret. It makes his avowed intent to reduce the real cost of F1 more crucial than ever. M

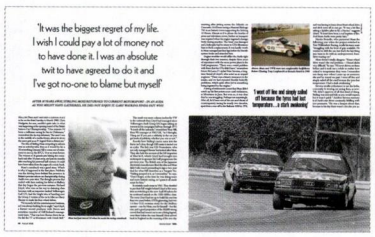
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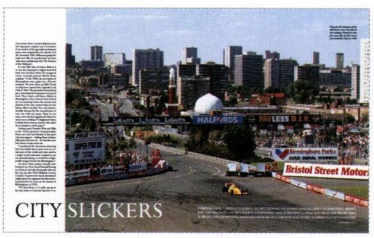




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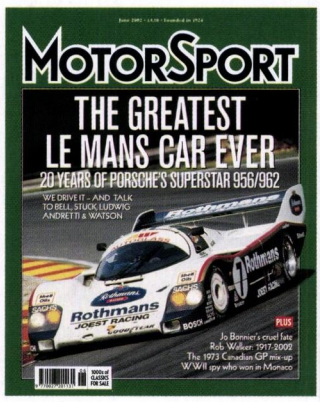
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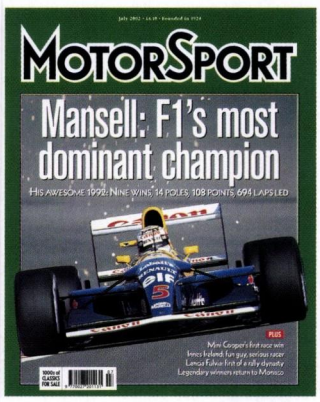
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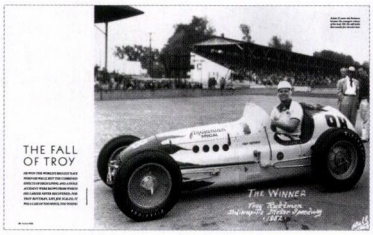
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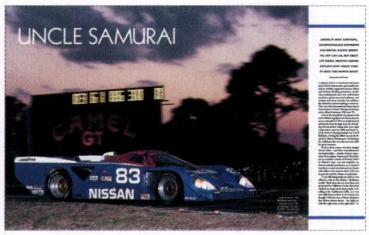
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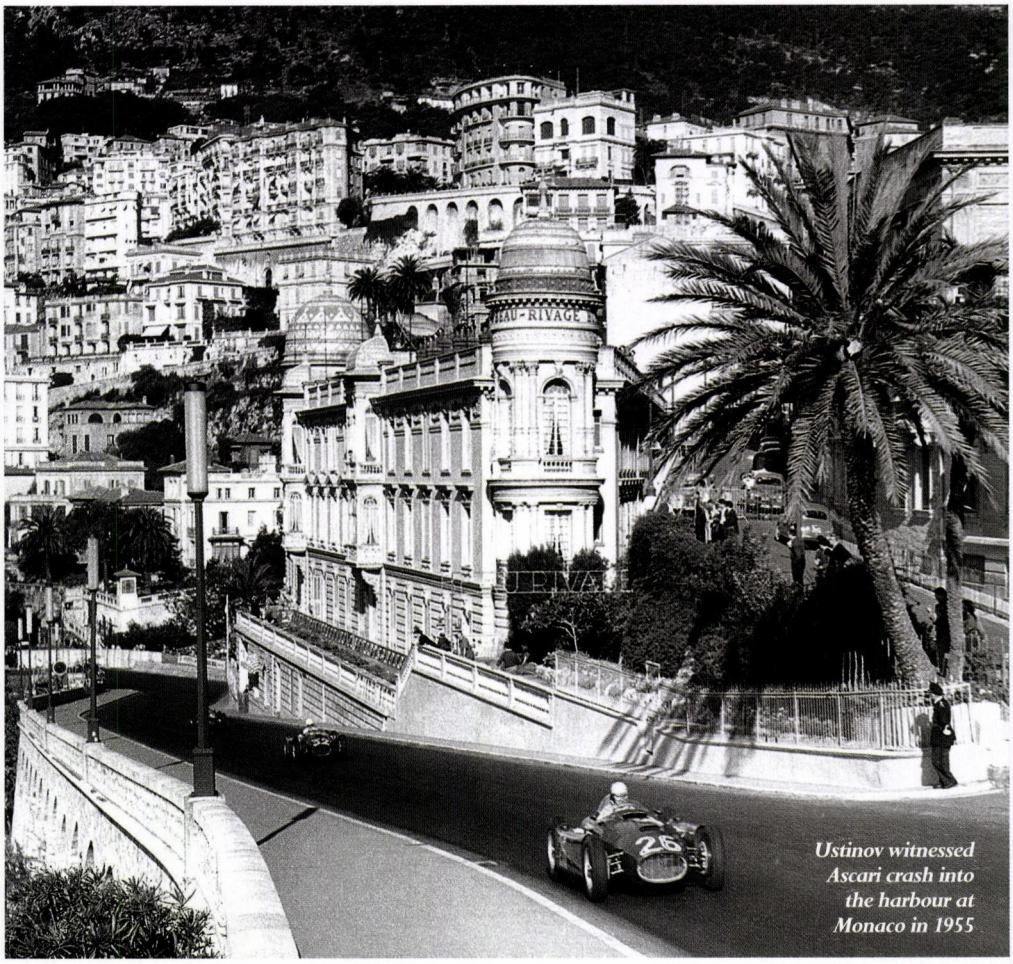
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LEGENDS



Ustinov witnessed Ascari crash into the harbour at Monaco in 1955

LAT

PETER USTINOV

I WAS ABOUT 12, I SUPPOSE, WHEN MY father bought me a copy of Peter Ustinov's *The Grand Prix of Gibraltar*. This was the end of the 1950s, and I've been entranced by it ever since. Listening to it again, after an interval, is like re-reading Wodehouse, as fresh now as the day it was conceived. Sometimes, seeking light relief in the Formula One press rooms of the world, Simon Taylor, another devotee, and I are given to quoting chunks of it to each other.

The label under which *The Grand Prix of Gibraltar* was originally released, Riverside, specialised in jazz, but also had a fixation with motor racing. If some of these records tended to be a little esoteric – hour after hour of engine noises – others were devoted entirely to reports of race meetings of the late '50s and early '60s, in particular the Sebring 12 Hours. I have one or two of them, and they're gems.

There are also four given over to interviews, with Stirling Moss, Phil Hill, Carroll Shelby and – particularly memorably – Alfonso de Portago. These were re-released on CD a few years ago by Ace Records, a London-based company that had bought the Riverside catalogue.

In the spring I had a call from them. Their plan was to put out *The Grand Prix of Gibraltar* on CD, they said, and would I be interested in interviewing Ustinov – Sir Peter these days – and then writing an accompanying sleeve note?

Thus, I rang him at his home in Switzerland and spent a delightful hour talking not only about the record, but also about racing in general. Time was when Ustinov was a frequent visitor to races, but it had been a long time since he had been seen in a paddock, and I assumed that his interest had waned. Not so.

"I loved racing during the '50s and '60s," he said, "and I still do – except when Ferrari misbehave. After that Austrian affair, I thought of the poor people who had put bets on Barrichello, who must have been absolutely furious. I sent a message, through a mutual friend, to Bernie Ecclestone, saying, 'I'm never going to watch another grand prix if this is to go on'. I thought it was absolutely scandalous, and I was delighted to see the crowd's reaction. I don't care how professional you are, you can't run a popular sport like that, which fills the arena with people and then cheats them.

"It was a relief to see Coulthard win at Monaco, I must say. Drove absolutely splendidly, didn't he? But why are Mercedes so short of power? Were they too cocksure? Did they sleep on their laurels?" A man indeed in touch with the F1 of today.

"Whenever Monaco comes round, I always remember Ascari's Lancia

going into the harbour in '55. I was there that day and happened to see it. I remember this car shooting out of the tunnel – and then nothing. You couldn't see the car any more, and then there was suddenly a huge column of smoke and steam from the water. The next thing we saw was Ascari swimming to the side – that was really quite something. Of course he survived that, and then killed himself a few days later."

Ustinov recorded *The Grand Prix of Gibraltar* in a studio in New York in, he thinks, 1957. "We recorded it in Manhattan because I was appearing in my play *Romanoff and Juliet* on Broadway at the time and couldn't get away. In fact, I'm fairly sure it was in the same studio where I recorded *Peter and the Wolf* with Herbert von Karajan – which was another adventure, because Karajan was not there! He'd just done the track and left it, not knowing who was going to do the voice. So I began to learn a little bit about the record business then.

"It was strange how all this came about, actually. There was a curious company, called Riverside, which had made records of engine sounds. It seemed to me there must have been some very perverse people around at the time buying records so they could sit at home and listen to revving noises, but there it was. They had the idea of my trying something, and in order to tempt me, gave me a selection of records of Alfa Romeos farting and so on! Quite honestly, I never played them, because the sound was so unattractive out of its context – without the smell and so on.

"Anyway, I agreed, and the whole thing was done in one day – and improvised. They had no idea what I was going to do – and I, frankly, had no idea either. The Riverside people didn't really know what they'd got until they put it together. Then it became a sort of cult thing, but rather too late to help them, unfortunately. They went bust."

If ever you have heard the record, you will reel, as I did, at the notion that Ustinov improvised the whole thing, that there was no script whatever. All he considered beforehand, he says, were the names of drivers and team managers; all he took with him into the studio were a few notes.

"Actually, I'm much better when I work that way. It's really like thinking aloud – I mean, what is a script except what you put down when you think of it? I've always been rather keen on improvisation. And, anyway, I was in the play at the time, which made it very difficult to think clearly about anything else. So I did this recording very quickly.

"A race has a sort of definite shape, even before it starts, hasn't it? They've got to practise, they've got to start and they've got to finish. And I separated 'the cast' into groups in my mind – the French, who never had enough money, even to clean their cars, who had girls everywhere, who brought inflammable liquids into their pits, yet smoked constantly…

"This was the Orgini team, and *Monsieur* Orgini was, of course, based on Amédée Gordini. I knew him and he was absolutely the prototype of that kind of Frenchman – rather dirty hands, with oil encrusted in them, a cigarette in his mouth the whole time.

"Then there were the Germans – the Schnorcedes team – with their immaculate preparation, their Wagner playing in the pits and the revolutionary driving position required of their drivers, with one leg forward, and the other behind: 'It's all a question of balance!'"

At the end of the pre-race interview with Altbauer, the manager of the team, he says, "I would ask you not to ask any more questions. There will be a formal press release after our victory!" For the character of Altbauer, Ustinov drew on Alfred Neubauer, Mercedes-Benz team manager of legend. "In fact, I gave a copy of the record, as a present, to Neubauer. He listened to it glumly, and said, 'It's very kind of you – but I don't see what's funny.' Which I thought made my point very well.

"There was also the Governor of Gibraltar, of course, Lord Weeps of Sebring, who gives a speech, starts the race, and was so old he couldn't really remember a sentence. I got that idea from Montgomery, who once said, 'There are four cardinal points: education, discipline and courage.'"

Virtually every sound on the record – including the engine noises, even the playing of *Land of Hope and Glory* – comes from Ustinov, whose unrivalled gift for mimicry gets full rein.

Moreover, his deep knowledge of the sport is well in evidence, not least in the character of *Commendatore* Fanfani, who at one point threatens to withdraw from racing, just as, in those days, Enzo Ferrari was constantly threatening to do.

"I was interested in motor racing and therefore knew more about it than many people would imagine, and I also knew some of the personalities very well, such as Stirling Moss and Peter Collins.

"Peter once told me a terrifying story about the *Commendatore*. He was with Ferrari in the office, and suddenly the phone went. Ferrari picked it up and said, *'Pronto! Ferrari!'* Then he listened, and he became pale. *'Non e possibile… Castellotti? Castellotti morto?'* A slight pause. *'E la macchina?'* That's whatsa known as a one-tracka mind!"

On the Riverside LPs of Sebring, there are many interviews with the drivers, and thus they constitute a valuable record of their time.

"Yes," Ustinov agreed. "The only melancholy thing is how many of them aren't here any more. Wolfgang von Trips, for example, was an awfully nice man, very un-Germanic. In fact, he was one of those Germans who spoke English rather too well to be true: 'You know, we're all going over for the weekend after next, und, er, we shall enjoy ourselves'. In *The Grand Prix of Gibraltar*, Wolfram von Grips speaks in just that way.

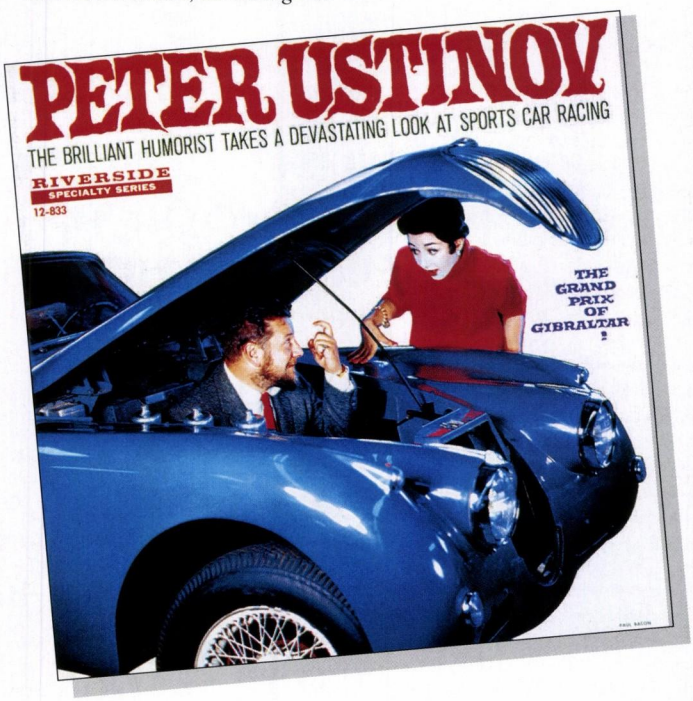
Although Ustinov continues to follow racing closely, he cannot envisage a similarly satirical piece about the grand prix racing of today.

"I think it's all become more sinister, hasn't it? Less innocent. I mean, there's no place for Gordini – or Orgini – now, is there? I know we've got Minardi, with Asiatech engines or whatever they're called, but it's not quite the same thing.

"Undoubtedly it's less human than it was. The public relations side is so well managed, on the whole, that it copes even when something horribly gauche happens, as with Michael Schumacher in Austria when he took his helmet off and suddenly realised the temperature of the crowd. He must have seen them all with their thumbs down and then made Rubens go onto the top step of the podium – while the German National Anthem was being played!"

In closing, I asked Sir Peter why he had chosen Gibraltar as the venue for his Grand Prix.

"Oh," he said, "because it's an ideal place for an absurd motor race. I mean, once you've got Monaco, you might as well have Gibraltar…" M



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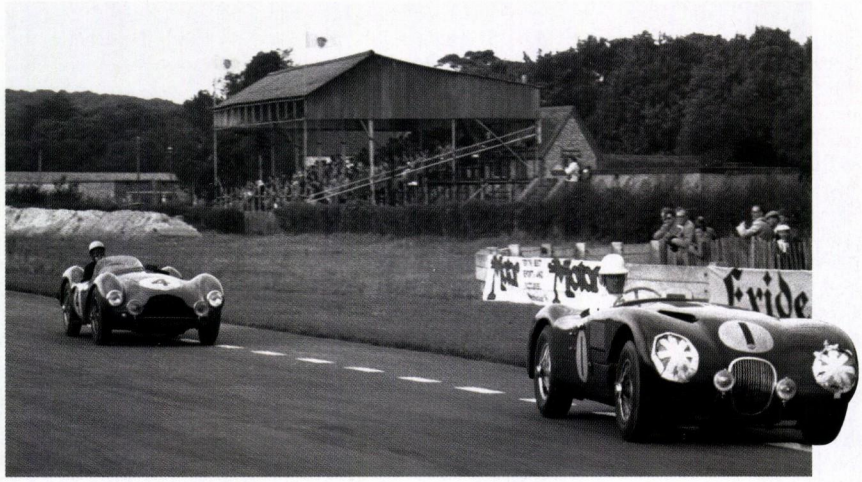
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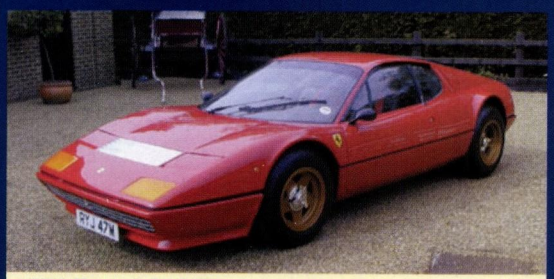
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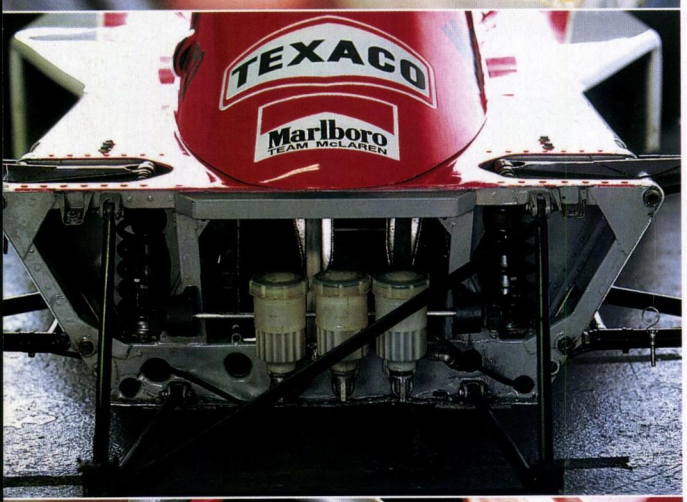
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SIBLING REVELRY

DAVID HUNT WAS SWEET 16 WHEN HIS BIG BROTHER WON THE FORMULA ONE WORLD CHAMPIONSHIP. DURING THE LONG HOT SUMMER OF 1976 HE WATCHED JAMES TURN THAT INCREDIBLE SEASON ON ITS HEAD IN THIS VERY CAR, McLAREN M23, CHASSIS 6. NOW, FINALLY, IT WAS HIS TURN TO DRIVE IT

photography by Malcolm Griffiths

"LOOK AFTER MY BABY!" LORINA MCLAUGHLIN'S SOLE REQUEST OF me prior to my being strapped into her pride and joy was heartfelt. She needn't have worried. Not having driven anything on a track for 12 years, my priority was to look after me! And anyway, she knew what I was shortly to learn: in stark contrast to its 1976 occupant, this McLaren M23 is vice free.

At an overcast but mercifully dry Donington, a seat-fitting was the first task. And my temporary office seemed okay for today's purposes with a bit of foam stuffed behind me. James and I were identical in size – the sole exception being our feet. To drive James's Hesketh 308 at Goodwood last summer required modifications to prevent the tops of my feet getting caught. Ditto the M23. But without the time to make the necessary changes, I was going to have to keep my heels back so I didn't get jammed on the loud pedal. The unfortunate corollary was that my kneecaps were now wedged against the dash bulkhead, perfectly positioned for surgical removal in the event of a front impact.

The beauty of jumping into a car of this era is the simplicity. No £50k steering wheels, flashing lights, rows of switches or LEDs you can't read in sunlight. No rollbar-adjuster or brake balance. The M23 has a large rev-counter flanked by a double gauge either side – fuel pressure/water temp to the left and oil pressure/oil temp to the right. Beneath the latter are switches for fuel pump, rear light and something else I cannot recall! The ignition switch is on the left-hand spoke of the wheel – the classic position for an accidental knock-off in the heat of battle – and to the left, on the bulkhead, is the cable pull for the extinguisher. The gear lever is bent to the right and controls five forward Hewland cogs via a standard racing H-pattern gate, i.e. with dog-leg first.

Very straightforward. It's no wonder James could go out on a bender the night before a test and still be on top of everything in his cockpit at 9.30 the next morning – usually. Niki Lauda tells a story of a test at Paul Ricard in the mid-1970s. As he left his hotel for the circuit he met James returning from his 'evening out'. James grabbed a lift off Niki and they headed to the track. ➤



Clockwise from above: 26 years after his brother won the 1976 world title, David Hunt finally got his hands on one of the M23s – and absolutely loved it; uncluttered 1970s cockpit; sturdy M23 construction; getting a feel for it ... and carefully venturing out





Clockwise: Low camera angle accentuates boxy shape; downforce not as significant as expected; McLaren/Marlboro link in its formative stages in '76; cockpit comfy bar footwell; five-speed 'box, but team used six-speeder in 1976; not a sensor in sight. Joy!

At one point that morning James was the only car on the track, and after several laps there was a sudden and ominous silence. Concerned McLaren and Ferrari personnel rushed to his aid. Had he gone off? Had he hit anything?

When they found the M23 it was indeed some way off the circuit, its driver motionless in the cockpit… sound asleep.

As this car hadn't turned a wheel since last summer, I was sent out for three laps to ensure its and my comfort (just about okay for a few laps, but a stark contrast to the armchair cosiness James clearly enjoyed!). Being so rusty, my plan had been to break myself back in by providing a mobile chicane for even the slower cars on track (ranging from Ford Capri to ERA). Wrong. The M23 just doesn't want to be treated with that level of respect.

Its clutch isn't heavy and has such a smooth bite that you could stop/start along Piccadilly without stalling. Out of the pits and through Redgate, and already I felt comfortable (forgetting my feet). Everything about the car inspires immediate confidence.

By the start of my first flying lap (having now confirmed that Donington's short circuit is unchanged since my last visit 15 years ago), I was ready to accept the car's open invitation to get on with it. Even at dawdle speed, Gordon Coppuck's most celebrated piece of design had telegraphed that it doesn't hide any nasty surprises. I just didn't feel intimidated – testimony to the car, not me.

The one thing that did require a few laps of familiarisation was the gearchange. The gate is much wider than I had anticipated. "Tractor-like" was my description, which proved offensive to Lorina. Sorry! I found myself occasionally selecting neutral until I got the hang of it. Once again, however, so good is the car-to-driver communication that I knew I hadn't got the gear and so didn't inflict a horror story on the rev-counter or bank balance.

The Cosworth DFV was strong but not eye-opening; I'd ➤

HOPE SPRINGS FRATERNAL

O-LEVELS AND A SERIOUSLY HOT SUMMER. AT BOARDING SCHOOL I KEPT ABREAST OF F1 via *Motoring News* (couldn't afford *Autosport*!) and borrowing a radio for the GP results on a Sunday evening. In 1976, I was keener than before for a couple of reasons: I had finally saved enough to buy a kart and was now firmly addicted to driving; and it was year of yo-yoing emotions as the disqualifications and reinstatements repeatedly altered the outlook on my big brother's world title chances. The highlights (and low points) for me?

James's stunning pole out of nowhere at round one, Interlagos. News of his win at Jarama, followed by the low of the late-night radio bulletin stating that he had been disqualified. The uncompetitive slump over the next three races after the team had repositioned the oil cooler, leaving James 47 points behind Niki after seven of the 16 rounds. Moving that cooler back resulted in a return to form so stunning that, barring politics and freak weather, he might have won every remaining race that year.

I was out at Hawthorns for the famous display of British jingoism prior to his winning the restarted Brands Hatch race. After that, there was the horror of Niki's accident and the feeling of deflation that James now had little competition for the title (although he was still 35 points behind).

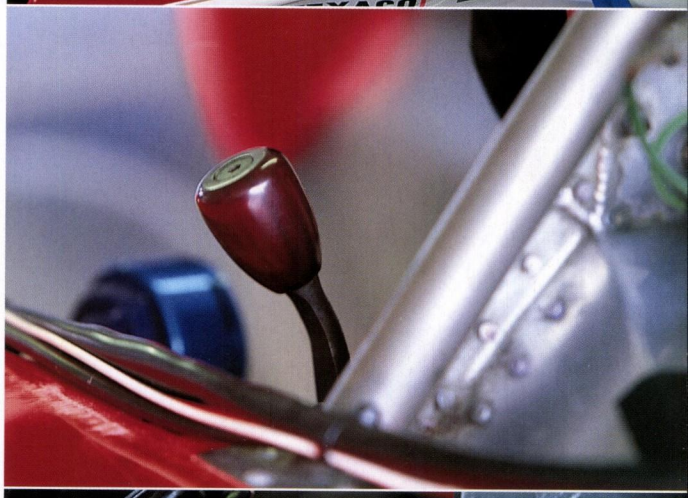
I accompanied my Mum to the Dutch GP for her to be in an advert with James. I spent the victory party trying to kiss a tipsy English nanny who was looking after a McLaren sponsor's kids. Just as I succeeded, she vomited. An early lesson about girls and alcohol!

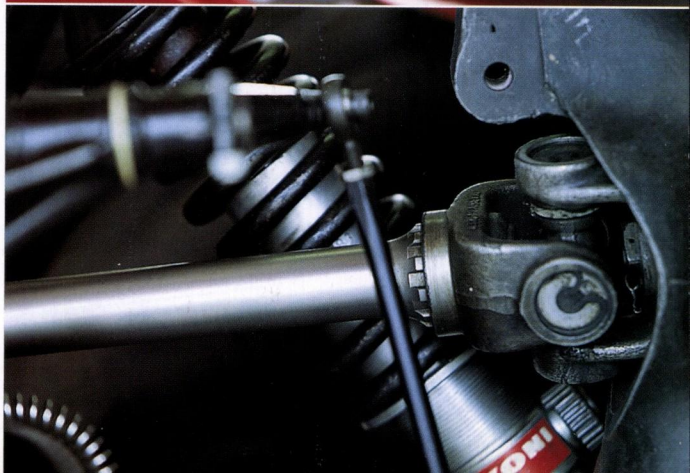
Monza: Lauda's return; McLaren put to the back of the grid due to 'illegal' fuel; James being stoned by the tifosi as he stalked back to the pits.

I recall the tension building as James won in Canada and the US, and being invited to the ITV studios to watch the Japanese cliffhanger live in the middle of the night. Then the victory party at home later that day, most of which I missed because I was upstairs trying desperately to get a long way beyond kissing with the nanny, having rationed her booze consumption. I should have attended the party.

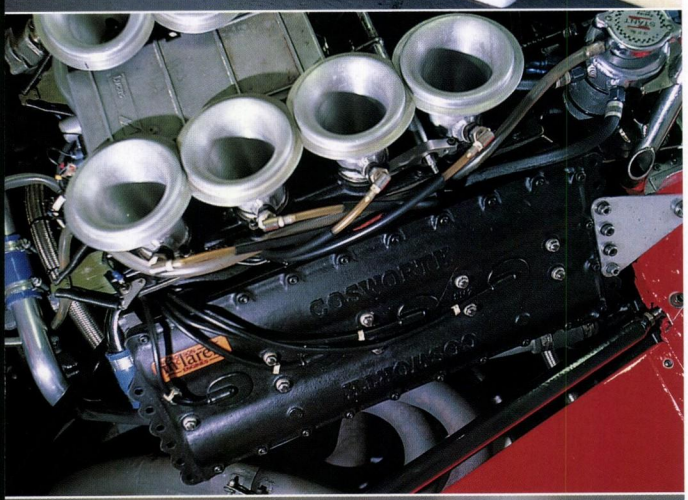














expected more of a shock after such a long absence. Recollecting my distant memories of the 1980s, it felt comparable to the grunt of an F3000 car, but was an absolute baby compared to the 1000bhp BMW- and Ford-powered turbo Benettons I drove. The power delivery was very smooth, with a noticeable, but not harsh, pick-up above 7000rpm right through to 10,000rpm, which is when the limiter interjects. I suspect this engine is equipped with softer cams than when a full-blown F1 challenger.

The combined effect of slower traffic, repeated red lights and my less-than-ideal driving position made it very difficult for me to put in any multi-lap runs, get the tyres up to proper operational temperature and build a rhythm. My rustiness and caution did not help matters and so, unfortunately, I failed to explore the full extent of the car's capabilities.

I did 20 laps in total, of which only nine were flying and thus timed. On one lap, during which I twice had to back off because of traffic, I clocked a 69sec. My feeling is that, with a couple of short runs and a clear lap, I could probably have managed something close to 65sec. About a decade after the M23 was in its pomp, I used to circulate Donington in my ground-effect F3 Ralt in around 68-69sec on British 'control' rubber and 66-67sec on stickier 'European' tyres – with only 160bhp against the Cosworth's 500. Such was the speed of chassis and aerodynamic advances during that period.

The M23 has a soft and comfy ride – none of your modern rock-solid springs/dampers here. Its initial turn-in to corners is positive, but then the front-end control goes away a bit and mild understeer makes it easy to miss your apex if you haven't got the nose pointing firmly at turn-in. After apexing and under power there is a gradual change to roll oversteer. This trait was pronounced at Coppice, a third-gear right-hander with a long exit

'I would have wanted a little less front wing before attempting to take the Craners flat'

that is taken under full power.

Direction change in the second-gear chicane was very good, and in the fifth-gear downhill charge through the fabulous right-left of Craner Curves it was probably a bit too good. I would have wanted a little less front wing before attempting to taking them flat, but I reckon the car is more than capable of it.

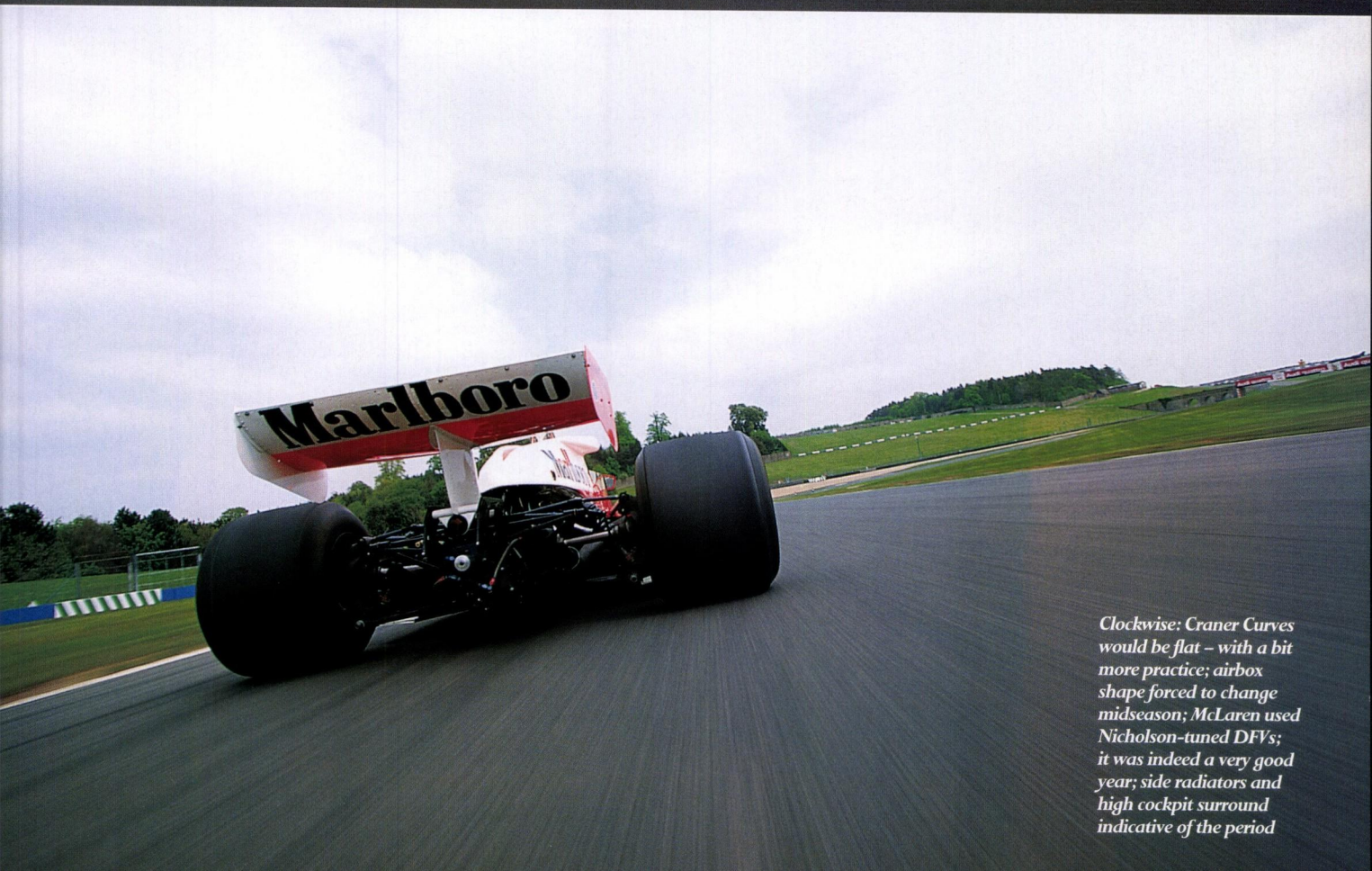
Which brings me to downforce. The wings certainly work, but not to a level where I thought I would have to recalibrate my senses in order to explore the high-speed grip fully. This isn't surprising: I doubt the M23 ever saw the inside of a wind tunnel and it was designed some six years before ground effect had been introduced to F1.

Another area I was unable to explore to its absolute limit was the braking. The pedal position was wrong (for me), its travel too long and soft (for me), but the brakes did give (for me) plenty of feel. Their efficiency improved markedly as the car shed speed, but I suspect we might have bettered that had we run them a bit hotter. Throttle pedal resistance was perfect, although once again the travel was too long (for me).

Any design that wins races four years on the trot deserves to be tagged 'great'. But I now have a true insight into that greatness. The M23 feels 'at one with you' the moment you get on track. After a handful of five-lap runs, if I were told I had to race it the next day, I wouldn't be worried (other than a complete absence of fitness!). For someone as out of practice as me to feel that way about a Formula One car, with less than 20 laps under his belt, says all you need to know about M23. It is sublime.

Thanks to Lorina and David McLaughlin of The FORCE





Clockwise: Craner Curves would be flat – with a bit more practice; airbox shape forced to change midseason; McLaren used Nicholson-tuned DFVs; it was indeed a very good year; side radiators and high cockpit surround indicative of the period



Clockwise from above: Hunt wins a fantastic dice with Watson's Penske at Zandvoort. It was Hunt's 29th birthday; Hunt and Mayer confer. Theirs was a stormy relationship; dart-shaped profile clear from above; Hunt's mood swings gave team impetus

LEARNING NEW TRICKS

THE McLAREN M23 IMPROVED WITH AGE. IT WON RACES IN FOUR CONSECUTIVE SEASONS AND WAS SETTING POLES FIVE YEARS AFTER ITS DEBUT. YET IT'S VERY UNDERRATED, WRITES PAUL FEARNLEY

FORMULA ONE IN 1973 BOILED DOWN TO LOTUS VERSUS TYRRELL: LITHE and balanced 72 versus stubby and twitchy 005-006. But were either the best car of the season?

Silverstone that year is remembered for the shunt triggered by Jody Scheckter, F1's newest bad boy, whose McLaren M23 slewed in the teeth of the pack. His team-mates, Peter Revson and Denny Hulme, howled through a shrinking gap, while others screeched and squawked into a growing pile of expensive scrap. Revson would win that restarted day, his first GP victory the product of a measured drive in the best car of the year.

Aha! Best by what measure, you ask?

By the measure that Hulme set pole on the car's debut, at Kyalami, round three. This, remember, was his first pole in 85 attempts. He would win in 1973, too, at Anderstorp, admittedly after Peterson's 72 faltered two laps from home. Revson would win twice, his Canadian success admittedly occurring amid the foul-up of F1's first Safety Car period.

But above and beyond these performances were those of 23-year-old Scheckter. The kid was quick – he'd qualified third and briefly led his home GP in last year's M19C – and his drive in France, only his third GP start, confirmed the new car's true potential. From the middle of the front row, he led for the first 41 laps, until tangling disrespectfully with an increasingly maddened Emerson Fittipaldi, the reigning world champion.

Scheckter, who was winning the L&M Formula 5000 series Stateside, returned to F1 in Canada in September, and qualified third, admittedly behind Revson. Sure, Peter was good, smooth and capable, but McLaren knew which way the wind was blowing. They wanted Jody for 1974, easing Revson into a third, Yardley-backed (Texaco/Marlboro would sponsor the other two) car to make way for Fittipaldi. Still grouching over their *carambolage*, however, Emmo vetoed Scheckter. A put-out Revson had already switched to Shadow, so Mike Hailwood landed the Yardley drive, and Denny 'The Bear' was out of the woods for one more year.

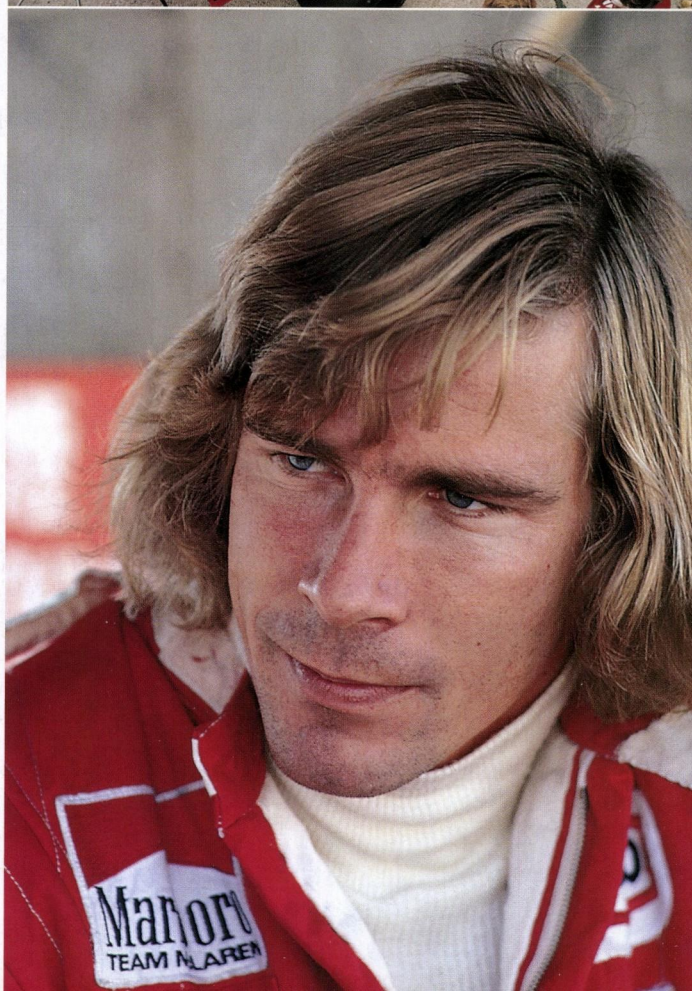
Fittipaldi and McLaren would win the titles, the team's first, that year, justifying these choices, but did so via consistency and car-sorting prowess rather than speed. Emerson felt he had the best team, if not the best car, and because DFV-vs-Ferrari was at its most competitive, he (and the team) decided handfuls of points on bad days would be the key. They were. Just.

The next season was ultimately disappointing despite three wins, two of them admittedly garnered in foreshortened races – Montjuich and Silverstone. And despite an eventual second place for Emerson in the title race, he had seemed disenchanted in the early part of the year.

So here's the rub: no-one drove M23 as hard as rough-edged Jody did in 1973, until the equally fiery James Hunt rocked up in '76. And had Jackie Stewart, maybe even Ronnie Peterson, been in M23 in '73, McLaren's title wait would have been one year shorter. For the car was on the pace the moment it turned a wheel – and was setting poles five seasons later. ➤







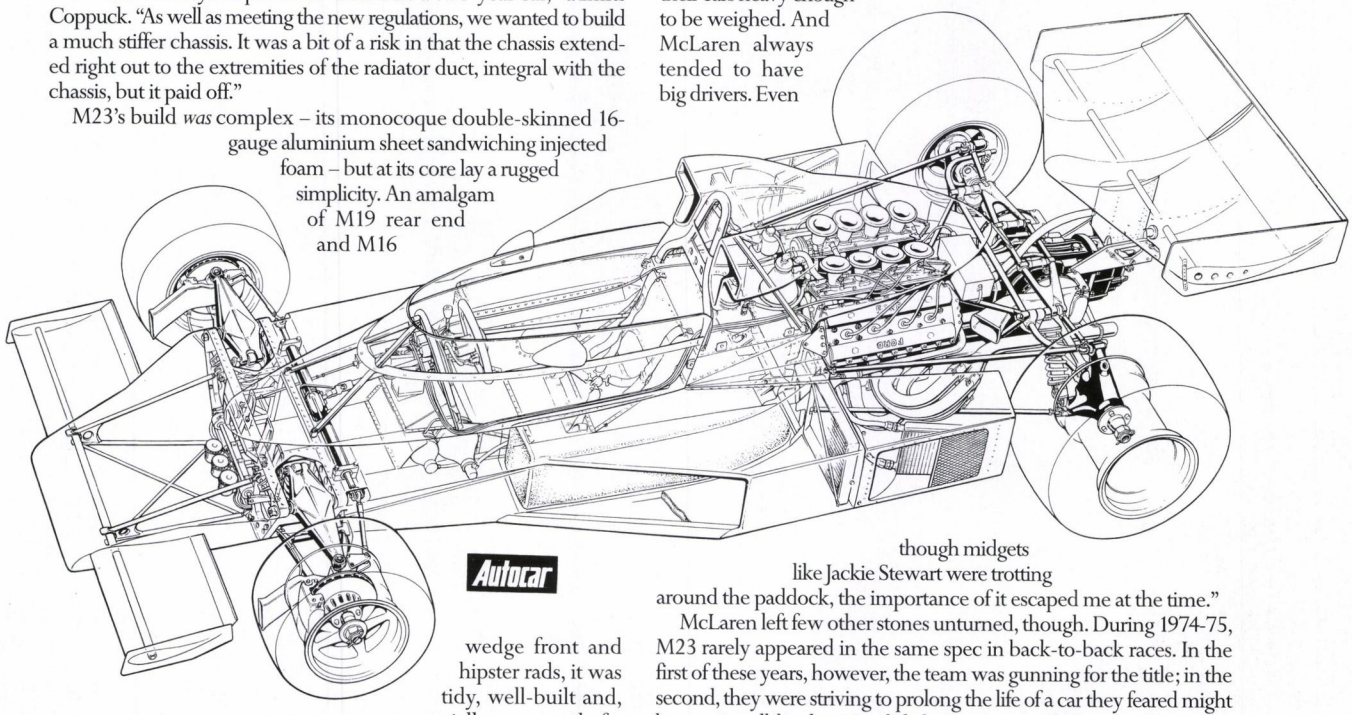
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Yet remarkably, it was Gordon Coppuck's first F1 design. He had learned the ropes under Robin Herd on M7 (1968), been in cahoots with Jo Marquart on M14 ('70), and had wowed Indy with his M16 while Ralph Bellamy penned M19 ('71). M23 was Coppuck's response to the deformable-structure regs in force as from the 1973 Spanish GP. Tyrrell and Lotus doffed their caps to the wording, bolting and riveting onto existing cars; McLaren were more thoughtful, strategic. How much more they surely could never have guessed.

"We had always hoped M23 would be a two-year car," admits Coppuck. "As well as meeting the new regulations, we wanted to build a much stiffer chassis. It was a bit of a risk in that the chassis extended right out to the extremities of the radiator duct, integral with the chassis, but it paid off."

M23's build *was* complex – its monocoque double-skinned 16-gauge aluminium sheet sandwiching injected foam – but at its core lay a rugged simplicity. An amalgam of M19 rear end and M16



wedge front and hipster rads, it was tidy, well-built and, crucially, possessed of a bigger footprint than the 72 and 005-006. It was, basically, F1's way forward. A solid foundation upon which to pile two seasons of continuous, Fittipaldi-led development, from where to launch a feverish, Hunt-inspired title bid.

That foundation was even bigger in 1974, a bell-housing spacer adding 3in to the wheelbase, the rear track being widened by 2in. This was done in the main to clean up the airflow around the rear wing. One of M23's strengths was that it proved adaptable to aerodynamic changes. This was vital, because McLaren and Coppuck were just beginning to feel the tug of ground effects. They weren't alone, and they didn't grasp the opportunity in the way Lotus eventually would, but the side-skirts that appeared on M23 during 1975 were the most professional-looking and effective of their type.

That large underbody area (previously considered a design no-no) was paying increasing dividends, too, especially when the sidepods were extended to the rear wheels in 1975. Suspension movement was consistently reduced to keep the track/car interface as close and as consistent as possible. And a NACA duct was let into the floor under the driver to create an area of negative pressure inside the cockpit.

"We weren't particularly aware of ground effect in 1973," admits Coppuck. "We knew we were generating downforce from the underside, but had no accurate measurement. All we could do was try an idea and see if the driver liked it. We had, though, always found that bigger was better. The bigger the plan area, the more downforce."

The proof? M23 was usually the car to have in the quick stuff: Kyalami's Jukskei Sweep (pole 1973, '76 and '77), Paul Ricard's Signes (pole and win 1976, fastest lap '73 and '75), the 'Glen's Chute and Loop (win and pole 1976, fastest lap '75 and '76), all of Mosport (win 1973, '74 and '76, pole '74 and '76), Interlagos' old outer loop (win and pole 1974, pole '76 and '77, fastest lap '73 and '77), and the long, long Curvón at Buenos Aires (win 1974 and '75, pole and fastest lap '77). M23 bombed at Monaco, though.

"Because it was as heavy as a pig," explains Alastair Caldwell, one of forthright hands-on Kiwis who drove this team. He'd joined McLaren in 1967, became F1 team manager in '72, and stayed until '80. "It was only when I moved to Brabham that I discovered that most teams spent half their life trying to get their cars heavy enough to be weighed. And McLaren always tended to have big drivers. Even though midgets like Jackie Stewart were trotting around the paddock, the importance of it escaped me at the time."

McLaren left few other stones unturned, though. During 1974-75, M23 rarely appeared in the same spec in back-to-back races. In the first of these years, however, the team was gunning for the title; in the second, they were striving to prolong the life of a car they feared might be past its sell-by date. A subtle but important shift.

Fittipaldi's 1975 Silverstone win, though a little fortuitous, lifted the team, and strong drives in Italy and America suggested Emmo was back in the groove. But with an out-of-the-blue call from an airport, he kissed goodbye to his hard work. And with a phone call from his Esher home, McLaren boss Teddy Mayer turned Hunt's career around. It was late November. Testing would be minimal. It could've been a poisoned chalice. It was, though, a match made in motorsport heaven.

Smart in a new dayglo paint job, and minus a few pounds (thanks to Kevlar panels and – from Kyalami on – a battery-obviating onboard air-starter), what M23 needed was a balls-outer for a final fling: Hunt. All Hunt, a boiling-over, pent-up winner, needed was a release valve: M23. He slapped it on pole at Interlagos. Game on.

Ferrari had the grunt and Lauda, but McLaren had an open forum of straight-talkers. "We were harsh on each other," says Coppuck, "but never lost sight of what we were trying to do. I was the only professional designer, but there were lots of others with ideas and opinions."

Caldwell had been banging on for a couple of seasons about the need for a six-speed gearbox. Now, finally, he had got his way: "I had developed it in my own time using an existing Hewland casing. I got rid of the huge sliding gear used to engage reverse, moved reverse to the rear of the 'box, outside the casing, and fitted sixth into the space I'd created. Hewland told me it was a stupid idea but were soon making their own, which was longer and heavier than mine.

"We used to spend hours talking about ratios and changing them, but that all stopped once we had the six-speeder. The drivers could not even tell you which gear they were in; 'The right one,' they'd say."

On the engine front, McLaren bypassed Cosworth conservatism via offshoot engine fettlers Nicholson McLaren, and (initially) secret batches of lightweight, higher-compression pistons from Mahle. ➳







all LAT

"The mistake we made was to stop buying Cosworth pistons," says Caldwell. "That alerted them to what we were doing, and they blackmailed us into using their pistons again."

The catalyst for such subterfuge was that Texaco was on the case. F1 cars were allowed to use 101-octane (plus or minus one per cent) pump fuel, often sourced from whichever five-star pump was in the paddock.

"Texaco analysed some of it, came back to us and said it was crap," explains Caldwell. "It was 100-octane, but its motor number was low compared to their own. I'd never heard of the motor number, but it's the one the matters. The research number, the one on the pumps, is the speed at which the fuel burns; the motor number concerns its detonation.

"Texaco stopped a refinery in Belgium and made us a batch of 101.8-octane [inside the theoretical 102.1 maximum] fuel with a very high motor number, which allowed us to run higher compressions." This caused a fuss at Monza but was legal, as the CSI, the governing body, admitted to Texaco two weeks after Hunt had been forced to start from the rear of the grid.

So the 1976 M23 had the most powerful DFV, and a gearbox to make the most of it. But it didn't stop there. Driveshaft angles were pushed to their limit to stretch the wheelbase further. The case for the skirts was argued successfully – further debate on the topic stymied by the headline-grabbing controversies of Spain (McLaren too wide, courtesy of fatter Goodyears), Britain (Hunt's right to restart) and Italy (said octane ratings). McLaren, ignited and united by their flamboyant number one, were ahead of the technical game and full of fight – but short of luck and points.

And then, suddenly, M23 was all over the place – and nowhere – in Belgium, Monaco (as usual) and Sweden. It wasn't until a test at Paul Ricard, just before the French GP, that the reason for this was discovered.

Caldwell: "Because of the fuss in Spain, we had decided to go to the next race with an absolutely legal car. We didn't want Ferrari to have the smallest thing to pick us up on. Which is why we moved the oil coolers to the tail. They had been in the sidepods, but this meant they broke some

'Suddenly, M23 was all over the place – and nowhere – in Belgium, Monaco and Sweden'

rule about maximum length of oil pipe from the centre-line of the car."

This change seemed insignificant, but the resited coolers upset the hard-won smooth airflow over, and negative pressure under, the wing. Once restored to their more propitious place, Hunt promptly won in France – and Britain (in the eyes of the world at least), Germany, Holland, Canada and America, before securing the most dramatic of championships at Fuji.

M23 would never win again, but it would sit on pole for the first three races of 1977, the last at Kyalami, five seasons after Hulme's one-and-only. It wasn't until Hunt qualified eighth, behind Fittipaldi's Copersucar, at Long Beach, that the pressing need for M26, which had been on Coppuck's books as long ago as 1975, could no longer be ignored.

So what's it to be, Lotus 72 or McLaren M23? I agree, the automatic reaction is to plump for the Lotus, which has an allure and star quality no McLaren has ever possessed. The reasoned reaction is to look again, more closely this time.

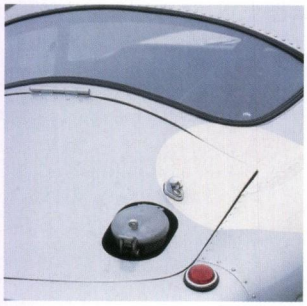
The Lotus won over a period of five seasons, but drew a blank in 1971 and fizzled out horribly in 1975. The McLaren won in four consecutive seasons and was still competitive when it was eventually replaced. The Lotus took three drivers to victory: Jochen Rindt, a bright-eyed Fittipaldi and Peterson. Not a bad line-up. The McLaren took five to victory: Hulme, Revson, Mass, a latterly distracted Fittipaldi and Hunt. Not quite such a good line-up. The Lotus required three seasons to set a fastest lap, the McLaren needed two races. A fading 72 ushered (with all due respect) Jim Crawford and Brian Henton into F1. A fading M23 ushered in Gilles Villeneuve and Nelson Piquet.

See, not so clear-cut, is it? M

Top: Scheckter tigers his M23 through Copse in 1973 Middle: Fittpaldi score his first M23 win, Brazil, 1974 Bottom: He won in Belgium that season, too, at Nivelles



Lynx Lightweight E-type No.5 in bare metal





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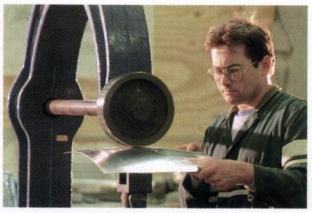
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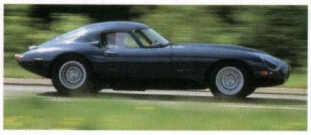
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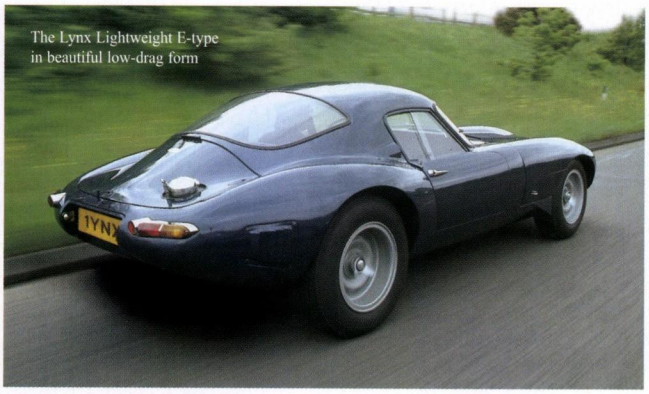




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'It was the biggest regret of my life. I wish I could pay a lot of money not to have done it. I was an absolute twit to have agreed to do it and I've got no-one to blame but myself'

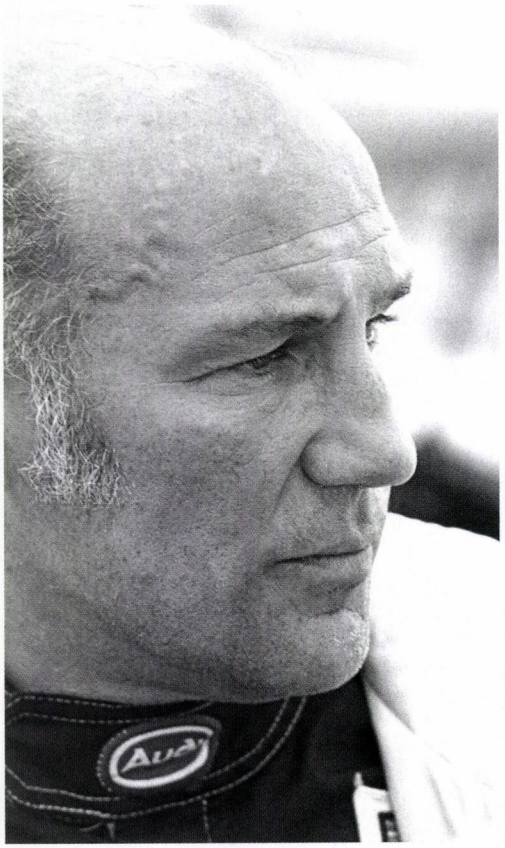
AFTER 18 YEARS AWAY, STIRLING MOSS RETURNED TO CURRENT MOTORSPORT – IN AN AUDI. AS YOU MIGHT HAVE GATHERED, HE DID NOT ENJOY IT. GARY WATKINS FINDS OUT WHY

MALLORY PARK MUST HAVE BEEN A SURREAL PLACE to be on the third Sunday in March 1980. Chris Hodgetts, for one, couldn't quite take in what was happening at the opening round of the British Saloon Car Championship. "One minute I'd been a milkman racing for fun in Clubmans," remembers the tin-top debutant, "the next I was in the middle of a media frenzy, about to sit on the same grid as an F1 legend from a distant era."

The idea of Stirling Moss competing in saloons was as unbelievable then as it would be for a 50-something Damon Hill to come out of retirement to race in the BTCC 10 or so years hence. The winner of 16 grands prix hitting the comeback trail after 18 years away, and just six months after reaching his personal half century: it could have been taken from the pages of a comic book.

Moss's comeback was a good story. Which is why it happened in the first place. Publicity was the driving force behind his presence in Britain's premier saloon car championship during Audi's two-year stint. The thought process that ended with him making his debut at Mallory that day began the previous autumn. Richard Lloyd, who was on his way to claiming class honours with an importer-backed Volkswagen Golf GTi, had the bright idea of handing over the Group 2 version of the car to bike ace Barry Sheene to make his four-wheel debut.

"I'd recently left the entertainment business, so I was always looking for an angle," says Lloyd, a former record producer with Decca and sometime member of Cliff Richard's management team. "That was how Sheene drove for us. He did the TT at Silverstone with Derek Bell."



Moss had just turned 50 when he made his racing comeback

The result was more column inches for VW in the nationals than Lloyd had managed since Volkswagen-Audi Group UK began taking an interest in his campaigns halfway through 1977. "It made all the nationals," remembers Tony Hill, then PR manager at VAG UK, "so I thought, 'Hang on! If you put a celebrity in the car you get loads of publicity whether you win or not'."

Exactly how Stirling's name came into the frame isn't clear, though Hill insists it started out as a joke. The link was CSS Promotions, who not only managed Sheene but looked after Moss. They also held the account of the UK importers of Akai hi-fi, which Lloyd had brought into motorsport to sponsor his Golf programme the previous year. The British arm of the Japanese electronics manufacturer liked the idea and Moss didn't take much persuading to sign a two-year deal for what Hill describes as a 'bargain' fee. "Stirling jumped at it, as I remember," he says. "Don't forget, at the time he was doing more and more historic racing, so I guess it all made sense for him."

It certainly made sense to VAG. They decided to put their full weight behind Lloyd at the same time as switching to the new Audi 80 saloon for its continued assault on the 1300-1600cc class. The team Lloyd had set up to build his cars less than two years before, GTi Engineering, had two 1.6-litre GLE versions ready for the Mallory opener – one for Moss, one for himself – but the cars, and a good proportion of the 30,000-strong crowd that had turned out to see a living legend, were there before the man himself. Moss arrived back in England on the morning of the one-day

meeting after jetting across the Atlantic on Concorde. He'd been racing a Maserati Birdcage T61 in an historic event supporting the Sebring 12 Hours. Almost as if to please the hordes of press and television crews, further air transport was required when his engine ingested a foreign body during practice. The head was damaged and a helicopter had to return to GTi's Silverstone base to fetch a replacement. It was hardly worth it: Moss managed just four laps before the throttle system broke and stranded him.

Engine troubles would afflict the Audis right through their two seasons, despite three years of experience with the same power plant in the Golf programme. "There was a weird problem with them that the GTis didn't have," remembers future McLaren F1 stylist Peter Stevens, a long-time friend of Lloyd's who acted as an unpaid engineer. "There was a bizarre resonance in the intake, and we had repeated throttle butterfly problems, which quite often led to something being ingested by the engine."

A string of retirements meant that Moss didn't notch up his first points score until midseason, at Silverstone in June. But even so, it was clear that he was struggling. Perhaps not surprisingly. After all, he'd been out of the cut-and-thrust of contemporary racing for nearly two decades, apart from a one-off in the Bathurst 1000 in 1976,



Above: Moss and TWR were not comfortable bedfellows
Below: Chasing Tony Lanfranchi at Brands Hatch in 1980

'I went off line and simply sailed off because the tyres had lost temperature...a stark awakening'

and was having to learn about front-wheel drive and slick tyres all in one go. "It was a bit like asking a Spitfire pilot to fly a Harrier," suggests Lloyd. "It must have been a real baptism of fire. And those Audis were pretty lairy."

Martin Brundle, who partnered Moss the following year when the project switched to Tom Walkinshaw Racing, recalls his team-mate "struggling with the level of grip available. He wanted to drift the car, but that's the last thing you want to do with an underpowered, front-drive touring car."

Moss doesn't totally disagree: "Front-wheel drive wasn't the real problem – I found slicks very difficult," he says. "I'd never driven on them before and it took me a while to realise how critical to temperature they were. I remember one damp race when I came up on someone else and he waved me past. I went off line and simply sailed off the road because the tyres lost temperature. I had a stark awakening."

Stevens recalls a reluctance to use the kerbs, a necessity in touring car racing then, as now: "He didn't approve of all that kind of thing. Stirling was neat and tidy as you would expect, but it wasn't quick." Another Stevens memory is of Audi's star driver constantly fiddling with tyre pressures. "He was a fusspot about that, because in his day there wasn't a lot else you ➤

John Colley, LAT



LAT, Audi

could change. I remember the mechanics getting fed up with it and just pretending to let some air out while making a *pssst* noise."

There were days when Moss showed his old flair, though. At Brands Hatch in the second year, in the wet, from 11th on the grid, he had stormed to second by lap six and was catching the leader when more throttle problems put him out. "He was absolutely in a class of his own that day," recalls Brundle.

Brundle's other lasting memory of his year driving for Audi, which had switched from Akai to BP colours, is more oblique: "The first time I met Stirling was for a photoshoot soon after I'd got the drive. We had to change in the toilets of the old BRDC bungalow at Silverstone. I was 21 and couldn't believe that there I was, taking my trousers off with Stirling Moss."

Brundle was in the process of forging career-changing alliances with BP and TWR: "The arrogance of youth meant I only wanted to blow his doors off, but I did learn a lot. When you are surrounded by people of this class you can't help it, just by observing what they do."

But class victories proved elusive for Moss in a car that was no match for the Toyota Celica driven by Hodgetts. Stirling scored three podium finishes each season on the way to a brace of fifth places in the end-of-season standings. But the second season was a lot less happy. He never

'I remember the mechanics getting fed up and just pretending to let air out while making a *pssst* noise'



Above: Locking over on his Audi debut at Mallory Park
Below: Young Martin Brundle was too hot a shoe to handle

settled in with TWR, a much larger organisation. "Stirling was convinced that he wasn't being treated fairly by TWR," explains Tony Hill. "He genuinely believed that someone had given Walkinshaw instructions to favour Martin. He had a real bee in his bonnet about it."

Win Percy, who claimed the overall title in a TWR-run Mazda RX7 in 1980-81, points out the reality of the situation: "Stirling didn't come out of it too badly when he was up against Richard Lloyd, but Martin Brundle was a superstar in the making..."

Moss simply wishes he'd stayed at home. "It was the biggest regret of my life," he says today. "I wish I could pay a lot of money never to have done it. I was an absolute twit to agree to do it, and I've got no-one to blame but myself."

The driving standards of the time shocked him: "I was appalled. It seemed as though the cars would finish the race with nearly every panel dented. It wasn't how I remember racing."

If Moss wasn't enjoying it, he never let on to the public, or even his fellow drivers. "I never saw him spit the dummy out," remembers Hodgetts. "He always conducted himself in a gentlemanly manner."

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CITY SLICKERS

FOR THOSE LIVING OUTSIDE BIRMINGHAM, the Superprix erupted out of nowhere. Even readers of the specialist motorsport press were surprised by the alacrity of it all: December 1984, Parliament passes the road race bill; 18 months later we have what some ambitiously dub 'The Monaco of the Midlands'.

It wasn't like that, of course. Believe it or not, the Superprix's origins stretched back two decades before the inaugural event. Concept pioneer Martin Hone explains: "In the 1960s, the perception of Birmingham was a grim one, of heavy industry. We don't have an Eiffel Tower or a big river. I opened the Opposite Lock Club in 1966. This promoted international jazz, international motorsport and good food. Then I had a call from a fellow in Birmingham City Council who invited me to a meeting where the movers and shakers of the city wanted ideas for the future. Mine was this: 'As a city internationally famous for the manufacture of cars, but with not many 'firsts' to our name, how about I organise the first-ever street race in Britain?' It frightened them to death, but it went to council, who asked me to prepare a white paper."

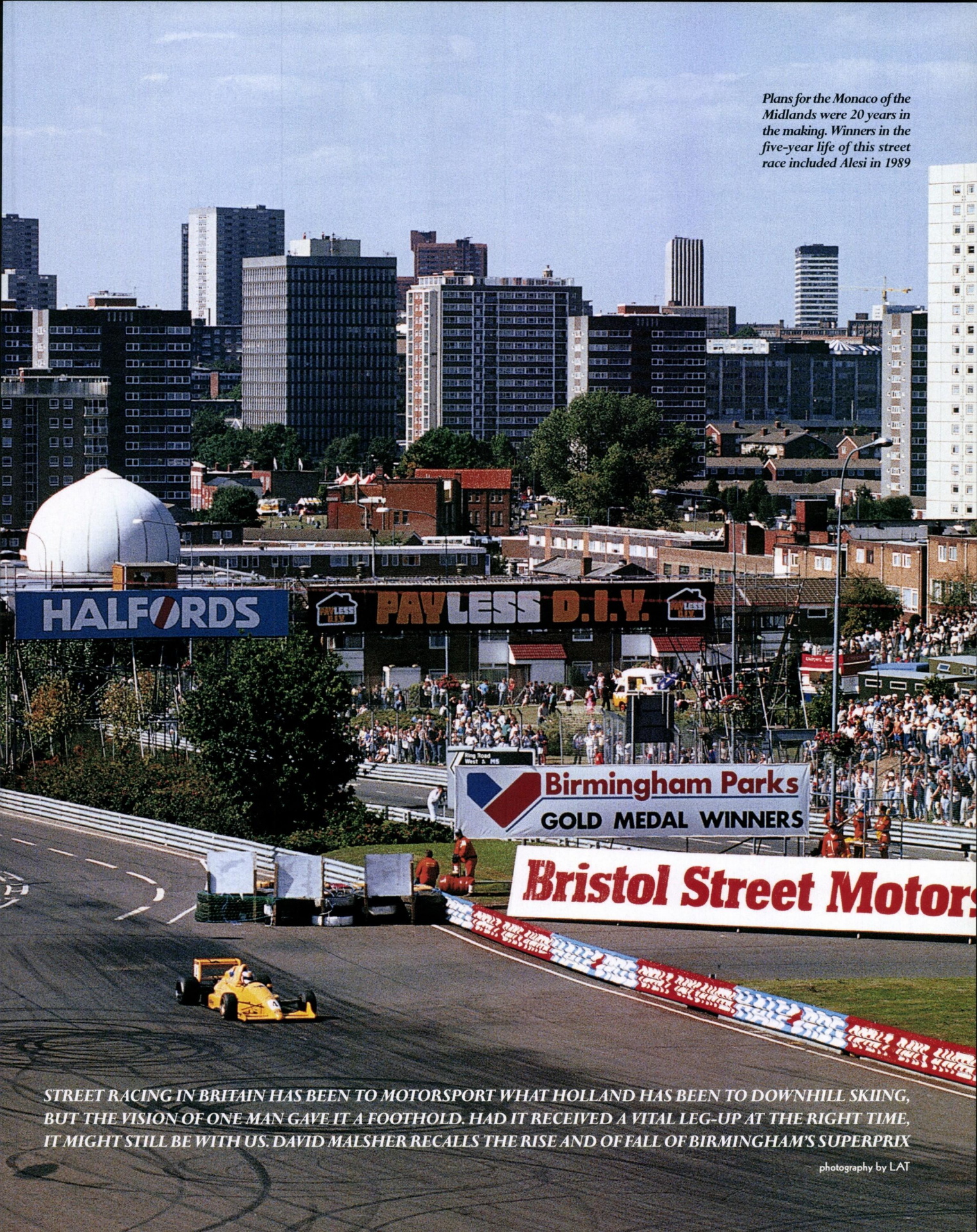
Having raced Porsche 904s and 906s in the world sportscar championship, Hone not only had friends in the sport who lent support – Stirling Moss, Graham Hill, Jackie Stewart, etc – he had also seen how these events were run.

"I produced the document showing how successful street races were in certain parts of the world and were used as a major tourist attraction. Linked to our car manufacturing, it would be a high-profile image-booster for Birmingham."

At a time when county councils were being set up, Hone found himself having to convince not only the people who ran the city, but also West Midlands County Council. To prove how much attention it might attract, he organised the first motoring festival to be seen on the streets of Birmingham, in 1970.

"We shut down a 2.1-mile circuit in the city centre at 11am and 3pm for 14 ➳





Plans for the Monaco of the Midlands were 20 years in the making. Winners in the five-year life of this street race included Alesi in 1989

STREET RACING IN BRITAIN HAS BEEN TO MOTORSPORT WHAT HOLLAND HAS BEEN TO DOWNHILL SKIING, BUT THE VISION OF ONE MAN GAVE IT A FOOTHOLD. HAD IT RECEIVED A VITAL LEG-UP AT THE RIGHT TIME, IT MIGHT STILL BE WITH US. DAVID MALSHER RECALLS THE RISE AND OF FALL OF BIRMINGHAM'S SUPERPRIX

photography by LAT


24







MORENO: SUPERPRIX SUPERSTAR

"It was different to the other F3000 street race," says Ron Tauranac. "Pau was somewhere you took your wife and stayed on after the race; Birmingham wasn't!"

His marque scored a 1-2 at the inaugural event, but the Ralt performance everyone remembers came the following year.

"Roberto [Moreno] qualified on the fourth row after messing up his quickest run. Then we couldn't get his engine started on the parade lap, so he had to start from the end of the pitlane.

"I was amazed by what happened. He rocketed up the field. At one point he caught [team-mate, Mauricio] Gugelmin in third and they were both stuck behind someone for 10 laps. After that, there wasn't enough time to catch Stefano Modena." Moreno's fastest lap would stand as the all-time record. Justice was done in 1988, when he won comfortably en route to the title.

days, and we ran racing cars at 30mph. It brought out tens of thousands, and I linked it with a high-profile social programme of midnight film matinees, black-tie dinners, balls, money-raising for charities. And the famous drivers took their cars through the streets." It proved the first of many.

"In 1978, when the NEC held the Motor Show for the first time, we ran a major on-the-streets motorsport spectacular, which attracted wonderful entries – Fangio, Brabham, Hulme, Fittipaldi, Shelby, Salvadori, Moss, Hailwood, Surtees, etc. It again attracted tens of thousands and was very successful."

In 1980, Lucas, a major local industry, supported the event. It attracted the same stars – and more: add Scheckter, Noble, Hunt, etc. But more significantly, there was a man in the crowd who approached Hone to ask if he might like to do something similar in his hometown – Dubai.

"In 1981, we ran the first Dubai Grand Prix, to celebrate the 10th anniversary of the United Arab Emirates. They didn't have enough streets so, having arrived in March, I designed them 1.85km of new streets, which they built to full European standards, and I shipped everything in."

Hone has a thick file of letters saying what a wonderful event this was, and so, by the early '80s, the momentum behind him seemed to be growing in size. But so, too, were the obstacles confronting him. Not only did he have to contend with council politics, he also had to fight off influential members of the motorsport establishment: "Circuit owners weren't keen. They thought I could take over the national scene with a one-day event in the middle of Birmingham."

"Our *pièce de résistance* was the Chequer Bitter Classic of 1984. We drew almost 200,000 people around a 3.8km track, what would become the Superprix circuit, and we put out a grid where every driver was matched to his title-winning car or Le Mans-winning car: Derek Bell in a Porsche, Fangio in a W196, Moss in a 300SLR. No-one paid to come and see it, but we didn't lose a penny because we did good housekeeping, paid everybody and, through sponsorship, made a living out of the event."

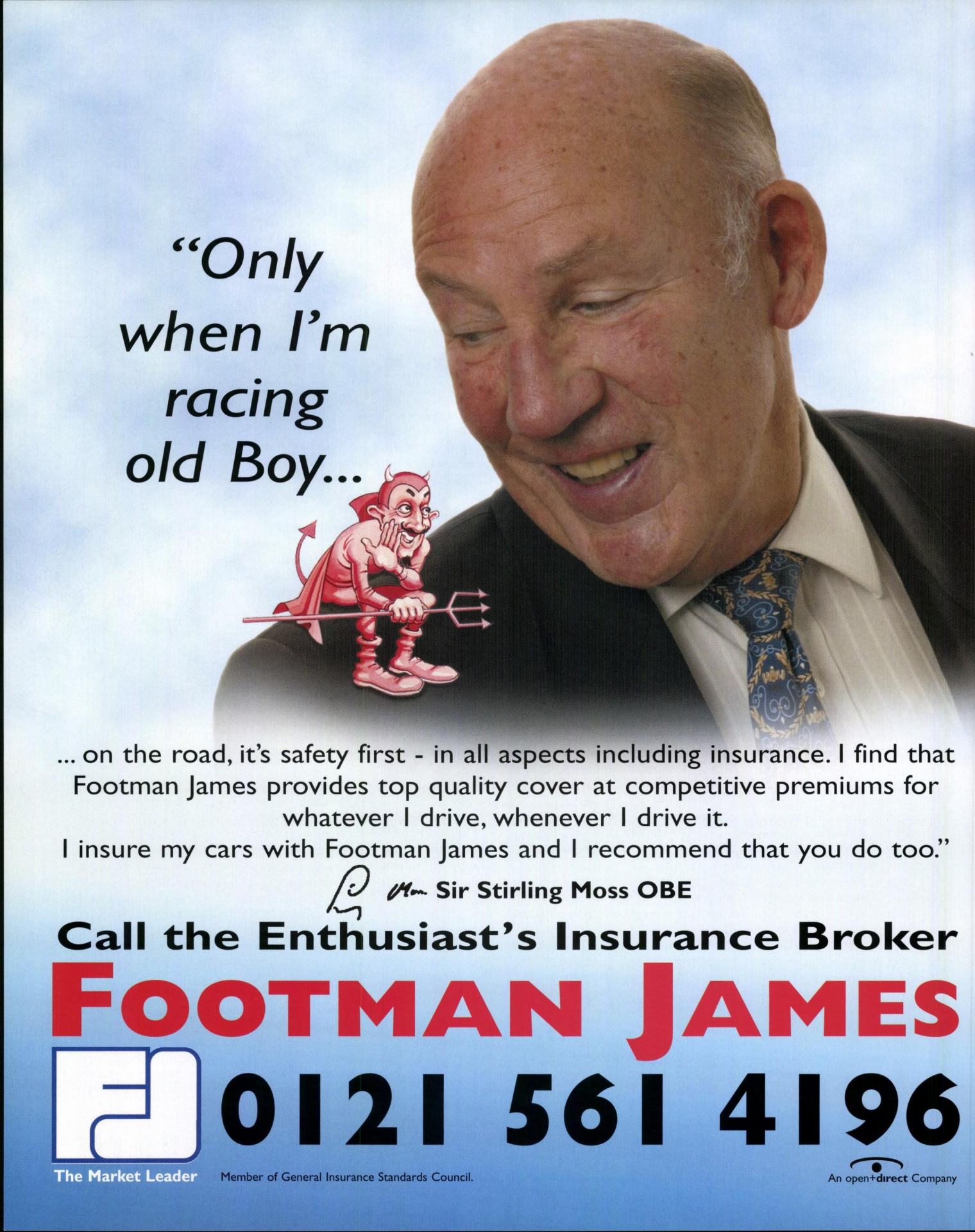
Clockwise from top right: Parade on the streets in 1978 proved the race's potential; Modena won in 1987 from Moreno and Gugelmin; Donnelly finished third in 1989. Opposite page: Irvine could only manage sixth in 1989

The time had come for Hone to go for the big prize – a full-blooded race through the streets: "We went to Parliament in November '84, got the bill through and, three weeks after that, I got a call from Birmingham City Council asking me to come to the council house. I thought, 'Right, this is it!'

"I had a document from the previous council incumbents saying that if I ever got this through Parliament, then mine would be the company, and I would be the man, to run it for the City of Birmingham. But when I got to the chief administrator's office, I was told, 'We'd like you now to put together a tender'. I said, 'Hang on, I've got a document here…' 'Mr Hone, the Labour Party got in last May, and they don't recognise any agreement made by the previous incumbents.' Understandable, of course, but it did mean that Hone found himself bidding for his own idea. But against whom? He was informed there were a couple of other parties making bids.

"I went to City Council House and, in front of a board of 30 people, including city leaders, solicitors, the Lord Mayor, councillors, I guaranteed them they'd make a profit, because I had already got my agreements in place for television and sponsorship, and with Bernie Ecclestone for FIA Formula 3000, and I ➤

'We did good housekeeping, paid everybody and, through sponsorship, made a living out of the event'



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Poor weather blighted the inaugural Birmingham Superprix in 1986. The Ralt-equipped Pavesi squad scored a one-two, first-lap leader Martini (41) finishing behind team-mate Perez Sala in the shortened event

knew I didn't need a solitary person through the pay-gate to make a profit. I gave them a guaranteed sum in writing. I made a 45-minute presentation with pictures and movies."

Afterwards, as he waited for the verdict, the next bidders walked in. One of them was Andrew Marriott of CSS, a well-established motorsport marketing company. When Marriott emerged after less than 10 minutes, Hone knew the local bid had lost: "It was like a knife going into my gut and out the other side."

As a sop, he was given a budget of £70,000 to organise the parades, with cars and champions, all expenses covered – a repeat of the Chequer Bitter Classic, which had cost £166,000: "I pared it down and down, but couldn't get it under £110,000. I wasn't prepared to lower my standards, so I declined their offer, whereupon they issued a press release to the tune of, 'Martin Hone turns down £70,000 cash offer to run parades.'"

Marriott, meanwhile, got on with his side of the deal. "I don't know what had happened between Martin and the council, but I would point out that CSS had been doing marketing for motorsport for almost a decade already, so we were one of the obvious choices. However, I wouldn't dream of saying that anyone other than Martin was the architect of the whole concept.

"Of course, it came down to more than just us: Councillor John Charlton worked wonders with the police and fire department, for example. But as a marketing exercise, we were particularly proud to get the Halfords deal within just six weeks of us winning the contract."

On Sunday, August 24, 1986, the big day arrived. But there was a delay. Simon Arron, an F3000 journalist working for *Motoring News*, explains: "The story was that, on the Saturday night, some locals had come down and removed bolts from the barriers. Derek Ongaro, of the FIA, rightly decreed that no racing car could go out there until this was rectified."

At least this gave Arron time to track down a pitpass: "The pits, as I recall, were the forecourt of Bristol Street Motors. It was all covered, but it was very cramped. And so the organisers decided the press weren't allowed in. Fortunately, because we covered F3000 regularly, *Motoring News* and *Autosport* were let in eventually, but there were people with FIA Formula One passes, which allowed them into the paddock at Monaco, who weren't allowed in at Birmingham."

Then on Sunday, Hurricane Charley dumped a monsoon on Britain's second city. Future Minardi F1 team-mates Pier-Luigi Martini and Luis-Perez Sala wrapped up first and second on the grid, and were champing at the bit when... the starting lights failed. The rain had thrown their electrics into a spin.

Finally, the race got under way, and although Martini led the first lap, Sala seemed to find grip where there was none and cruised past at the start of lap two, pulling away at an astonishing rate to lead by 15sec after eight laps. Despite a spin and brush with a barrier that cost him his nose-cone, and a half-spin at the Halfords hairpin (a roundabout taken anti-clockwise), he was still leading when Andrew Gilbert-Scott hit an already abandoned car and blocked the track, bringing out the black flags after 24 laps of the scheduled 51.

The increasing gloom matched the mood, and it became clear the race would not restart. Half-points were awarded and everyone went home with mixed feelings: brave stab, damned by the weather – lucky if it retains its slot on ➤➤

'The increasing gloom matched the mood, and it became clear that the race would not be restarted'







ERIC'S POELE POSITION

"WHAT? IS IT COMING BACK?" ASKS ERIC VAN DE POELE, WINNER OF THE final Birmingham Superprix in 1990. Not a chance, I reply.

"Oh, that's a pity," says the Belgian. "It was a fantastic event and, apart from the bumps, I think all the drivers loved the circuit.

"There was a major sensation of speed; we were so close to the barriers and the gallery. As I went round, I could see the photographers and the crowd so clearly; I could really feel an ambience. So when I won, I did lots of doughnuts which got them excited."

That same F3000 season, Eric also won on the streets of Pau, and feels the English course compares favourably. "Birmingham was much quicker for one thing, and had more passing places. Okay, it was still narrow, but you drove with more discipline."

Eric's perfect pace-with-precision victory attracted good press in the UK and Europe. The following year, he was in Formula One.

Clockwise from top left: Martini claimed a second Birmingham podium in three attempts in 1988; BTCC was a support act '89-90; van de Poele's black-and-white car lies fourth at the start in 1990 – but he won the race

the F3000 calendar. Fortunately it did, and in 1987 everything went to plan for what would be the best Superprix. This time the Bank Holiday crowd was bathed in sunshine. Suddenly, the event had that crucial feel-good factor.

Says Arron: "There was still a great novelty value the first couple of years and there were lots of reminders that this was An Event, Caribbean dancers and steel bands on the pavement and so on. And you know, for petrol-heads like me, it was a major occasion, too. Road racing had been banned in this country for some 60 years, and yet here were seriously quick racing cars on the streets once more."

This was the zenith, though. By now the circuit had acquired a reputation for accidents, both in the feature race and the many support races.

Arron: "F3000 had a fairly high strike-rate on shunts anyway. It's a melting pot of champions from lower formulae all put in similar cars, all eager to prove they can get into F1. Add the proximity of barriers, and of course there are going to be accidents."

The hubbub was winding down, though. The number of paying spectators had reached a ceiling of approximately 50,000, which wasn't enough to convince Birmingham City Council that this was a project worth pursuing.

Marriott: "Superprix brought a big increase in turnover for local businesses, but it wasn't making money as an event itself. It was losing the council money, and because it was an all-party initiative, it became a political issue."

There are other theories for Superprix's failure too. Michael Shepherd, now a writer for the ITV F1 team, was a junior member of the circuit commentary team. "Long before the Act of Parliament had even been granted, the Birmingham population had been fed the hype of a grand prix coming to their city," he asserts. "So F3000, full of names people didn't know, was an anti-climax.

"Russell Spence didn't help either. He deliberately put his foot on the brakes after his spin in the '87 event in order to get the race stopped. It worked. Central Television, who were covering the race live, were not impressed by the half-hour wait before the restart. They were persuaded back the following year, but by then the Superprix was sharing live coverage with an athletics meeting."

The 1990 event was another success. The BRSCC's race organisers had it running slicker than ever and even cynical journalists congratulated everyone involved in the project. The council, unrewarded financially, remained unmoved. and in November put up the race for tender. There were no takers.

"One of the reasons CSS didn't bid," says Marriott, "is that we couldn't get proper answers from anyone about costs. It was such a shame. It was a really important event, and it would have been great if it had continued. It was too tight a course to have run F1, in my opinion, but even so, to have F3000s racing on Britain's streets was fantastic."

Arron concurs: "The pre-event comparisons between Monaco and Birmingham were ludicrous: I mean, the Monaco Grand Prix has a backdrop of beautiful yachts in a beautiful harbour; the other has a backdrop of tower blocks overlooking the A38. But the whole notion was an impressive one."

But the man you have to feel most sorry for is Hone, whose baby was snatched from him at birth. He could only watch helplessly as the foster parents grew increasingly resentful of it and then let it die. M

'The man you have to feel most sorry for is Hone, whose baby was snatched away from him at birth'

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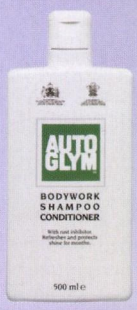
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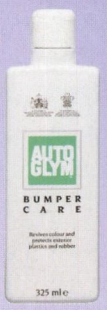
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WINGLESS FLIGHT

TUI: IMOLA GRAND PRIX – JULY 23, 1972

NAMED AFTER NEW ZEALAND'S ANSWER TO THE NIGHTINGALE, TUI BRIEFLY MADE BEAUTIFUL MUSIC IN THE EARLY 1970s. NICK PHILLIPS REMEMBERS THE DAY IT ALMOST CAME HOME TO ROOST

A chassis that was competitive at international level five years after it first appeared seems a strange choice for a piece entitled *15 Minutes of Fame*. However, the glory days in Europe were few for a remarkable car that arose from an informal partnership between two New Zealanders bent on making their way in motorsport. It was Allan McCall's Tui and it played a crucial role in establishing the career of one of Britain's most successful grand prix drivers.

Pinning down the event most suited to this piece was tricky. Leading candidate seemed to be Dave Morgan's Formula Two pole position at Albi in 1972; McCall himself, though, remembers another race as that year's highlight – Imola with John Watson.

"John crashed it early in the first heat, dinged a wheel and wiped the rear wing off," remembers McCall. "In the pits we put a new wheel on, took the front wings off to balance it, and he went faster than he'd ever been to qualify for the final on his lap time. Then he came right up through the field to finish second in the second heat – 18 inches behind Bob Wollek's Brabham."

The bad news was that the result that weekend was on aggregate: John Surtees' TS10 won with a fourth and a third place, and Watson, thanks to his Heat One dramas, was nowhere. It's certainly not a meeting that grips Watson's memory: "I don't remember much about that. I do remember John Surtees was there and that he was quite impressed with the performance of the Tui, and my performance in it. I loved Imola, liked the flow of it, though sadly it's not the same now. And that's about it."

The Tui, though, certainly left its mark on the Watson career. "Really, it was the car that got me back onto the treadmill of international motor racing," says Watson who, before he got the call from McCall, was without a seat for 1972. "It was very important to me."

McCall came over to Europe to get involved in international motorsport and mechanic for Team Lotus, initially on Jim Clark's Lotus Cortina. After working in Formula One, the Tasman series and Can-Am for Lotus and McLaren, he started to make his own cars. Working out of the old WWII bomber base at Membury (a name now linked inexorably to an M4 motorway service station) he built up his first car in the pilots' briefing room – and tested it round the perimeter roads. This was a Formula Three car, driven first in this guise, and then in its US Formula B spec, by Bert Hawthorne.

Hawthorne played a major part in the Tui story. Another Kiwi, his determination to succeed behind the wheel complemented McCall's technical expertise. "Bert and I were sort of partners, but it was never formal," says McCall. "We never got round to discussing it. It would have ended up that way for sure, but neither Bert nor I had a penny to scratch ourselves with. We slept on everybody else's couch and everything we got we spent on the car. In the end, Bert found the money and I built the cars."

The Tui AM1 was a big success in Formula B, winning three of its five races and leading the other two. Soon McCall was designing another car for 1972. Initially schemed out as a Formula Atlantic (the successor to Formula B), bizarrely it first competed in Formula SuperVee.

McCall and Hawthorne had reached a deal with Leda Cars to productionise the Tui, the idea being to sell a stack of FAtlantics to the US, via agent Fred Opert. He also sold Chevrons, though, and decided not to take the Tui Atlantics. What he did need was a SuperVee to sell.



Tiny Tui team had a busy but successful weekend

"Bert was still running Fred's driving school for him at Bridgehampton and told a little porky, saying we had a SuperVee," explains McCall. "In just over a week, we took the first completed Atlantic car, converted it, and put it on that 'ferry boat' [the 'Showboat' racing car show held on a ferry moored on the Thames].

Hawthorne drove the FSV in an international race at Daytona, finishing second to Helmüt Königg and ahead of Jochen Mass. That was really the last that McCall and Hawthorne had to do with the FSV; Leda built plenty, Opert sold them, and they proved very successful. As part of the Leda deal, though, McCall had kept the elements of four Atlantics. Hawthorne, meanwhile, had located sufficient wedge to go F2 racing (not Atlantic, though), so the first of McCall's cars – AM 29/1 – made its debut at Thruxton. It went there untested, yet Hawthorne qualified midfield and got up to fifth before it was sidelined by fuel pump failure.

They then went to Hockenheim and suffered a dreadful day. In practice, after a clash with another car, the Tui got airborne, hit the barrier and Bert was killed. "Bert was one of the class acts," says McCall. "He would have gone on to great things, I'm absolutely certain of that."

McCall kept going. AM29/1 had been destroyed, but the next chassis was built up and renumbered as BH2-1. Watson took over until funds got too tight, and then Dave Morgan arrived with better backing. It was always run on a shoestring but, as Watson recalls, it was a nice bit of kit: "It really was an F2 car built as an F1 would have been built. Allan was one of those highly gifted people who could make anything. He had a great pair of hands."

At the end of the year, McCall moved to Italy to show Tecno how to build a monocoque for its new F1 project. He and the team produced one in 10 weeks, and although this had originally been meant just a practical demonstration, this chassis wound up as Chris Amon's race car.

Tui BH2-1 and BH2-2 met with success in US Formula Atlantic, a very competitive era in which McCall ran Elliott Forbes-Robinson, Brett Lunger, Damien Magee and Tom Gloy from 1975-77, but BH2-3 was never built and the Tuis were put away.

McCall stayed in the business, though, before moving back to New Zealand, where he's building himself a house. But plans are still fermenting, and he is looking at getting involved in the 2003 Indy 500 or maybe the new IRL feeder formula. M





Watson was impressed by McCall's technical abilities and the Tui, but has few memories of the races in question. Well, John, in one of them you led the works March (32) of future F1 team-mate, Niki Lauda

all: Jutta Fausel-Ward

FORD ESCORT RS VS FIAT 131 ABARTH

SLIDE RULERS

IN THE YEARS BETWEEN STRATOS AND QUATTRO, RALLYING WAS ALL ABOUT A PAIR OF HUMDRUM THREE-BOX FAMILY SALOONS. DOESN'T SOUND GREAT, DOES IT? THEY BECAME, HOWEVER, TWO OF THE SPORT'S MOST SUCCESSFUL AND ICONIC CARS. JOHN DAVENPORT RECALLS THEIR TAIL-HAPPY DOGFIGHT FOR WORLD HONOURS



LADIES AND GENTLEMEN, THIS IS A FIVE-round title bout between two of the world's biggest car companies: Ford versus Fiat. No holds barred, no Group B cars, just a good old Group 4 dust-up. Seconds out...

In the global rally scene of 1976, the Lancia Stratos held sway. The first of rallying's supercars had just been awarded its third title in a row. Behind the scenes, though, other plans were maturing. For some time, Lancia had been the property of Fiat and it had been a corporate decision to let the Stratos chase the championship in 1976 while the old Fiat Abarth 124 Spider withered on the vine. Its replacement, the Abarth 131 Mirafiori arrived during 1976 after a Fiat 'Stratos', the 2-litre X1/9, was ditched in favour of a rally car based on a mass-production vehicle. 131 was homologated on April 1, 1976, won its first event in Elba a couple of weeks later and won its first WRC event, the 1000 Lakes with Markku Alén, in August of the same year.

For 1977, Turin decided their main effort would be with the 131. The Stratos would play a supporting role only, which

'No holds barred, no Group B, just a good old Group 4 dust-up'

it did to good effect, starting the season by completing its hat trick of victories on the Monte Carlo Rally in the hands of Sandro Munari. After that, it took a back seat. Its guru, Mike Parkes, was killed in August 1977 and the change of Group 4 rules for '78 meant it was due to lose its four-valve cylinder head for the following year. From now on, Fiat's efforts would be concentrated on a car bearing the company name. This was emphasised by the disbanding of Squadra Corse Lancia at the end of '77.

Vatanen (opposite) and Alén were two of the most spectacular Ford and Fiat drivers. Both are pictured in Portugal: Ari retired in 1978; Markku won in 1977 – and in '78

The Lancia team moved to the Abarth factory and was amalgamated with the Fiat team under a new title, ASA (Attiva Sportiva Abarth). This was controlled by a Comitato Corse, on which sat three Fiat board directors plus Aurelio Lampredi, the MD of Abarth, Cesare Fiorio, president of ASA, Daniele Audetto, CEO of ASA, and Luca di Montezemolo, the Fiat PR Director with responsibility for motorsport. For its Stratos and Beta Monte Carlo Turbo programmes, Lancia had 50 staff, mainly engineers and mechanics, while the Fiat programmes for the 131, A112 Abarth and the Ritmo had another 60 or so. The whole payroll of the Abarth concern was some 450 people, but this included storemen, fitters building road cars and support staff.

The main opposition thus came not from the team across town, but from Ford Motor Company. Like Lancia, Ford had been rallying since the mid-1960s. They had run Cortina GTs and Lotus Cortinas with moderate success before bringing out the Escort TC at the 1968 San Remo Rally. In the hands of Ove Andersson, Roger Clark, Gilbert Staepelaere, Bengt ➳

both: McKlein



Söderström, Timo Mäkinen and Hannu Mikkola, this little car made a big impact. When its slightly bigger brother, the Escort RS1600, succeeded it in 1970, the effect was even greater. In no time at all, this Escort had won the Safari , the 1000 Lakes and RAC – the last-named three times in a row.

It could have been ever thus, but first Ford introduced a Mk2 Escort and then FISA announced that the old, generous Group 2 regulations were being detuned. For 1976-77, they would have to run in Group 4, and after that they would be banned. Ford was happy enough to run in rallies for two years in Group 4. After all, they were interested in outright wins. But a question mark hung over 1978. The problem would have to be dealt with by Ford's comps shop in Boreham, Essex. Opened in 1964, this was, by the standards of the day, big. But despite expansion over the years, by the mid-1970s it was considerably smaller than its Fiat rival. Under the direction of Peter Ashcroft, there was rarely more than 30 staff, engineers and mechanics to develop, prepare and oversee their rally programmes.

The two cars that were the focus of the Fiat versus Ford battle were similar in many respects. The 131 was a special production car that went down the line at Abarth. Four hundred were needed to qualify for homologation in Group 4 and they all had 16-valve engines, five-speed gearboxes, all-independent suspension and disc brakes. They had no homologation fears when the changes for 1978 came into effect; Ford, on the other hand, had evolved the homologation of the Escort. For instance, when the RS1600 was introduced, it had a capacity of 1602cc, thus enabling them to run engines of up to two litres. But the RS1800 was not going to be able to benefit from that kind of allowance. So John Griffiths, the engineer in charge of homologation, took the bold step of arguing thus: "Over the last four years, we must have made at least 400 rally cars with 1975cc 16-valve engine, five-speed ZF gearbox, triple-plate clutch, five-link rear suspension and heavy-duty axle, so why don't we just submit on that basis?" Ford did – and they got the 'new' car recognised from April 1977, ready for the '78 season.

Abarth's 131 was the product of designers and engineers working under the direction of Giorgio Pianta, who became the engineering director for the Fiat branch of ASA in 1978. Rally prototypes completed literally thousands of miles of testing, often with Pianta at the wheel. An ex-rally and racing driver, he knew what kind of punishment world championship rallies meted out and wanted to be sure that the 131 could take it in its stride. It is said that he had a jump built to replicate one in Finland and then proceeded to put a test car over it several hundred times. The 131 was designed to be a good-handling, front-engined, rear-wheel-drive car that was fully adaptable for the various conditions that would be encountered during a full world rally season. It was its independent four-strut suspension that enabled the mechanics to take it from Tarmac spec to gravel settings within 10 minutes. Ride

DRIVER OPINIONS

ONLY TWO MEN HAVE DRIVEN WORKS-BUILT 131 AND Escort in the relevant period : Björn Waldegård and Simo Lampinen.

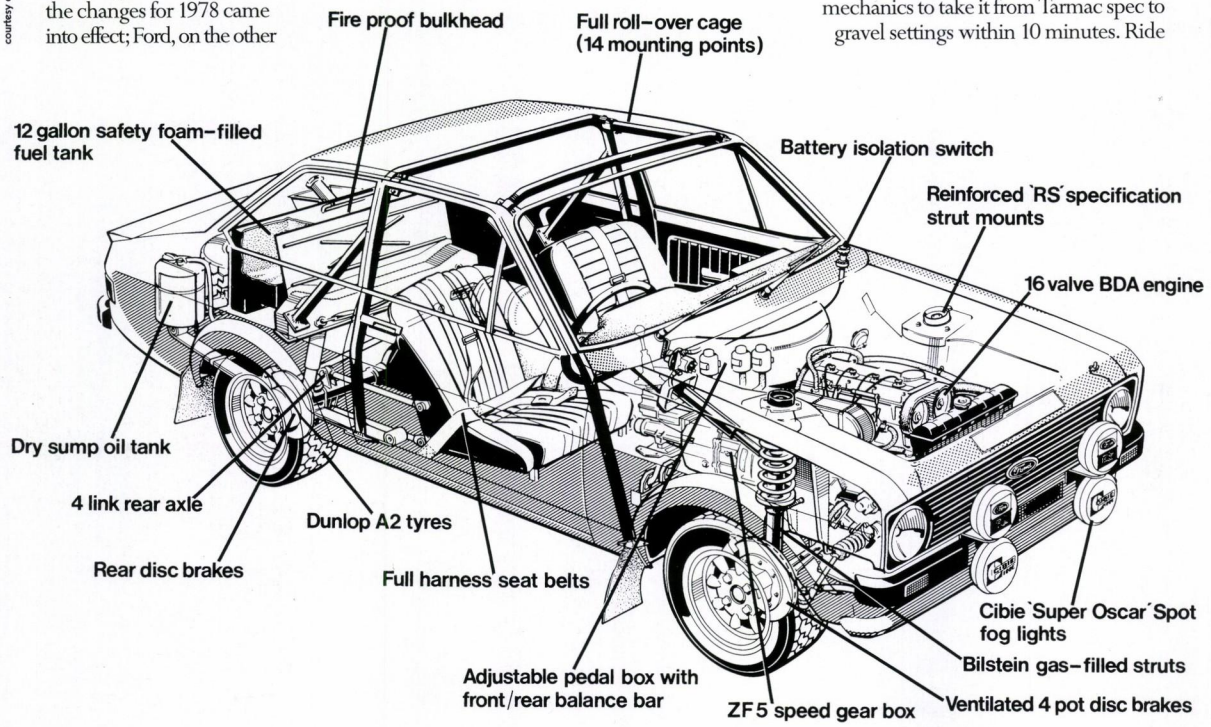
Lampinen: "The Escort was fantastic, a real joy. You could do 20 things wrong and still get it back each time. It was a natural oversteerer. So long as you could turn the wheel, you were okay. And the engine was unbelievable.

"The Fiat was more of a racing car. It helped to be really sure you knew where you were supposed to be going. Even on narrow tyres in Sweden, you didn't throw it around much. The engine operated over a narrower band, but the crash gearbox was great – and so were the brakes."

Waldegård: "Fiat paid a tribute to the Escort by opting for a conventional car like the 131 after the Stratos years. When I had a 131 in Sweden for month, I was astonished what you could adjust and set up. I suppose I am also surprised that the much less sophisticated Escort could still give it a run for its money.

"The Fiat was limited in rear-wheel travel: too much and you hit the diff on the road; set the car too high and you had no grip. The Escort was the most forgiving car I ever drove. And it accepted harsh treatment. But it was the engine that gave the Escort its most characteristic value: with the right flywheel, they'd pull from 4500rpm up to 9000 rpm – and beyond."

courtesy of Graham Robson



height, camber, castor, toe-in and rollbar settings were also adjustable.

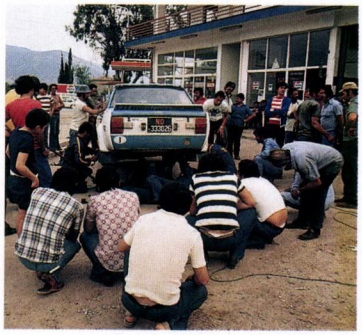
The Escort had no such luxury. In basic form, it had one-piece MacPherson struts at the front operating with a track-control arm and rollbar. At the rear, semi-elliptic leaf springs and four homologated radius arms retained the axle. For Tarmac applications, it was possible to use coil springs and a Panhard rod at the rear and compression struts at the front with an independent anti-roll bar. These things could not be changed quickly so that on any rally, unless the surface was consistent throughout, any settings used had to be a compromise.

It was under the bonnet that the Escort possessed its trump card. The alloy-block 16-valve fuel-injected BDA benefited from a shorter stroke than the venerable Fiat engine. An Escort driver could rely on using up to 9000rpm and have 245-270 bhp. By comparison, the 131 was initially quoted at 215bhp at 7000rpm and, in its final development, 240bhp at 8000rpm.

If the Escort had the power, it had to transmit it through the synchromesh ZF gearbox, which was reliable but slower and more power-consuming than the dog-clutch Colotti 'box fitted to the Fiat. The Abarth 131 also had a much better choice of ratios and rear axle, which meant that having the right gearing for a rally was easier. Ford had big problems keeping their 'Atlas' axle in one piece when using the lower ratios on Tarmac – even an oil cooler could not guarantee its longevity.

While Pianta and his engineering team honed the 131 to near perfection, the Escort was comparatively lonely. In 1976, John Griffiths and Mick Jones undertook its development of with help from outside consultants such as Len Bailey and Tom Walkinshaw. For 1977, Ashcroft hired Allan Wilkinson whom, with Bailey's help, made significant advances to the car, especially for Tarmac. Wilkinson also forced Boreham to abandon its individualistic methods of building rally cars, which had meant that parts on one car might not fit another in the same team. At Fiat, there had never been that problem since standardisation was the rule going right back to the 124.





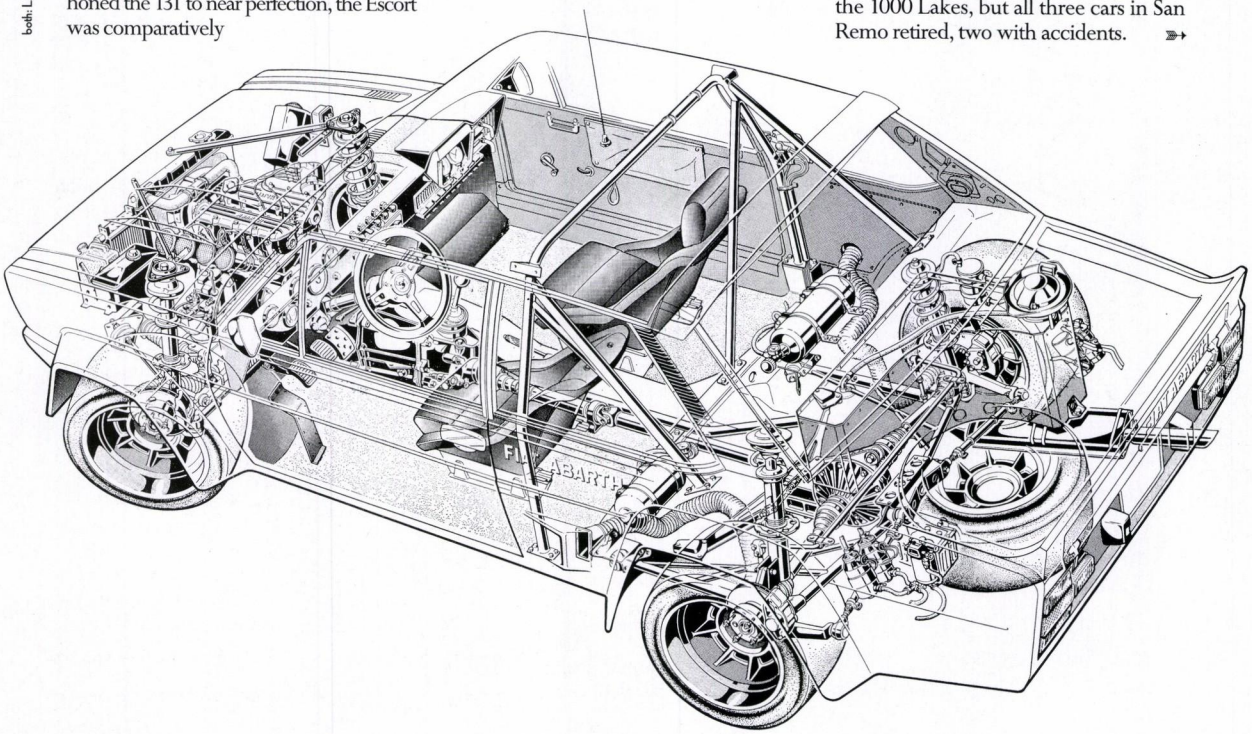
Top: Röhrl boosted Fiat's squad in 1978. Above: Darniche's 131 won 1977 Corsica. Below and left: Escort was rugged and powerful, but Fiat was more sophisticated

Out on the rallies, Fiat could count on the tactical experience of Audetto, Nini Russo and Gianfranco Silecchia, while their mechanics, such as Rino Buschiazzo had cut their teeth on six years of competition with the 124. Ranged against them were Ashcroft and Charles Reynolds, and a vastly experienced team of mechanics headed by the irrepressible Jones.

Fiat was in front when it came to equipment. From the moment the rally cars and service vans arrived on Fiat car transporters to the arrival of the enormous Fiat press bus, it was clear who had the biggest budget. But sometimes bucks – or in this case, *lire* – are not the whole story.

Round One was a skirmish. The 131 had its first outing in Elba, a European Championship round, where they finished first and second. Its first WRC event was in Morocco, where Maurizio Verini and Fulvio Bacchelli failed to finish but Pianta logged a great deal of data. Alén then won the 1000 Lakes, but all three cars in San Remo retired, two with accidents.

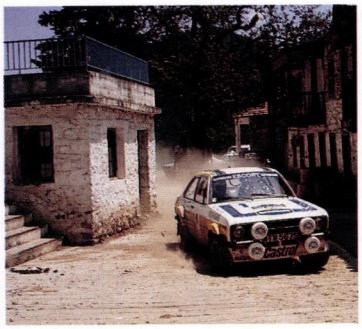
both: LAT



Ford started the year with a fifth on the Monte Carlo with Roger Clark, had both Clark and Mäkinen retire in Morocco, were second and fourth in the 1000 Lakes, and were first and third on the RAC Rally. Lancia were world champions with the Stratos, while Ford was third and Fiat was seventh in the WRC standings.

Round Two was the first serious clash. Ashcroft had signed Björn Waldegård from Lancia at the end of 1976 and Ford's team was completed by Clark, Ari Vatanen, with the occasional participation of Kyosti Hämälainen and Jean-Pierre Nicolas. Over at Fiat were Alén, Bacchelli, Verini, Simo Lampinen, Timo Salonen and Mäkinen, with Jean-Claude Andruet and Michèle Mouton provided by Fiat France.

After Lancia and Saab started the year with their traditional victories in Monte Carlo and Sweden, first blood went to Fiat in Portugal. Ford won the Safari, Fiat triumphed in New Zealand, and then Ford came back with wins on the Acropolis and 1000 Lakes. Against the odds, Fiat won in Canada with new boy Salonen, and Ford then lost, as they might have expected to, in San Remo and Corsica. By then, even





LAT, McKlein

winning the RAC Rally for the sixth time in a row could not save them. Fiat won the championship, but only by the narrow of margin of four points.

Round Three, 1978, saw Fiat getting into their stride. They had signed Walter Röhrl to combat Ford's acquisition of Mikkola. The new integrated structure at ASA gave them even more strength in depth and, though Alén used a Stratos on San Remo and RAC to ensure he won the FIA Drivers' Cup (no separate world championship for drivers at this point), this did not detract from the main Fiat effort.

After a disastrous start to the season in Monte Carlo, and with Ford winning in Sweden, Alén and Röhrl won four key events in the middle of the year. When the points from these were added to those from Corsica, won by their French arm, it meant that Ford could win the RAC Rally yet again – even with the competition department out on strike – and still not come within 30 points of Fiat's total.

But in Round Four, the Fiat machine faltered while Ford discovered extra reliability. Ford also had a better handling car for this season. Wilkinson's efforts had



finally borne fruit and Waldegård should have won the Monte Carlo. Second place was not bad and he repeated that position in Sweden. In Portugal, Mikkola and he scored a 1-2 on a rally that Fiat had missed to concentrate on the Safari. Ford missed the Safari, but their drivers entered in Mercedes, and Mikkola finished second, ahead of Alén, to deny Fiat useful points.

Ford won the Acropolis and in New Zealand in the absence of Fiat. Alén won the 1000 Lakes ahead of both Fords, but it was too late to stem the tide. Ford won in Canada, Fiat were second behind a Stratos in San Remo, and it was a Lancia that won again in Corsica, with Mouton the best Fiat down in fifth. By now it was a certainty that Ford were champions. The only uncertainty was who was going to be the first world rally champion driver.

The two candidates were Mikkola and Waldegård. The RAC went to Mikkola, so it all came down to the Ivory Coast Rally, where both were driving for Mercedes. They finished 1-2, but second place was enough to give Waldegård the first-ever WRC drivers' title.

Round Five saw Fiat return to the fray

'If the drivers were voting, the Escort came out just on top'

determined to scoop the pool. Röhrl and Alén were the chosen pair, while Ford now centred their efforts on Vatanen, with Mikkola only appearing occasionally. Fiat kicked off by winning Monte Carlo and Portugal, and followed up with victory in Argentina and San Remo.

Ford's only win of the year was on the Acropolis. Elsewhere they found Datsun's 160J as difficult to beat as the Fiats and, for the first time in nine years, they did not win the RAC Rally. Fiat entered a lone 131 for Munari on the Ivory Coast just in case,

Below: Alén and 131 took three Portugal wins. Opposite from top: Waldegård wins 1979 Acropolis; Vatanen wins 1981 1000 Lakes; Clark heads for second in 1975 RAC Rally

but even without his points for sixth, they coasted home as champions, with 120 points to Datsun's 93. Ford was third on 90. It was a Fiat double, too, as four wins and two seconds saw Röhrl romp home with almost double the points of his nearest rivals, Mikkola and Waldegård, who were again separated by a single point.

The Last Round (1981) had Ford represented by the David Sutton/Rothmans team as Boreham rolled up its sleeves for Group B with the RS1700T, while ASA got busy on the Lancia 037 Rallye. Fiat did compete with Alén, but he only won in Portugal, while Ford won Acropolis and 1000 Lakes. The problem was the new boys: Audi were there with the quattro winning San Remo and RAC, Datsun won the African events and the manufacturers' champion was Talbot with one win, four seconds, two thirds. The drivers champion was Vatanen.

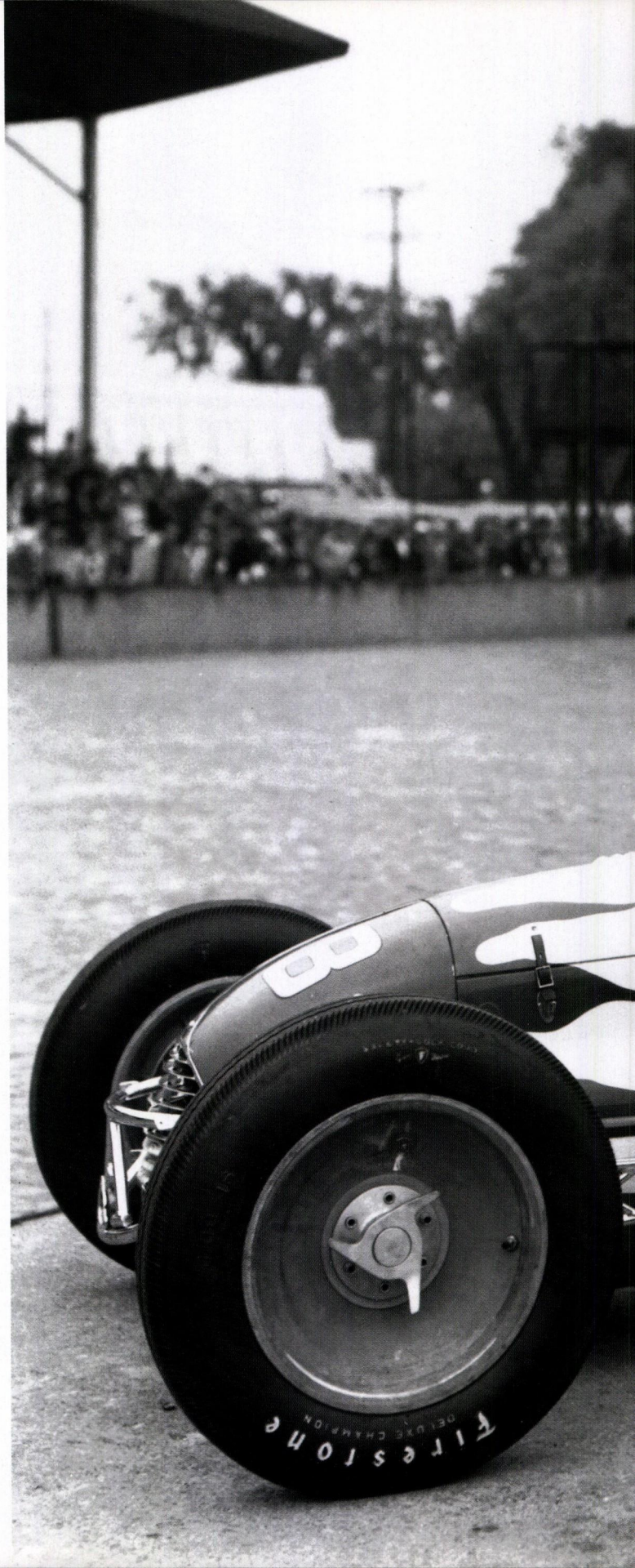
The final score? Fiat was champion twice to Ford's once, but Ford could claim two drivers' championships to Fiat's one. If the drivers were voting, the Escort came out just on top, but if you considered the whole machinery of the squad, Fiat set the standard for modern rally teams. M

McKlein

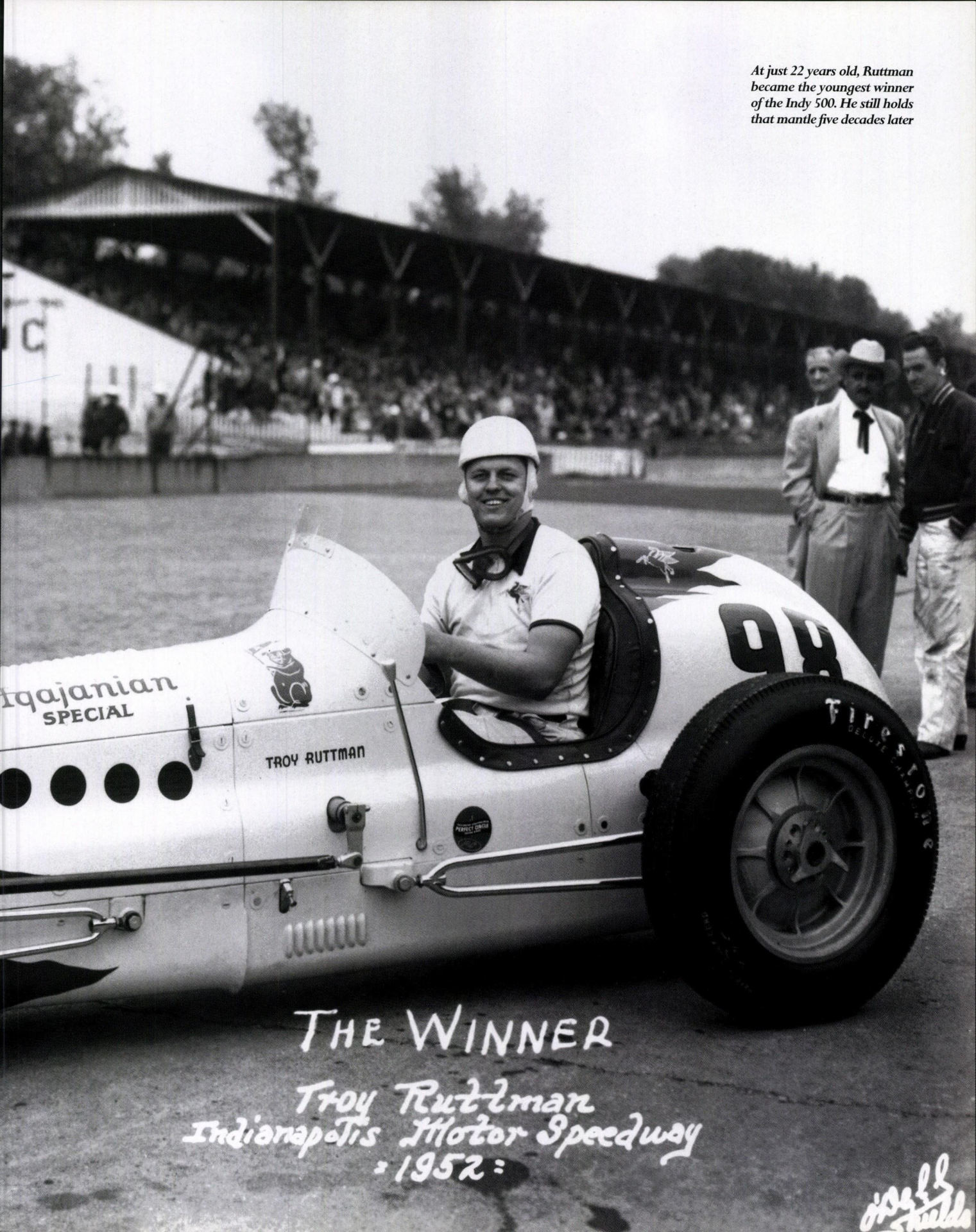


THE FALL OF TROY

HE WON THE WORLD'S BIGGEST RACE WHEN HE WAS 22. BUT THE COMBINED EFFECTS OF HIGH LIVING AND A HUGE ACCIDENT WERE BLOWS FROM WHICH HIS CAREER NEVER RECOVERED. FOR TROY RUTTMAN, SAYS JOE SCALZO, IT WAS A CASE OF TOO MUCH, TOO YOUNG



Indianapolis Motor Speedway



At just 22 years old, Ruttman became the youngest winner of the Indy 500. He still holds that mantle five decades later



Troy Ruttman, who died in 1997, was post-war racing's most brilliant child prodigy, led a traumatic existence, was wasted in his prime and got born poor. He was the elder son of illiterate, destitute migrants subsisting on a patch of hardpan called Billygoat Acres, a southern California colony of dustbowl émigrés. It was 1946.

Aged just 16, he ran the family heap over to the local jalopy races – and won. Within a year, he was one of the wonders of the Los Angeles scene, alternating hot-rod roadsters with Offy midgets at Gilmore Stadium; racing six nights a week, he was restless and impossible to be around every empty seventh.

The car owner A J Walker took Ruttman, all of 17, east with him. In Chicago, at Soldier Field for 86 of 100 laps, he was destroying the Midwest's fastest open-cockpit drivers – before breaking down. In Pennsylvania, at Langhorne, as devouring a racetrack as ever existed, everybody came running from the pits at the ungodly shriek of an overstressed Offenhauser. It was Ruttman making his warm-up lap. On the second lap, the shriek intensified – Ruttman averaged 109mph to explode a standing world record for mile dirt tracks. Ready for more exploits in Oklahoma City the following week, he discovered his reputation had preceded him, and that the regulars were lying in wait. They put him on his head early in the programme.

Then Ruttman was in Mexico for the Pan-American road race. Though radically hopped up, his ancient Mercury sedan – lifted from a used-car lot – was good for barely 114mph at sea level. Ruttman was half dead with dysentery as well, yet over the tops of the mountain passes, he was beating up on Ferraris.

Continuing his odd passion for out-of-the-ordinary theatres of babble, Ruttman seized on Salem, Winchester and Dayton, three sublime sprint-car speedways with arching corners propped up against tree-trimmed slopes. Any luckless soul getting a single corner wrong faced a lethal swerve up the lip of the banking, a smash into and over a crash wall of flimsy planks, and a career which concluded with a plunge into the ground or impalement on one of the trees.

Ruttman's Dayton debut was in a midget with its wheelbase elongated and ballast added so it could compete as a sprint car. He won. And then he became the first to lap Salem's lurid walls in less than 20sec. Winchester so turned him on that he decided to share its delights with a racing comrade, a death-before-dishonour Texas leatherneck named Cecil Green. As a Winchester debutant, all Green was required to do was survive one qualifying lap, just as he had previously survived the battles of Bougainvillea, Luzon, and the New Guinea Islands during WWII. But he swerved in some pea gravel in the top lane, and lost the gamble. And Green's fate so terminally unhinged the very next qualifier, Bill Mackey, that Mackey's car, too, crashed out of Winchester within three feet of where Green's had. Such was the cost of combat on the hill tracks.

As was inevitable, Ruttman came to Indianapolis. This was his progression: he raced his first 500 in 1949, aged an illegal 19, in an old iron which lost its brakes and then its water pump, and which sat in the pits for 40min. The following year, he was warming up at 130mph, 131, 132, 133 and finally a record 134 – and then into the wall. In 1951, he was qualified sixth but managed only 195 miles, wearing out his car. In 1952, he won at 128mph.



Bob Tronolone

Below: After competing in his second Race of Two Worlds in 1958, Ruttman stayed in Europe to race a Scuderia Centro Sud Maserati 250F. At Nürburgring, his engine blew up in practice. Dan Gurney commiserates

This was a classic 500. A third of the starting field was made up of warriors from the Pacific Coast whom Ruttman had already made his bones with in hot rods at Gilmore. The front row was surging four abreast by the green flag. It was a Memorial Day for chargers and Ruttman was always in it. His chief mechanic was Clay Brooking Smith, who ran a considerably more sophisticated operation than most chiefs and who had Ruttman on an 80-10-10 blend of methanol, gasoline and nitro, planning only two refuelling stops. But the crew set Ruttman afire performing the second one…

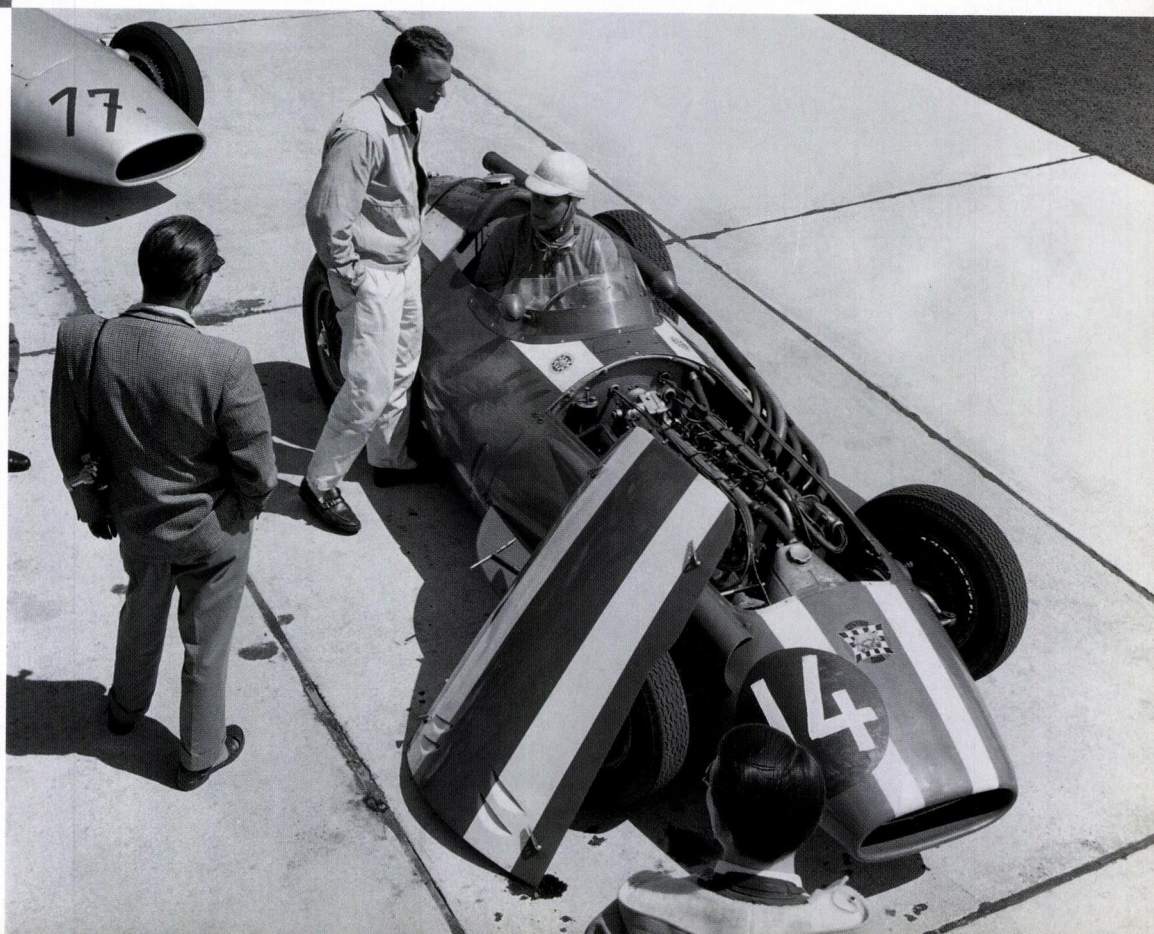
Explaining why he didn't abandon the cockpit as the flames rose, Ruttman said: "I knew I'd never get the engine started again. And I knew if I ever was going to gamble with my life, this was the time, with a strong car in the Indianapolis 500." The crew knocked down the blaze, Billy Vukovich crashed into the wall with eight laps remaining, and Ruttman took the lead and won. At 22, he was the youngest – and still is – to ever win the 500.

Immediately he discovered, as Indianapolis champion, the hitherto unknown pleasures of money, girls, whiskey and a bacchanalian existence. Around this time he also suffered his only serious wreck and its effects were devastating.

He was racing the same J C Agajanian sprint car he'd loaned to the late Cecil Green. But it wasn't right after Green's accident, and when its steering came apart at Cedar Rapids, Iowa, it veered off the track. Ruttman took a wild ride. The car battered down a wooden rail, plunged over an embankment, crashed into and through a heavy diamond-mesh fence, and eventually stopped upside-down next to a lamp-post alongside some railroad tracks.

Aggravating his badly broken arm by returning to racing too soon, Ruttman underwent additional surgery. He also loaned another sprint car to a friend who promptly entered in a ➳

Above: By 1961, Ruttman's skills were rarely seen but still intact. At Indy, driving the Moore-Offy, he climbed from 22nd on the grid to lead, but retired at half-distance with a broken clutch



Ludvigsen Library



Ruttman put the sole Watson onto the front row at Indy in 1957, to start alongside Eddie Sachs (88) and poleman Pat O'Connor. He retired early on raceday with overheating woes

non-American Automobile Association race. When Ruttman naively went to the AAA and confessed, he was suspended.

There Ruttman was, barely 23 – and his peak was already over. He disappeared into eccentric exile near the Salem Speedway, down in the gorgeous Indiana south, splendid with farmlands, apple orchards, maple and sassafras trees, and enough booze for the fastest race driver in the country to forget his trouble.

Disciples still sought Ruttman out. One of them was Wally Campbell, a product of the severe Langhorne speed tradition who some seasons before had set off a collision that wrecked and burned 45 modifieds including Campbell's own. Campbell had dancing eyes, spiky hair, a riot of tattoos and had qualified fastest in a strong car in the first Southern 500 at Darlington; showing his versatility, he had also established a new standard for broadsliding a sprint car and just that May had been banished from Indianapolis, who found him alarming.

Making common cause with a fellow outcast, Ruttman befriended Campbell and, upon watching him rim Salem Speedway in a sprint car, decided Campbell was possibly the most gifted race driver he'd ever seen. But something went awry and Campbell pitched backward out of Salem. His car exploded and burned in a hay field. Ruttman took everybody home, killed a chicken for dinner, called a wake for Wally, and everybody got drunk.

Bob Sweikert, Jimmy Bryan, Tony Bettenhausen, Rodger Ward and the era's other national champions won their titles as gifts. Ruttman, fastest of them all, was only semi-active, even after his suspension was lifted. He wouldn't race unless he was at his best and the drink ensured that he was rarely at his best.

He kept showing up in strange locales: inside an outmoded Novi one May at Indianapolis; passing through Europe one summer to occasionally race dogs of Formula One cars; out in the middle of the Bonneville Salt Flats, as a member of a team of drivers hired by the advertising department of Ford to cover 50,000 miles in 30 days. Falling asleep at the wheel one midnight, Ruttman awoke two-and-a-half miles off course.

Whenever the spirit moved him – which admittedly wasn't often – he put on a display of his old preternatural skills, and nobody else had a chance. He did so at Indy in 1957, breezing into a devastating lead before the car failed. That same summer he gave a mauling to Bryan, the overall winner, in the final heat of Monza's inaugural Race of Two Worlds.

He also brought a weak car from nowhere into second place in the 1962 Indy 500, and was rapidly overtaking eventual winner Ward until the engine let go. Before NASCAR flagged him off the track for a long stop-and-go penalty, Ruttman and his Bill Stroppe Mercury were the likely winners of the first Motor Trend 500 at Riverside Raceway.

Then, poking his car's nose into the wrong place during an Indycar race at Trenton in 1964, Ruttman got cut off, overturned his Watson roadster which skilled along on its top for two city blocks. Less than a month afterward at Indy, Ruttman was drawing abreast of Eddie Sachs just as Davey MacDonald's stricken car blazed in front of him. Flaming horror briefly engulfed Ruttman and he felt the heat and heard the concussion as Sachs bombed into MacDonald with fatal consequences for both.

That was Ruttman's last racing year.

"You were the greatest of us all," he was once told by Parnelli Jones, another Indy 500 winner, and virtuoso and poor boy. P J had led a racing life remarkably similar to Troy Ruttman's – but without the heartbreak. M

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Charging as always, Alesi locks up into the first chicane, squeezing by Barrichello's Jordan

all: LAT



THE ONE THAT GOT AWAY

PASSION VICTIM

JEAN ALESI 1995 ITALIAN GRAND PRIX

HE WORE HIS HEART ON HIS SLEEVE AND THE TIFOSI LOVED HIM FOR IT. THEIR PARTING WAS ALL SET TO BE SWEET, BUT IT ENDED IN SORROW. BY ADAM COOPER

JEAN ALESI COULD FILL A BOOK WITH STORIES OF missed opportunities, and it's still hard to believe that his long and distinguished career brought him just a single grand prix victory.

"I received a letter from a fan with all the numbers of what I did in my career," says the Frenchman. "I led 19 races, for 205 laps in total, but I only won one of them. I finished 16 times second. They are not bad numbers, you know! But, for sure, I deserved to win more."

He finally earned a first success in Canada in 1995, on his 31st birthday. That season was arguably the best of his career, and several other chances slipped through his fingers. None hurt more than Monza, where a victory in front of the *tifosi* would have meant so much, especially because the previous year he had led in brilliant style before the Ferrari's transmission failed as he left the pits.

"In 1994, I had pole position, and I was flying by myself at the front. There was no fail-safe on the gearbox electronics, and after the pitstop, when I selected third gear, I put too much speed on – and bang! The gears exploded."

That should have been *the* first victory, and in the aftermath, Alesi's mind was a turmoil of emotions. His only thought was to get home, asap, so he jumped in his Alfa 164, still wearing his overalls, and charged back to Avignon at record pace. His brother Jose was bold enough to strap himself in the passenger seat.

"He was not scared and not surprised any more by my reaction. He was just not saying anything!"

There was another reason why Monza 1995 was important for Jean. He had a point to prove: after five years with the team, he was being dropped to make way for the incoming Michael Schumacher. Weeks of speculation over the German's plans for 1996 had created a lot of upset in the Ferrari camp.

"As usual, they lied all the time. They said to me, 'No, no, Michael is not coming, he is not coming'. And suddenly Michael was here.

"Eventually it was clear that I was out of the team,

and Michael was taking my place. I didn't have to leave because of my behaviour or my speed, I had to leave because of politics: they had decided to go with Michael, to give all the power to him. That's why I was sad, for nothing else. They did right but, for an F1 team, it should be about two cars, not one."

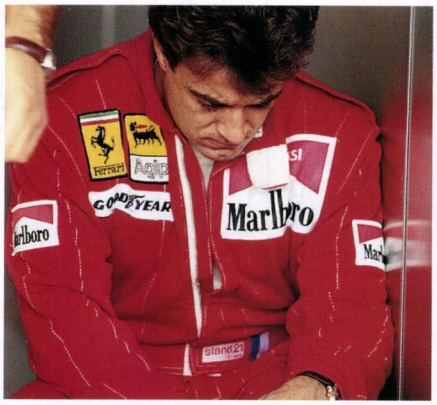
Alesi had quickly found a new home at Benetton for next year, and then team-mate Gerhard Berger stunned Jean Todt by opting to follow the Frenchman, leaving Ferrari to search for a second driver.

"It was a very hard time for me at that moment, because I lost first position at Spa, and later I lost first position at the Nürburgring. The car was very often competitive, but the reliability was really an issue: so many small details were not working. For example, after two laps at Spa my rear suspension broke in Eau Rouge, so I was out, while leading.

"It was a tough season. Luca di Montezemolo called me during the week in Fiorano, and he said: 'Whatever is happening, I don't want to see a scandal. You drive, and if something is happening it can happen, it's motor racing, but stay quiet.' So I was already pissed off. But I knew for Monza I was prepared to make a very good race."

The fans at Monza made their feelings clear: 'Better one Alesi today than a 1000 Schumachers tomorrow', read one banner. Emotions ran high.

After encountering engine problems Jean could only qualify fifth, behind Coulthard, Schumacher, Berger and Hill (Williams). DC disgraced himself by spinning off on a reconnaissance lap, and had to start in the spare. He made amends by leading until a failure on lap 14 pitched him off the road.



That left Berger in front of Schumacher, Hill and Alesi, who were closely matched.

"Suddenly Damon pushed Michael out, both of them went into the gravel. But I was not laughing, I was really shocked. So Gerhard was leading and I was second. I knew that all the time I had been faster than Gerhard at this circuit. For some reason he was in front of me, and it was not normal."

Ferrari's two 'rejects' were running one-two and on target to score a victory that would have sent the *tifosi* into raptures. The lead swapped when Alesi was able to get the jump on his team-mate with his superior speed in and out of the pits.

"After the pitstop I was in front of him. I had pitted just after him and made up the difference in one lap – and then I was driving easily."

Berger was still second but was soon destined to log one of the most bizarre retirements ever seen in a grand prix.

"Suddenly I saw smoke in the mirror from his car, because he was not far behind me. It turned out that I'd lost my TV camera, and it had hit his wishbone and one wheel was pointing outwards! I didn't find out until afterwards. I had never imagined that I would lose a camera like that.

"So anyway, now I was by myself, and Johnny Herbert's Benetton was nine or 10sec behind. I was cruising. No problems."

Then the Alesi jinx struck again.

"With about eight laps to go, at Lesmo Two, the brake pedal went very, very long. I tried to pump it along the straight, but still the pedal was going down. Later I discovered that the wheel bearing was loose and my wheel was pushing the brakes. I had to pit."

It was all over, and Herbert snuck through to win. Jean's reaction was not as volcanic as it had been the year before. This time there was no mad dash back to France. The Montreal win had taken a lot of pressure off, and Alesi seemed somehow resigned to his fate as he sat on the pitwall, head in his hands.

"I was really very disappointed. All the team was looking for a good position, and when you lose the Italian Grand Prix like that, in a Ferrari, it's a shame. Monza was the circuit where I was really looking for a win. I had had such a good time in this team, so I wanted to finish my relationship with them, and with my fans in Italy, with a special victory. For I knew it was going to be the last time I would drive a Ferrari at home." ■



Camera shy: Alesi lost his 'on-board' and the win. It was a time for quiet reflection (above)

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The BOLSTER BROTHERS

WERE THE EPITOME OF FUN-LOVING BUILDERS OF AND FEARLESS DRIVERS OF SPECIAL RACING CARS, THERE WAS MUCH MORE TO THEM THAN THAT. BILL BODDY PROFILES JOHN AND RICHARD BOLSTER

NCOUNTERED THE BOLSTER
n, after a successful afternoon
l-trial, probably at the course
he hotel at Hawards Park in
hamshire, they were seeing
f them could jump over a
ed in the grounds. The wait-
l anxious, fearing damage to
ous blooms, and the Bolsters'
made a mild suggestion, to
that they stop. To me, it rep-
the spirit shown by this
o-lucky pair, who were to
so much entertainment at
cing events.

Interest in cars and the driving of them in competitions or otherwise, can often be traced from experience of motoring with parents. In this, these two exuberant boys followed the pattern. Their mother had owned a most exciting car, a fast and powerful 1913 Gordon Watney Mercedes. In this, and a large Napier, the Bolster youngsters savoured the thrills of journeys on the then-uncrowded roads of Kent. Moreover, this lady, who coped with such improbable cars, also worked on them in the home garage, so that her young son John had early experience of how the mechanical aspects of cars should be administered to. The family influence was fostered also by the boys' uncle, Sir Kirkman Finlay, who had another of these great Watney Mercedes.

The boys were driven to their prep school in a 1914 Rover 12, on which the chauffeur illicitly taught John how to drive, and this was followed by a Wolseley Ten for short journeys. Then, to her sons' delight, Mrs Bolster bought a 'Red Label' 3-litre Bentley and a 12/50 Alvis to replace the Mercedes.

At Tonbridge, John Very Bolster started motoring, as so many of us did, with Austin 7s, although quite against the school's regulations. John's was a new Chummy, costing £145, in which he discovered Brooklands in 1928. Richard had a Gordon England Cup Model, bought while he, too, was at Tonbridge, later replaced with a very effective, highly-tuned Austin Seven Special, hidden during his first year at Cambridge in a lock-up in Ram Yard.

Both these Austin Sevens were driven at over their respectable limits, with several sensational crashes intervening, despite which John remained



John Bolster had a taste for Rolls-Royces as well as bike-engined roller skates. Here he chases W A Taylor at Brands

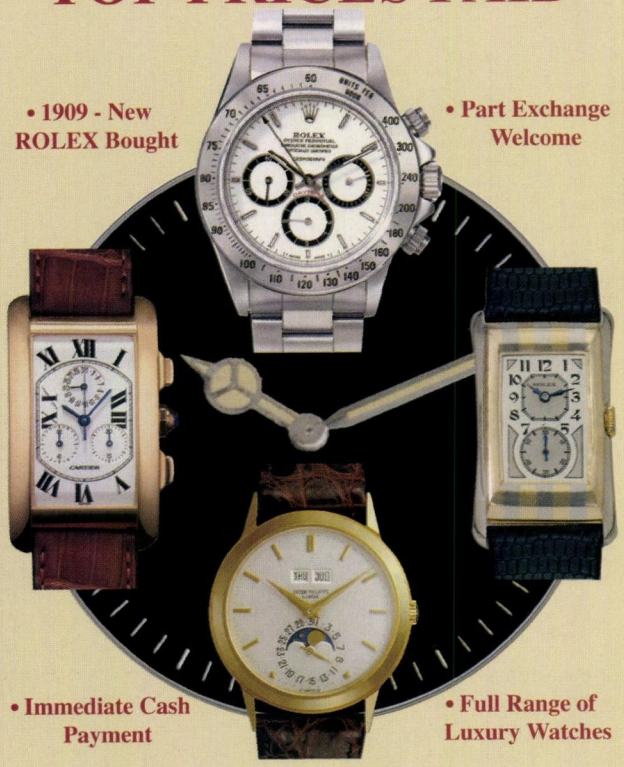
a staunch advocate of the Chummy ever after. However, he grew out of his and became a very keen member of the 'Chain-Gang', having acquired a second-hand Frazer Nash. Richard was so impressed that he soon got a Frazer Nash of his own. Mrs Bolster caught the idea and bought herself a new six-cylinder Blackburn-engined Frazer Nash.

John passengered in the LCC Relay Race at Brooklands in Peter Bell's TT Replica 'Nash, the team made up of Adrian Thorpe and Peter Mitchell-Thompson, later Lord Selsdon. In spite of a sensational accident on a wet road on the way back from practice, all night toil repaired the car and lots of brandy was administered by Roy Eccles to the injured Bolster, but the 'Nashes' low-speed sprockets resulted in engine failures.

What John will always be remembered for, however, is his racing special 'Bloody Mary', which some of the more prim event organisers preferred to list in their programmes as 'Mary Tudor'. It was first seen as an improbably unsuccessful venture. The intrepid owner-driver sat on a plank very near to the ground, his right arm seemingly in dangerous proximity to the offside rear tyre. The device had been developed from a crude cyclecar the boys had constructed for fun round the family farm. It was devoid of springing, aeroplane tyres being accepted as substitute-shades of the much later, commercially directed Nomad – and it was even licensed for the public road.

Further developments included a Laurence Hartley four-cam side-valve 981cc air-cooled vee-twin JAP engine, driving by chain to a Jukes gearbox, replaced when this expired with a Sturmey-Archer 'box, and by belt, later chain, to the Graham White back axle. The wheelbase was only 6ft, some 3in shorter than that of a Chummy, so John sat close beside the engine and endured its heat. The car weighed a mere 560lbs, and I can vouch for the fact that when it was let loose, the spectators would move back without being warned to do so; the staccato bark of the JAP was enough! By then, GN front springing and a GN-orientated back axle had been fitted with one hand-operated drum brake. A central ash frame member separated Bolster from

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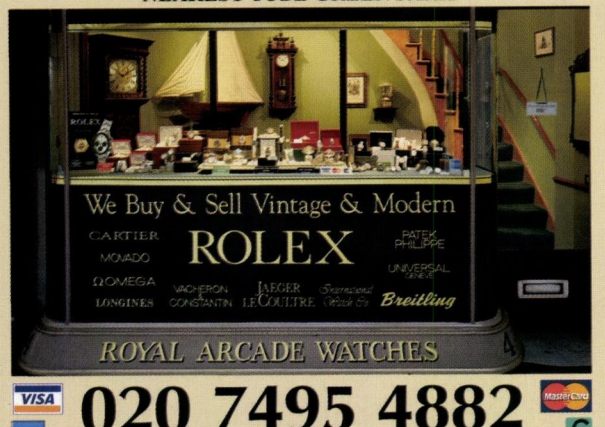
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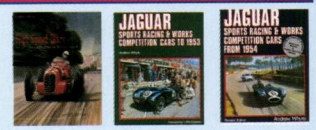
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National Motor Museum

JVB and 'Bloody Mary' stir up the dust at Croydon Aerodrome in 1937. This was one of the car's last pre-WWII runs

the machinery on his left, and a two-gallon petrol tin contained the fuel.

'Bloody' had its first competition outing at Lewes speed-trials, Edward Pyddock, a school friend, hanging on to the back for the drive to Sussex. The next Lewes event was also attended where, after her cone clutch had come adrift and rolled down a Tunbridge Wells' side street, 'Mary' was second in the 1100cc racing-car class. A very simple body, rather like a miniskirt, now covered her essentials.

John then sent 'BM' to Richard, now up at Cambridge, and he drove it and Pyddock's GN in the Inter-Varsity speed-trials at Hexton. With more power by Hartley, 'BM' was hectic to control and Richard preferred the GN. John then realised how unstable his little car was, at another Lewes meeting, up the short straight. He won the 1100cc racing-car class despite this, but still added shock absorbers and 6in to the wheelbase, which reduced the lurid ride – to some extent.

It was now time for more serious stuff with 'Bloody Mary', in spite of the fact that the total cost of building and modifying it had not cost John Bolster more than about £25. In those days a GN could be bought for very little – if one could be found. For many had been converted into single-seaters, like Richard's latest offering, with one bucket seat, little or no bodywork, and a more powerful engine than the original ioe vee-twin (Richard's had an ohc engine).

At Shelsley in 1932, 'Bloody Mary' had done pleasingly well, albeit 7sec slower than the 44sec FTD by Earl Howe in his 2.3 Bugatti. By 1933, 'BM' had an overhead-valve KTOR JAP from a crashed Brough Superior 'bike. Tuned to run on methanol, it cost John £7 10/-. It would now have to compete against the new s/c MG Magnettes. Rain was streaming down at Shelsley in 1933, but John found his now-famous Special going great guns on the first ascent – until it spun at the Esses, hit a drain, burst all but one of its beaded-edge tyres, and overturned. All its sliding weight was taken by Bolster's crash helmet, which saved his life. As he went off in the ambulance, he yelled to his helpers, "Turn the fuel off, it costs six bob a gallon!" Richard made best non-s/c time.

As he went off in the ambulance, he yelled to his helpers, 'Turn the fuel off, it costs six bob a gallon!'

Recovered, John and 'Bloody' took the 1100cc class at Lewes, but on the loose-surfaced Dancer's End hill, with Richard as passenger, it left the course, demolished a fence, but got back to made STD. At Shelsley, all went well; the wild but well-prepared 'Bloody' clocked 45.8sec, beating the dreaded Magnettes of Eddie Hall and Ron Horton. The victorious car then ran away while coasting back down the hill! It was an exciting device to watch in furious action, a scrutineer's nightmare, but to be greatly envied.

Richard's GN, provided with A7 front brakes, and rather like the Fiat 'Mephistophles' at Arpajon in 1924, with a wonderful improvised reverse (by bicycle chain), now did some racing at Donington. Towing it home, a summons was incurred, as the GN on its self-steering-bar was regarded as a trailer, speed restricted to 20mph.

For 1933, Richard put a Powerplus-blown MG Magna engine into his GN, cooled with a Darracq radiator. Lea-Francis front brakes were now used and there was a bit more help from Robin Jackson. He had the audacity to finish fifth on Nuffield Trophy Day at Donington in 1936. He also raced at Brooklands that year, lapping very consistently in a Mountain Handicap.

John had decided to give 'BM' two JAP vee-twin engines by 1934, converting it into an even more fearsome 2-litre Special, weight 7 cwt! Towed to Shelsley behind the Gleggs' MG after the Frazer Nash had destroyed its bevel box, John won his class – 44.2sec to Whitney Straight's (Maserati) new record of 40sec. The following year 'BM' broke the record at Lewes.

'BM' was then cast aside into a barn at the end of 1937 and the incredible four vee-twin JAP-powered Bolster Special was built, of which scrutineers were even more suspicious. The JAPs were side-by-side in pairs, one pair behind the other. This almost unbelievable car was scarcely controllable, but it set FTD at Backwell, coming backwards at speed into the finish paddock. It was fastest non-s/c car at Prescott, and John even took it to Brooklands for the last race meeting, in August 1939. The officials were very dubious but he was allowed to run. Its f.s. laps were slower than its s.s. lap, and after a spin it retired two laps from the end of the Mountain Handicap.

Unusual engine positions were also adopted for Richard's next Special. He had four 500cc Rudge singles in-line. The problem, also experienced by John, was to make them all co-operate, but Richard beat John at ➤➤

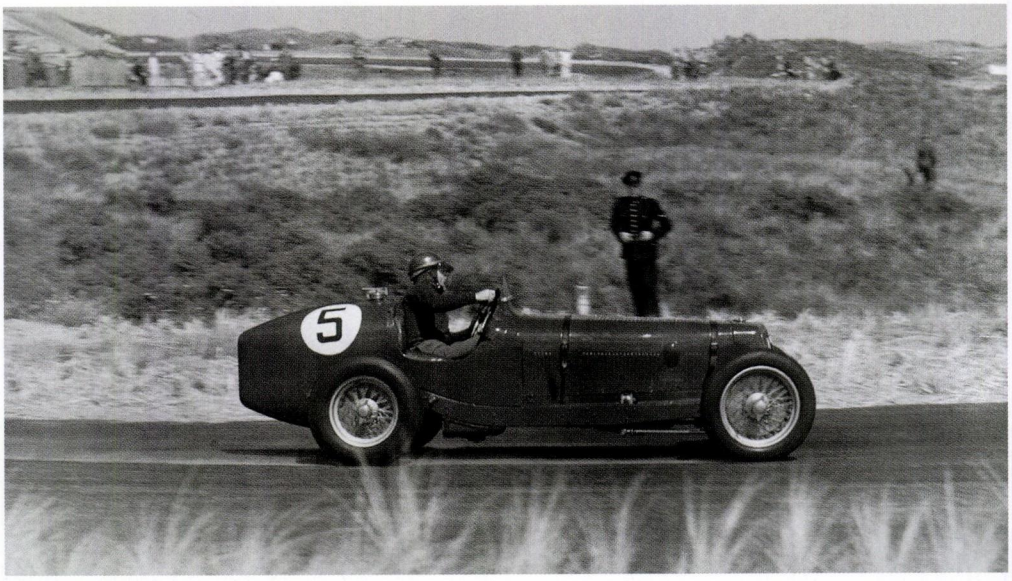
Prescott, winning the 2-litre class.

Speed apart, JVB had discovered the charm of veteran and Edwardian motoring. He was a regular 'Brighton' participant in his 1903 Panhard-Lévassor, driving up from Kent and back in a day, and he had a 1910 Standard landaulet and his very fine 1911 40/50 Rolls-Royce tourer.

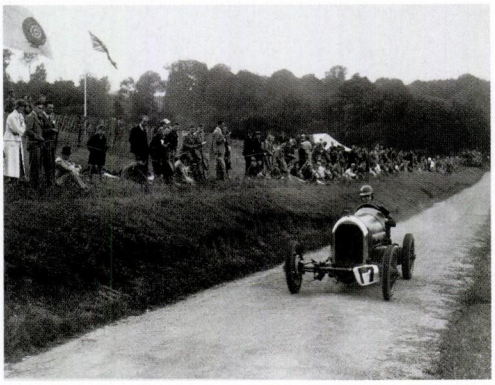
During the war, John did essential farming and Richard joined the RAF and was shot down over Germany. At a stupendous party before this, he had driven his 1931 Austin 7 saloon so far into a wood that it was virtually inextractable. Not feeling like going to the airfield from which his brother had made his last flight, John asked me if I would collect the Austin for him, in return for which I could use it for a while. I agreed, and with Tom Lush, took the unlit 10.25pm 'Night Scotsman' to York, changed to a local train, had a long wait at another station for a workmen's train, and finally a long walk in pouring rain with some Australian airmen.

When peace returned, JVB had lost none of his enthusiasm. Abandoning a rear-engined Mercury-powered project and the four-engined Special, he dusted down the original 'BM', used two of the better JAPs from the pre-war car, and a Rolls truck took the famous racer to the Cockfosters Rally and was driven at the Filton speed-trials, its time sandwiched between those of Gerard's ERA and the Allard Special. 'BM' continued to go well, with second in class at Gransden and Prescott, non-s/c FTDs at Shelsley Walsh and Southsea, the s.s. Brighton kilo covered at 80.52mph, and two FTDs in the unblown-Specials class at Prescott (best 40.3sec). There were more 'Brightons' and JVB ran the Rolls-Royce at the first post-war speed-trial at Elstree; my 1913 Alfonso Hispano-Suiza was just ahead when fuel starvation slowed it; the only time I shall get my photograph (startline shot) in *The Times*.

But it was now time for serious racing. Peter Bell had bought the ex-'Bira'/Rolt/Connell ERA R5B 'Remus' for JVB to drive. It is no reflection on his ability that the results were poor. The car had to be rebuilt, spares were difficult to get, and the opposition in better shape. An OV-type Bedford van was used as the transporter and John got to races in one or other of his two 4WD Jeeps. Mechanic Ted Pope did his best for R5B, but in 1947 pistons broke at Jersey and Chimay, the gearbox failed in the Ulster Trophy race, and at Shelsley the ERA was only 10th-fastest. George Boyle rebuilt what he could and refitted the Wilson 'box for 1948. But at Jersey, Bolster was sixth, the engine bearings were starved of oil in the BE Trophy race on the IoM, a halfshaft broke, and at Zandvoort the engine bearings were starved of oil. Bearing failure stopped Bolster doing the Goodwood Trophy race, but he was sixth in the British GP. Two-stage supercharging was tried, using two Murray Jamieson blowers, but a valve dropped in Jersey.



LAT





National Motor Museum, LAT

Clockwise from top: John in ERA 'Remus', 1948; with BBC colleague Raymond Baxter; Richard at Shelsley in 1935

'R5B hit a straw bale and overturned twice, throwing Bolster out and rolling on him. His neck was broken'

Bell had by now acquired the 2-litre ERA R11B, which JVB described as enormously satisfactory, like meeting an attractive blonde. It gave him a third at Goodwood and fastest lap at 81mph in 1948, and at Shelsley Walsh he was second-fastest to Mays, ahead of Poore in the big Alfa Romeo (38.16sec).

Bell drove it at other times, and 'Mary' set a wonderful FTD at VSCC Prescott (46.87sec), a mere 1.2sec off the course record, using one gear all the way up.

Sadly it all came to an end in the 1949 British GP at Silverstone. R5B encountered oil at Stowe, hit a straw bale and overturned twice, throwing Bolster out and then rolling on him. His neck was broken.

After his terrible injuries had healed, John Morgan persuaded JVB to commentate at Goodwood, and with his unmistakable voice, he became an extremely popular and well-known motor-racing man of the microphone, to BBC level. Indeed, in his loud check jacket with matching deerstalker hat, he was an instantly recognisable paddock personality, still full of fun, loving his beer, but very knowledgeable in all he broadcast.

His next profession was that of motoring writer, after Gregor Grant had taken JVB on at *Autosport*. JVB was again in his element, driving the fastest of test cars, writing authoritative reports and technical articles, and sometimes having a go at trials and sprints, in an Elva on one of the latter occasions.

John Very Bolster never lost this characteristic keenness for motoring. He came to like France and kept up his hectic lifestyle, in spite of a heart condition, of which he was conscious. He died in 1984. Thankfully, the original 'BM' has survived and Richard's Special has been recreated. M

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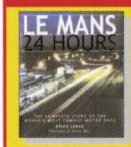
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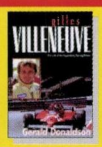
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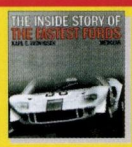
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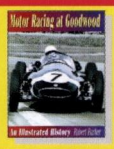
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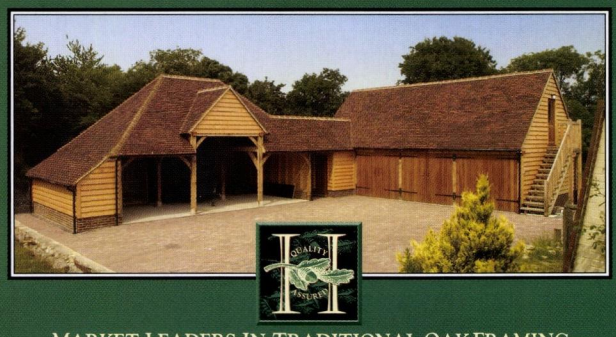
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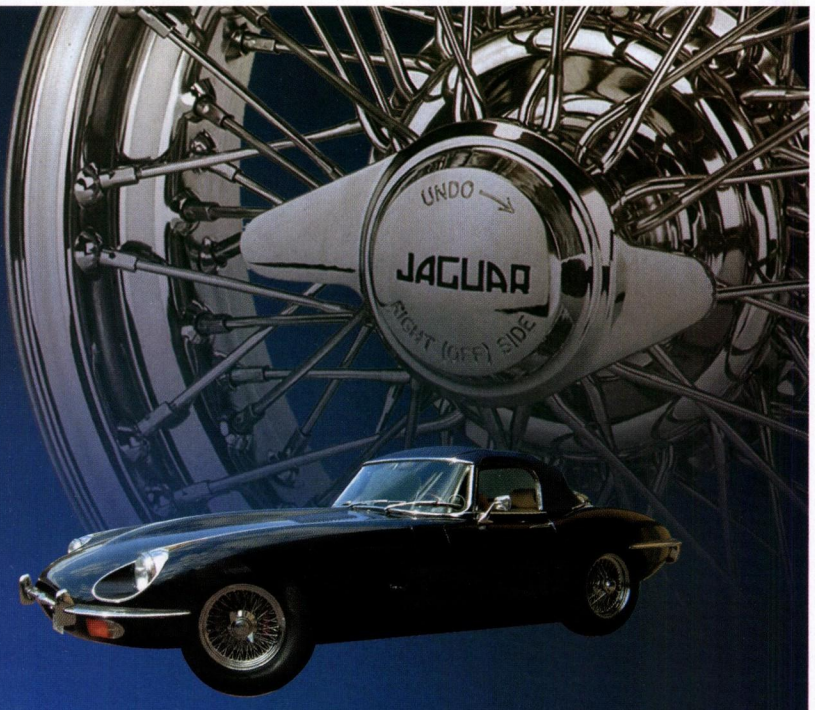
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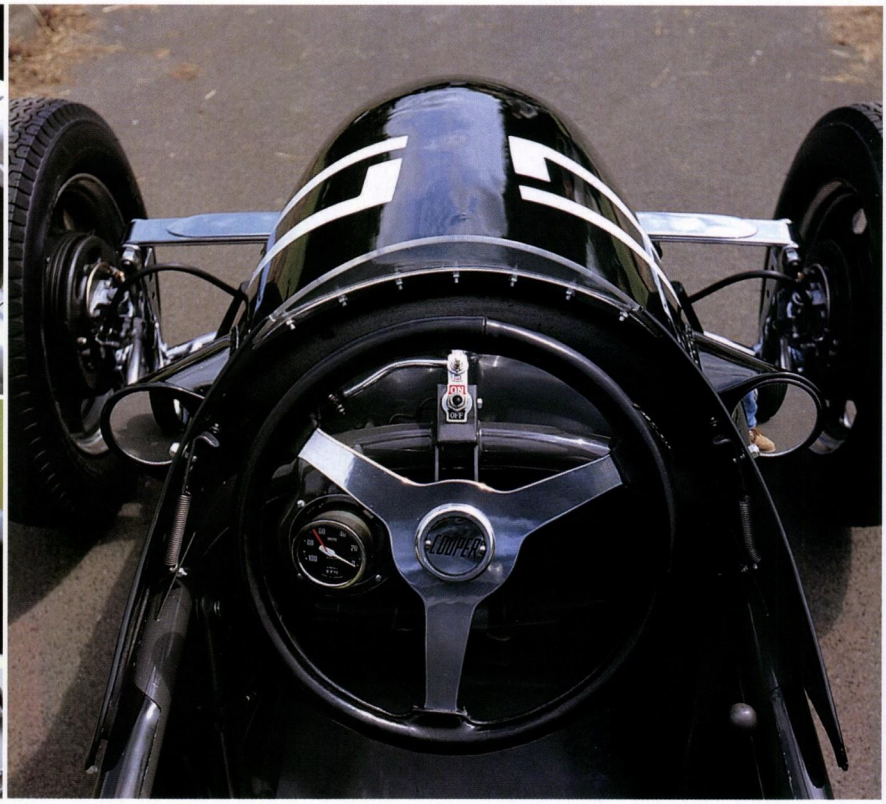


BORN OF MAKE-DO POSTWAR AUSTERITY, COOPER'S MID-ENGINED LIGHTWEIGHT TORPEDO SIGNALLED TO THE FUTURE OF THE SPORT – AND OF BRITAIN'S DOMINATION

photography by Charles Best







CLOCKWISE FROM MAIN: BUEB CANNOT HAVE BEEN AS BULKY AS LEGEND HAS IT; SINGLE-CYLINDER NORTON PUMPS OUT NOISY 50BHP; TRANSVERSE SINGLE-LEAF REAR END

The third places must have been disappointing. For Ivor Bueb's 1955 season brought him 21 victories – heats, finals, classes, oh, and Le Mans – and 10 seconds, so a third (there were five of them) was letting the works Cooper squad down.

He and team-mate Jim Russell ruled 500cc racing that year, Russell taking the British F3 title and Bueb lifting the Irish version. Despite appearances then, the bulky Bueb and his skimpy racer were perfectly matched, so when he set up his own team for 1956, his works car went with him. This is the story of that car, and what it's been up to since.

Nowadays we look at 500 racers and nod wisely about the Formula One revolution. No-one was doing that in the austerity of the mid-50s. These minimum machines with their rasping 'bike engines in the small of the driver's back were just the simplest, lightest, cheapest way to propel oneself around a track. Which is exactly what appeals to current owner David Woodhouse: "I love the four-wheeled motorbike feel of it – everything is so slim and light." And as a car designer himself, Woodhouse is attuned to engineering efficiency, even if there's a price to pay.

"They're high-maintenance, these 500s, what with methanol fuel, which has to be flushed each time, and drive chains. It's a lot of work to keep this one in good shape." Especially if you live 6000 miles away. David is the chief designer for Lincoln/Mercury within the huge Ford empire, and his studio recently relocated from Oxfordshire to California. That means more sunshine, less racing; the car stays here. "And I've really missed it," says its fond owner, gazing at the slim, bottle green form.

There's nothing in the US comparable to the 500cc racing which has blossomed here recently. "I love 500 racing: it's hard, it's close. And I'm afraid the excitement is related to the danger; we have no belts or roll-over bars."

That has its own drawbacks. You may have seen pictures of 500 drivers cornering with an arm outside the cockpit, apparently clinging on for dear life. Well, it's true. They are, says Woodhouse: "Even with these narrow tyres, these cars generate real g-force."

And if you spin, it's worse: "I spun at Donington Park when I was leading, and I was physically hanging on to prevent being thrown out."

Almost uniquely in the vintage world, David would like to run on even thinner tyres: "The fronts should be 400s, but you just can't get them. We'd all like to run them for less rolling resistance." Which reflects the knife-edge closeness of the series in period: Bueb's mechanic Pip Preece would even use super-light grease on the wheel bearings for that fraction less drag. Legend has it that, on level ground, works Coopers would roll away in a breeze.

Woodhouse and the little Mk9 have a good record together. Did you see the 500cc nail-biter at the Goodwood Revival last year? He led the whole race by a whisker from arch-rival (and good friend) Julian Majzub until the last corner, when Majzub scrabbled round the outside in a Mk8 Cooper which David had mended for him.

This isn't David's first 500. Previously he had a front-wheel-drive Emeryson, but even then he had his eye on this Cooper: "I saw it at a VSCC meeting 10 years ago and fell in love." At that point it was owned by Charlie

'I spun at Donington while leading, and I was physically hanging on to prevent being thrown out'

'In the 1970s, Barry Brant refitted a 500 engine, a Triumph twin, and began to collect hill records'

Baynard-Smith, well-known as an expert on twin-cam Manx Norton engines which make these cars fly. He it was who returned the car to its original 1955 works spec after a couple of decades in hillclimbing which saw many changes.

Bueb's last season with it was 1957; from 1958 to 1960 Jack Welton and Pauline Brock used it on the hills, before passing it on to Ian McLaughlin. By now it was just another out-of-date racing car, and after a few seasons McLaughlin decided that the Norton single wasn't equal to the fight with gravity and installed an 1100 JAP. With 100bhp, this little four-wheeled torpedo held its head high in the British Hillclimb Championship of the early '60s.

Then it had an unexpected rebirth. In the 1970s, new owner Barry Brant refitted a 500 engine, this time a Triumph twin, and began to collect 500cc hill records. Before long, the 20-year old racer had the majority of British half-litre records, making it as dominant in its field as it had been in Bueb's day. To conquer the 1100 class he later installed a supercharged 680cc Triumph. It also had another make-over: the willowy front leaf spring, a Cooper trademark since it was first borrowed from the Fiat Topolino, was replaced with coils. As the leaf also locates the top of the front uprights, this meant installing upper wishbones – a common Cooper mod.

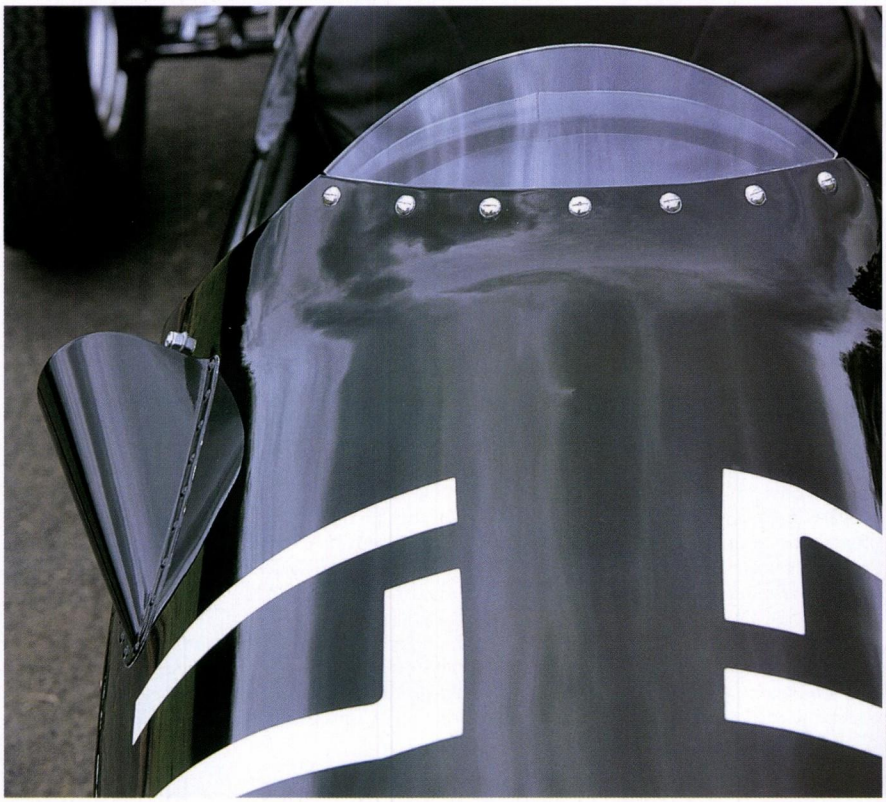
That was its form when Baynard-Smith took over in 1982 – but not for long. Streaking up Shelsley, he lost control and hit the bank. The impact lozenged the frame and split many of the tubes. Musing over the remains, Charlie reasoned that once he had cut out the unrepairable parts he would only have half the original chassis left; so he bit the bullet. He would build a new frame and return the car to its original spec. This was not such a drama in historical terms; Ivor had also badly bent the car and had the chassis replaced once before.

Having worked on numerous Coopers, Baynard-Smith knew the famously curved-tube chassis inside out, and copied the details accurately from another works car, down to the lighter tubing which gave the factory drivers an edge over the customers. For future reference, he hung on to the chassis, which Woodhouse now has. For motive power he found a very rare unmodified Manx engine, allegedly from Harold Daniell's Emeryson, and built it up in period spec, ignoring the many recent mods available.

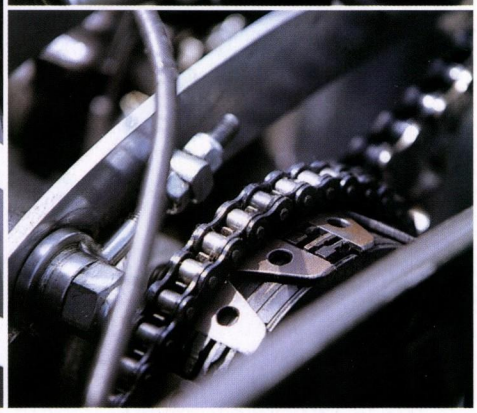
Thus, after a busy career and many mechanical changes, the little Cooper reverted to the way it left the Surbiton works in 1955. Despite the alterations, its historical integrity persists, even in the body: McLaughlin and Brant ran it without the tail panel, which was stored and is now refitted, while the nose cowling shows the patch where the cutaway for the one-time wishbones has been filled. Visible pitting in the alloy shows the 50 years of the engine block – "We're on borrowed time," says Woodhouse ruefully – while the mag-alloy final drive unit proclaims its first home: Bueb's initials are cast into it. And the light-alloy wheels, with their Bugatti-like built-in brake drums, are of uncertain age. Woodhouse shrugs cheerfully when I ask when they were last crack-tested.

Because of Bueb's size, Preece shaved every gramme he could from the car, which shows in the delicate pedals. Otherwise, there is ➤

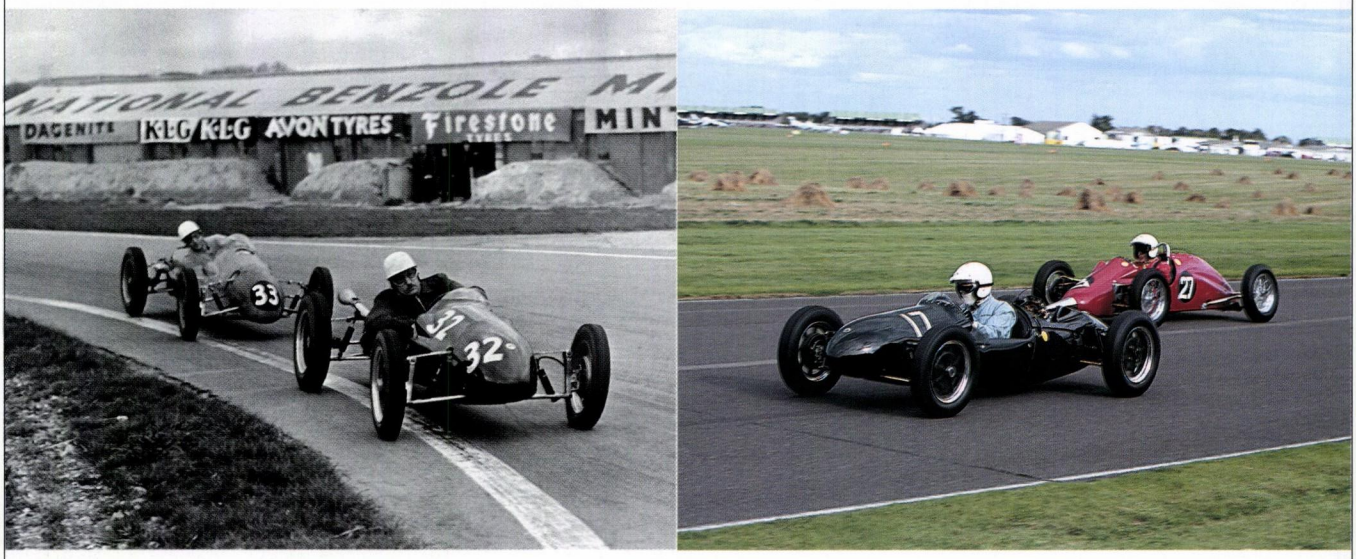
CLOCKWISE FROM MAIN: DRIVER PROTECTION IS LESS THAN MINIMAL; EXHAUST MEGAPHONE CRITICAL TO POWER DELIVERY; CHAIN DELIVERS DRIVE TO SOLID BACK AXLE







WHAT GOES AROUND COMES AROUND



both: LAT

SAME CAR, SAME CIRCUIT, 46 YEARS APART: IVOR BUEB'S WORKS CAR FENDS OFF THE BEART-RUN COOPER OF LES LESTON IN THE 1955 EASTER BARC MEETING AT GOODWOOD. THEY BATTLED TO THE LINE, IVOR WINNING AND BEING COMPLETELY UNAWARE OF LESTON'S 15SEC PENALTY FOR A JUMPED START. CURRENT OWNER DAVID WOODHOUSE ALMOST REPLICATED BUEB'S PERFORMANCE AT THE 2001 REVIVAL MEETING, BEING DEPRIVED OF VICTORY ON THE VERY LAST LAP BY FELLOW COOPER RACER, JULIAN MAJZUB. HERE HE LEADS REG HARGRAVE'S KIEFT

very little in the cockpit: tachometer, ignition switches, an upside-down handbrake lever, and a black cable like an early Mini door-pull. This is vital on the start-line: the fuel pump is driven from the final drive, so if you aren't rolling, you aren't pumping. Pulling the cord tickles the pump and keeps the juices flowing until the green light. By David's right hand is a slim gear lever shifting the four-speed 'bike-style sequential 'box.

Compared with the JAP engine, David tells me, the Norton is a touch harder to drive, with its heavier flywheel and cammier delivery, compounded by the tuned megaphone exhaust: "You can feel when it's on the mega – it's like coming on cam. And it's very loud." The residents of Fulham would agree, after David fired it up during the Louis Vuitton Concours the weekend before. (Despite the racket, the Cooper won its class.)

With its flyweight 500lb and free-revving 50bhp, David says, the Surbiton projectile is delicate and exciting to handle – "and the brakes are phenomenal." Praise indeed, considering there are only three of them. With no diff on the rear axle, Cooper twigged that a single disc on the final drive would have the same retarding effect while reducing both unsprung and overall weight. A double performance gain – easier to accelerate, easier to stop – and typical of the Cooper half-litre philosophy, which Woodhouse feels peaked in 1955: "Up to the Mk9, there was always a new idea; after it there were no real changes."

Well, there was little need. The combination of engineering nous and commercial cuteness meant that from 1950 on almost every significant 500cc race fell to a Cooper, with names such as Stirling Moss, Stuart Lewis-Evans and Peter Collins driving them.

One privateer who bought himself a Cooper was Bueb, a Gloucestershire garage owner. He made such a mark with his Mk8 during 1954 that Cooper signed him up as works driver for '55, along with his fiercest rival Russell, and chassis number 9/55/E1 was built up specifically for him. Between them, they won 15 of the 28 races they contested, and Bueb also landed a drive with Jaguar at Le Mans. Low-powered or not, the fierce half-litre racing was where teams sought new talent, and it had a high profile. David's scrap-book brims not only with photos but also with adverts where Bueb promoted KLG, Mintex, RedeX, even Ribena.

Bueb elected to remain in the field where he had made his impact, and formed his own team, Ecurie Demi-Litre, for 1956, buying his works car and beginning another winning run. The following year, though, was less rewarding. A huge crash at Oulton Park left Bueb close to death for several days. He recovered, but the car needed a new frame, though retaining the works number it still carries, now on the third chassis.

As Britain's economy recovered from the war, money and materials came easier to hand, and 500cc racing began to lose its significance. Like many others, Bueb moved on, selling the car to Welton. Both man and machine embarked in new directions for 1958, but while the car is still going, Bueb lost his life only a year later, at Clermont-Ferrand, driving a Cooper-Borgward.

No doubt Ivor the Driver would be astonished that his lightly-built and hard-used racer is, in all essentials, still doing the business in its fifth decade. He might be equally amazed at 500cc racing's revival in these times of plenty; but sometimes a little austerity is good for your perspective. M

'At 500lb and with a free-revving 50bhp, the Surbiton projectile is delicate and exciting to handle'

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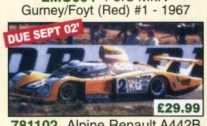

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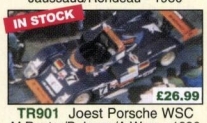

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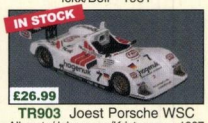

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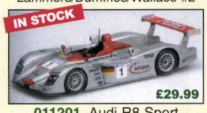

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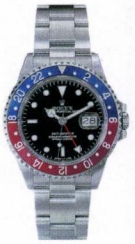
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MIKE GASCOYNE
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LAT

THERE HAVE BEEN A LOT OF GREAT RACING CARS, BUT I don't really get very excited about things like the Lotus 72. Every time I look at an old car, I just think how dated they seem. Nothing ages as quickly as a racing car. Even when I look at one of my own designs, like the Tyrrell 022, I think, 'How did we do things like that back then?' So I don't get that emotional about them.

However, I do admire the Thrust SSC. I have an interest in the Land Speed Record partly because Renault's deputy technical director Bob Bell designed the McLaren LSR car, which never actually ran. I remember speaking to him when he was doing the project. I was thinking, 'I'd love to work on it', but the implications of getting it wrong are so enormous I don't think I'd have the bottle. So I've got every respect for designers who give it a go.

I think any project like that is a huge undertaking, and you're obviously going into the unknown in some respects. The Sound Barrier was a very distinct target, Richard Noble's team were going where no-one had gone before.

The thing that I liked about Thrust SSC was that it was done in a good spirit. It was a group of blokes in a garage – not a big corporation. The McLaren would have been the all-singing, all-dancing machine, and Ron Dennis would have been throwing money at it.

Having got the Land Speed Record himself, for Richard Noble to stitch that team together, do it on a shoestring, and actually achieve it, is a fantastic story. It harks back to the 1930s, the heyday of that sort of project, which is why I think it was a tremendous achievement. Sometimes I think I would love to have worked then, or in the '50s, when they were doing all that pioneering research into jet aircraft and so on. The approach was just 'let's build it and see what it does'.

As soon as you get into transonics and shock waves, it gets very complicated, and you're doing things that are very difficult to predict. Theoretical methods do break down in that area. You've got huge shock wave reflection with the ground, and that's one of the most difficult things to resolve.

Tiny errors in, for example, a computational solution where you have things bouncing backwards and forwards could mean that you are totally out at the rear of the car. The implications of it lifting up or whatever are pretty serious – you're not coming back from that! So it was a very brave thing to do.

The risks involved are huge, but the Thrust SSC team approached it with a fantastic spirit, and good, sound engineering done on a budget. I remember following the project's progress on the Internet at the time, and they were asking people to send in donations! It's the sort of thing that would make a great film.

The SSC was at Goodwood last year, and it was great to go and see it. It's a beautiful thing, though if you look at it closely, it's quite agricultural – a load of girders with two huge Rolls-Royce jets strapped to it! But it was built to do a job, and they achieved it, and they achieved it safely, so that's not to say the engineering wasn't good. I'm sure the McLaren would have been carbon-fibre and everything else. Thrust was basic, but that's all it needed to be.

The guy who designed it had a lot of experience. The layout was very different from some of the other record cars, which had a trike-type design. But clearly they got it right, with the engines at the front and a long tail to stabilise it, with rear-wheel steering that they tested on the back of a Mini!

Just consider things like the stresses on the wheels. All of that would have scared the hell out of me. You don't need the wheels to be exploding, or the ride height to be wrong. Every little bit was performing, and they got their sums right. They considered driver safety when they placed him in the middle of the engines, but how can you protect a driver at 800mph? You've got to have it not go wrong.

Thrust SSC is a pure thing, a vehicle for just one purpose – to beat the Sound Barrier on land. It won't go around a circuit or anything like that, it's just built to go in a straight line very quickly. And because there are no rules, the solution could be anything.

A record car is going to be limited by aerodynamics, and not by how heavy it is. As long as you have enough space to get up to speed, it doesn't need to be light and elegant, it needs to be strong and butch. I read that it was as powerful as 145 F1 engines, and I'm surprised it wasn't more than that.

Driver Andy Green was a very brave man, because when you venture into areas where nobody's gone before, and something goes wrong, you're not coming back. When you read that he had 45 degrees steering lock on because the car was drifting at 745mph, it's pretty scary!

I don't think there will be anything else like it again. Once you've broken that barrier, where are you going to go? You've got to go too far to get another significant breakthrough. Someone might say that 1000mph is the next one, but you'd probably need a big corporation to do that, and a big corporation is unlikely to get involved because the risks and implications of getting it wrong are so enormous.

Mike Gascoyne was talking to Adam Cooper

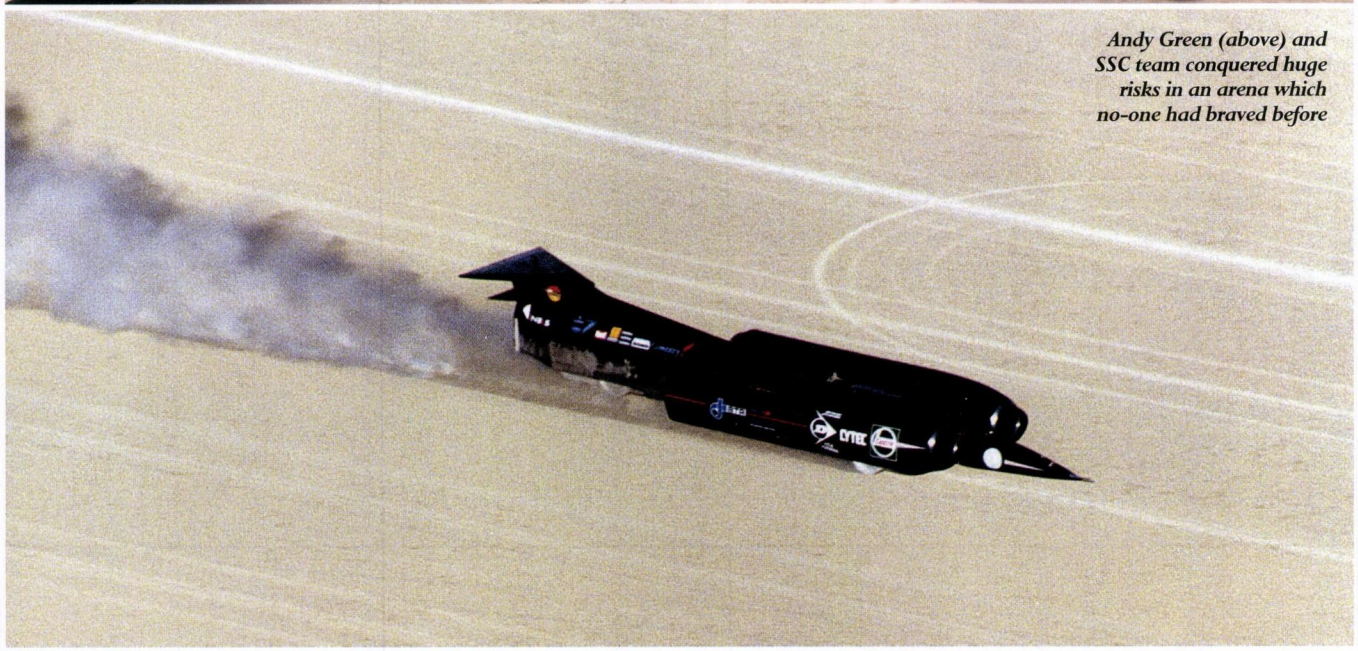


Popperfoto/Reuter

Thrust SSC used robust engineering to set a supersonic LSR



Popperfoto/Reuter



PA Photos

Andy Green (above) and SSC team conquered huge risks in an arena which no-one had braved before

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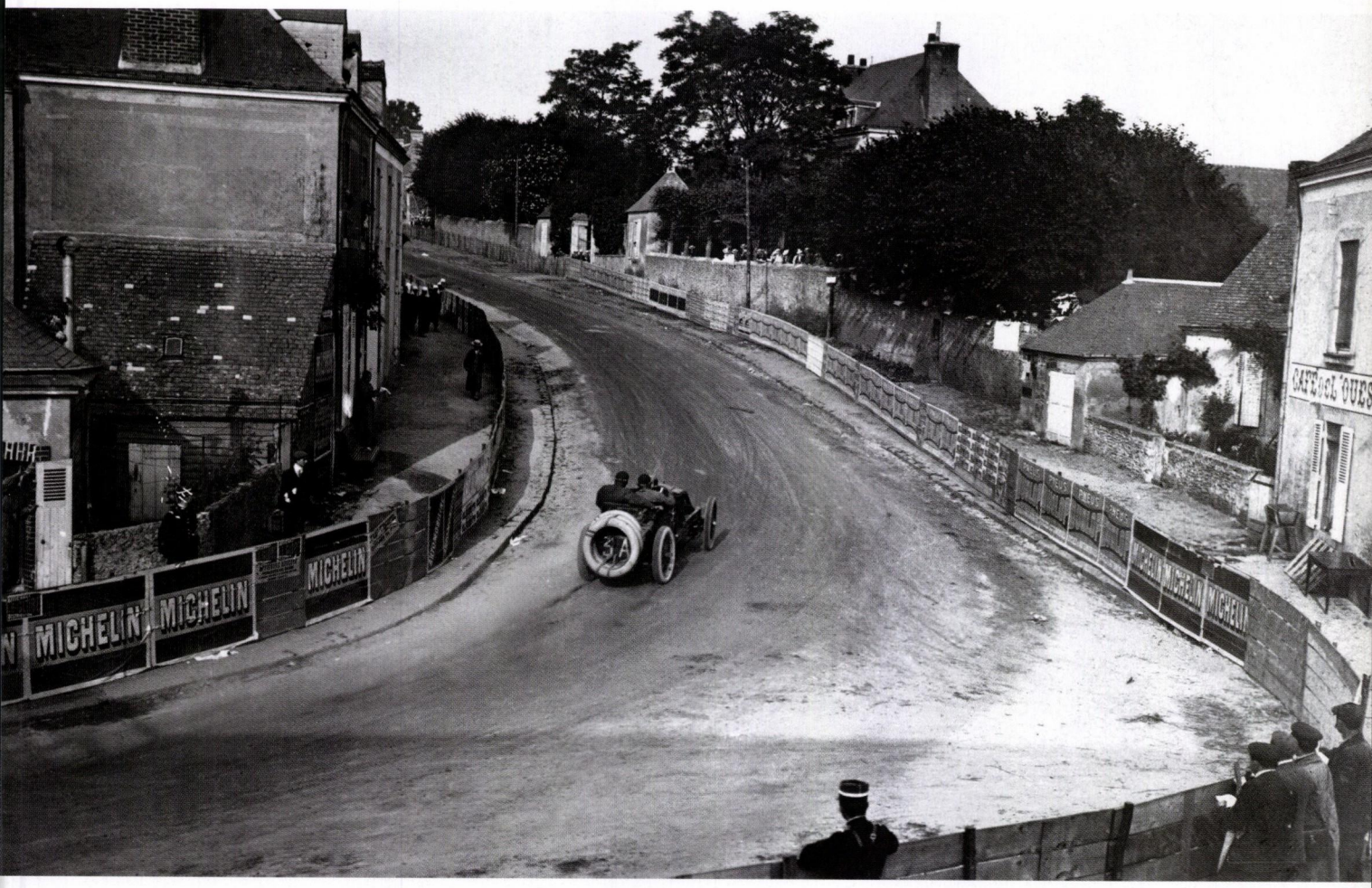
PRIX HISTORIC

IN 1906, THE AUTOMOBILE CLUB DE FRANCE ORGANISED THE FIRST 'PROPER' GRAND PRIX. THERE WAS A TYRE WAR, PITSTOP STRATEGY WAS KEY AND THE TRACK WAS CRITICISED... THESE EVOCATIVE AUTOCAR PHOTOS WERE RECENTLY REDISCOVERED IN LAT'S ARCHIVE

Alessandro Cagno had headed an Itala 1-2 on the Targa Florio, the first big race of the season, but the two-day Grand Prix de l'ACF one month later proved a disaster for the Italian marque. All three of its entries had retired by the third lap of the 64-mile course: Maurice Fabry rolled on the outskirts of Vibraye on the opening lap (he was pinned underneath but escaped with bruising); Baron Pierre de Caters also crashed, at St Calais on the second lap, possibly due to a broken wheel. Here Cagno makes an unscheduled stop in Connerre, perhaps to check the radiator that would soon curtail his race

Vincenzo Lancia and his mechanic replenish their 130hp Fiat. Teams were allowed two depots around the track, plus this one sited on the start-finish straight. Note the gravity-fed fuel hose! Lancia was running first on the road at the end of lap one, although the Richard Brasier of Paul Baras was ahead on elapsed time. Lancia would eventually finish fifth, 2hr 8min behind the winner. Each manufacturer was allowed a maximum of three entries, which were identified by a team number and a car letter (2A, 2B, 2C etc). They were flagged away individually at 90sec intervals in three batches (A, B and C). Fiat's top man in this race was Felice Nazzaro, who enlivened a dull second day by pipping Albert Clément's Clément-Bayard to second place by just 3min after almost 13hr of racing. The third Fiat of Aldo Weilschott crashed





From the third lap of this 12-lap affair it was clear there would only be one winner: Ferenc (aka François) Szisz, seen here passing through Connerre. The Hungarian-born driver was not the fastest man on the track, nor was his Renault the most powerful. But he was the most consistent driver, and the Renault was the best-thought-out car. It was using Michelin's new bolt-on detachable rim – 'jante amovible' – which could be replaced in 2-3min compared to the 15min of the 'tyre lever' brigade. Punctures were ten a penny – 19 in Szisz's case – so the advantage can be imagined. Renault were not the only team so equipped – Fiat had them, for example – but their cars were lighter and boasted hydraulic dampers and so were easier on their rubber. Despite all the delays, Szisz averaged 62.88mph for the 769 miles

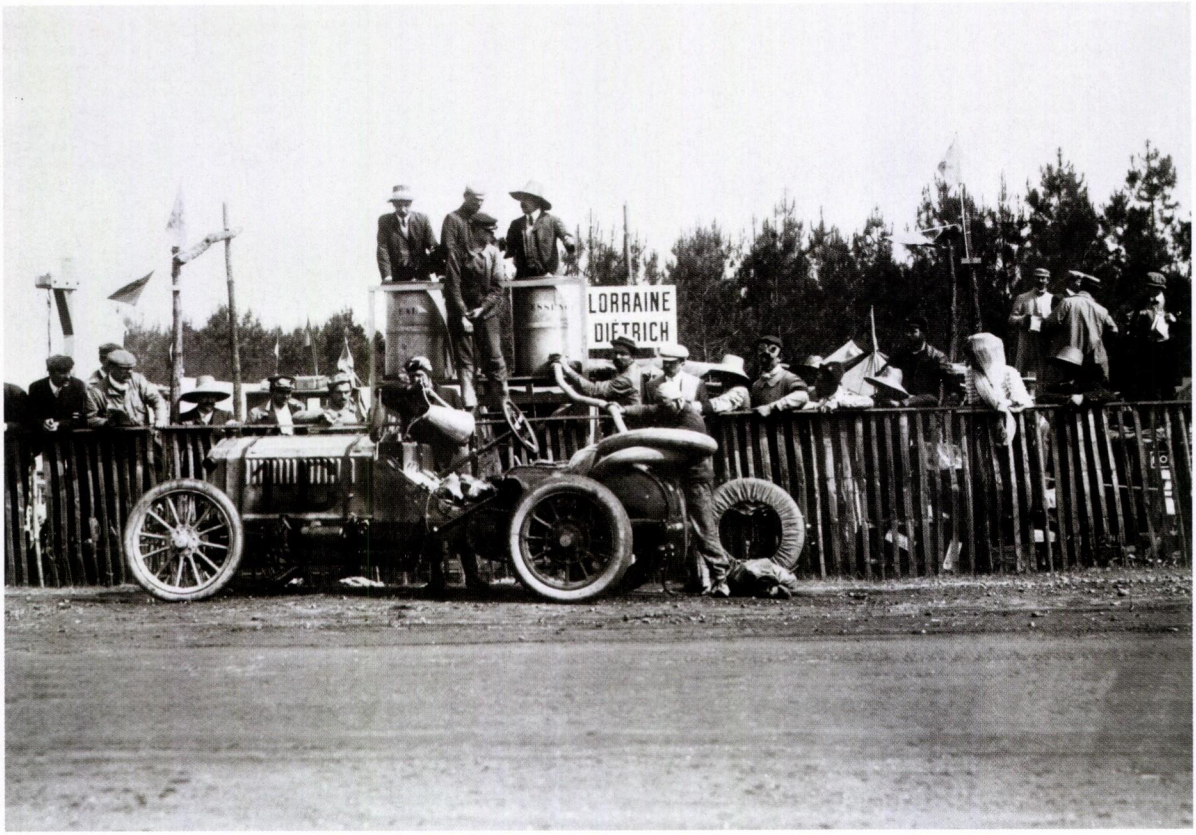


The start-finish area was situated at Pont de Gennes, a few miles east of Le Mans. The ACF built a grandstand there at a rumoured cost of 60,000 francs, but despite the broiling late- June heat it was never more than half full. There was a large crowd, however, even though the race started at 6am and was held over Tuesday/Wednesday. The car at the pits is the Panhard of American George Heath. These cars, with their 18-litre engines, were the most powerful in the race, but they were right on the 1000kg weight limit and so could not have used the detachable rims (which added 9kg each) even had they wanted to. Only Heath reached the finish, sixth, 2hr 33min behind Szisz. His team-mates, Henri Tart and Georges Teste, crashed due to axle and spring failure respectively. Teste, who briefly ran second, broke an arm

The ACF and local councils went to great expense and effort to prepare for the race, including constructing pedestrian access tunnels under the circuit. They also built bypasses so that the cars did not have to plunge through the villages of St Calais (at the south-east corner of the triangular circuit) and Vibraye (situated in the middle of the southern leg). However, the councils insisted that these had to be made of wood, for they feared that anything more permanent would adversely affect future traffic through their village. These 'boardwalks' offered a brief respite from the stones and rocks dug up and hurled about on the other sections of the melting circuit, but they proved extremely treacherous and accounted for most of the accidents. The poor condition of the track was the most disappointing aspect of the event

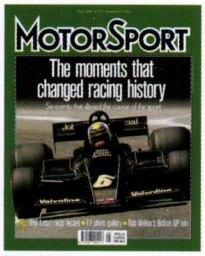


Arthur Duray's Lorraine-Dietrich makes a pitstop. Duray was one of the stars of the early stages, recording the second-fastest opening lap. He was quick on the second lap, too. But then these heavy cars went the way of the Panhards: Duray completed the first day in 14th, while team-mate Henri Rougier was 17th and last. The third car, that of Fernand Gabriel, the first man to start the grand prix, did not complete lap one, retiring with a broken radius rod. Duray eventually finished eighth; Rougier, though still running, was not classified. A feature of this race was that only the driver and his mechanic were allowed to work on the car, a thankless task given the conditions. This regulation was drawn up in response to the large support crews which had made the Gordon Bennett Cup races 'so unsporting'

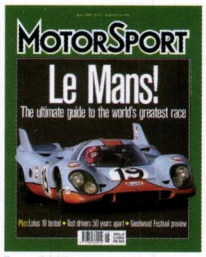


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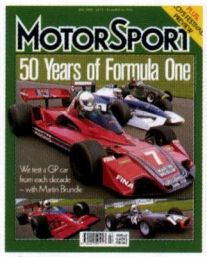
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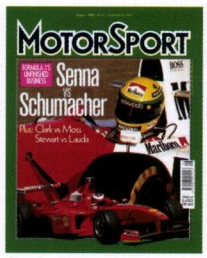
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David Richards; Lotus Elise test; 1968 British GP; women racing drivers; Malcolm Campbell; Ron Flockhart; Jaguar's F1 return



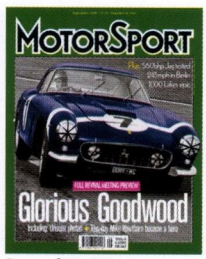
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Audi at Sebring; Lotus 18 test; Scarab in F1; Jaguar test drivers – old and new; Piero Taruffi; Goodwood Festival preview



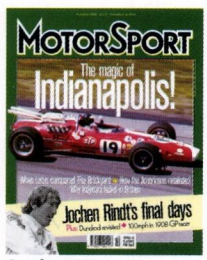
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Bruce McLaren; Aston Martin's Project cars; Reid Railton; Coys Festival preview; Crosthwaite and Gardiner; Acropolis Rally



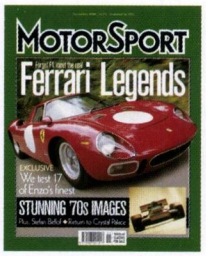
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Duels fate denied us; Audi Sport quattro test; 1000 Miles Trial; Shadow's first Can-Am car; Seaman's Delage; Stanley Mann



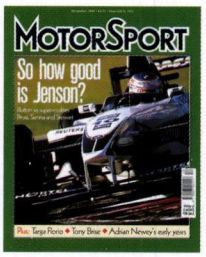
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Mike Hawthorn at Goodwood; F1's streetfighters; supercharging; Broadspeed Jaguar XJ12C test; Rod Jolley; 1974 1000 Lakes



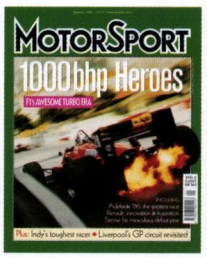
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Clark at Indy; Jochen Rindt's champion year; Dundrod; Group S rally cars; GP Panhard on test; Tony Merrick; Stewart's worst car



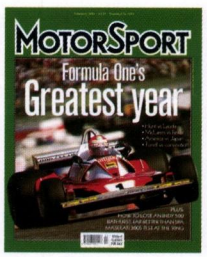
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17 Ferrari sportscars on test; Stefan Bellof; Crystal Palace; Goodwood Revival report; Metro 6R4 pt1; Woolf Barnato



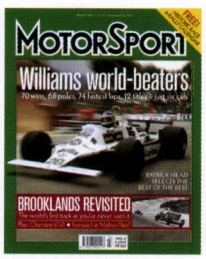
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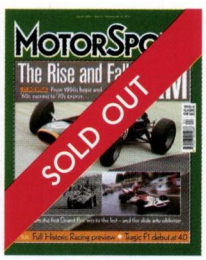
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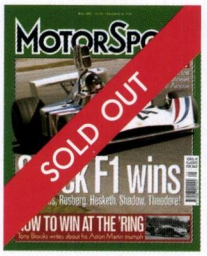
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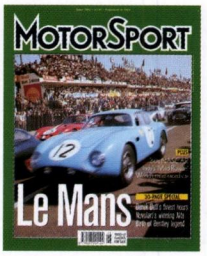
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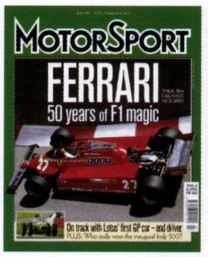
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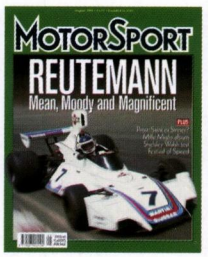
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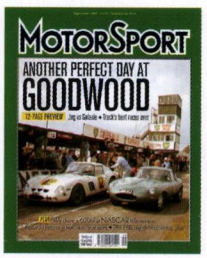
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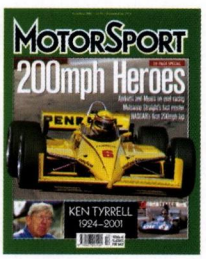
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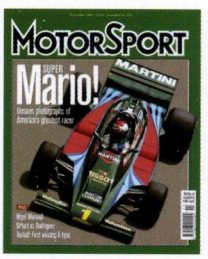
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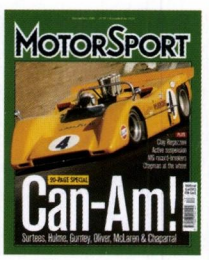
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ChampCars, Le Mans, LSR and NASCAR at 200mph; Ken Tyrrell; Montjuich Park; Martin Donnelly; images of a weekend with BRM



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Mario Andretti; 1938 Pau GP; Pedro Rodriguez versus Jo Siffert; Sydney Allard; E-type track test; Pescara; Goodwood Revival



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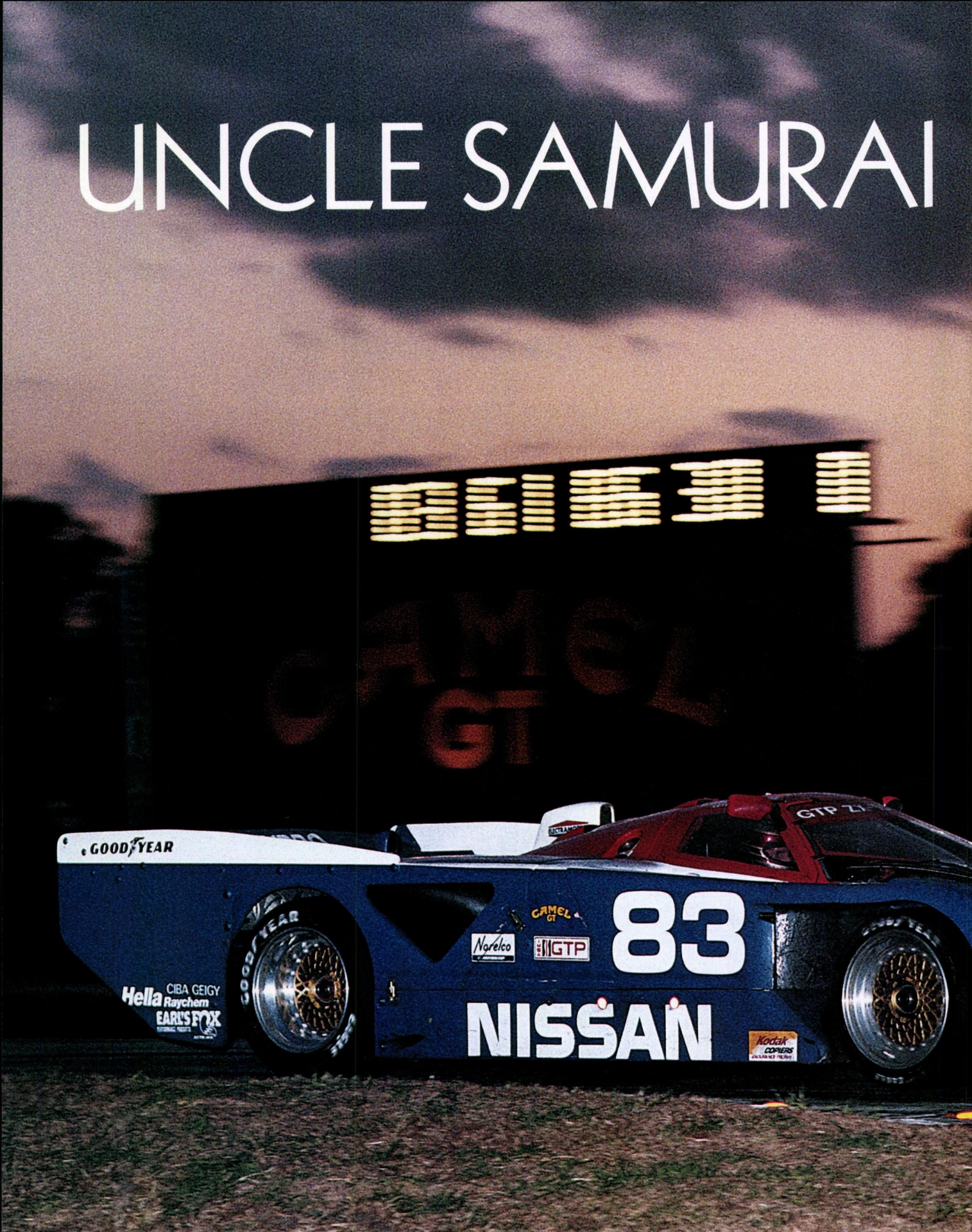
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UNCLE SAMURAI





Geoff Brabham, Chip Robinson and Arie Luyendyk led for 316 of Sebring's 330 laps in 1989 – the first win of a Nissan hat-trick

AMERICA'S MOST EXPENSIVE, TECHNOLOGICALLY INNOVATIVE AND BRUTAL RACING SERIES: NO, NOT CAN-AM, BUT IMSA'S GTP SERIES. PRESTON LERNER EXPLAINS HOW NISSAN CAME TO RULE THIS ROWDY ROOST

photography by Hal Crocker

A UNIQUE STUDY IN CONTRASTS BETWEEN stock-block behemoths and small-bore turbos, lavishly supported factory efforts and bottom-feeding privateers, world-class professionals and very well-heeled amateurs, sprint races and enduros, road courses and street circuits, the sublime, the ridiculous and everything in between. That was what International Motor Sports Association's Grand Touring Prototype series offered between 1982 and '93.

And of the hundreds of purpose-built and cobbled-together cars that took part, none embodied GTP's no-holds-barred spirit better than the high-tech, fire-breathing Electramotive Nissan that won eight consecutive races in 1988 and back-to-back driver's championships for Geoff Brabham. Driving the follow-on car, developed by Nissan Performance Technology Inc, Brabham also won the next two titles for good measure.

So how does a team win four straight drivers' titles – and three manufacturers' championships – despite factory opposition from Jaguar, Toyota and Chevrolet, not to mention a horde of Porsche 962s? In Nissan's case, you put together an absent-minded professor, an oversized martinet, a mad scientist and an Aussie who didn't even want to drive GTP cars in general, and the Nissan in particular.

"I was still doing Indycars when I was offered a ride in the Nissan," Brabham recalls. "Back then, the car was black and sponsored by California Cooler. But it had crashed so many times that people were calling it the 'California Coffin', so I was not really keen to drive it. As it turns out, though, I fell into one of those situations that drivers dream about – the right car with the right team at the right time." ➳







Clockwise from above: Nissan's GTP debut, at Riverside in 1985; Nissan would retire from 1989 Daytona; boss Don Devendorf

Whoa, we are getting ahead of ourselves. The Electramotive story properly begins with Don Devendorf, one of those enterprising Southern California hot rod/aerospace types who sent race cars to Europe and men to the moon. By day, he was a head-in-the-clouds – literally – electrical engineer who designed radar systems for Hughes. At weekends, he was a racer with spectacular car control who won five national championships in Triumphs and Datsuns in ostensibly amateur SCCA racing.

By the mid-1970s, Devendorf and engine guru John Knepp – the principals of Electramotive – had become Datsun's works team on the West Coast. It graduated from SCCA club racing to professional IMSA events with various iterations of Datsun's potent Z-car. With Knepp massaging the motors and Devendorf pioneering electronic engine management, Electramotive pumped more than 1000 horsepower out of a turbocharged stock-block power plant. At Fuji in 1982, Devendorf wowed the Japanese crowd by blowing past a prototype Porsche 956 on the front straight in his production-based 280ZX.

In 1984, Nissan introduced an all-new two-valve 3-litre V6, and Electramotive decided to use a turbocharged version of it as the cornerstone of a new GTP car. Lola was the obvious choice to build a chassis. Several GTP cars had already been fashioned out of its T600, 610, 616 and 710/711. The straightforward 810, which had been developed with substantial Electramotive input, featured an aluminum honeycomb monocoque with a carbon-fibre floor and conventional suspension consisting of unequal-length wishbones front and rear.

The Nissan GTP car made its debut at Riverside in 1985 and proved itself to be fast but fragile. You know how some cars are described as rocket ships? Well, the Electramotive P-car was a missile – impressive off the launch pad but prone to explosions.

As if that wasn't bad enough, the car was a nightmare to work on – engine changes took eight hours – and its handling characteristics put the fear of God into its unfortunate drivers. Even Devendorf, who was celebrated for his tail-out style, says of the original car: "It was rather unstable. Most people would have called it diabolical."

The car's best – and just about only – finish in 1985 was a ninth place at Sears Point. Change obviously was in order. First, the overworked Devendorf, who was suffering from Epstein-Barr Virus, hung up his helmet. Then the physically imposing Kas Kastner, an American Alfred Neubauer who'd run Triumph's West Coast racing effort, was hired as competition director of Nissan Motorsports with responsibility over the GTP program.

Eager to upgrade drivers, Kastner hired Brabham, an excellent Indycar shoe who'd never landed a spot on a premier CART team. At his first race in 1986, in a car he'd never sat in before, Brabham stuck the Nissan on the front row at



Brabham leads the Cobb/Weaver 962 at Road Atlanta in 1988. This victory was the first of eight in a row for the talented Aussie

Riverside and earned local hero status.

"He [Geoff] understood how to work with his engineers, and he understood how he had to go to some goddamned cocktail parties," Kastner says. "But what really impressed me was that he gave 100 per cent on the first lap. There was none of that three-laps-to-get-warmed-up bullshit."

Two poles and one near-win followed during the rest of the season, and the team began 1987 with high hopes and revised high-downforce bodywork developed by aerodynamicist Yoshi Suzuka in Electramotive's wind tunnel.

After skipping the 24-hour enduro at Daytona, Devendorf and company showed up for the street race in Miami and waxed the field, Brabham taking pole, setting fastest lap and securing Nissan's first GTP victory with co-driver Elliott Forbes-Robinson. But the next 11 races brought eight DNFs, and the Nissan never finished better than fifth.

To outsiders, at least, the signs didn't augur well for 1988. The Nissan had been outperformed by the venerable 962, and now Jaguar was bringing over a brand-new XJR-9. After winning the curtain-raiser at Daytona, Tom Walkinshaw crowed that his normally aspirated V12s would be even quicker on America's street circuits.

To add injury to insult, IMSA instituted air restrictors to limit the power of the turbo cars, the most conspicuous being the awesome Nissan V6.

"People used to ask me if we had 1000 horsepower. And I'd say, 'Naw, it's not 1000 horsepower'," Kastner chuckles. "Actually, it was 1100 horsepower."

Although the restrictors limited the Nissan to 750bhp, they came with a silver lining. Because there was nothing to be gained by spinning the engine ultra-fast, the limit was lowered by 1000rpm. The motor suddenly stopped doing hand-grenade imitations. Also, thanks to Devendorf's genius for engine management, driveability was improved by generating more torque, which eventually topped out at an asphalt-shredding 800lbs ft, throughout an immensely wide powerband.

But the biggest change to the car was, well, the car itself. The chassis had been updated by Trevor Harris, the incorrigibly inventive engineer behind several championship-winning Can-Am cars but best-known, ironically, for his one failure – the bizarre tiny-tyred Shadow MkI. Harris designed a new aluminum honeycomb tub that was twice as stiff as the old one and overhauled the front suspension to make it easier to tune at the track. "I could make three spring changes in the time it took the Jaguar guys to make one," he says.

Although the new car looked like the old one, the chassis was completely different from the engine forward. Also, the original Weismann transaxle had been replaced with a Hewland, and Bridgestone tyres had been junked in favour of Goodyears. As a result, despite the loss of 350bhp, the 1988 P-car ➤



Chip Robinson was third at Watkins Glen in 1991. Their rivals had caught up, but Nissan's consistency saw them win the title

was faster than its predecessor in race trim. The Jaguars were in for a big surprise.

Electramotive gave the season-opening enduros at Daytona and Sebring a miss. In between, at Miami, chassis 88-01 led from pole until an unscheduled pitstop. But at Road Atlanta, Brabham set pole and fastest lap, survived a *Keystone Cops* pitstop fire, then made up 33sec in 25 laps to overhaul John Nielsen's XJR-9.

After that, the deluge: seven consecutive victories and seven fastest laps on road courses and street circuits, horsepower tracks and handling tracks, from the front and from behind, all with Brabham driving chassis 88-01, usually partnered by John Morton. A second car appeared at Lime Rock, where it was promptly destroyed during a shakedown run. Chassis 88-03 first ran at Portland, where Brabham and Morton started side-by-side on the front row and finished 1-2. "Nothing was in our class," Morton recalls.

Brabham breezed to the driver's championship, but Porsche beat Nissan to the manufacturers' title – by a measly point – due to the sheer volume of 962s.

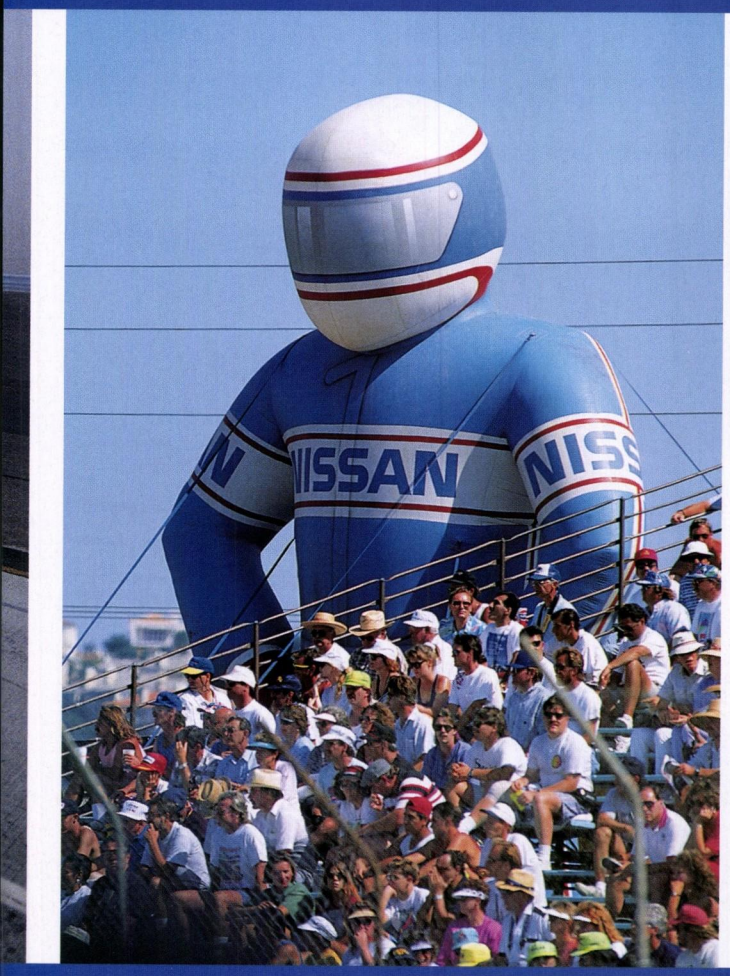
For 1989, Devendorf and Kastner decided two cars would be better than one, and 1987 GTP champion Chip Robinson was imported from the late Al Holbert's disbanded Porsche team to partner Brabham. Ten wins in 15 races followed, with the toughest competition coming between Nissan's team-mates: Brabham stole the championship from Robinson at the last race.

Devendorf estimates that Nissan had spent US $7 million to secure its first manufacturers' title, and he figured that Electramotive deserved a bigger piece of the pie. "We were a world-class operation," he says, "but we were working with a fixed-price, one-year contract." After protracted negotiations, Nissan agreed to buy Electramotive Engineering from Devendorf – Knepp retained Electramotive Inc – and make it the foundation of its newly created Nissan Performance Technology Inc.

Working out of a gigantic, brand-new, state-of-the-art facility, NPTI developed the next-generation GTP car. For the so-called NPT-90, Suzuka came up with new bodywork that necessitated a new tub which, in turn, forced Harris to fashion a new rocker-arm front suspension. By the time the car was finished, there was effectively nothing left of the original Lola.

NPT-90 wasn't ready until the season was nearly half-over – no problem, since the old car had already won four straight races, including the second of three consecutive Sebring 12 Hours. The new car scored its maiden victory at Mid-Ohio, driven by Brabham and Derek Daly. Brabham and Robinson again finished 1-2 in the drivers' championship, and Nissan secured another manufacturers' title. No worries mate, right?

Uh, not exactly. In fact, the new Nissan was usually outpaced by the Toyota Eagle and often had trouble keeping up with the Jags.







"The chassis was great and the engine had improved a lot," Brabham says. "But aerodynamically, the car was a brick. It didn't generate enough downforce, so we had to run a barn door for a rear wing."

Drivers loved the 1988 car because its aerodynamic sweet spot was so wide that it could accommodate almost infinite adjustment. The NPT-90 produced more downforce in the wind-tunnel, but on the track its sweet spot was very narrow and unforgiving; even minute changes to the ride height and rake could make the car virtually undriveable. At Road America, for example, Brabham complained that the car was vibrating so badly that he literally couldn't see. Determined to experience this sensation for himself, Harris, *sans* seat belt – or seat, for that matter – wedged himself into the car while Brabham hot-lapped. "Indeed," Harris says blithely of this once-in-a-lifetime thrill-ride, "the car got into a vertical oscillation that shook my glasses off."

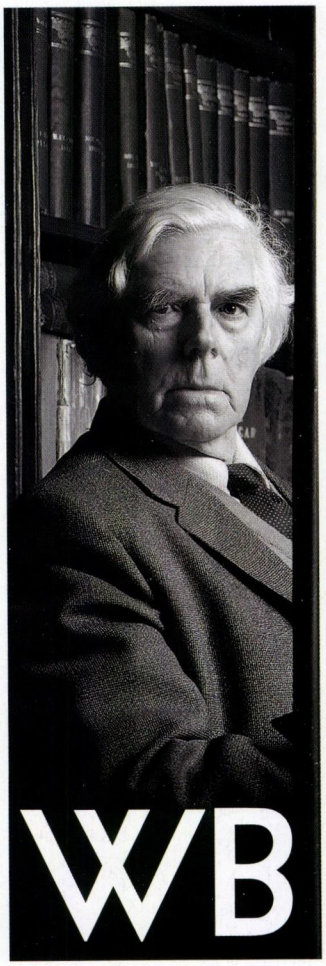
What kept the team ahead of the competition was its reliability – reliable drivers, reliable mechanics, reliable engines and reliable cars. "Every Saturday night," NPTI vice-president Wes Moss says, "the car got completely rebuilt – engine, gearbox, all four corners, everything." In 1990, not counting Daytona, the team suffered only two DNFs in 28 entries. The next year, its record was two of 26. The NPT-91s weren't the 900-pound gorillas of IMSA – despite upgraded four-valve engines, Brabham and Robinson managed only three wins between them in '91. Even so, they ended up first and second in the drivers' championship for the third year running, and Nissan won its final manufacturers' title.

Clockwise from above: Devendorf, Trevor Harris and Brabham; Nissan bestrode IMSA; Brabham scored nine victories during 1989

Brabham scored one last victory at Miami near the start of the 1992 season, but the Nissans could not keep pace with Dan Gurney's high-flying Eagles. By this time, NPTI had ballooned into a leviathan with a US $40 million budget and nearly 270 workers – up from 90 at Electramotive – responsible not only for the GTP programme, but also the design and the build of a Group C car. Unfortunately, the decline in the team's performance coincided with a disastrous downturn in the Japanese economy. When the cost-cutters got control of Nissan, NPTI got the axe just before the 1993 season began.

The NPT-90 lived on for one last desultory year in the hands of Momo founder Gianpiero Moretti, who co-drove it with Derek Bell and others. Although they were second at Sebring and earned best-of-the-rest status, they were outclassed by the Toyotas, which ran the table – winning 17 of the last 18 races, for those keeping score – and effectively put the GTP series out of business.

Devendorf still has a bad taste in his mouth over the way things ended, but he's still proud of his record. "Nissan paid the bills," he says, "but what we accomplished was the product of the great racing and aerospace tradition of Southern California." With a high-speed assist from the Wizard of Oz. M





Intended winner Guinness ignores the camera, eventual winner Segrave (sat in car) had ignored the pit signals

LAT

Team orders? *Plus ça change*

NOW THAT THE CONTROVERSY OVER RUBENS BARRICHELLO being ordered not to win the Austrian Grand Prix is dying down, it is permissible to remark that team orders were in force long before the start of the world championship. This is a fact, however much one sympathised with Rubens. If your boss had decided not to fire you but to offer a multi-million-pound salary, wouldn't you yield?

The good thing, as I see it, was that Rubens left it to the closing stages to ease off, showing that it was not driving inability which had settled the result. This reminded me of the Moss/Fangio finish I saw at Aintree in 1955 (0.2sec between them after more than three hours of racing) when both Mercedes-Benz drivers had shown equal competence.

Team managers have dictated finishing orders from the earliest times. Do you suppose Lautenschlager was not informed by Mercedes that he was to win the 1908 and '14 French GPs, if Mercedes were in a position to do so, letting the others in the team go fast to try to break-up the opposition, while the older test-driver used circumspection to nurse his car home? Do you not believe that team-mates of Georges Boillot were instructed by Peugeot to let him win unless trouble slowed or eliminated his car?

It didn't pay to ignore such team orders. In 1921, Louis Coatalen wanted Kenelm Lee Guinness (Talbot-Darracq) to win the 1921 Le Mans voiturette race. But René Thomas told his mechanic, Albert Divo, to peer, as he would, into the cockpit as their Talbot-Darracq passed the pits when SLOW signals were shown to them, thus beating KLG. So Coatalen tore up Thomas's contract.

There was a sequel, however. Guinness having lost to Thomas, Coatalen promised him that he should win the 1921 JCC 200-Mile Brooklands' race. However, Segrave was desperate to make a living from motor racing and, according to his biographer, he ordered his mechanic Moriceau to ignore the T-D pit signals as Réné had done, and with a secret signal from his wife Doris, he thus won from a puzzled KLG. Malcolm Campbell replaced the sacked Thomas, who told the media, in spin-doctor mode, that he didn't drive because he didn't much care for Track racing! Good drivers were scarce so Segrave was forgiven.

Lagondas fêted at Brooklands

A RECENT ARTICLE BY ARNOLD DAVEY in the excellent Lagonda Car Club Magazine threw my mind back with a jolt to schoolboy years. His article was about the Lagonda Fêtes held at Brooklands from 1927 to 1930, when the Lagonda Company opened up the famous Track to owners of their cars. Thus, for a day, ordinary drivers could have a taste of motor racing in their Lagondas.

My mother had a family friend who was secretary to a Mr Longden, who represented or owned a business making those enormous shiny-black Hume water and sewage pipes, which might then be seen beside our roads, ready for burial.

Where do I come in? Well, one day Mr Longden told his secretary he was going to take his Lagonda to the one-make day at Brooklands, and would be accompanied by a young nephew. When asked on the Monday whether this had been enjoyable, the answer was, "Yes, except that my passenger showed no interest, reading comics all the time".

His secretary remarked how much her friend's young son (me) would have enjoyed it and Mr Longden said that, had he known this before, he would gladly have taken me instead.

Because the races' entry lists were only assembled on the day, the programmes did not list the competitors. So I shall never discover whether Mr Longden had a 2-litre Speed Model or was in a saloon. But if anyone has a Lagonda logbook containing his name, I would like to know...

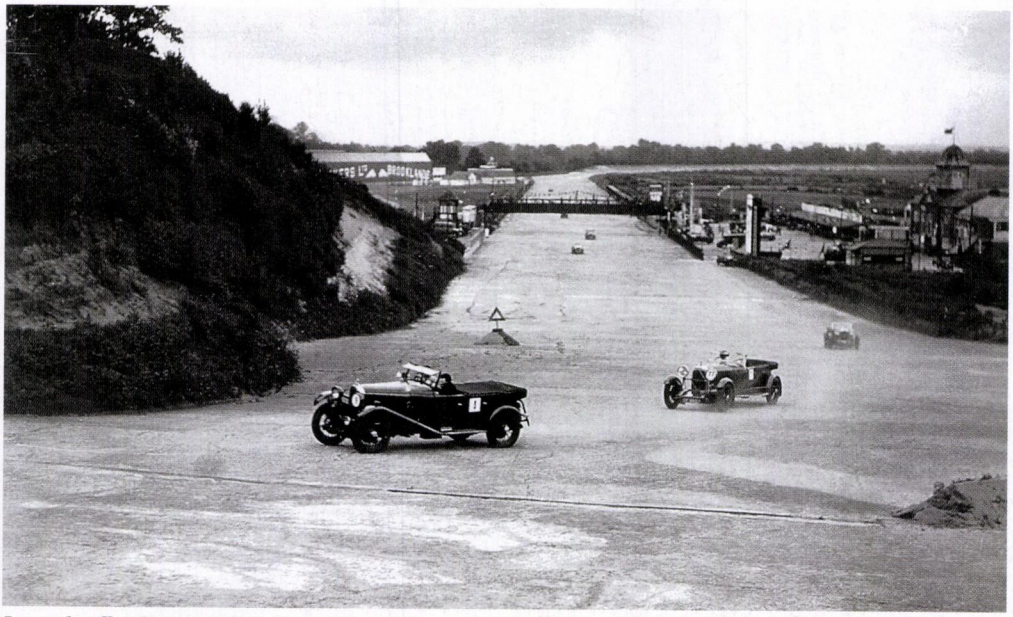
Those long-ago frolics included one-lap handicap and scratch battles for every available type of Lagonda from 12/24s (race won at 47mph) to sportscars and saloons, and timed Test Hill ascents, Ladies races, etc, with Mr Alfie Cranmer, Lagonda's technical director, racing driver Major Oates and other Lagonda associates presenting the cups. There was a two-lap Mountain Handicap for Lagonda sales-staff, and Team cars and the very latest cars from Staines were demonstrated. Lord de Clifford won the 1930 Obstacle race.

Splendid that Mr Davey who, with Anthony May, wrote that wonderful Lagonda history in 1978, has been able to secure this facet from the past. He says Mr Cecil Vokes, maker of those pancake carburettor filters, was terribly annoyed when the Fêtes were stopped, blaming the British Automobile Racing Club, but I think the cause was that it had to reduce the number of fixtures at the Track due to noise complaints.

The late Robbie Hewett bought Vokes' Lagondas, a 3-litre tourer and the 4.5-litre Le Mans winner, after his demise. Lagonda Ltd had copied Alvis Ltd and Henly's, their agents, in these Fetes, as did the Ford Motor Company when they staged an elaborate Ford Day at Brooklands.

If I was deprived of that Lagonda experience I did at least have a run, aged just 14, in the then-new supercharged 2-litre. Having written a letter to *The Autocar* expressing the view that the correct way to supercharge was to blow air into the carburettor(s), Mercedes-Benz sensed a possible sale and, assuming I was adult, offered me a run, which I had, wearing my school cap, at 100mph along the Barnet bypass in a 36/220.

As if that wasn't thrilling enough, Lagonda Ltd, in order to defend their more conventional method of supercharging, invited me – again mistaken for an adult – to meet up with Mr Cranmer, and I was again taken for a fast drive in the 2-litre Speed Model.



Courtesy of The Lagonda Club

Lagonda offered owners of its cars the chance to sample motor racing when it opened up the Track for its annual fêtes

books

Mercedes & Benz at Indy ($US100). Written by American restorer and collector George Wingard, this book contains much about the American racing history of the two great makes, Mercedes and Benz, and new material about Indianapolis Speedway. Also, there are many important photographs, which will be new to most European readers. Wingard gives us a run-down in detail of these makes at Indy from 1909 to '90. But hurry; only 500 copies are scheduled, profits to prostate cancer research. Apply to author: 2323 Fairmount Blvd., Eugene, Oregon 97403, USA (Fax: 00 1 541 344 8061).

* * *

Fast Women – The Drivers Who Changed the Face of Motor Racing (Robson Books, ISBN 1 86105 488 2, £16.95). Bullock's main chapters are on Camille du Gast, Dorothy Levitt, Mrs Victor Bruce, the Cordery sisters, Victoria Worsley, Jill Scott, Margaret Allan, Fay Taylour, Kay Petre, Gwenda Stewart, Doreen Evans, "Bill" Wisdom and others. A light-hearted but essentially readable and historic work, the pictures of all the girls (by Jove!) are alone worth the price.

* * *

Shire have published two little books – *Road Signs* by Stuart Hands and *Milestones* by Mervyn Benford. Prices £3.50 and £4.99, ISBNs 0 7478 0531 8 and 0 7478 0526 1.

* * *

My *Brooklands History* is available in revised 490-page form with many additional pictures, priced at £65, in a limited edition of 2000, ISBN 1 8998 7056 3, available from MRP, PO Box 1318, Croydon, Surrey CR9 5YP.

* * *

The long-awaited *The Racing Zborowskis* by David Wilson, ISBN 0 9542 8760 6, is available from the VSCC for £100.



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Brothers of wealth and talent

LITTLE IS KNOWN ABOUT THE GUINNESS brothers, but they were both fine racing drivers. Sir Algernon Guinness, Bt, achieved much for Darracq; in 1906, he covered a kilometre at Ostend in the fearsome 1905 V8 200hp model at 117.7mph, and enjoyed other sprint successes with it at even higher speeds.

He came third in the 1906 IoM TT and second in the 1907 Circuit des Ardennes. In 1908, he was second in the 'four inch' IoM TT. Business may have then intervened; not until 1914 did he reappear at the TT, in the STD team. He held second until the transmission failed. Later he made FTD at Beacon Hillclimb in a 1914 GP Sunbeam.

He came out of retirement eight years later, aged 39, to win for STD a very wet 226-mile International 1.5-litre race from the renowned Albert Divo.

Sir Algernon held important official positions at Brooklands, etc, long after he had given up competing.

His younger brother Kenelm Lee Guinness joined STD before WWI. A burst tyre caused him to crash in the 1913 French GP, but he was third in the Coupe de *L'Auto* Boulogne race. He also completed two-hour stints in the single-seater 4.5-litre Sunbeam which took 37 records at Brooklands that year.

In 1914, KLG won on the 600-mile IoM TT Mountain Course, but a broken piston put him out of the French GP. He then proved able to tame the 18.3-litre 350hp V12 Sunbeam; he won and was placed several times at Brooklands in this and other Sunbeams, and took the LSR to 133.75mph.

Sammy Davis referred in 1921 to Kenelm Lee Guinness as having made a fine name for himself in racing, having a prosperous business (KLG spark plugs), and being an easy-going gentleman who treated motor-racing as an amusement, victory a pleasant reward.

In 1922, KLG took the STD team to the Coppa Florio on his yacht, *The Ocean Rover*, which he sailed himself from Le Havre to Spain and back, racing-cars in the hold. In the 1924 San Sebastian GP, KLG crashed; his mechanic, Barrett, was killed, and Guinness so badly injured that he gave up racing.

In Ireland, the RIAC Archive holds the records of the Guinness Segrave Library, so maybe one day we will learn more about these fine drivers.



Above: Among his achievements for Darracq, Sir Algernon Guinness drove this V8 to 117.7mph over a flying kilometre at the 1906 Ostend Speed Trials. Below: Younger brother Kenelm Lee Guinness broke the LSR for Sunbeam



both: National Motor Museum

miscellany

IT WAS GOOD THAT AT THE VSCC's British Empire Trophy Meeting there was a 10-lap race for vintage Bentleys. Out of a field of 16, the winner was Randal Stewart's 3/4.5 which averaged 58.91mph, with a best lap of 61.32mph. A close second was Brian Cook's 3/4.5 and the famous 'Bluebell' was third, driven by George Sandy.

* * *

THE VSCC ALSO HELD A RACE for Morgan three-wheelers at Cadwell Park, round three of a series. A field of 18 took part in the six-lapper, C Reynolds' JAP-engined Super Sports winning by 11.5sec, at 65mph, from Caroline's JTOR-JAP Aero Morgan, with Sue Darbishire's F4 Ford-powered E93a third.

* * *

ANOTHER EVENT WHICH WENT off well was the Centenary Celebration of the MCC and MAC at Brooklands on May 5. Bikes and cars numbered 63 for the Banking Trial and 20 for the Test Hill ascents. Overall winners, judged on speed and regularity, were M Pearson (1954 replica Dellow)/N Bray (1936 Ford Special); Best 'veteran' performance (age of driver and car) went to T Nicholson (1930 Riley 9). Class victors were: Closed cars: A Tucker-Peake (1985 Peugeot 205 GTi)/P Chandler (1965 Hillman Imp); Open cars: D Welch (1960 Austin-Healey Sprite)/H Foster (1973 Morgan Plus 8); Pre-War cars: B Bennett (1933 J2 MG)/S Dear (1927 Wolseley 16/45). There was, too, a very interesting display of 120 vehicles. A fine programme includes great picture-covers of MCC High-Speed Trials on the Track, as well as 56 shots of typical MCC/MAC vehicles along the years, Club histories, and Ian Williamson's *100 Years of Trials Cars*, etc. This will become a collector's item, so try Mr Williamson (fax 01993 823366) to see if any remain.

Betting at odds with motor racing?



LAT

Parry Thomas and his Leyland Spl was the tipster's choice at Brooklands

I HAVE HEARD THAT THE JOCKEY CLUB is investigating riders who are deemed to have deliberately held back a horse. Rather curious, surely, that we never heard such complaints at Brooklands, where it was openly accepted that a driver might drive uncompetitively in early races in the hope of a better handicap later on. It was also common knowledge that some would occasionally disguise the true speed of their cars in practice.

Yet lots of bookies were present, the most popular the legendary 'Long Tom', who wrote in an early issue of MOTOR SPORT of how he operated. The Tote was introduced in 1929, and betting was also encouraged on car-racing occasions at Aintree.

There was a suggestion that at least one of the drivers would place a bet and, if he realised he could win a race but in doing so would defeat the car on which his money had been put, he would slow down, preferring a substantial sum from a bookie. I hope this was entirely apocryphal.

That betting on cars was taken seriously was emphasised by *The Sporting Life* and *Sportsman* having, in the 1920s, forecasts for Brooklands races, by 'White Line'. It may be unfair to judge how helpful he was to those laying bets by only one of his predictions, but it's the only reference I have. For the 1926 Autumn Meeting, of eight forecasts, only two, the Leyland Thomas and Meeson's 30/98, came in.

The only time I've placed bets was at the first Goodwood car meeting, when it was almost impossible to lose as the bookies had no idea of what odds to offer. Putting 2/6d on race after race, I won each time, until my luckless bookmaker said he wished I would go away.

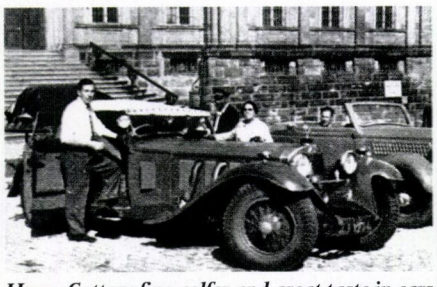
When one car isn't enough

MOST PETROL-HEADS (GHASTLY DESCRIPTION), WHOSE enthusiasm, I thought, came from the heart, even the soul, will have owned quite a few cars. But who can compete with G R N Minchin who, between 1907 and 1939, claimed, in his book *Under My Bonnet*, to have had 151 and 13 motorcycles? His favourites in the post-WWI years were his 1920 Rolls-Royce, 1929 Rolls-Royce Twenty, 4.25-litre 1936 Bentley and a 1939 Frazer Nash-BMW.

Then there was Gerald Kilton who, between 1905 and 1976, had had five motorcycles and 86 cars, naming as those he especially liked as a Prince Henry Vauxhall and his four OMs, but regarding a London-Edinburgh-type Rolls-Royce as the best among the older ones. Indeed, he had had 10 R-Rs, including the London-Monte Carlo record-breaker of H R Pope and the one owned by Billy Moorhouse, VC. There had also been several sporting Gordon Watney-bodied Mercedes, and later the first (only?) Knight sleeve-valve Mercedes in this country. Another was the rotary-valve Itala used by Pope for another London-Monte Carlo dash.

And finally, there was Mr G de Gongh, who had had 37 motorcycles and 76 cars between 1915 and 1975. They included a gigantic Isotta-Fraschini, the ex-Percy Lambert racing Singer, and the Marendaz Special previously owned and used in trials by Mrs Aileen Moss, Sir Stirling's mother.

A different kind of driving



Hobbs Golf Collection

Henry Cotton: fine golfer and great taste in cars

A READER HAS KINDLY SENT ME SOME PAGES FROM *This Game of Golf* by the famous player Henry Cotton. It has a chapter on motoring in which he describes his 1929 36/220 Mercedes-Benz two-seater coupé, which had a special carrier for the luggage (and clubs?) Cotton carried on long journeys, including those across Europe.

He had bought the red Mercedes-Benz after it had done only 3000 miles and he kept it proudly for 13 years, clocking up more than 100,000 miles in it before selling it, still in very good order, for a small sum.

MYSTERY 'NASH

INFORMATION IS SOUGHT ABOUT A VINTAGE FRAZER NASH OF which 'Chain Gang' VSCC members and the Frazer Nash Trust have no record.

It had a four-cylinder twin-cam engine with no maker's name on it but which was assumed to be an Anzani, but earlier than the kind used in Squire sports-cars, as it had no water pumps driven from the camshafts. It had twin Solex carburettors and ignition was by magneto – and was possibly an experimental engine from around 1934. The body was a two-seater, exhaust system external, and the chassis the narrow-front-axle, small-brake version.

During WWII, it was owned by the enthusiastic Miss 'Teddy' Worthington, who was at the RAE in Farnborough. Someone may recall putting the twin-cam engine into the FN chassis. Miss Worthington would work on it in a cold garage into the early hours, calling for volunteers to help. I once fell for this, the prospect of bacon-and-eggs and a hot bath afterwards the incentive. No mechanic, I tried to help, and learnt a lot about cars, etc.

Some of us gathered to watch after the engine had been reassembled following a blown gasket, but water poured out of the block. After more work, it ran again, getting to a 750MC meeting in London.

It must have survived the war, as the enthusiasts who knew it would surely not have let it be broken up. A distinguishing feature was that every lamp had a separate switch on the fascia. If memory is stirred, something that MOTOR SPORT is good at, letters can be forwarded.

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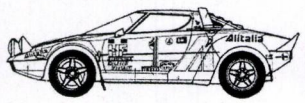
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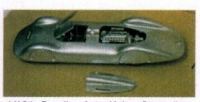
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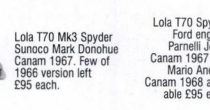
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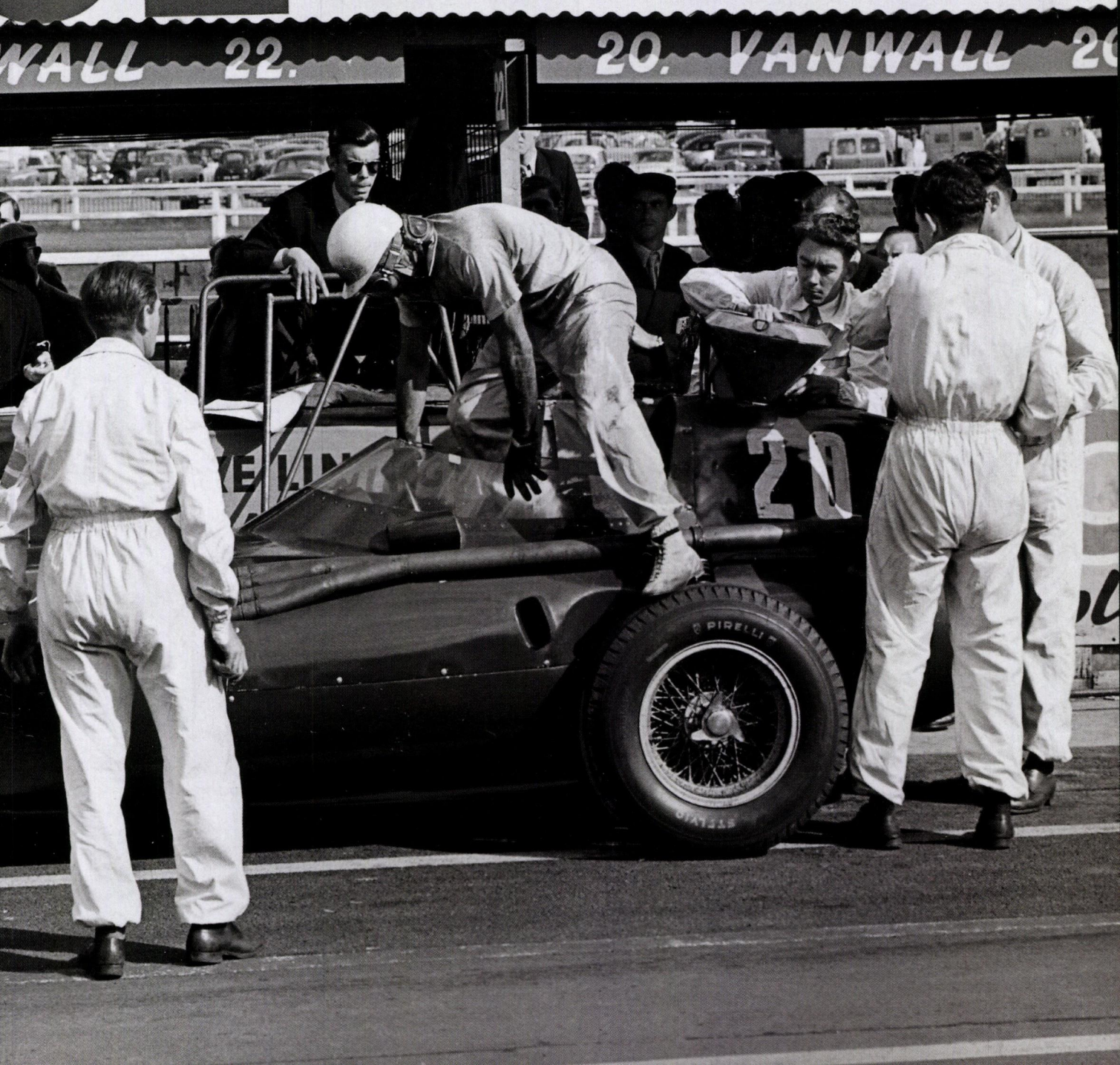
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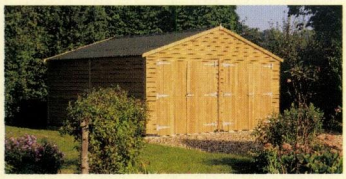


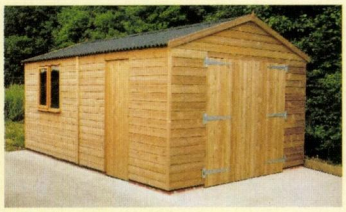
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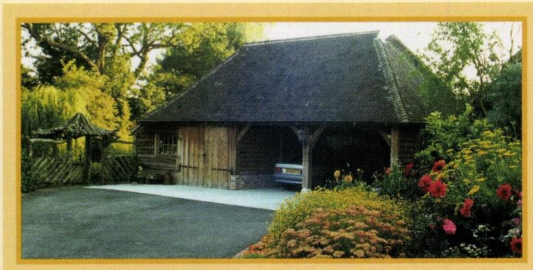
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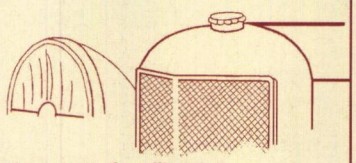
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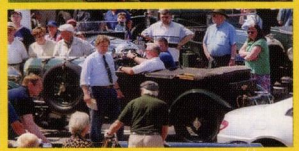
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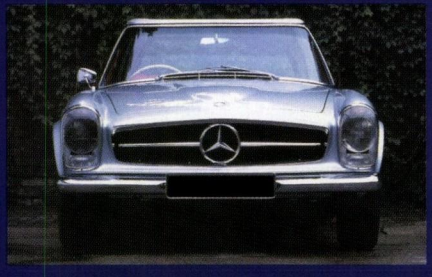
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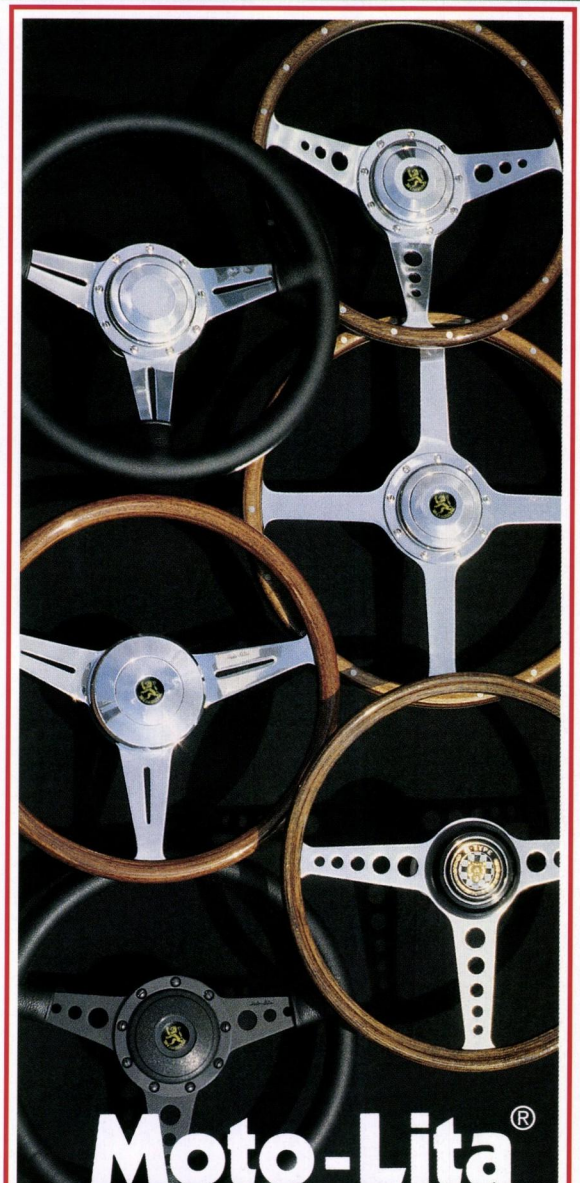
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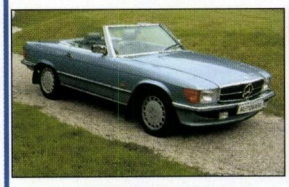
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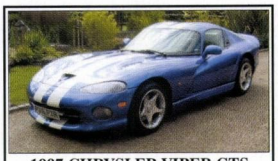
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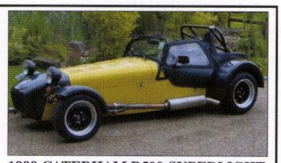
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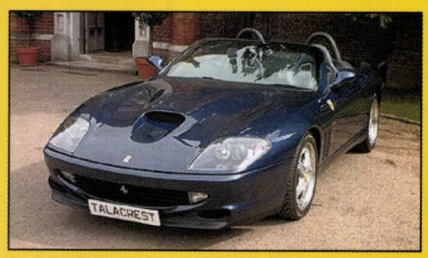
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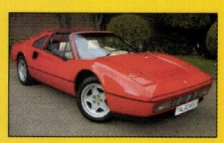
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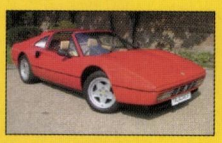
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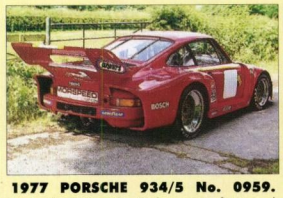
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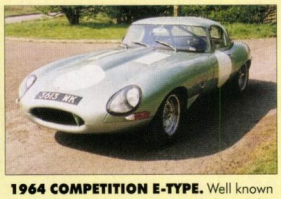
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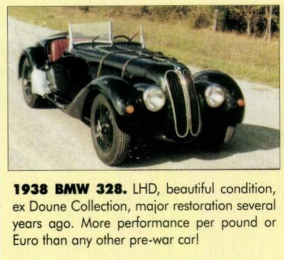
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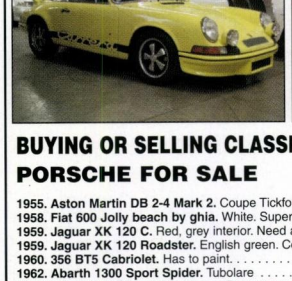
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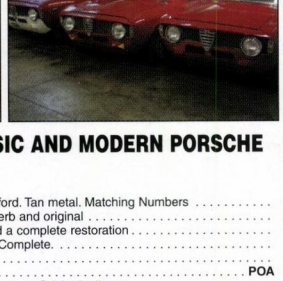
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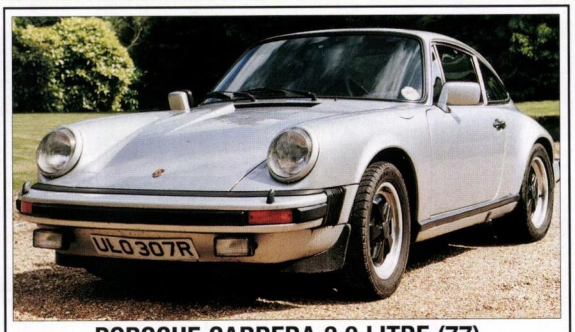


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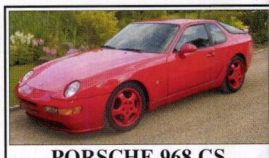
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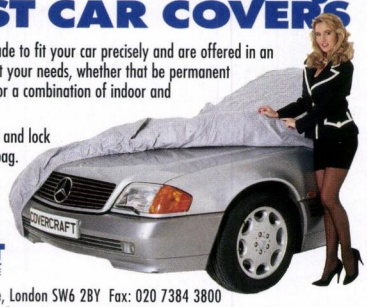
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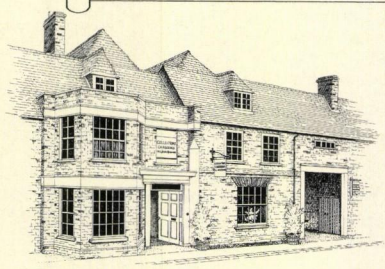
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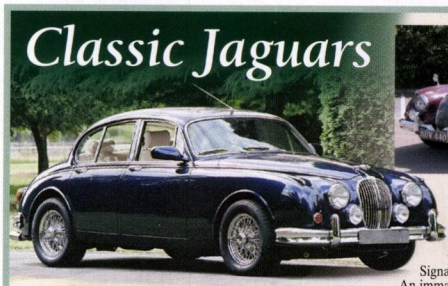
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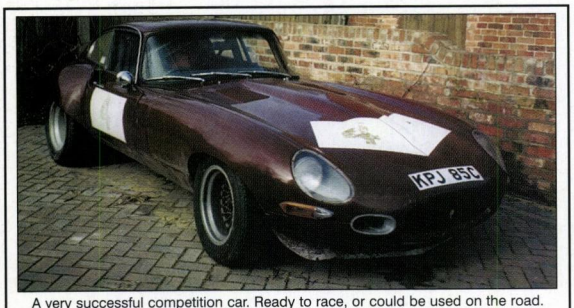
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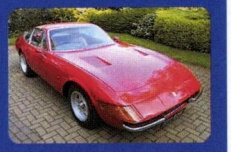
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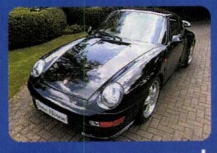
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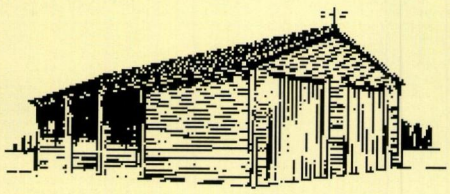


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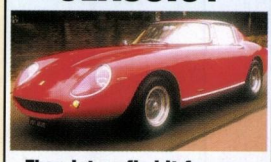
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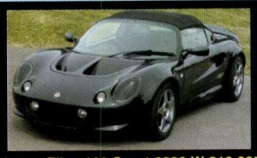
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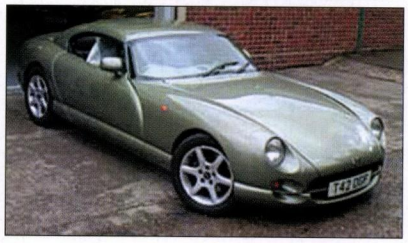
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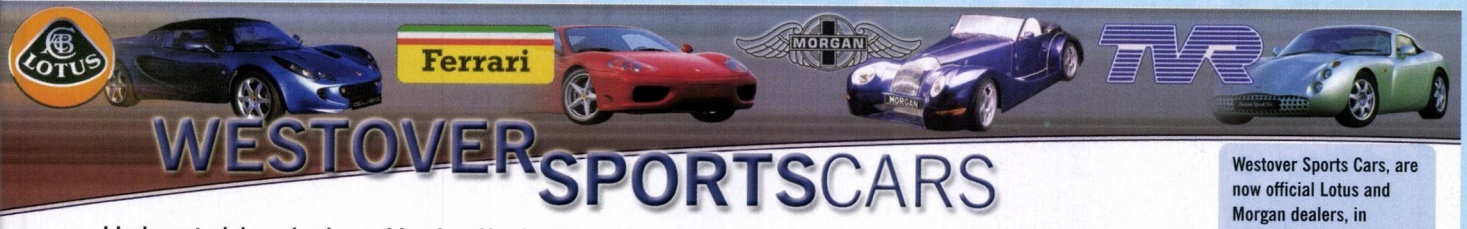
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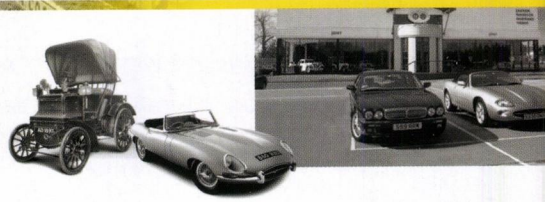
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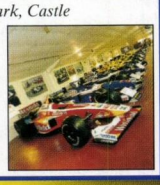
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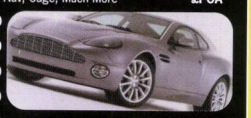
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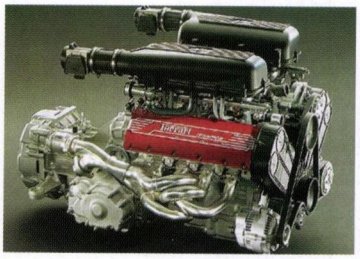
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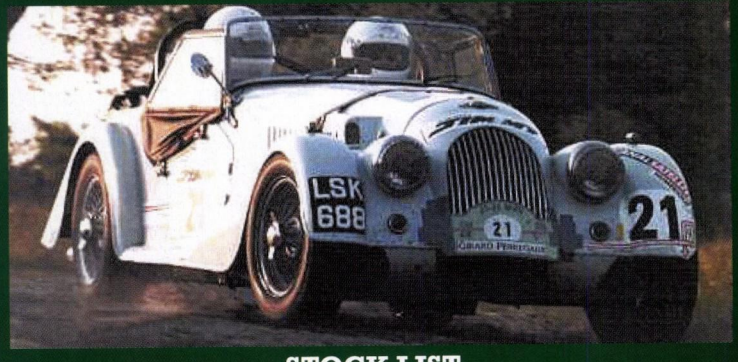
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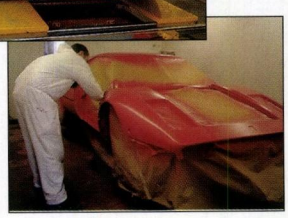
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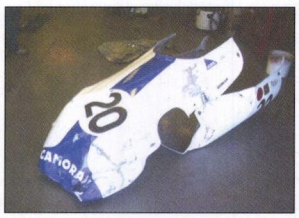
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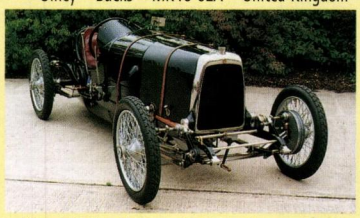
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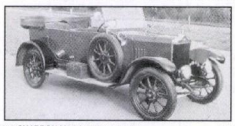
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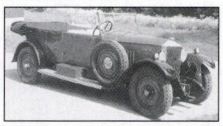
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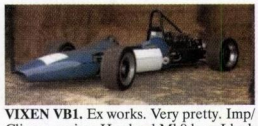
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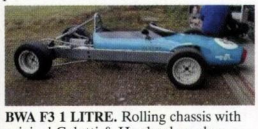
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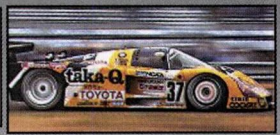
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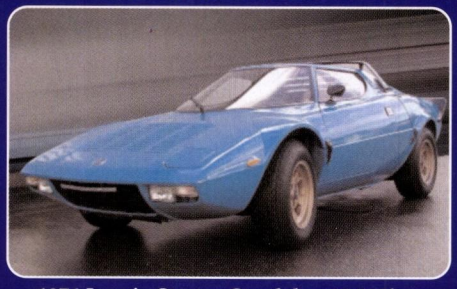
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With only 8,000km on the clock and in absolutely perfect condition, this extremely rare rally car in its road-going guise has carefully been kept in its full, original condition. Its 300bhp engine has been completely rebuilt and upgraded to full racing specification by Abarth work mechanics. Located in Europe and available immediately for **Euros 70,000.**

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ASTON MARTIN V8 FUEL INJECTION. 1987.
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£52,000



ASTON MARTIN DB4. SERIES V (LONG HEADLAMP). 1963
Black Pearl with Burgundy hide. Overdrive. 3 owners. Rebuilt by R.S.W. Ltd 6,000 miles ago. (Lead free, handling and brake enhancement). Superb.
£97,500

ASTON MARTIN V8 VOLANTE. 1979. Royal Blue with Tan hide. Blue mohair hood. Fully rebuilt by R.S.W. Ltd. 7ltr engine and gearbox, later wheels and tyres. POW spoiler. Handling kit, sports exhaust. Private plate **£90,000**

ASTON MARTIN V8 VOLANTE. 1980. Burgundy with grey hide piped Burgundy. 57,000 miles. Lead free conversion. Full service history and service voucher book.... ..... **£55,000**

ASTON MARTIN V8. 1984. L.H.D. Royal Cherry with Black hide. Full RSW rebuild including lead free Vantage engine; uprated automatic gearbox and torque converter; re-spray and suspension rebuild. All within the last 2000 miles. Available for viewing in France **£56,000**

ASTON MARTIN LAGONDA (4 DOOR V8). Anthracite with Beige hide. Rare, being one of only seven manufactured and unique in being the only manual car. Full RSW mechanical rebuild and upgrades within the last 2,500 miles. Superb..... **£97,000**

ASTON MARTIN VIRAGE V8. Automatic. 900 miles (nine hundred miles). The latest specification. Black with Black hide. For further details of this unique car contact Richard Williams..... **£72,500**

ASTON MARTIN VIRAGE. 1988. CHASSIS NO. D.P. 2034/4. Works development and press car. Featured in the Virage book. Unusual and interesting history. Numerous updates to the later specification. Manual gearbox. Green with Beige hide **£47,500**

ASTON MARTIN DB5. 1965. Silver with Burgundy hide. Full body off restoration. Special R.S. Williams 4.2 litre engine giving Vantage plus performance. Available August **£160,000**

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Porsche

PORSCHE STOCKLIST

2001 PORSCHE 911 TURBO LAPIS BLUE 5000 miles
1999/0 PORSCHE GT3 LHD YELLOW 20000 miles
2001 PORSCHE BOXSTER 3.2 S ARCTIC SILVER 17000 miles
2000 PORSCHE BOXSTER 3.2 S ARCTIC SILVER 15000 miles
2001 PORSCHE 996 COUPE 4 ARCTIC SILVER 7000 miles
1999 PORSCHE 996 CABRIOLET ZENETH BLUE TIP 23000 miles
1997 PORSCHE 911 TURBO 4 POLAR SILVER 41000 miles
1997 PORSCHE 993 COUPE S ZENITH BLUE 27000 miles
1997/8 PORSCHE 993 CABRIOLET ARCTIC SILVER 42000 miles
1997/8 PORSCHE 993 TARGA ARCTIC SILVER 15000 miles
1997/8 PORSCHE 993 TARGA METALLIC BLACK 37000 miles
1996 PORSCHE 993 COUPE IRIS BLUE 41000 miles
1995 PORSCHE 993 CABRIOLET TIP MIDNIGHT 27000 miles
1995 PORSCHE 993 CABRIOLET MET BLACK 33000 miles
1994 PORSCHE 993 COUPE POLAR SILVER 27,000 miles
1991 PORSCHE 911 CARRERA (964) RED 28000 miles
1990 PORSCHE 911 CARRERA (964) CABRIOLET RED 66000 miles
1989 PORSCHE 911 SSE CABRIOLET RED 71000 miles
1989 PORSCHE 911 SE CABRIOLET METALLIC BLUE 55000 miles
1988 PORSCHE 911 TARGA RED 72000 miles
1984 PORSCHE 911 S/E COUPE SILVER 99000 miles
1980 PORSCHE 911 SC COUPE WHITE 76500 miles

AC COBRA / JAGUAR / OTHERS

1997 ASTON MARTIN DB7 VOLANTE AUTO
1967 JAGUAR E-TYPE 4.2 RDST MET SILVER CONCOURS 55000 miles
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1962 JAGUAR E-TYPE ROADSTER RED 36000 miles
1954 JAGUAR XK120 DROPHEAD COUPE IN IVORY WITH GOOD HISTORY 77,000 miles
1936 BENTLEY 41/4 PILLERLESS COUPE BY GURNEY NUTTING DARK BLUE 1 OWNER 28 YEARS
1997 ASTON MARTIN DB7 AUTO VOLANTE 18000 miles

Ferrari

FERRARI STOCKLIST

2000 FERRARI MODENA 360 FI MET SILVER 5000 miles
1999/00 FERRARI MARANELLO 550 TITANIUM 11000 miles
1999 FERRARI 355 GTB RED 11000 miles
1997/8 FERRARI 355 SPIDER RED 2000 miles
1997 FERRARI 355 SPIDER RED 11000 miles
1997 FERRARI 355 SPIDER LE MANS BLUE 11,000 miles
1997 FERRARI 355 GTB RED 16,000 miles
1997/8 FERRARI 355 FI GTS LHD RED 30000 miles
1995/96 FERRARI 355 GTS RED 12,000 miles
1997 FERRARI 456 GTA LE MANS BLUE 7000 miles
1997 FERRARI 456 GTA RED 6000 miles
1996 FERRARI 456 GT YELLOW 32000 miles
1994 FERRARI 348 SPYDER RED 23000 miles
1990 FERRARI TESTO ROSSA RED 8000 miles
1990 FERRARI TESTO ROSSA RED 15000 miles
1990 FERRARI MONDIAL CABRIOLET 3.4T RED 36000 miles
1987 FERRARI MONDIAL CABRIOLET 3.2 RED 32000 miles
1988/9 FERRARI 412i BLUE 45000 miles
1986 FERRARI 328 GTS RED 30000 miles
1983 FERRARI 308 GTB QV BLACK 32000 miles
1980 FERRARI 308 GTS RED 38000 miles
1979 FERRARI 308 GT4 RED 54000 miles
1979 FERRARI 512 BOXER BERLINETTA MET BLUE 21000 miles
1974 FERRARI 365 BOXER GTB/4 RED 16000 miles
1973 FERRARI 246 GT MET BLUE 26000 miles
1972 FERRARI 246 GT AZURE 48000 miles one owner
1967 FERRARI 275 GTB4 RED 36000 miles

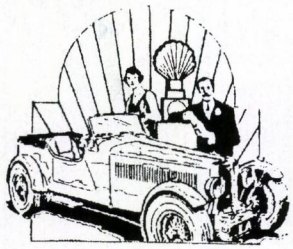
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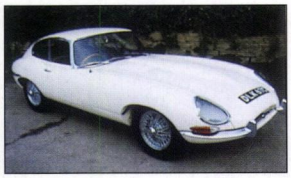
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1965 ASTON MARTIN DB6 Mk I Manual. (One of the first and ex-David Brown Co.). Pacific blue with magnolia leather trim, CWW, 56,000 miles only, with superb history, inc. Aston factory, last owner 22 years, lovely original example with perfect engine and underbody **£39,950**



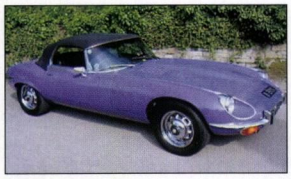
1965 C Jaguar 4.2 Si E-type. FHC, old English white with black leather, original RHD with matching numbers. 58,000 miles only, first owner, 32 years, the most correct and original example we have seen.**£29,950**



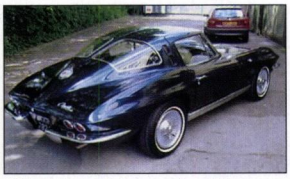
1962 Lotus Elite S2. (Bristol Double, Dimple Body) 1460 Coventry Climax engine, with ZF 4 speed gearbox. Lotus Racing Green, a superb and rare motorcar, with very important history and provenance correctly priced, please phone/e-mail for full details etc.....**POA**



1962 Austin Healey 3000 Mk2A. RHD. Ice Healey blue, with Blue hood and Blue leather trim, overdrive, wire wheels, upgrades to brakes, engine etc. Superb restoration by last owner, one of the best there is **£27,950**



1972 Jaguar E-Type V12 Roadster. Manual, PAS, Roman Purple, with Black leather trim, chrome wheels, last owner 10 years, superb, original example that has just had circa £4,000 spent by us on re-commissioning (clutch, wheels and paintwork), cherished reg. number, superb to drive. The best value, and condition example anywhere at **£32,950**



1963 Corvette Stingray. (Rear Split Screen Model) Very rare, manual, Daytona Blue, Black leather, 45,000 miles and the best we have seen. (Matching numbers etc). **£28,950**



1958 JAGUAR XK150 3.4 F.H.C. Manual/overdrive, original English R.H.D. example, Indigo blue with grey leather and chrome wires, fortune spent over the last few years on restoration, stunning example at **£26,950**



1965 Mercedes 220 SEB Coupe. Royal Blue with Blue leather trim. Rare manual example, one previous owner, 14,800 miles only - repeat 14,800 miles only, mint, original unmarked example, unrestored and perfect.....**£29,950**

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IVAN DUTTON LTD

Where has the year gone, I can't believe that we are getting ready for the Goodwood festival and watching the rain fall on Wimbledon already. I suppose some of it is not doing proper Motorsport ads, with the attendant pressure of meeting the print deadline, I really have to apologise but we thought it was worth trying to use the ads to sell cars. However, despite having good cars at reasonable prices, they all sold by word of mouth. I suppose the Type 44 we have just got will be the same. This is a lovely car ready to rally and with a complete history all for £110K.

Speaking of rallies the first half of the year disappeared in preparing for a hugely successful Monaco, (apologies for that ad as well), needing some r&r immediately after the historic GP I went off to Tuscany for the International Bugatti rally near Sienna. In fact our Monaco ad was done on the phone and fax from there, (I suppose it nearly worked). Anyway 90 odd Bugattis and 200 odd people took over a converted 14th century monastery for a week and enjoyed the sensory delights of dramatic scenery combined with regional foods and wines.

There was a lovely cross section of cars from early eight valves to an EB110! Yes really, I wonder if the owner would feel equally at home at a VW owners club meeting. VW pulled out their Royale, for static display of course, if it was Bugatti's practical joke, as is rumoured, he would love the fact it's still fooling the suits seven decades later. The cars that actually made the name were treated to wonderful scenery, on twisty narrow roads, that unfortunately left the drivers precious little time for sightseeing. A couple of times the roads were unsuitable but we all coped, even Black Bess, Bugatti's first supercar 1912, but five litres of thump does work on steep inclines, even if only having rear brakes and beaded edge tyres makes the descents interesting.

The new Veyron also made a fleeting (static) appearance, I used to think that building a new 35B in 12 months was a long lead time but having seen the major manufacturers perform I'm not so sure anymore.

VSCC Cadwell came up next and this was great, especially as Len's Riley ELF won the Melville, and Charles in the 51 won the Williams. the Riley with the big Ford engine is really an effective PVT special, using pre war technology pre-selector gearbox etc, not a rose joint or Sierra gearbox in sight. the type 51 is flying now but the lack of limited slip diff has had an effect on lap times and, with no Julian or Venables, the Williams was a one horse race. Every Bugatti in the field was a client of ours so the race shop had a good weekend.

Mallory next but I will be on the Bugatti next generation rally. All the young members of the club enjoying a light hearted weekend in their parents Bugattis, parents feelings go unrecorded, finishing up at the Prescott garden party. My father's record on the hill has now gone to Charles after he refitted the limited slip diff, and despite leaving the road shaved some tenths off. Perhaps I can persuade my Dad to have another go but I think he may just leave it to me.

Our Bugatti memorabilia and enthusiast shop idea has resurfaced and looks likely to be up and running for Christmas, I'll keep you posted and it will form a mail order section of our web site. Web site? Yes, I gave in to pressure in the end (thanks Andrea, Mike and Louise) and **www.duttonbugatti.co.uk** is now open for viewing. It's a work in progress and any comments are welcome even if only to prove that the web is frequented by the odd real person as opposed to the real odd person. I hope the shop will be useful for the numerous organised Club visits (Round Table, car clubs, WI etc) we host here through the year, as people like to take away a little momento.

These visits can be arranged with a new addition to our staff Helen Walker (sorry Len) my PA, with nearly twenty employees she should help me find time to keep doing the things I'm good at, she has always been far too organised perhaps the middle way will be perfect.

Until next time, cheers.
Tim

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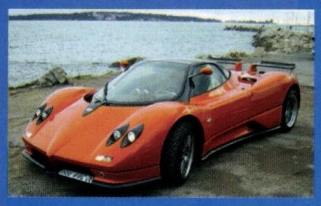
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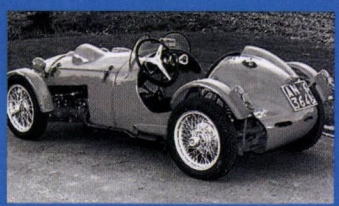

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JAGUAR XK 150


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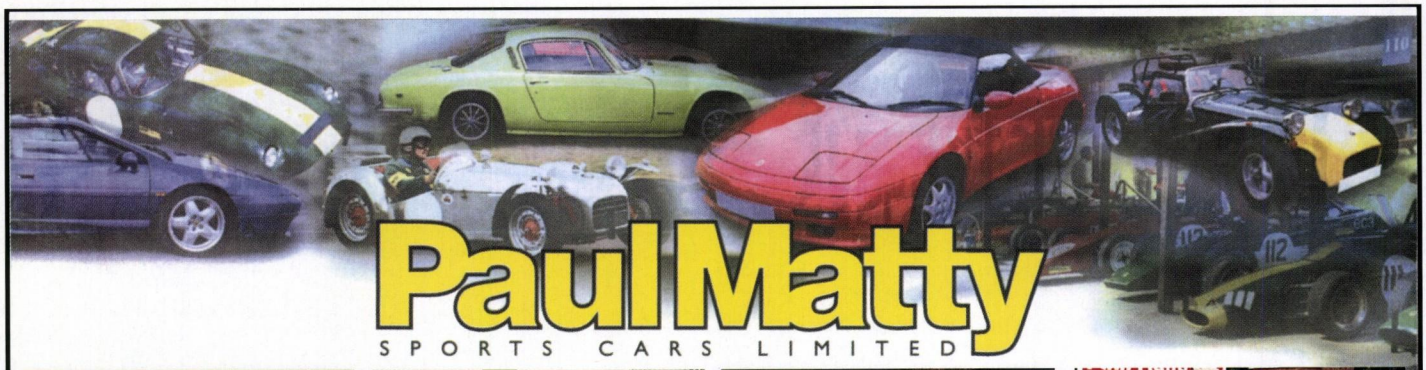

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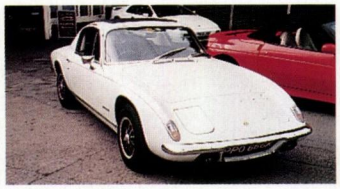

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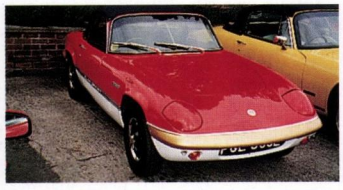
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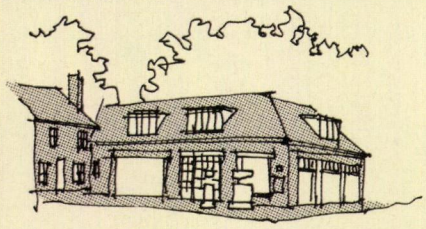


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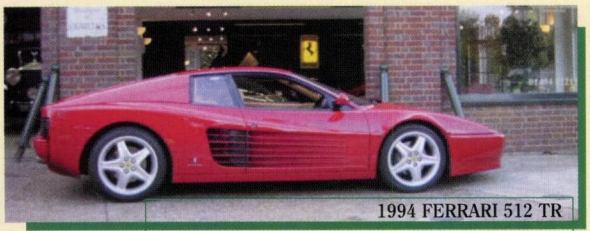
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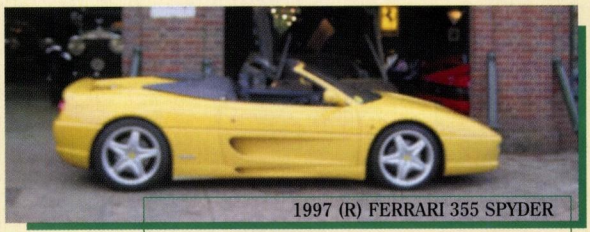
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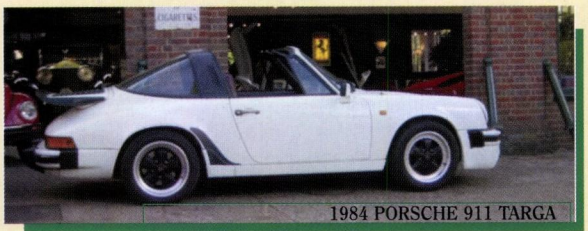
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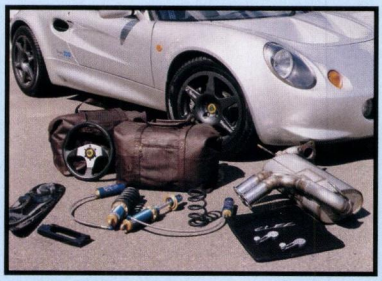
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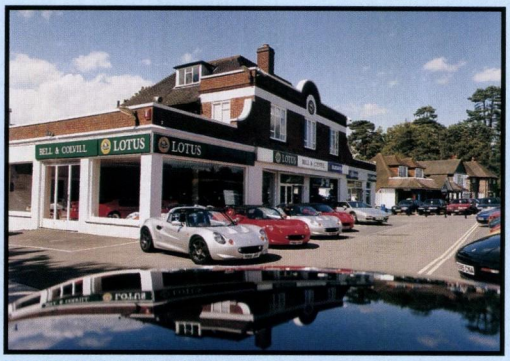
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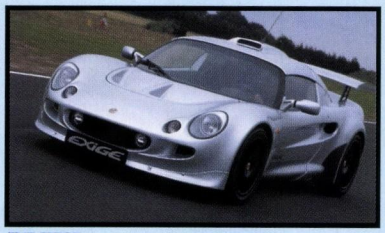
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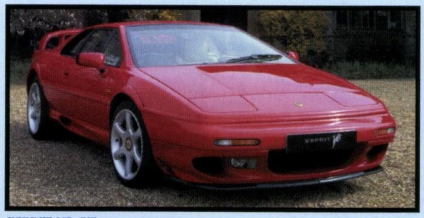
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Azurite blue, orion grey hide, command, inbuilt phone, walnut wood, xenon r/lamps, CD changer, parktronic, 17" alloys, 22,000 miles
£34,950



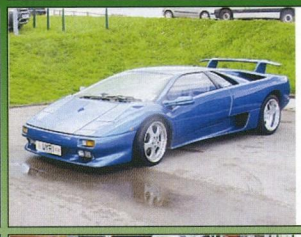
BENTLEY ARNAGE T 2002 (02)
Moroccan blue, silver quilted hide, turned aluminium dash, 19 inch wheels. 450 BHP, 645 FT LB torque, 168 mph, stunning
£159,950



ALFA ROMEO GTV SPIDER 2.0
2000, Black, red leather, air conditioning, low mileage
£16,950



CHIMAERA 5.0 1999 (V)
Burnt Orange, black hide, griffith alloys, aluminium dash, orange dials.
£23,950



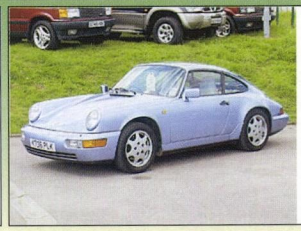
LAMBORGHINI DIABLO VT 1996 (P)
azuro blue, silver grey hide, blue dash, rear wing adjustable suspension, 17,000 miles.
£74,950



MERCEDES ML 320 1999 (T)
Ruby red metallic, grey hide, lux pack, family pack, larger alloys, chrome bars.
£23,950



FORD ESCORT RS COSWORTH LUX 1992 (K)
Mallard green, raven cloth, outstanding order, must be seen
£14,950



PORSCHE 911 CARRERA 2 COUPE TIPTRONIC S
1992 (K) Diamond blue, linen hide, sports seats, 63,000 miles
£22,950



ALFA ROMEO GTV 3.0 COUPE
2000 (X) Blue metallic, black hide, 6 speed, air conditioning.
£15,950

TVR

TUSCAN SPEED SIX 2001 (Y) Mango Yellow pearl, Black hide, Red Rose Conversion, air con, 18" wheels **£39,950**
TUSCAN SPEED SIX 2000 (W) Purple Illusion, Portland Grey hide, 18" wheels, CD player, 6,000 miles **£31,950**
TUSCAN SPEED SIX 2000 (W) Oxford green, magnolia hide, air conditioning, 18 inch alloys, 6,000 miles **£29,950**
TAMORA 2002 (51) Lazurite blue, silver hide, air conditioning, electric lumber support **£39,950**
CERBERA SPEED SIX 1999 Cashmere silver, Magnolia hide, air conditioning, CD, 24,000 miles **£27,950**
CHIMAERA 5.0 1999 (V) Burnt Orange, black hide, Griffith alloys, aluminium dash, Orange dials **£23,950**
CHIMAERA 4.5 1997 (R) Giallo fly yellow, black hide, power steering, 36,000 miles **£19,950**
CHIMAERA 4.0 1998 (S) Moondust silver, tomato hide, ali dash with red dials, 36,000 miles **£21,950**
CHIMAERA 4.0 1998 (S) Blackberry metallic, burgundy hide, power steering, 24,000 miles **£21,950**

MERCEDES

MERCEDES SL600 1997 (R) Black, grey hide, AMG alloys, cruise control, climate control **£37,950**
MERCEDES S320 1999 Azurite blue, orion grey hide, command CD, phone 18" alloys, 22,000 miles **£34,950**
MERCEDES SL600 1994 (M) Azurite blue, grey hide, total spec, 60,000 miles **£29,950**
MERCEDES CLK 320 1999 (T) Black, black hide, climate control, cruise control, polished alloys, 18,000 miles **£23,950**
MERCEDES CLK 320 1997 (R) Silver, Black hide, climate control, sunroof, 37,000 miles **£20,950**
MERCEDES E430 1998 Alexandra Green, grey cloth, climate control, 28,000 miles **£19,950**
MERCEDES 500 SL 1992 (K) Almadine metallic, Cream Beige hide, climate control, cruise control, elec. seats **£21,950**
MERCEDES CLK 320 COUPE 1998 (S) Mineral Green, Orion Grey hide, one owner **£21,950**
MERCEDES S420 1997 (R) Azurite Blue, Cream hide, electric memory seats, cruise, rear blind, 46,000 miles **£19,950**
MERCEDES E320 V6 AVANTGARDE 1998 Ruby red, grey hide, climate control, alloy wheels **£14,950**
MERCEDES E230 ELEGANCE ESTATE 1997 (R) Black, grey cloth, climate control, cruise control **£14,950**
MERCEDES 200TE AUTOMATIC ESTATE 1996 Silver, grey cloth, seven seats, AMG alloy wheels **£7,450**

BMW

BMW 525i SE 2001 (Y) Gunmetal grey, grey hide, climate control, park distance **£24,950**
BMW M3 EVOLUTION COUPE 1998 bright red, black alcantara, climate control, alloy upgrade, 42,000 miles **£19,950**
BMW M3 EVOLUTION 1997 (R) 4 door, Estoril blue, silver leather, 6 speed, climate control **£19,950**
BMW M3 EVOLUTION 4 door, 1997 Oxford green, Saffron hide, climate control, 43,000 miles **£17,950**
BMW 740i 4.4 1996 (P) Silver, anthracite hide, multi function steering wheel, 63,000 miles **£14,950**
BMW 528i SE MANUAL 1998 (S) Calypso red, cream beige hide, climate control, sunroof, 47,000 miles **£14,950**

ROLLS ROYCE/BENTLEY

BENTLEY CONTINENTAL MULLINER R COUPE 2000 (W) Dark Cherry, slate grey hide, 420bhp, 1,200 miles only **£149,950**
BENTLY ARNAGE RED LABEL 2001 (Y) Black Emerald, oatmeal hide, satellite navigation, park distance, 6,000 miles **£99,950**
BENTLEY ARNAGE RED LABEL 2000 (W) Black Emerald, Magnolia hide, sat nav, wood inlay, 7,000 miles **£89,950**
BENTLEY ARNAGE RED LABEL 2000 (X) Peacock Blue, portland hide, sunroof, sat nav, 28,000 miles **£89,950**
BENTLEY CONTINENTAL R COUPE 1992 (K) Dark Oyster, Beige hide, 44,000 miles **£64,950**
BENTLEY TURBO R 1996 Sherwood green, light Tan, full service history, 28,000 miles **£42,950**
BENTLEY BROOKLANDS 1996 model year Carmine red, Magnolia hide, red piping, 44,000 miles **£37,950**
BENTLEY BROOKLANDS 1996 Sherwood green, magnolia hide, 55,000 miles **£37,950**
BENTLEY BROOKLANDS 1996 model Red Pearl, magnolia hide, St James dash top, CD changer, alloy wheels **£33,950**
ROLLS ROYCE SILVER SPUR 1983 Coral white, Tan hide, beige everflex, ex Hong Kong **£13,950**

PORSCHE

PORSCHE 911 CARRERA TARGA TIPTRONIC S 1998 (R) Polar silver, marble hide, climate control, CD, alloys **£44,950**
PORSCHE 911 CARRERA 2 COUPE TIPTRONIC S 1992 (K) Diamond blue, linen hide, sports seats, 63,000 miles **£22,950**
PORSCHE 911 CARRERA 4 90 (G) White, black leather, air conditioning, sunroof **£18,950**

FOUR WHEEL DRIVE

TOYOTA LANDCRUISER 4.2 VX 2001 (51) Mica blue, grey hide, park distance sensors, 3,000 miles **£38,950**
RANGE ROVER 4.0 HSE 2000 (X) Silver, grey hide, DVD player and TV tuner, 16,000 miles **£32,500**
RANGE ROVER 4.6 HSE 1999 (S) Rioja red, Flint hide, climate control, 43,000 miles **£24,950**
MERCEDES ML320 1999 (T) Met maroon, grey hide, family pack, side steps, 7 seats, 50,000 miles **£23,950**
RANGE ROVER 4.6 HSE 1997 (R) Rioja red, lightstone hide, climate control, electric seats, good value **£17,450**
LAND ROVER FREELANDER 1.8 XEi 5 door, 2000 (W), Oxford blue, Mushroom leather, air conditioning **£14,950**
LAND ROVER FREELANDER 1.8 Xei 5 door, 1999 (V), White gold, cloth trim, electric windows **£11,950**
JEEP GRAND CHEROKEE 4.0 SE LIMITED 1996, Bronze metallic, tan hide, air con, electric seats, 52,000 miles **£12,950**
MITSUBISHI SHOGUN 3.5 V6 Long wheel base, 1994 (M), blue over silver, grey hide, 35,000 miles **£10,950**

OTHER MARQUES

LAMBORGHINI DIABLO VT 1996 (P) Metallic blue, grey leather, 4 wheel drive, 17,000km, 2 owners **£74,950**
JAGUAR SOVEREIGN 4.0 2000 (X) Silverstone, Cotswold hide, piped stone, telephone, sunroof, pdc **£23,950**
ALFA ROMEO GTV SPIDER 2.0 2000 Black, red leather, air conditioning low mileage **£16,950**
FORD ESCORT RS COSWORTH LUX 1992 (K) Mallard green, Raven cloth, outstanding example, must be seen **£14,950**
ALFA ROMEO GTV 3.0 COUPE 2000 (X) Blue metallic, black hide, 6 speed, air conditioning **£15,950**
CHRYSLER GRAND VOYAGER 3.3 LE 1998 Moorland green, Stone beige hide, fully appointed, 43,000 miles **£12,950**
VW BEETLE 2.0 2000 (X) Bright Blue, air conditioning, ABS, CD player **£11,950**
FORD CAPRI 280 BROOKLANDS 1987 (E) Grey leather, 8,200 miles from new, 2 owners, immaculate condition **£8,950**
DORCHESTER SCORPIO LIMOUSINE 2.9 1990 (H) Black, Grey velour, glass division, 52,000 miles **£7,950**
ROVER 216 CABRIOLET 1997 Nightfire red, black hood, low mileage **£6,450**
VW PASSAT 1.6 SE 1997 (P) Sienna red metallic, beige cloth, PAS, elec windows, air conditioning **£4,950**
HONDA ACCORD AERODECK 1997 Ash green, grey cloth, alloy wheels, 55,000 miles **£6,450**
CHRYSLER NEON 2.0 LX 1997 White, Black cloth trim, power steering, air conditioning **£3,950**

LEFT HAND DRIVE

BENTLEY ARNAGE GREEN LABEL 2000 (W) Sherwood green, Parchment hide, satellite navigation **£84,950**
DAIMLER V8 LWB 2000 (W) Rembrandt Silver, parchment leather with blue piping, climate control, elec seats **£29,950**
MERCEDES S500 COUPE 1996 Blue black metallic, Mushroom hide, climate control, cruise, asr, AMG alloys **£18,950**
ALFA ROMEO 156 TWIN SPARK SELESPEED 1999 Silver, contrasting cloth, 43,000 kms **£10,950**
MERCEDES 450 SEL 6.9 1978 Black, specially commissioned full Tan hide, air con, left hand drive **£9,950**
VW GOLF 1.6 SE AUTO 1999 (V) Gunmetal metallic, air conditioning, 23,000 miles **£8,950**

PART EXCHANGE CLEARANCE

VW GOLF VR6 3 door, 1996 (P) Black, black trim, sunroof **£6,750**
ROVER 111 Si 3 door 1995 Tahiti blue, 55,000 miles **£1,995**

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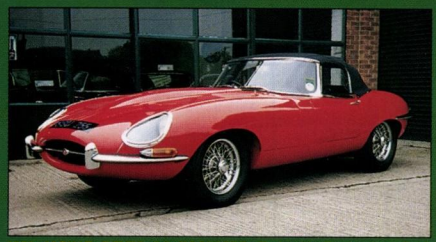
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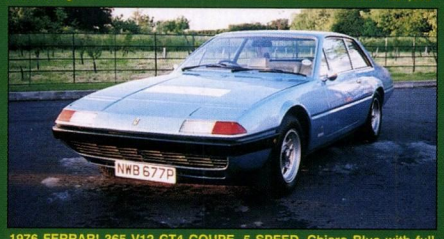
1952 JAGUAR XK120 ROADSTER, ALLOY BODY. UK car, chassis number 661026, O.E.W. with Tan hide. Total nut and bolt 4 year restoration and upgrading carried out by the most acknowledged experts. Disc brakes, high ratio axle, E Type head, competition wire wheels, uprated suspension and modifications to accommodate the taller driver. Sensationally quick with handling to match. Would cost to replicate, well over £90,000. Quite outstanding.....RHD - £51,995



1963 JAGUAR E-TYPE 3.8 ROADSTER. Red with Black hide. Total restoration, just undergoing extensive upgrades, 5 speed getrag, comp c.w.w., 4 pot calipers, suspension etc. An outstanding example that would cost to replicate well in excess of £70,000 .....RHD - £49,995



1951 MGTD. Ivory with Biscuit hide and Tan weather equipment. Total ground up restoration to the very highest of standards, the attention to detail is second to none. Equipped with high ratio axle, wire wheels, boot rack, period radio, badge bar etc. A finer example would be hard if not impossible to find.....RHD - £18,995



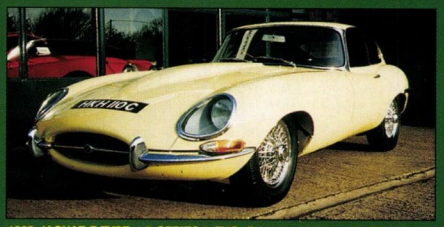
1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available....RHD - £22,995



1967 MERCEDES BENZ 250SL MANUAL. In Deep Blue with Grey hide. 4 owners and a warranted 61,000 miles from new with a most comprehensive history, PAS, rear seat, hard top, period radio and manual gearbox. A most original and outstanding example.....RHD - £21,995



1936 ALVIS SPEED 25, 3½ LITRE, 4 SEATER DROPHEAD by Charlesworth. Black over Green with Green hide. Twin side mounts, driving lamps, telecontrol shock absorbers, original mascot etc. Restored by the marque specialists at a cost in excess of £80,000 to the highest of standards, very little use since. An ideal long distance tourer. Sensational.....RHD - £64,995



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example.....RHD - £28,995



1947 MGTC 1250. Black with Biscuit hide and Tan double duck weather equipment. Restored to a concours standard by a leading TC specialist. The attention to detail is second to none. The finest example I have ever had the pleasure of offering.....RHD – £19,995



1972 MGB ROADSTER. BRG with Black hide. Total restoration on a new heritage shell. Stage 2 engine, uprated suspension, overdrive, C.W.W. Built to the highest of standards, would cost in excess of £20k to replicate. Quite sensational.....RHD - £13,995



1959 AUSTIN HEALEY FROGEYE SPRITE. Cherry Red with Black trim. Total ground up restoration carried out 95/97 to a very high standard. Superb panel gaps, an original unmodified example in outstanding order.....RHD - £9,995



1964 JAGUAR E-TYPE 3.8 FHC. Opalescent Silver Blue with Dark Blue hide. Ground up restoration 99/01 at a cost in excess of £50K. Extensive upgrades incl. uprated suspension, cooling system & braking, series 2 reclining seats, sports exhaust, Sony music system, immobiliser, unleaded head. Impeccable.....RHD - £31,995



1973 TRIUMPH TR6 PI. Signal Red with Black trim. A local car, 30,000 miles from new with extensive service history. Original and un-restored 'time warp condition'. Equipped with overdrive, radio, tonneau cover etc. Hard, if not impossible to find in this condition.....RHD - £14,995

1963 FORD LOTUS CORTINA MKI 'A BRACKET. Team Lotus colours, just in the process of total race prep to a standard rarely achieved. Firstly a perfect corrosion free, seam welded and strengthened shell, the finest of every component available. Will be under homologated weight to F.I.A. spec. In the right hands will be unbeatable .....P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 1990 95 at a then cost in excess of £100K to the highest standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' .....POA – LHD

1977 TRIUMPH TR7 V8. Ex works Tony Pond Manx Rally winner: UYH 863S. Totally restored with 350 bhp Walkinshaw engine, dog box, full correct works spec. Last used 1998 San Remo Rally. Complete with full spares package. Sensational £39,995

1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable £29,995

1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.....£28,995

1953 MGTD 1250. Opalescent Fern Green with Biscuit hide and weather equipment. Total restoration in 1991, little use since. Equipped with wire wheels, spot lamp, badge bar, boot rack etc £15,995

1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely £13,995

1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical.....£10,995

1978 ALFA ROMEO 2.0 SPYDER. Oxford Blue with Mocha trim and Black mohair hood. 83,000 miles, extensive history, restored some years ago to a very high standard, little use since, superb £9,995

1977 TRIUMPH STAG AUTO. In Java Green with Black trim. Equipped with PAS, electric windows, minilite wheels, radio cassette etc. Totally restored at enormous expense and in exceptional condition. A recent concours winner £9,995

1927 SUNBEAM 500 LIGHT TOURIST. One of the finest bikes of its period. A no expense spared restoration carried out by the specialists, to a standard rarely achieved. Superbly detailed and very easy to ride. One for the most discerning.....£6,500

1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun £6,495

1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. Possibly the finest example available, only 36,000 miles from new, PAS., elec windows, radio cass, alloy wheels etc. Only used in dry weather, simply sensational £5,995

1964 MINI COOPER 1275S. Blue, White roof, 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted £4,995

1971 MG MIDGET 1275. British Racing Green with Black trim. A well restored example with an uprated engine. Good value.....£3,995

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Rolls-Royce Phantom I Continental 1929
Sports Tourer by Barker



Rolls-Royce Phantom II Continental 1933
Three Position Drophead Coupé by Gurney Nutting



Bentley Mk V 1939
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Bentley SI Continental 1955
Drophead Coupé by Park Ward



Bentley R-Type Continental 1954
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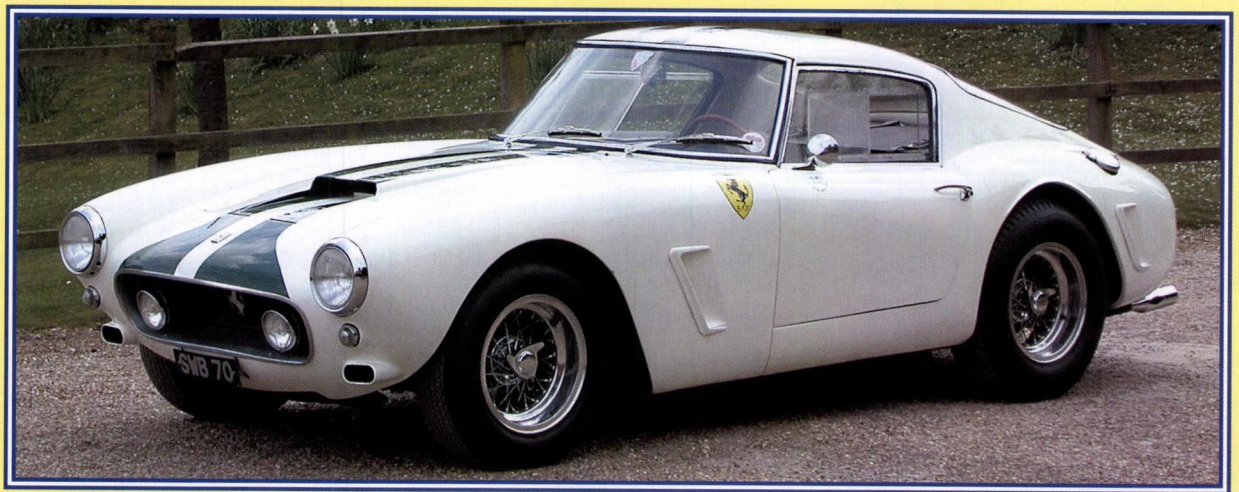
Unregistered Jaguar XJ220. Right hand drive, 350 delivery miles only. Spa silver with smoke grey leather. Delivered new in October 1992 and unused since. Major timed servicing recently carried out. One of only 67 examples ever built, a unique opportunity..... **£POA**



1955 B-Type Connaught Grand Prix Car, chassis number 04. Ex-Rob Walker team car. Current FIA papers. An excellent and well maintained Grand Prix car in superb order and highly competitive. Sold with a large spares package and very sensibly priced. ..... **£POA**



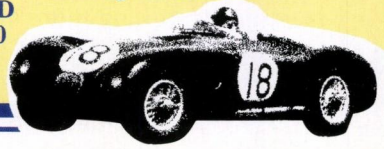
1984 Ferrari 288 GTO. Red with black hide trim, 16,000 miles only. Electric windows and air conditioning, full service history and interesting ownership. A wonderful car to drive..... **£165,000**



1960 Ferrari 250 SWB Alloy Comp Car, chassis number 2209 GT. Schlesser/Simon 3rd overall in 1960 Montlhery 1000kms and 1st GT Class 1961 Tour de Corse. FIA papers, interesting history, owned for the last 20 years by a well known and prominent member of the British Ferrari Owners Club and very realistically priced..... **£POA**

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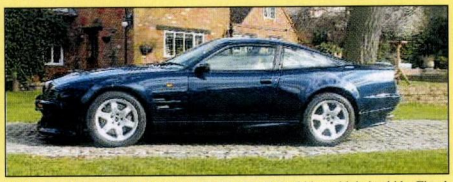
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1992 Aston Martin Virage, An exceptional example in regency red with beige hide. Total service history from new and only 23,000 miles. Fitted with automatic transmission, OZ alloy wheels, air conditioning and all usual refinements. An opportunity to buy a late model Virage at a fraction of its original cost **£35,950**



1994 Aston Martin 550 bhp Vantage. Finished in Oxford blue with beige hide. Fitted with 6 speed manual transmission, twin superchargers, 18" 6 spoke alloys, awesome performance, 18,000 miles only, FSH, Just serviced by Aston main agent. **£79,950**



1991 Aston Martin Virage. Finished in storm red with magnolia hide piped red. Fitted with automatic transmission, OZ alloys, 34,000 miles only, FSH, sports exhaust, boot conversion, security alarm, an excellent example **£33,950**



1967 Aston Martin DB6 finished in British Racing Green with full Black Hide interior. Engine upgrade to 4.2 litres fitted with tripe Weber carbs taking it to beyond Vantage specification. **£49,500**



1969 Aston Martin DB6 finished in Fiesta Red with Cream Hide interior and contrasting Red carpets. Beautifully restored 3-4 years ago and has very restricted use since. **£42,500**



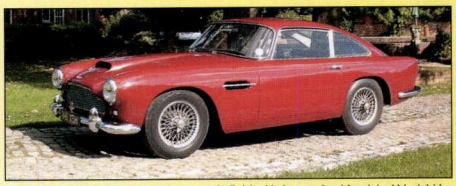
1969 Aston Martin DB6. Finished in kingfisher blue with black hide interior. Fitted with new chrome wire wheels, automatic transmission and power assisted steering, it represents very good value at only **£29,995**



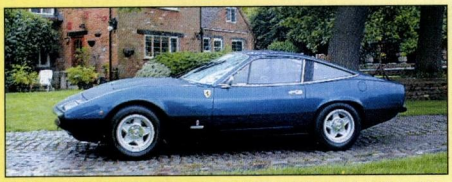
1963 Aston Martin DB4 Series V Vantage. Last of the D4 production, Successfully raced in the Aston Martin Owners Club Championship races during the last two decades. The car is lightened and modified and is a competitive B2 category car and will provide the new owner endless hours of exhilarating fun at relatively modest cost **£45,000**



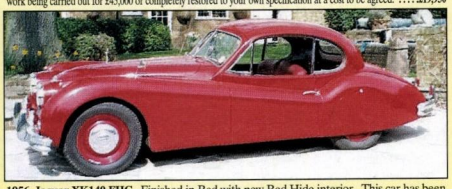
1965 Aston Martin DB5. Probably the most sought after and desirable of all Astons, largely due to the "James Bond" influence. In production for only two years, the DB5 design is undoubtedly the cleanest and most aesthetically pleasing of all. This particular example has been in a private collection for some years and is presently in need of some cosmetic refurbishment. It has a freshly built "Aston Engineering" 4.2 litre Vantage engine and can be purchased prior to any further work being carried out for £45,000 or completely restored to your own specification at a cost to be agreed. **£19,950**



1961 Aston DB4 Srs III A very nice example finished in burgundy with original black hide interior. For much of its life it was the cherished property of a well known ex Le Mans driver and it comes with considerable service history. The car is in very nice condition and has new wheels & tyres recently fitted. Sensibly priced at £38,950. ..... **£38,950**



1972 Ferrari 365 GTC4. This is one of only 32 RHD examples built. It is a beautiful car finished in blue sera with a perfect black hide interior. £16,000 has recently been spent on bringing this car into the condition in which it is now offered for sale. Come and view, you will not be disappointed **£39,500**



1956 Jaguar XK140 FHC. Finished in Red with new Red Hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained. **£19,950**



1955 Citroen Light 15 finished in Metallic Sherwood Green with Spruce Green connolly hide interior with English Elm door cappings. Restored to a high standard, excellent throughout. **£8,995**



1978 Aston Martin V8 LHD finished in Royal Blue with beige hide. A very nice example recently registered in Paris, it has excellent panelwork, newly refurbished alloys, automatic transmission plus all usual refinements **£19,950**



1980 Aston Martin V8 Oscar India finished in Silver with Dark Blue Hide interior. An extremely nice example which has been in the same ownership since 1983. During this time, it has been very well maintained and comes with a complete service history through to the present day. Recent new sills and wheel refurbishment. **£24,950**



1987 Aston Martin V8 Coupe finished in British Racing Green with Tan Hide interior. An extremely nice example which has passed through our hands before. Complete service history through to the present day, 73,000 miles, fitted with cross spoke alloy wheels, automatic transmission, air conditioning and new sills. **£34,950**



1962 Bentley 4 Door Continental Flying Spur with Coachwork by HJ Mulliner. This is a very nice example finished in Burgundy with Beige Hide which has just been re-connelised. All of the wood veneer has recently been professionally refurbished and the car comes with a thick and detailed file of its continuous history. Fitted with the tried and tested V8 Bentley engine and power assisted steering this car offers excellent luxurious period motoring at a reasonable cost. Offers invited based on **£38,500**



1979 Aston Martin V8 Volante. Finished in Cairngorm Brown with contrasting Beige hide interior. Fitted with BBS cross spoke alloys, air conditioning, automatic transmission and electric hood, this is a very nice example representing excellent value at **£39,950**



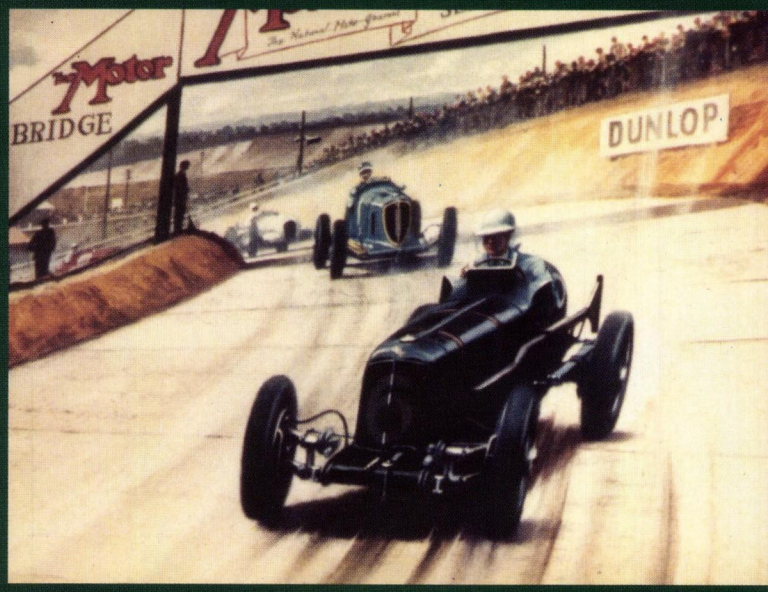
1989 Aston Martin Zagato. Very rare and very collectable and a real pleasure to drive. This particular example has only covered 3,700 miles from new and has been part of a collection. Chichester blue, slate grey hide, blue mohair hood, pristine condition **£69,950**

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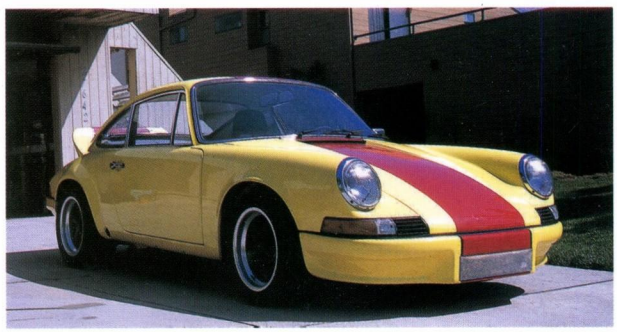
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