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MOTOR SPORT

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Mario ANDRETTI

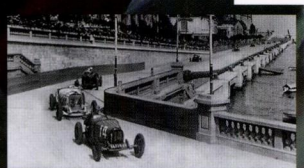
"So I'm in Ferrari's office, and we get to the uncomfortable stuff, money..."

MARCH 2007 $4.95

LANCIA STRATOS
A RALLY LEGEND



MONACO'S FIRST GP
THE 1929 STREET RACE GAMBLE



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1 1964 Brabham BT11A, the Tasman variant of the BT11 Formula 1 Grand Prix chassis and ran in period with a 2.7-litre FPF Coventry Climax. This race winning single-seater has a well-documented provenance; forms part of a well respected collection and is eligible for pre-'66 HGPCA races. It is exquisitely prepared and in race ready condition, boasts the same specification engine, and comes with a useful spares package.

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March 2007

The Original Motor Racing Magazine

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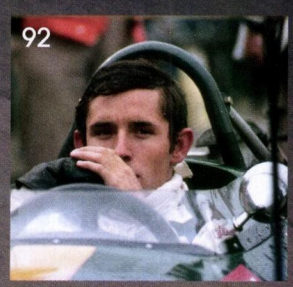
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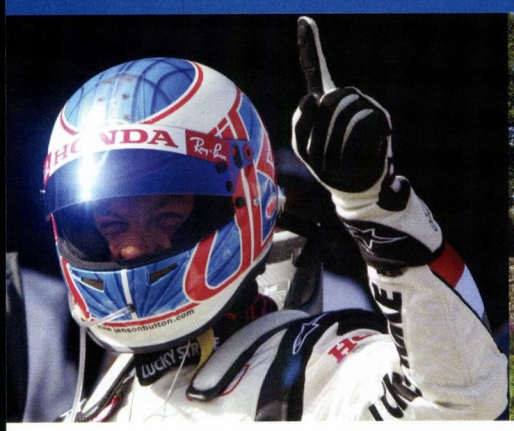






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13th May	Spanish F1	3 nights from £699
27th May	Monaco F1	3 nights from £499
3rd June	Italian MotoGP	3 nights from £545
10th June	Canadian F1	4 nights from £1455
17th June	Le Mans 24 Hours	7 nights from £565
17th June	US F1	3 nights from £1580
1st July	French F1	Sold Out
8th July	British F1	Hospitality only
22nd July	German F1	3 nights from £680
5th August	Hungarian F1	3 nights from £625
26th August	Turkish F1	3 nights from £625
9th September	Italian F1	3 nights from £720
16th September	Belgian F1	Sold Out
30th September	Japanese F1	5 nights from £1015
7th October	Chinese F1	5 nights from £855
21st October	Brazilian F1	7 nights from £1585
4th November	Valencia MotoGP	3 nights from £680

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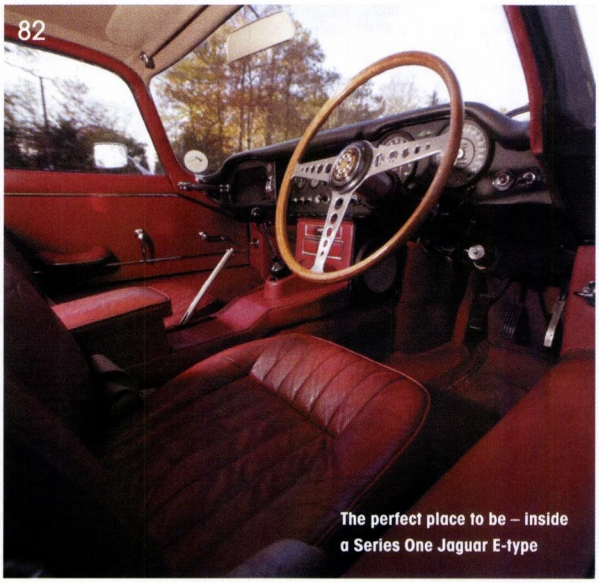
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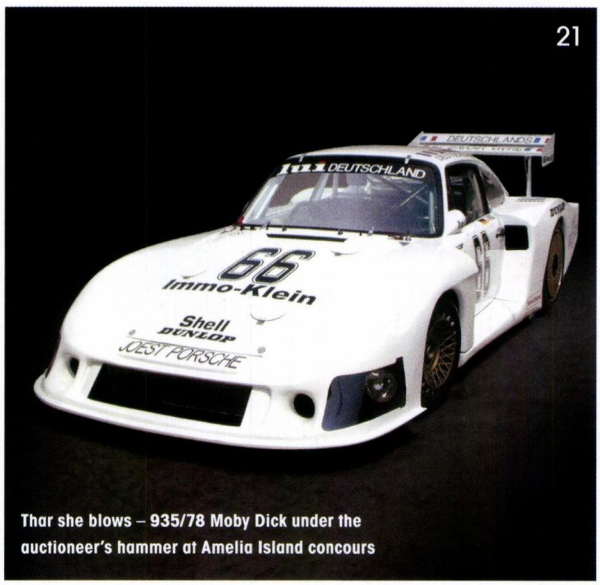
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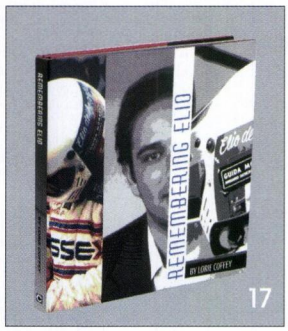
The perfect place to be – inside a Series One Jaguar E-type



Thar she blows – 935/78 Moby Dick under the auctioneer's hammer at Amelia Island concours



Carry everything you need in a striking Aston Martin holdall



A well-researched tribute to Elio de Angelis heads our book selection

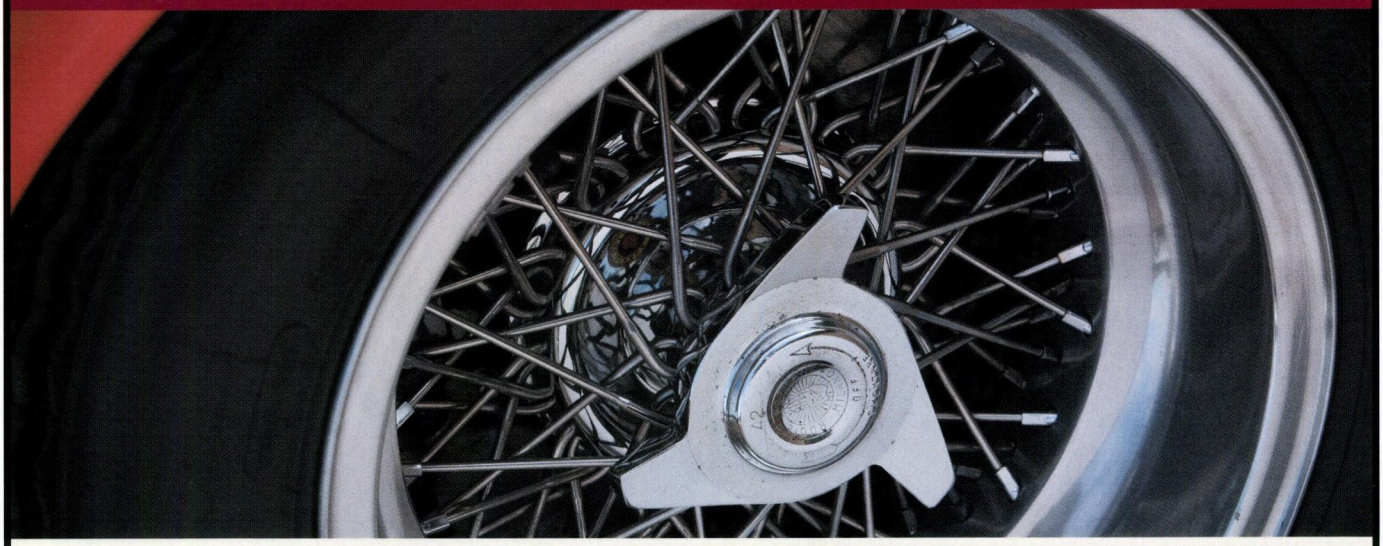


Not the prettiest of 8V bodies, but a very fine model of the Fiat MM entry

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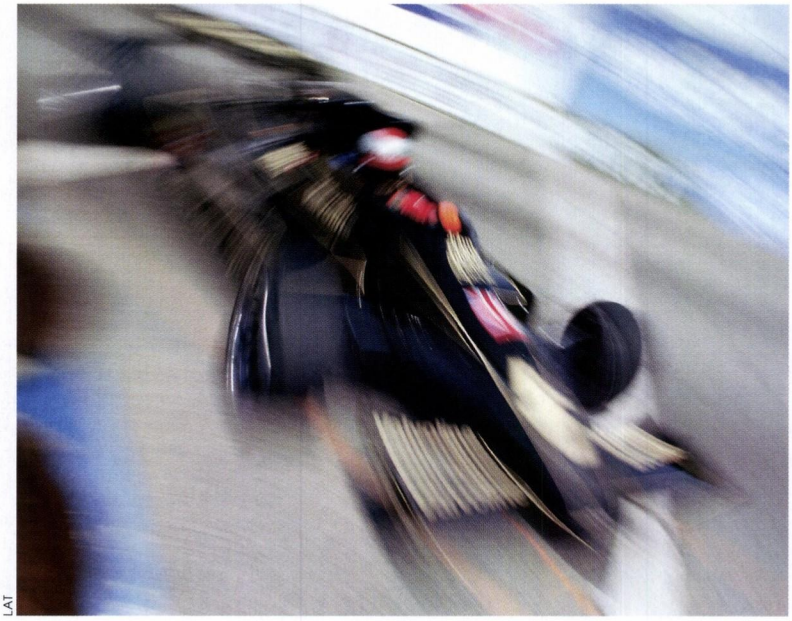
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EDITORIAL



LAT

Daydreaming drives

In this month's magazine we touch on a number of those dream drives. We all have them, whether you want to be Mario Andretti in a black and gold Lotus powering out of Tarzanbocht at Zandvoort, or Sandro Munari flat-out in his Lancia Stratos, cleverly linking together some quick corners as a narrow San Remo Rally stage dips and rises. Or maybe you want to be sitting in a Lola T70 on the front row of the grid at Thruxton, readying yourself for the start of the race, thinking of how to stay ahead of the other T70s into the first turn, or racing an Alfa Romeo in the first Monaco Grand Prix back in 1929...

There's all that and more in this issue. On page 32 Simon Taylor has lunch with Mario Andretti in the driver's home town of Nazareth and chats with him about his dirt-track days, NASCAR, Champ Car, F1 and haggling over money with Enzo Ferrari. We have a special profile of a works Lancia Stratos on page 47, and are pleased to have the second of three photo galleries featuring the wonderful work of Roger Lane (page 92). And Mark Hughes takes a look at how the world's most glamorous motor race, the Monaco GP, was born (page 62). Whatever your era, there's plenty of material for daydreams.

Richard Robinson, Editor

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NEWS



Picture of concentration: Clay just before his grand prix debut at Zandvoort in 1970. He finished fourth

Clay REGAZZONI

1939-2006

A tough man who gained hearts and respect over a long career

Former Ferrari and Williams grand prix driver Gianclaudio 'Clay' Regazzoni died in a road accident near Parma, Italy, shortly before Christmas.

A tough and uncompromising competitor, Regazzoni won five grands prix during an F1 career lasting from 1970 to 1980, most memorably victories for Ferrari at Monza in 1970 and 1975.

From the Swiss province of Ticino, Regazzoni was always something of a maverick free spirit, controversy snapping at his heels for much of the time. In 1968 he was implicated in the fatal accident of Chris Lambert in a European Formula Two championship race at Zandvoort. After a lengthy inquiry, Regazzoni was exonerated.

Clay had originally made his name driving for the Pederzani family's Tecno marque in F3 before moving up into F2 and by 1970 had moderated his driving style impressively and strung together a run of consistent successes to claim the European F2 crown. Even before Regazzoni had clinched that title he'd made his F1 debut for Ferrari, finishing fourth in the tragic Dutch GP at Zandvoort which claimed the life of British driver Piers Courage.

Regazzoni won in only the fourth GP of his career at Monza, although this was quite a controversial success – he was heavily criticised by Jackie Stewart for weaving on the straight in order to break the 'tow' the Scot was getting in his Tyrrell March 701. "I have to say that what I saw that day at Monza was unethical, unsporting and dangerous," Stewart recalled.

"It was the start of a breakdown in discipline among grand prix drivers and the beginning of an unfortunate trend. Weaving around on the straight at that sort of speed is downright dangerous."

Stewart was also elbowed off the road by Regazzoni's Ferrari – "Clay was always much nicer to me off the track than on," he recalled – but the triple world champion retained a sneaking affection for the Swiss driver and was among the hundreds of racing folk who turned out for Clay's funeral in Lugano.

British fans recall Regazzoni affectionately as the man who scored the Williams team's maiden F1 success, winning the 1979 British GP at Silverstone in their ground-effect FW07.

"Clay was the sort of character you could never forget," said Niki Lauda, his Ferrari team-mate from 1974-1976. "He died as he lived, taking life as it came. He was a great blend of professional and playboy. He enjoyed life and was never negative.

"Even after the accident when he crashed his Ensign in the US Grand Prix at Long Beach in 1980, a crash which left him paralysed from the waist down, he made the best out of his circumstances and was soon driving again in cars with hand controls. He was a great guy." AH

World Racing Images

VILLENEUVE FOR LE MANS

Peugeot has signalled the seriousness of its 2007 Le Mans-effort by selecting Jacques Villeneuve to drive one of its new 908 V12 HDi diesel challengers. As well as being a significant publicity coup for the French manufacturer, the signing also provides the Canadian driver with the chance to complete a unique 'grand slam' of successes in the F1 and Champcar series, Indy 500 and the French 24-hour classic. Completing Peugeot's driver line-up are Stéphane Sarrazin, Nicolas Minassian, Pedro Lamy, Marc Gené and Sébastien Bourdais.





Villeneuve in title-winning Williams and (top) with his new Le Mans team-mates

LAT, DPPI

CLASSIC GIVEAWAY

A well-known restoration firm is *giving* away four valuable classic cars. The deal is that the vehicles need rebuilding, and the recipients have to agree to fund the work at TT Workshops, which owns the cars. The cars are two Bristols, an early 400 and a left-hand-drive 405 (below), and two dismantled Frazer Nash-BMWs, a 320 with unique Bertelli saloon body and a 319 with cabrio coachwork. TT's chairman Iain Harris told us "we've had the cars for years, but we are so busy with customer work that we're never going to get round to doing them for ourselves." TT, a major supplier of Bristol and pre-war BMW components, needs to make space for a new machine shop.



Why not sell the cars unrestored? Says Harris, "our charter says we don't deal in cars, so it's a point of honour. And it would upset us if someone else did a job on them we didn't approve of. But we'll be very picky in choosing the right customers". TT's phone number is 01373 823603.

HARPER HONOURED

VSCC Morgan racer Stuart Harper was presented with the *Motor Sport* Brooklands Trophy for his successes in 2006 by Editor-at-Large Simon Taylor at the Autosport International show in Birmingham



Jim Houlgrave

PORSCHE PARADISE

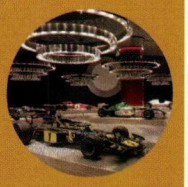
The tri-annual Porsche Rennsport Reunion at Daytona International Speedway will celebrate the 25th anniversary of the Porsche 956 and highlight the 917, when it is held in November this year.

The event, organised by former Porsche works driver Brian Redman's Intercontinental Events Inc, will feature a massive assembly of significant Porsches. The last time it was held, in 2004, more than 600 racing Porsches and dozens of well-known Porsche race drivers appeared. The event, which is supported by Porsche Cars North America, will take place on November 2-4.

Expect to see a plethora of the event's featured cars, the 917 and 956/962. There will be 917s in both familiar short-tail Le Mans spec and in Can-Am spyder form, and examples of the 956 and its descendant the 962, which won Le Mans seven times and the Daytona 24 Hours six times.

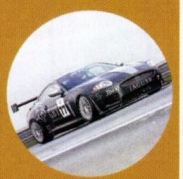
NEWS IN BRIEF

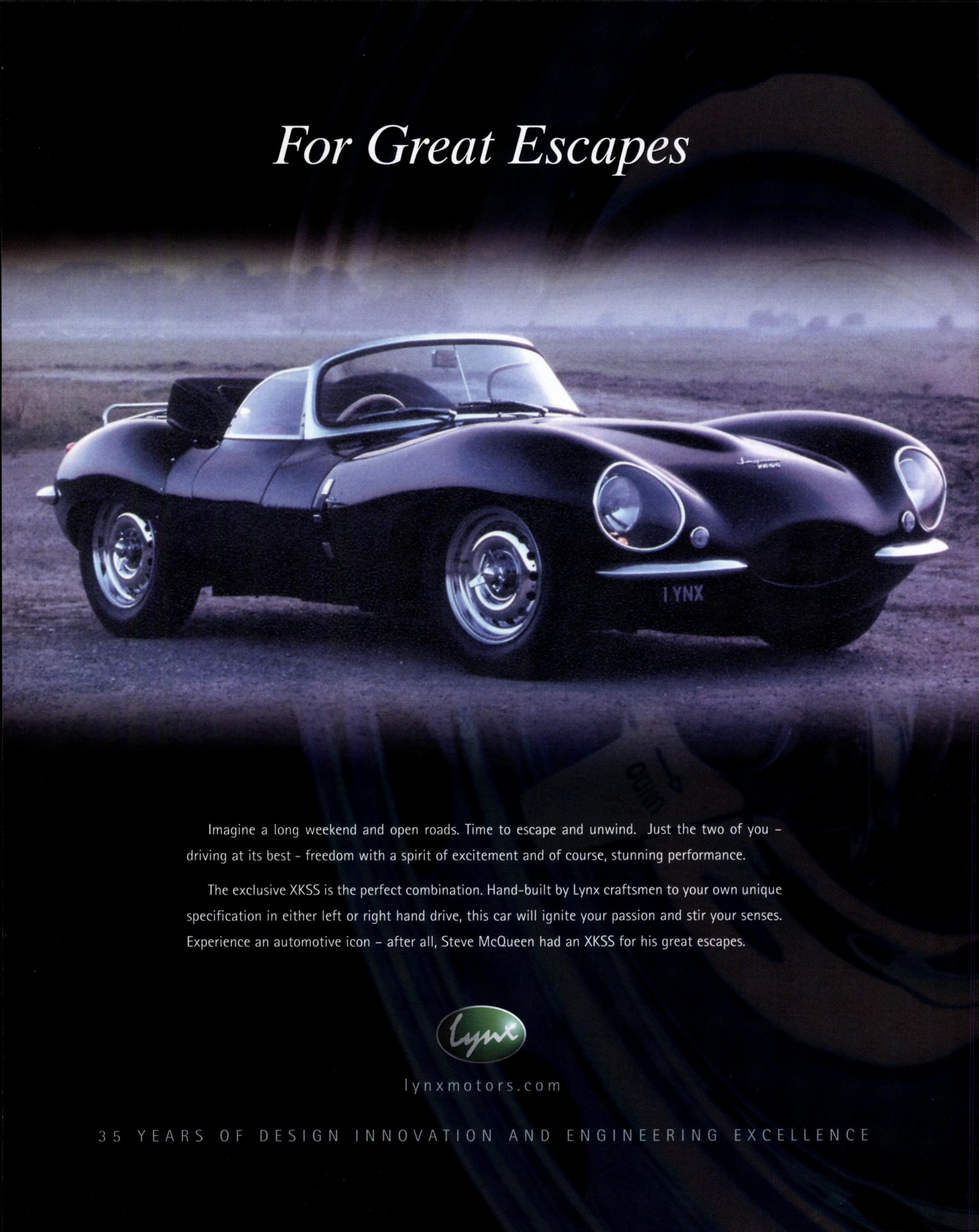
An exhibition in Copenhagen based around cars from the Donington Grand Prix Collection attracted record-breaking crowds during its 10-week run. Danish artist Ingvar Cronhammar used lighting effects and specially composed music to highlight the cars as art forms in the new ARoS Kunstmuseum, and more than 136,000 people visited the show. Donington sent 15 cars to Denmark, including Ronnie Peterson's Lotus 72 and Alberto Ascari's Ferrari 500.



A reader has spotted an advertisement for the Benetton B-194 which Michael Schumacher raced in 1994, when traction control was banned. It is described as "run exactly as in the day, with paddle shift, shift-without-lift, and traction control..."

Lloyd launches GT3 XKR
The latest racing Jaguar has been unveiled. It's the GT3 version of the XKR Coupé, produced by former Le Mans racer and team boss Richard Lloyd's Apex Motorsport concern. The first car will be raced in British GT events by Stuart Scott, but it is also aimed at the FIA GT3 European Championship. The previous version of the XKR had a very successful race career in the Trans-Am series in the US.




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NEWS



A pre-season rush is expected for new FIA Historic Technical Passports (HTPs) for cars racing in international historic events this year.

The new system of identification for historic cars came into force on January 1, 2007, but it seems that as many as 2500 UK-based cars have not gone through the new process. Drivers who do not have an HTP for their car could be prevented from taking part in international events. However, the MSA believes it can meet demand for vehicle inspections and documentation ahead of the new racing season as car owners replace the previous Historic Vehicle Identification Form (HVIF) with the new HTP.

"There were 3500 HVIFs held on file at the MSA. At the start of January 2007 the MSA had processed and issued 900 HTPs," explains John Symes of the MSA. "Whether or not this means there are 2600 HTPs to be applied for is impossible to predict. Our best guess is that during the next year or so a further 1500 applications will be received."

Currently, applications which are complete and accurate are turned round in less than a month. Longer delays are currently being reported in some other major European countries. In January, the MSA held 57 outstanding applications, nearly half of them delayed due to queries.

However, it seems certain that the need for the Historic Technical Passports will be enforced at international events when the new season begins.



TOP HAT SERIES TAKES IN SILVERSTONE

The recent acquisition of Top Hat Racing by the Masters Racing Series has generally been met with a positive response from existing Top Hat competitors as the Masters movement becomes one of the biggest promoters of historic racing in Europe.

"The majority of responses have been excellent and people have understood what it is we are trying to do," says Masters race director Christopher Tate.

Reaction to the draft Masters/Top Hat calendar has been very good, with the provisional Top Hat list taking in a new one-day meeting on the Silverstone Grand Prix circuit in May.

Credit: Jim Houlgrave, Jakob Ebrey, Writtle Photographic

HISTORIC SUPPORT

Historic racing will feature at two of the biggest race meetings in Britain this season following confirmation that the Heritage Grand Touring Car Challenge will be a support race at the FIA WTCC and A1GP meetings at Brands Hatch.

The two headline dates are part of an impressive calendar for the Heritage series, which also takes in BTCC and F3/GT dates, covering Snetterton, Donington Park and Silverstone as well as the pair of high-profile dates at Brands Hatch. The seven-event schedule will conclude with a date at Spa-Francorchamps.

Jonathan Palmer, Chief Executive of MotorSport Vision said: "I always make a point of watching the races, basically because there is a great mix of historic cars being driven with real gusto. Seeing Astons mix with Mustangs, Minis and Anglias is brilliant."

The HGTCC is for sports, saloon and GT cars from the 1960s and 1970s and ended the 2006 season with capacity grids and significant interest from potential series newcomers.



NEWS IN BRIEF

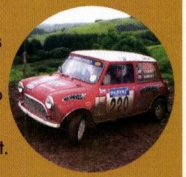
The theme of the 15th Goodwood Festival of Speed (22-24 June 2007) will be 'Spark of Genius – Breaking Records, Pushing Boundaries'. Goodwood will celebrate those who took risks in their quest for victory, from the first Brooklands and Isle of Man TT races 100 years ago, through Land Speed Record breakers to current F1 and WRC competitors.

F1 designer Adrian Newey will host question and answer forums as well as a display of his cars at GPlive at Donington Park from May 18-20, 2007. Race fans will be able to quiz one of the most successful designers in modern F1. The event will also feature a display of cars designed by Newey.

Three-litre F1 cars will be absent from the Grand Prix de Pau Historique in 2007 as the event's May 26/27 date clashes with the new Masters event at Brands Hatch. Races from the HGPCA will continue to feature at Pau (above) and the Masters series hopes to return to the French circuit in future.



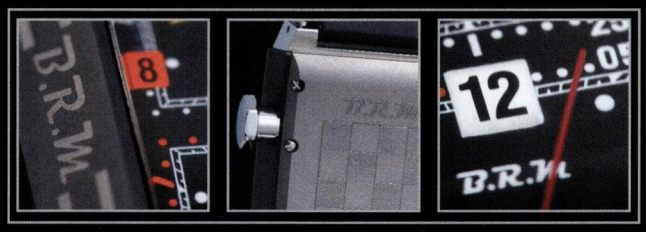
The first Shekhar Mehta award in British rallying has been awarded to Mini driver Mike Barratt. The judges recognised that he had pushed on in 2006 despite a catalogue of dramas.



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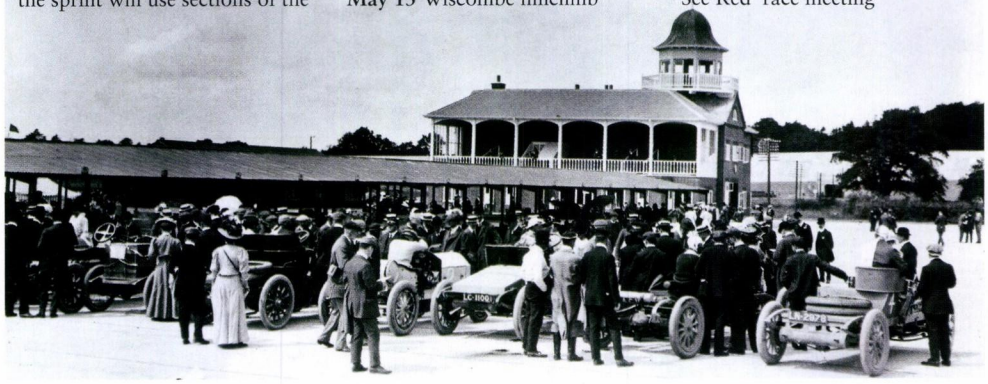
VSCC PLANS ANNOUNCED

Five race meetings plus a centenary sprint to mark 100 years of Brooklands

A centenary sprint at Brooklands is one of the features of the Vintage Sports Car Club's 2007 competition programme. Marking the 100th anniversary of the construction of the track, the sprint will use sections of the new Mercedes World test facility.

The VSCC season takes in five race meetings, wrapping up with the big event, the 'See Red' race meeting in September.

The provisional schedule is:
Apr 21 Silverstone race meeting
May 13 Wiscombe hillclimb
May 20 Cadwell Park race meet
Jun 9 Oulton Park race meet
Jun 23-24 Loton Park hillclimb
Jul 1 Shelsley Walsh hillclimb
Aug 4-5 Prescott hillclimb
Aug 12 Mallory Park race meet
Sep 15-16 Donington Park 'See Red' race meeting





KNOCKHILL CLASSIC RETURNS

Scottish rally heritage and motorbike racing will be celebrated during the second Classic SpeedFair at Knockhill on July 21/22, 2007. The event is extended for 2007, with a full list of racing each day. Rallying will be the key focus on Saturday, while Sunday's theme will be 100 years of the TT. The event marks the 50th anniversary of the first 100mph lap of the IoM TT course by Scot Bob McIntyre. "The feedback from the first Classic SpeedFair is that it was our best event ever," says Knockhill's Stuart Gray.

Gavin Lodge, Jim Moir, LAT

RALLY ACES IN ACTION AT RACE RETRO

Stig Blomqvist, Bjorn Waldegård, Pentti Airikkala and Russell Brookes are some of the stars of rallying set to thrill the fans at Race Retro 2007, the International Historic Motorsport Show.

The live action rally stage will feature Group B rally cars including the Lancia 037 and Delta S4, the Peugeot 205 T16 and various Audi Quattros. Cars will tackle a demonstration special stage in the grounds of Stoneleigh Park on both Saturday March 24 and Sunday 25.

The event, which opens on Friday March 23, will feature more than 450 exhibition stands; advance one-day tickets, costing £18, can be booked on 08701 262121.



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2 HERITAGE RACEWEAR
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www.racewear.co.uk



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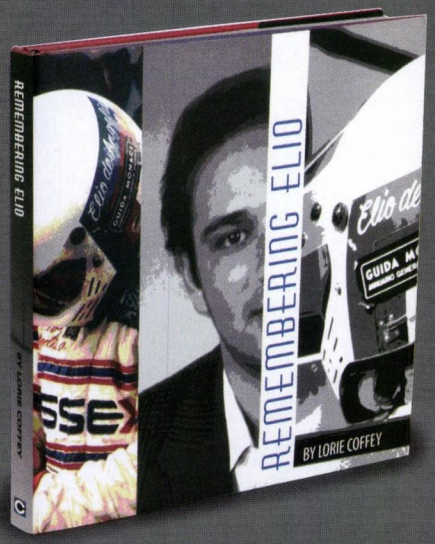
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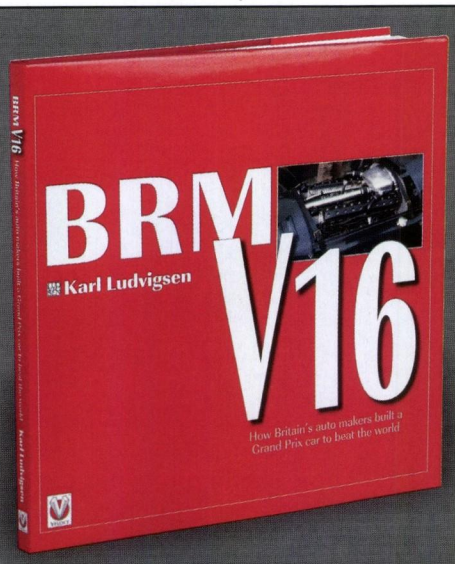
REMEMBERING ELIO

Lorie Coffey

Elio de Angelis has a special place in the hearts of motor racing people, especially as his death was such a needless, scandalous waste of a great guy. Lorie Coffey's tribute to de Angelis is well researched and illustrated, reminding us that the man was so much more than a racing driver, an artistic and musical man who raced because he loved doing it. The book has some nice little stories and anecdotes that you almost certainly won't have read before and it rightly points out that despite the tragic events surrounding Elio's fatal accident at Paul Ricard, at least his passing spurred the authorities into improving safety at circuits. If you were a fan, it's one for your library. **RW**

Published by Coterie Press, £34.95 (£75 limited edition). ISBN: 1902351266





BRM V16

Karl Ludvigsen

One heartening element of the anguished BRM V16 story was the loyalty of its supporters' club, of which a keen schoolboy member was Karl Ludvigsen. We've read a huge amount about the V16 already so it would be unfair to expect this smallish book to include revelations, but it does widen the perspective on the project's origins, drawing parallels with the ill-fated CTA-Arsenal, illustrating Pomeroy's proposed 'British Union' V16, and discussing other designs. Being an engine specialist, Ludvigsen presents a lot of technical gen while keeping the track record concise, and includes many drawings. This is an excellent outline of one of Britain's glorious failures, particularly if your interest is in the machinery. **GC**

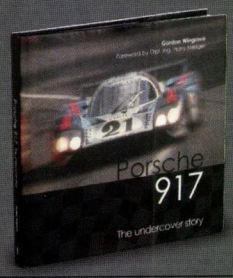
Published by Veloce, £17.99. ISBN: 1845840372

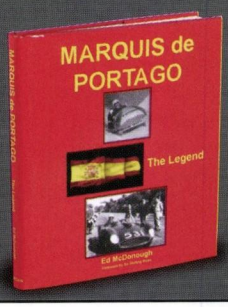
PORSCHE 917 – THE UNDERCOVER STORY

Gordon Wingrove

Another Porsche book, this time the story of the iconic 917, arguably the most dramatic sports-racing car ever built and certainly the pride and joy of the Stuttgart race team. Author Gordon Wingrove worked for John Wyer during the halcyon days of the 917 so he knows what he's talking about, and his book is an insight into the mysteries and complexities of endurance race engineering. The book is technical, and very detailed, so one for the 917 addict, perhaps, rather than the general reader. There's a foreword by Hans Metzger of Porsche. **RW**

Published by PMM Books, £34.95. ISBN: 0954999029





MARQUIS DE PORTAGO – THE LEGEND

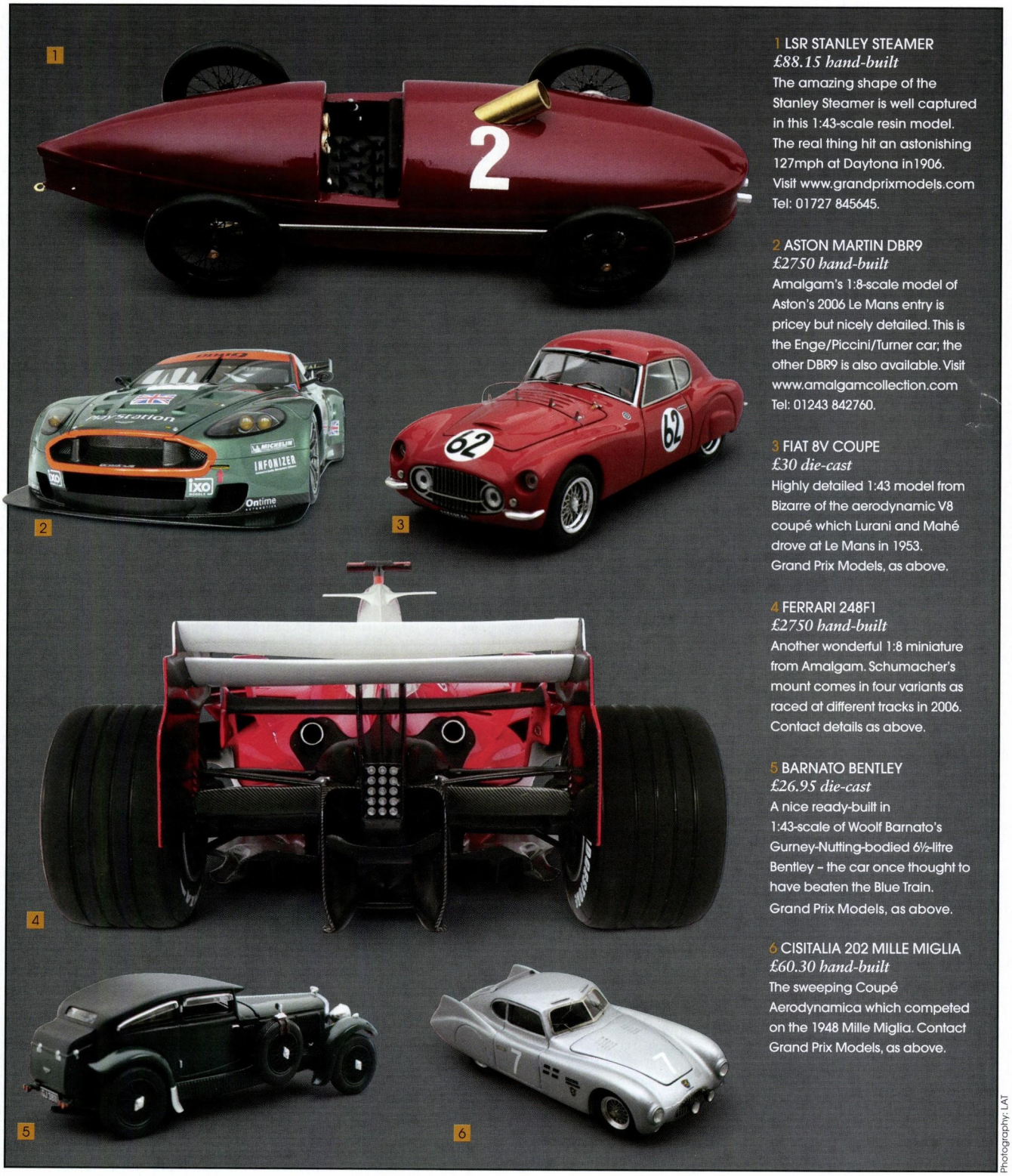
Ed McDonough

Ed McDonough broadens his range of racing books with this biography of one of the most colourful characters in the paddock. The Marquis de Portago epitomised the romantic, glamorous and dashing racing driver of days gone by, a reminder of times when drivers had lots of fun, both on and off the track. Alfonso Portago, or Fon as the Spanish aristocrat was known, made his mark in equestrianism and bobsledding as well as motor racing. and became a sports superstar in the 1950s. This book, with contributions from those who knew the man, is another story of a great motor racing character whose life ended in tragedy. A good read. **RW**

Published by Mercian Manuals Ltd, £39.95. ISBN: 1903088275

Photography: LAT

MODELS



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The amazing shape of the Stanley Steamer is well captured in this 1:43-scale resin model. The real thing hit an astonishing 127mph at Daytona in1906. Visit www.grandprixmodels.com Tel: 01727 845645.

2 ASTON MARTIN DBR9
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Amalgam's 1:8-scale model of Aston's 2006 Le Mans entry is pricey but nicely detailed. This is the Enge/Piccini/Turner car; the other DBR9 is also available. Visit www.amalgamcollection.com Tel: 01243 842760.

3 FIAT 8V COUPE
£30 die-cast
Highly detailed 1:43 model from Bizarre of the aerodynamic V8 coupé which Lurani and Mahé drove at Le Mans in 1953. Grand Prix Models, as above.

4 FERRARI 248F1
£2750 hand-built
Another wonderful 1:8 miniature from Amalgam. Schumacher's mount comes in four variants as raced at different tracks in 2006. Contact details as above.

5 BARNATO BENTLEY
£26.95 die-cast
A nice ready-built in 1:43-scale of Woolf Barnato's Gurney-Nutting-bodied 6½-litre Bentley – the car once thought to have beaten the Blue Train. Grand Prix Models, as above.

6 CISITALIA 202 MILLE MIGLIA
£60.30 hand-built
The sweeping Coupé Aerodynamica which competed on the 1948 Mille Miglia. Contact Grand Prix Models, as above.

Photography: LAT

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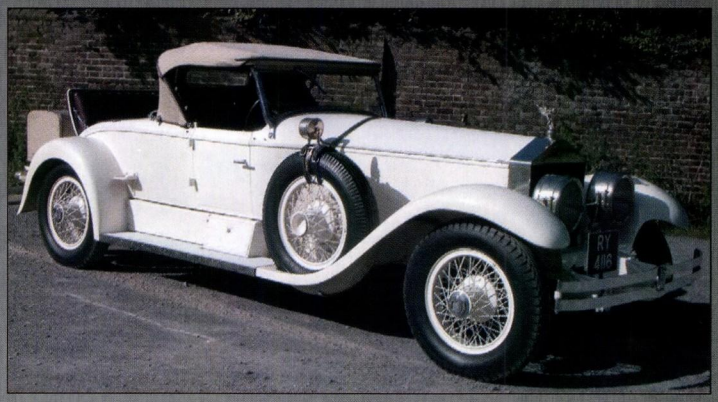
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Motor Sport is to arrange and host a programme of exclusive small-group tours for readers to Formula 1 grands prix, the Le Mans 24 Hours race and other selected events in 2007. Readers and their friends will have the opportunity to travel to the year's major events with fellow enthusiasts, stay in leading hotels and be guaranteed race tickets. A number of special events will be arranged for *Motor Sport* readers and in many instances they will be accompanied by a *Motor Sport* representative. Among the highlights of the 2007 *Motor Sport* Travel Club will be the Monaco Grand Prix and our Le Mans 24 Hours trip, where readers will stay in an exclusive 15th-century château. All tours will begin and end in London, although arrangements can be made for readers from around the UK or from overseas. *Motor Sport* can also arrange tailored race tours as well as tours to other motor racing events not shown here.

The Monaco Grand Prix, the race that all true Formula 1 fans must attend at least once in their lives, is the most glamorous and prestigious race in the F1 calendar. Travel with the *Motor Sport* Travel Club, and you'll see this year's race in





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June 11-18	Le Mans 24 Hour Race	From £565
June 15-19	US Grand Prix	From £1580
July 20-23	German Grand Prix	From £680
August 4-7	Hungarian Grand Prix	From £625
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ABTA

SALEROOM HIGHLIGHTS

This month's lots...

Whale sale

Porsches head Amelia island auction

1 JOEST ONE OF TWO

One of the two 'Moby Dick' Porsche 935/78s which are left comes up at RM's sale at the Amelia Island concours on March 10. Raced by Bobby Rahal, Bob Wollek and Jochen Mass, this extreme variation on the 911 theme, recently restored, would be a spectacular entry in historic racing. Or there's another 935, which won both Daytona 24 Hours and Sebring 12 Hours in the same year among seven consecutive wins – estimate £360-460,000.

2 INTERSERIE SPYDER

At the same sale there's another Porsche, a 917 spyder. Supplied originally as a coupé to Finland's AAW team, it was converted in 1971 to a spyder for Interserie racing, at the same time gaining a 5.4-litre engine, and won the title. Boasting Le Mans and Nürburgring history, it is a rare chance to catch a Porsche classic. Tel: 001 519 352 4575

3 CLARK'S LOTUS

Any car driven by Jim Clark is bound to grab attention, and this one is the milestone 1962 Lotus 25, driven by both Clark and Trevor Taylor. Chassis R5, which Clark drove to victory at Pau and Imola and in the International Trophy, goes under the hammer at H&H's Cheltenham racecourse sale on March 1. The estimate is £300,000 to £400,000. If you want some Brooklands history, there's a 1936 supercharged MG PB which raced at the track. It's expected to sell for between £68,000 and £75,000. Tel: 01925 730 630.

4 CLASH OF THE TRIDENTS

Bonhams' sale at the Alpine report of Gstaad saw a bidding war between a European and a US collector for the ex-Briggs Cunningham Tipo 151 Le Mans Maserati. The powerful coupé finally went across the pond for £860,000. Another Le Mans Maserati, the Tipo 65 which Jo Siffert and Jochen Neerpasch drove in 1965, collected £393,000.



1 Moby Dick



3 Clark winner

DIARY

February 6
Barons, Sandown Park, Esher. Tel: 08454 306 030

February 17
Christies at Retromobile, Paris. Tel: 0033 1 40 76 85 85

February 19
Artcurial, collectors cars at Palais des Congrès, Paris. Tel: 0033 1 42 99 16 32

February 19
BCA, collectors cars at Blackbushe, Camberley. Tel: 01252 743 390

February 24
VCMA, classic cars, Alexandra Palace, London. Tel: 01584 811 118

March 1
H&H, collectors cars at Cheltenham racecourse.

March 20
Barons, collectors cars at Sandown Park, Esher. Tel: 08454 306 030

March 22
DVCA Vintage and classic cars, at Henstridge Airfield, Somerset. Tel: 01963 363 353

March 24
Bonhams, competition cars and automobilia at Race Retro, Stoneleigh. Tel: 020 7468 5801

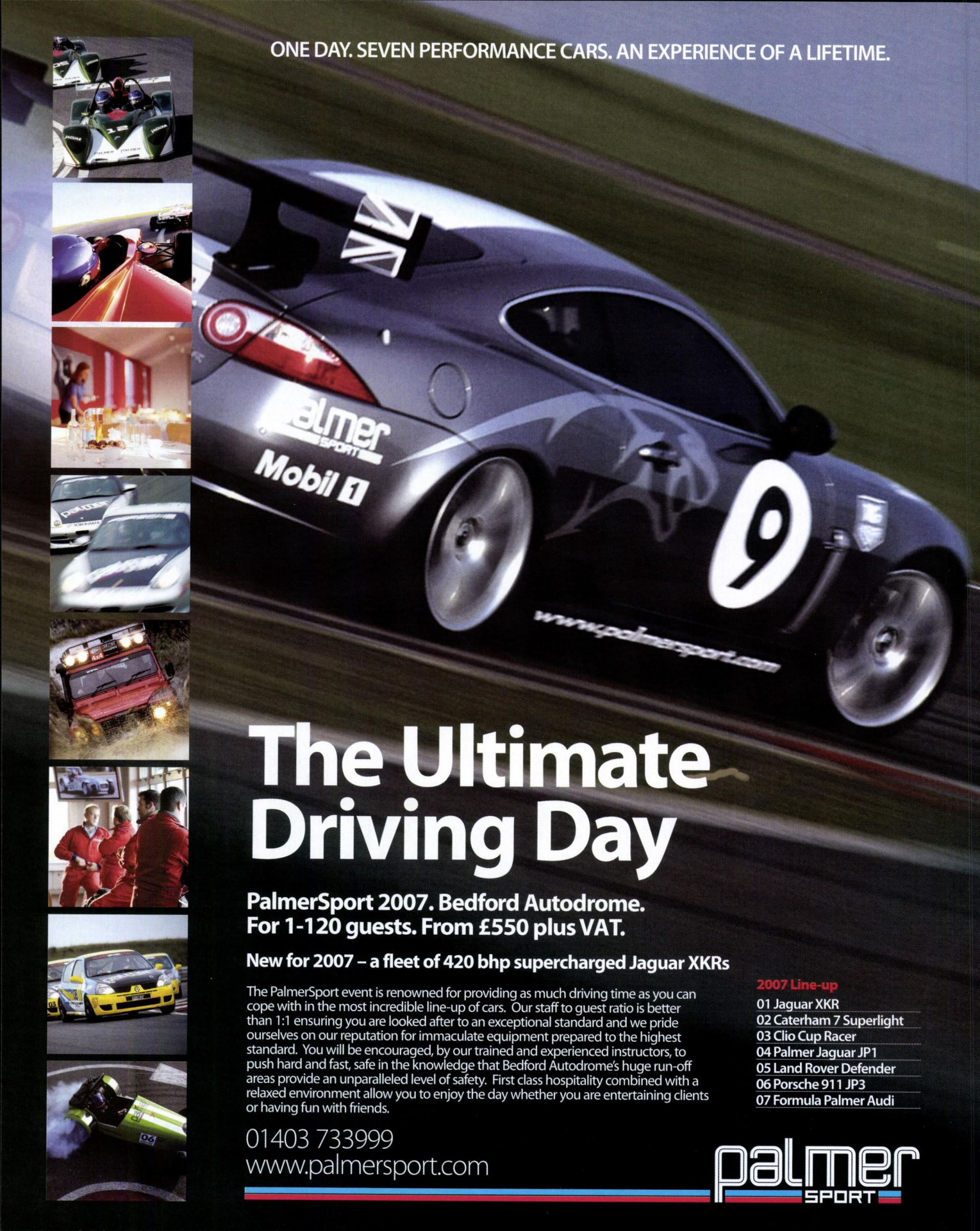


2 Open-air 917



4 Sold: £860,000

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Letters

OUR READERS RESPOND

LOTTO PLUS

Sir,

The photo of the Napier-Railton in February's *Motor Sport* was fascinating, and as you rightly say it was purchased with Lottery money by the Brooklands Museum.

It is worth recording, however, that the Lottery only agreed to pay about 50 per cent; the remainder was raised by the stalwart efforts of the late Victor Gauntlett, who did so much for classic motorsport.

It now rests in splendour in the Museum, and the only visual modification from the photo is, surprisingly, disc brakes on the rear axle! These were fitted when the Brooklands Outer Circuit outright record holder was brought out of retirement when the car was used as a 'mule' by Hawker Aviation.

They tested the early retarding parachutes to be used on high-speed fighter aircraft to assist retardation on landing. Apparently the car pounded up and down the runway at Dunsfold aerodrome, Surrey, for this project!

Michael MacDowel, Godalming, Surrey

VPJ DETAILS

Sir,

As always, a great pleasure to read about an American ace. However, the article about Parnelli Jones had a couple of errors about the VPJ team.

Al Unser's incredible USAC national championship season was 1970, with wins on paved ovals, dirt ovals, and natural road courses. In the next two years, 1971 and 1972, Al's VPJ team-mate Joe Leonard (multiple AMA bike champion) was the USAC national champion. In both of Leonard's championship years, only paved ovals were part of the official USAC championship; the dirt ovals were a separate series, and USAC didn't operate on road courses.

Also, the VPJ team chassis were entered in 1970 and 1971 as 'Colt', not Lola. The two-wheel-drive Colts were recognisably based on the four-wheel-drive T150. The Philippe-designed 1972 VPJ1 was entered as a Parnelli.

Patrick O'Brien, Indianapolis, USA

UNSER WAS NOT ALONE

Sir,

I do not know if Pete Lyons was misquoted or misread in his piece on Parnelli Jones in the January issue but Al Unser's "so-far unequalled four Indy victories" corrodes the truth.

A J Foyt won his fourth in 1977, and I saw it; Rick Mears did it and I saw all four of his wins at The Brickyard; and Al Unser did it and I saw his third and fourth wins there.

There are three four-time Indy 500 winners. And Foyt was first to the ribbon on that.

Norman Gaines, Hartsdale, USA

LE MANS APPLAUSE

Sir,

Thank you for the Le Mans-focused pieces in the February edition. They brought back many happy memories of hours spent spectating at the 24 Hours.

I particularly enjoyed Richard Heseltine's Jean Rondeau feature and Simon Taylor's lunch with Alain de Cadenet. The Rondeaus and de Cadenet's various cars were always favourites as they took on the big boys, and to learn a little more of the background to their stories was a joy.

Incidentally, in response to Brian Jordan's letter proposing a club for the older racing driver, a club called Old Farts Racing already exists to cater to a very similar market, though its age range is a little more relaxed, with anyone over 50 welcome.

Robin Branson, via e-mail

LETTER OF THE MONTH

YACHTING LESSONS

Sir,

I read with interest your comments on the FIA's efforts to standardise the technical specification of historic racing cars. Perhaps the FIA should follow the Comité International de la Mediterranée, which organises and regulates classic and vintage yacht races in Europe.

In its efforts to maintain and encourage authenticity, anything not included in the original design is either banned, (such as carbon fibre) or penalised by a system of handicaps. This extends to the entire yacht, including the interior, so that even having a microwave oven will count against you. The build date is also taken into account, so that new boats built to the original design and materials can still race.

This results in the most original yachts gaining significant advantages in the races; just being fastest is not enough, which may not be such a bad thing.

Nathan Martins, Lyme Regis


Matters of Moment

NEWS

Planning for the past

FIA ACTS ON HISTORICS

A raft of rare proposals may wheel historic events and car eligibility

The FIA's role of the FIA in historic motorsport has changed dramatically following the final report of one of the organisation's working groups.

Its recommendations include the creation of a comprehensive database of new and historic cars, a new international historic calendar, a back-track on 'continuation' cars' eligibility, a general 'wind back' of historic racing with more focus on safety and the enforcement of tighter driving standards.

The report, presented to the FIA World Motor Sport Council, follows nearly a year of research and discussion under John Hughes, Vice President of the FIA Historic Commission. A group of 14 experts, drawn from the various international historic racing organisers, drivers and officials, met in Geneva to thrash out their considerations in the creation of 'continuation' cars should now be deemed undesirable. The view is completely at odds with that previously expressed by Mrs Mosley.

12 MOTOR SPORT

MOTOR SPORT 13

THE WRITER OF NEXT MONTH'S 'LETTER OF THE MONTH' WILL RECEIVE A COPY OF THIS '50 YEARS OF FORMULA 1 ON-BOARD' DVD FROM ARDENNES PRODUCTIONS



COLLINS CORRECTION

Sir,

The article on Peter Collins was fitting bearing in mind the closeness of the 50th anniversary of his death in 1958. However, the caption to the picture of him drifting the Lancia-Ferrari is incorrect.

The venue was the British GP at Silverstone in 1958, an event he won. This was his last GP victory before his accident at the Nürburgring. The car is a 246 V6 Dino Ferrari, a similar car to the one that took Mike Hawthorn to the Championship the same year.

It would be interesting to hear the views of Phil Hill, who drove these wickedly short-wheelbase cars in race events, and Dan Gurney who drove Hawthorn's car in practice during the winter of 1958/59. Incidentally Mike died only a few short months afterwards in January 1959 and not two years later.

David Morys, via e-mail

This was one of several letters highlighting our slip. Apologies, Ed

NINA NOT SALLY

Sir,

I am surprised to see on page 91 of the February edition that you have captioned a picture as Sally Courage, when it is so obviously Nina Rindt.

Bette Hill, Cobham, Surrey ▶

Letters

OUR READERS RESPOND

MEET YOUR HEROES

Sir,

I must disagree with Andrew Frankel, or perhaps with Jeremy Clarkson...

In the last issue, he quoted Mr Clarkson as saying that, "if you get a chance to meet your hero, turn it down – they'll never live up to your expectations."

As a young lad, Dan Gurney was my hero. I have had the opportunity to meet him several times, and find that he does in fact live up to my expectations!

Mark Valsi, Pasadena, CA, USA

THE HUMAN FACTOR

Sir,

While reading this wonderful magazine, I was rather surprised to see in Mark Hughes' article phrases like "irreverent atmosphere" and "mechanics always seeming to have more fun than any others" highlighted as if something out of the ordinary.

It's disappointing to see normal human reactions almost dismissed as flippant.

I'm at a bit of a loss to understand why such reactions are treated as extraordinary. Way above all the Daimler-Benz/FIAT/Ford annual mega-euro sales-figure wranglings, motorsport – OUR sport – is a sport between human beings and their, it has to be said, ridiculous machines.

Christopher Robertshaw, Pau, France









Above: Hunt's Hesketh spins into early retirement. Pryce also crashed at the start. Below left: Hulme and Fittipaldi pose with past 'greats'. Below right: Regazzoni in pit-lane. Bottom left: Barbro Peterson times her husband's Lotus team-mate, Ickx.

YOU WERE THERE

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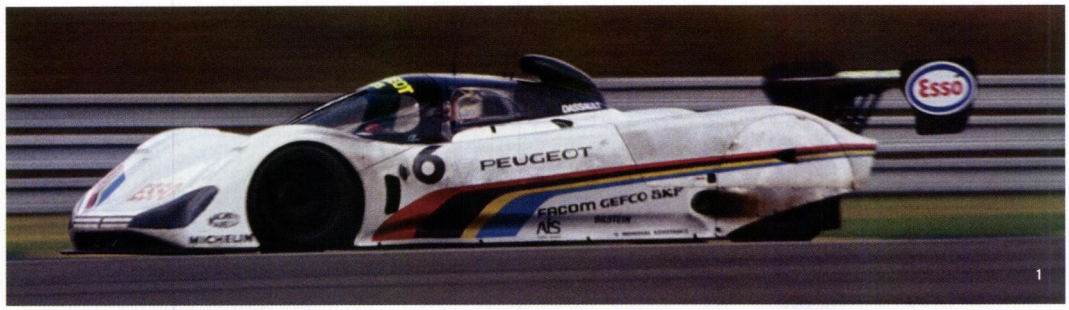
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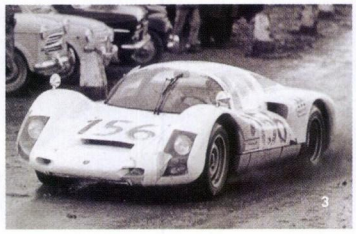
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• **1/ PEUGEOT 905**, Sport Prototype E.V. 1.5, 1st at Magny-Cours and Mexico in 1991 with Rosberg/Dalmas
• **2/ PORSCHE 934 Kremer**, Ex : Bob WOLLECK, 1st in class (GR IV) in the 24 heures du Mans 1977 • **3/ PORSCHE 906 CARRERA 6** – 1966
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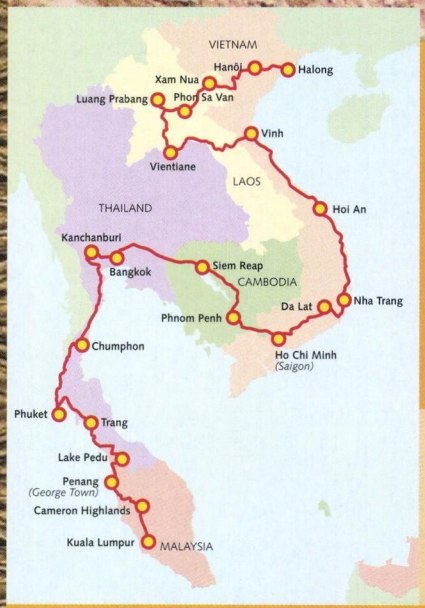
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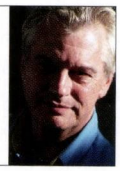
KINGDOM OF GALINA

Guest Column

PAT SYMONDS

No rest for the...

With both on-track and in-factory testing, there's no off-season for a modern F1 team, as Renault's executive director of engineering explains



This is a very busy time for us, more so this year because of the latest restrictions on testing. We are trying to run as many miles as we did last year, working on reliability with the new car, but the new rules will make that a lot harder. So we're working hard on putting those miles on the car within the new regulations, and that makes our work at the track very intense and pressured.

Our new car, the R27, was completed on schedule before Christmas and we fired it up in the factory at Enstone on December 19. Immediately after that we started static testing, which means putting the new car on our seven-post chassis rig, and this we did through the Christmas and New Year period.

The team spent most of December running the old car, learning about the new Bridgestones; now it's time to get some performance from the new car and to work hard on reliability. The tyres are at the top of the job list and only running lots of miles tells you about the nuances of the new tyres and how to get the best out of them. We have a lot of data already and we know about the forces and the loads, but we also need to get used to working with new colleagues and how to interpret the information they give us. The testing is not all about technology, you must never under-estimate the human side of it all, the people involved.

Remember, we're not making the tyre change as we are in a tyre war; we're working with a fixed product, so we're not chasing a moving target. I don't want to over-state concerns with the new rubber; it's a normal challenge that an F1 team has to face.

Early in January we got into the initial aerodynamic testing at Silverstone. Then we took the car down to Jerez for a shakedown before moving into an intensive three-day test session with two cars. We had both Heikki Kovalainen and Giancarlo Fisichella driving on those three days so as to get maximum mileage on the cars before the season starts in Australia.

After the Jerez tests we took a week's break for problem solving and all the other little jobs you get with a new car, then it was off for more testing at Valencia, taking us into February, just a month or so from the first race.

We're always searching for that elusive competitive advantage, every minute of every day, not just at the start of a new season. Remember, we came up with the mass damper three-quarters of the way through 2005, and not at the start of the 2006 season. We are constantly searching for any kind of tiny advantage like that.

The rules are becoming more and more prescriptive, but we have got some great new ideas and I'm always thrilled and excited at the prospect of coming up with a new item that will give us that tiny advantage. So, yes, I'm excited about 2007, and yes, we have new things, but I'm not telling you about them.

We will miss Fernando, no doubt about that. He was a great guy to work with, always on top of the job and we could always expect 100 per cent from him. Simply, he's as good as you get, but we see his move as a natural progression. We know that no era can last for ever.

Is he as good as Schumacher? Well, you're getting down to such tiny little differences, it's hard to say. But they are both head and shoulders above their peers, so once you're in that realm it's very difficult to define whether one is better than the other. The only way you might know is to put them in the same car, in the same team, on the same day.

I am very excited about working with Heikki Kovalainen; he is similar in many ways to both Fernando and Michael. I see a lot of traits in him that I saw with both of them, and with Ayrton Senna when I worked with him. He is very good. Lots of people can drive racing cars fast but you need that little bit more, those added extras that separate the really top guys from the rest. It's all about intelligence, having the intelligence to read the race, to work hard and to go flat out while still having the mental capacity to analyse what's going on. That analysis is important.

Heikki is like a sponge: he spent last year soaking it all up, learning it all as our test driver. Also, he is very proactive, always wanting to know more, wanting to get involved. So, yes, I am excited about him.

I will miss Ross Brawn this year. He's a good friend of mine and I always enjoy talking to him and playing the game against him. It may look like war up there on the pit wall but we're good friends. He's a difficult guy to race against but I don't think his leaving will make so much of a difference for me. I don't know who they will put up there but we will still have to work hard at it.

So, yes, it's hard work as usual this winter, but I'm just as thrilled and excited at the prospect of a new season as I always have been.



Renault is putting in the off-season work to search for that elusive competitive advantage

"The rules are becoming more and more prescriptive, but we have got some great new ideas and I'm always thrilled of coming up with a new item"

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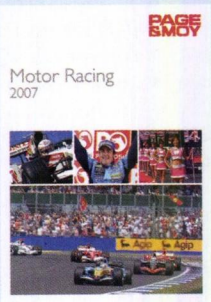


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PAGE &MOY

MARK HUGHES

Ruling the roost

As the F1 rule-book becomes more complicated, so is the technology the teams use to improve their performance. And understanding that technology is more complicated still

Throughout the history of grand prix racing, the only engine rev-limit was that defined by its design and the laws of physics. For the first time in 2007, that limit will be defined by a regulation. Thou shalt not rev beyond 19,000rpm – almost 2000rpm slower than the highest-revving '06 motors. It's a command that's indicative of a sport with an identity crisis.

In addition to the rev limit, the specification of most of the engine is frozen. Block, camshafts and much of the internal design have to be just as they were when the motor was homologated last year. Regulations already define the number of cylinders, vee angle, number of valves, cylinder spacing; even centre of gravity height and maximum bore size were prescribed – not to mention the types of material permitted.

No scope for engine development, you might think. But you'd be only partly right. Changes to electronic mapping, water and oil pumps, valve profiles and con-rod design are all permitted, for example. Hordes of clever people and vast computer resources are being deployed to optimise the areas in which they are still allowed to work. Computational fluid dynamics (CFD) programmes are becoming more powerful at an exponential rate, helping engine designers understand what is happening inside their creations.

Mechanical efficiencies from savings in frictional, pumping and windage losses – including churning all that oil – will surely follow, as will better combustion from ever more refined valve design. The efforts of the surface finish specialists and lubricant and fuel chemists are going to be more critical than ever too. The importance of more efficient pumps to scavenge the air – making the internals of the engine a near-vacuum, so reducing aerodynamic losses as the oil is circulated – will be enhanced.

In one sense, the restrictions have just made development easier by specifying the areas in which it can be conducted. Intelligence resources even greater than before – when there were an almost infinite number of decisions to define which areas of development might give the greatest payback – can now be unleashed in a more targeted way.

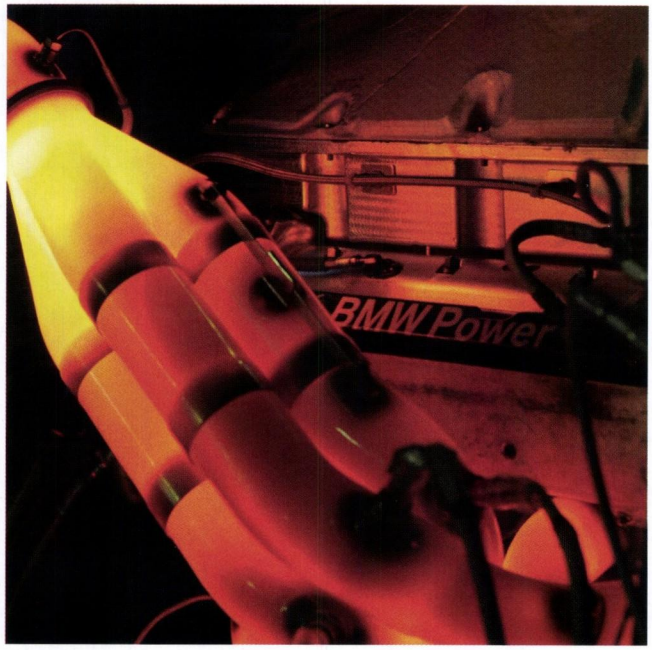
Ever-developing computing power allied to enormous manufacturer R&D budgets make for an awesomely potent development environment. Last year, despite regulations that largely defined the format of the engines, teams found as much as 55bhp – power increases of up to 7.5 per cent – from the beginning of the season to the end.

To give those numbers some perspective, we can look back to the 1970s before the manufacturers had returned to the sport – and before computers gave them such a powerful tool. At the beginning of 1970 the Cosworth DFV 3-litre V8 was producing 435bhp at 10,000rpm. Its rival, the Ferrari flat-12, was making around 450bhp at 11,500. *Eight years* later, these were still the top two engines – with DFV now offering 495bhp at 10,800, the Ferrari 520bhp at 13,000. That's an average power boost of 1.5 per cent per year for the Cosworth, 1.9 per cent for the Ferrari – and this was at a time when the regulations were virtually free. Had 2006 development rates been applied to those 1970 engines, by 1978 we would have had a 696bhp DFV and a 720bhp Ferrari flat-12.

It can be appreciated just what a running battle the governing body has given itself in tying to contain engine performance. A similar battle will soon be waged on aerodynamics – with the FIA looking into homologated body packages. Longer term, there is even talk of banning the use of wind tunnels. It may already be too late on that one. CFD power is increasing so fast that the tunnel will one day be superfluous. The beauty of a CFD programme over a tunnel is that it shows not just the aero figures, but how they are derived. It explains *why* rather than just *what*. The limitation is in the number of cells that current computing power allows, meaning that the whole car cannot be modelled in the necessary detail to properly link up the influence of one change over the whole. But that limitation is dissolving fast. Already, BMW has chosen to invest in extra CFD computing power rather than build a second tunnel. Banning the use of CFD programmes would be literally impossible to police.

The genie has long-since escaped from the bottle and is now running riot. Regulation restriction, no matter how stringent, will merely slow development rates. At some stage F1 has got to decide if it's the ultimate race-driving challenge, the ultimate shop window for selling cars or the ultimate automotive engineering discipline. With a world as clever as it is now, the solutions to any one of those three are deeply painful to the other two.

There will probably not be a resolution as long as the participants are making so much money from it the way it is. Lose most of the money, and most of the problems disappear.



The white heat of F1 technology is never going to be significantly cooled by regulation

The genie has escaped from the bottle. Regulation restriction will merely slow development rates. F1 has got to decide if it's the ultimate driving challenge

ANDREW FRANKEL

Bentley

Frankel explains why Bentley should return to Le Mans and look at shedding some pounds from the cars in its admittedly mighty impressive range to make them more fun to drive

I know hindsight is a brilliant thing, but I said it at the time so I can say it again: the biggest and, for all I know, only mistake made by Bentley since it has been under Volkswagen stewardship was the decision not to defend its 2003 Le Mans title.

There were reasons, of course, and good ones too. It's hard to remember in these days when there are new Bentleys in every London square and football stadium staff car park but, three and a bit years ago, VW had poured £500 million into Crewe and barely seen a dime back. The factory had been transformed, the Continental GT designed and a Le Mans programme executed, but with the Continental still to go on sale, the balance sheet was starting to look a Ferrari-shade of scarlet. It was time to concentrate on making a return on investment.

Besides, Bentley was clear the Le Mans programme was for three years and its objective was to take the marque back to the top step of the podium for the first time since 1930. By 4.00pm on Sunday June 14, no one could argue the job hadn't been done. Bentley had swept the Audis aside and finished one-two. Yes, there was no serious opposition; yes, there was an Audi engine in the back, but history is kind enough not to remember such things.

But history also has a habit of failing to remember Le Mans winners who nevertheless fail to leave their mark on the race. Who remembers that BMW won in 1999? What good did all those francs do Renault when it emerged on top in 1978? The marques we associate indelibly with the race didn't just win, they came back and did it again and again – marques like Ford, Ferrari, Porsche and, now, Audi.

The pity is the Speed 8 racer was so much quicker than anything else, the team could have just slipped in fresh engines, cleaned off the bugs, and more than likely done the same again.

But it was not to be, and the memories of Le Mans 2003 are fading fast. The factory shows no sign of wanting to return, despite occasionally making apparently empty statements about racing being part of Bentley's make-up. Instead it seems far more interested in making money by selling cars in ever larger numbers. That is, after all, its job.

There is, it should be said, a lot to be said for Bentley's current line up. It's moved in confidently with an adapted VW platform and used it to create a three-car Continental range, the GT coupé, Flying Spur saloon and, most recently, the GTC convertible. None is what you might call gorgeous or even great fun to drive, but they are beautifully engineered, immaculately built and very, very quick.

These are cars I like, admire and respect. They are not, to me at least, cars to fall in love with. If it's head over heels you want, you need an Arnage. I moonlighted for Bentley during its three attempts to win Le Mans this century, knocking out press releases and generally getting in the way, and the bit I enjoyed most each year was blasting down to the track in an Arnage T. Its 6¾-litre engine might have started life in 1959 and not have quite the power of the VW-penned motor in the Continentals, but for character, majesty and sense of occasion, the old V8 has the modern W12 licked. As do the cars in which it's fitted. I even ended up falling for the Arnage-based Azure convertible, conceptually about as far from my idea of good as you can get within the confines of what one might call a sporting car.

Question is, where next? I hear talk of a Bentley SUV which, if true, will result in the most inappropriate Bentley since a 4-litre engine was fitted in an 8-litre chassis. That was 1931 and the result played a sizeable role in killing the company. Happily, Bentley strenuously and consistently denies even looking at making such a car.

For what little it's worth, I think Bentley needs to cap production levels to preserve brand value and concentrate on making what it already has better to drive. All its cars need to lose weight, so they're quicker and more responsive. Aluminium is ideal for low-volume, high-cost cars and if it's good enough for a rather less expensive VW marque like Audi, why not Bentley, too? Bentleys don't need to be Lotus-light, but what engineer wouldn't welcome the loss of half a tonne from a car weighing more than 2½ tonnes, as many Bentleys do?

And Bentley needs to get back to Le Mans and, this time, stay for a while. If history teaches us anything, it is that truly great sporting marques need to succeed on the track as well as the road. It's where credibility and pedigree come from. Bentley left Le Mans in 2003 to build a business – this it has done in spades. In the meantime, Le Mans has become a tedious, technological showcase for inaudible, inappropriate, deadly dull diesels. Truth is, Le Mans needs Bentley as much as Bentley needs Le Mans. And they need each other now.



The Arnage-based Azure convertible has the character Frankel wants through the range

Bentley needs to get back to Le Mans and this time stay for a while. If history teaches us anything it is that great sporting marques need to succeed on track

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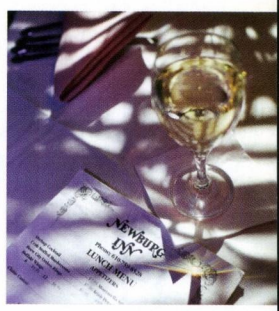
Photography: James Bareham

Even before you meet Mario Andretti, the bare statistics tell you this man is unique. In a full-time career lasting an astonishing 35 seasons, he was a winner in F1, Champ Car, World Sports Cars, NASCAR, F5000, IROC and even Pike's Peak. These days F1 drivers just do their 18 races a year, but, relying on a punishing schedule of transatlantic commuting, Mario liked to race every weekend – grand prix one Sunday, USAC dirt race the next, endurance sports car race the next.

He's been World Champion, Champ Car champion (four times) and USAC dirt champion, and has been voted Greatest American Driver Ever. He's surely the only man to have won significant races in five decades, from the 1950s to the 1990s. And he still doesn't think of himself as retired. He did Le Mans in 2000, and in 2003, at the age of 63, he lapped Indy at 225 mph – until an accident not of his making cartwheeled the car to destruction. This is an extraordinary man who's had an extraordinary life.

He isn't tall, but when he enters a room you know he's arrived. There's a quiet dignity about him which has nothing to do with arrogance or ego, and everything to do with what you know he has achieved. Fangio, on the brief occasions ▶

Even when he had reached Formula 1, Andretti didn't turn his back on his dirt oval roots. Above: hand on knee, he dives inside A J Foyt during their 1968 battle at Sacramento



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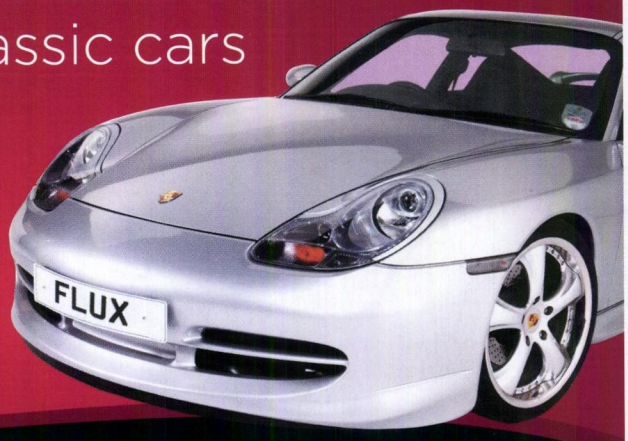
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modern approach, traditional values

I met him, had just this quality. And Mario's self-deprecating humour amplifies a remarkable recall which can dial up almost any race from that long career, right back to the dirt tracks of his teens nearly 50 years ago.

He can now afford to live anywhere from Connecticut to California, but he has never left Nazareth, the small Pennsylvania town where he fetched up as a 15-year-old immigrant in 1955. Home is a palatial residence built to his specification and standing in spacious grounds on a hill above the town: he also has a vast lakeside estate, Open Woods, deep in the Pennsylvania wilds, and a successful vineyard in California's Napa Valley. In his house the galleried hall is lined floor to ceiling with cabinets housing hundreds of trophies, and the walls in other rooms are covered with photographs, plaques and mementoes, each recalling a moment or a friend from his crowded racing life. The lower ground level is made up of rows of spotless tiled garages, with work benches and quality tools. From the gleaming line-up we choose an orange Lamborghini Murcielago, and he drives me briskly to lunch.

It's a long way from his beginnings. In 1940, when he and his twin brother Aldo were born in Montona in north-eastern Italy, Nazis and local partisans were fighting in the streets. As war ended Montona became part of Yugoslavia, and for three years the Andrettis lived under Communist rule before escaping, with nothing, into Italy. They were billeted in an old monastery in Lucca. "In one big room there were 10 families living, separated only by blankets which we strung up. We lived there for seven years. My dad did odd jobs, always provided for us. We were never hungry, never cold. But as kids we knew it wasn't normal." In 1952 his father applied to emigrate to America. But he heard nothing more.

In 1954 a friend took Mario and Aldo to Monza for the Italian GP. The two 14-year-olds cheered themselves hoarse as the Ferrari of reigning champion Alberto Ascari led the Mercedes team until its engine expired. It made a deep impression. So did the sight of the 1955 Mille Miglia passing by, with Moss and his bearded passenger racing to victory.

Then, suddenly, emigration approval came through. In June 1955 the Andrettis arrived in Nazareth. Gigi Andretti found work at the local cement works, while the boys set about learning English. After school they pumped gas at the local Sunoco station. Within days they discovered that Nazareth had its own half-mile dirt oval on the edge of town.

Unknown to their parents, Mario and Aldo found an old Hudson in a local scrapyard and began to convert it into a stock car. "We scraped together every cent, got some help from local businessmen for parts we needed, and did all the work ourselves." By early 1959 they were ready for their maiden outing. "We painted the Hudson bright red, got ourselves smart overalls – everybody else ran in scruffy T-shirts – and we bought one helmet between us."

The twins were now 19, but local rules stipulated a minimum age of 21. "So we fudged our birth date on our licences. Then the promoter says he can't allow kids with no experience. So we tell him we've been racing in Formula Junior back in Italy since we were 13, and he buys it. We toss for who should race first, and Aldo gets it. Because he's an unknown, they start him at the back for his heat. And he comes through and wins. That's $25 – doled out straight away from the pay window. For the final they start him on the back again and he passes them all, pa pa pa pa, and he wins the race. $150. We couldn't believe it. Next weekend, my turn. I knew I had to do the same, so I did, from the back to the front, heat and final. We went on to run five different local tracks, and we were on top everywhere.



Pete Biro

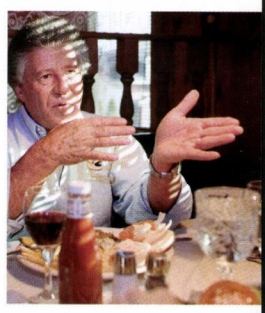
"Each dirt track would vary totally during a race. You had to learn to read the surface. It was good training for F1 in the wet"

"Our parents knew nothing of this, because we knew they'd try to stop us. Then right at the end of the season, at Hatfield, Aldo was trying to pass the track champion, Freddy Adams, on the outside, and he got into the barrier, hooked his right front on a loose wooden plank. Cartwheeled end over end. They took him away in a coma, and read him the last rites at the hospital. I rang my mom and said he was watching the racing and he fell off the back of a truck, just had the wind knocked outa him. Next morning they brought the crashed car back to Nazareth and the word went round like wildfire that Aldo was dead. My dad didn't know what to do, he was so upset, so furious. He didn't talk to us for months. When Aldo regained consciousness, the first thing he said was, 'I'm sorry you had to be the one to face the old man'."

Our route in the Lamborghini takes us past the garage where, half a century ago, two teenagers pumped gas, and then the site of the old dirt oval, next to the now defunct Nazareth Speedway. We arrive at the Newbury Inn – like much of the town, clapboard-clad and dating back to the 18th century – and Mario orders staple American fare: cheeseburger and chips. From the wine list he selects two Andretti wines for me to try: a Chardonnay and a San Giovese. Both are excellent.

As Mario's early reputation grew, he was offered drives: Stock Cars, then Midgets, then Sprint Cars. "Each dirt track was so different, and each would vary totally during the course of a race. You had to learn to read the surface. It was good training for F1 in the wet later on." In 1964 he got a strong Champ Car ride with Clint Brawner, who ran the Dean Van Lines team. But Brawner wouldn't let him make his debut at the notorious Langhorne dirt oval. "In its time Langhorne killed 52 drivers. They used to call it the widow-maker. It was shaped like a big D and you were sideways for three-quarters ▶

Above: one of Mario's Can-Am mounts in was the Ford-backed Honker II. Its sleek lavender-hued bodywork carried the name of Paul Newman, and marked the start of a long friendship between driver and race-keen movie star





Motorsport Images & Archives

"If I'd gone 10 yards deeper, I woulda gone way out the ball park. They woulda found me in New Jersey. Tommy saved my life"

of the lap, going from lock to lock on the dirt, bunched close at 140mph and steering on the throttle. There used to be a fatality almost every race. One of Brawner's drivers, Jimmy Bryan, had been killed there. So he wouldn't run me, gave my car to an older guy called Bob Mathouser.

"But I was young, all piss and vinegar, and I wanted to race. So I picked up a ride in an old car belonging to Lee Glessner. Unlike the decent cars it had no power steering. But I wanted to beat Mathouser and prove a point to Clint Brawner. My mechanic that day was old Tommy Hinnershitz, who'd been a top dirt racer for 30 years. In practice I was so charged with adrenaline I was coming real close to the wall, not really knowing what the hell I was doing.

"So before qualifying Tommy says, 'Mario, see that post by the entry to Turn 3? No matter how good the car feels, you gotta back off there, set the car up.' Well, come qualifying I was really on it, and as I came to the post it felt real good. Then I remembered what he said, and I did back off a little bit ... and I just barely, barely made it. If I'd gone 10 yards deeper, I woulda gone way out the ball park. They woulda found me in New Jersey. Tommy saved my life that day.

"In the race the surface broke into deep ruts. With no power steering, my hands were hamburger meat by the end. But I passed the Brawner car, finished ninth. It felt good.

"Eventually they paved Langhorne. But it was still tough. It was so quick, and you were turning all the time. You had to feather just before the start-finish line to get through Turn 1. One day I decided to stay flat, thought I'd get it all figured out when I got to the turn. I never did get it figured out, so I crashed after the finish line. But the lap before was a record. It held till they broke up the track for a shopping mall."

In 1965 Mario ran his first Indianapolis. He qualified fourth and finished third, winning Rookie of the Year, and in the pit lane he met Colin Chapman and Jim Clark. Andretti told Chapman his sights were set on Formula 1. "When you're ready", said Chapman, "call me."

That season Andretti beat A J Foyt to become youngest-ever National Champion. He was Champion again the next year. Hungry to race anything and everything, he found ▶



Above: Mario's versatility came to the fore in his 1967 NASCAR win in the Daytona 500. Right: his 16 GPs with the uncompetitive F1 Parnelli were mostly disappointing





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sports car drives for the NART Ferrari team and then Ford at Le Mans, going on to win the Sebring 12 Hours three times in six years. He ran in NASCAR and Can-Am, too, yet still pursued a full Champ Car schedule, and raced midgets on dirt if he had a free weekend. In 1966 he drove 14 different cars in 51 races, taking 14 victories in four of them. In 1967 he won the biggest NASCAR race of all, the Daytona 500. "Those guys didn't like an open-wheeler coming down and beating them. Next day a newspaper headline said: *South Mourns Andretti Victory*." In 1969 his 4WD Lotus 64 broke a rear hub during Indy qualifying. Mario escaped with slight burns from the huge fiery accident that ensued, switched to his Brawner Hawk, put it on the front row, and won the race. That year brought his third Champ Car championship title.

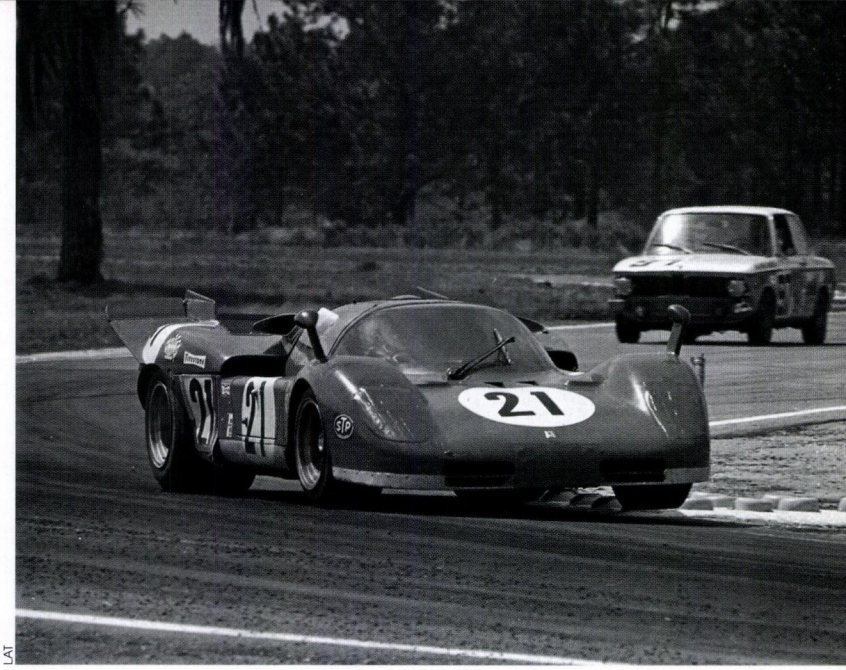
"I never had any difficulty moving between disciplines. You get in a car, you switch off everything else and you focus on what you're at. Like I'm doing the Sebring 12 Hours on a Saturday, I fly out Saturday night, Sunday I'm racing a sprint car on a dirt oval. World of difference in the skills required, but the passion's the same."

In 1968, three years after their meeting at Indy, Mario made that call to Chapman. He tested the Lotus 49 at Monza, where 14 years before he'd pressed his nose to the fence to cheer on Ascari. At once he was very quick – "I felt like I was born in that car" – and Chapman decided to run him alongside Graham Hill and Jackie Oliver in the Italian Grand Prix. But there was a problem: on the Saturday Mario was contracted to the Hoosier 100 dirt race. So he qualified the Lotus at Monza on Friday, flew to America, did the Hoosier on Saturday, and flew back to Italy, arriving in the Monza paddock on Sunday morning. Then the FIA invoked a rule preventing a driver from racing twice within 24 hours, and Mario was refused permission to start.

Four weeks later at Watkins Glen it was a different story. Mario made F1 history by taking pole for his first grand prix. He was lying second to Jackie Stewart when his nose aerofoils came adrift, and he finally retired with clutch failure, but it was an auspicious beginning. During the next two seasons there were more F1 races for Lotus, and March with Andy Granatelli's 701, as well as sports car successes for Ferrari. In 1971 Ferrari offered Mario F1 drives when his other commitments allowed. In a fairy-tale debut for the team he won the South African GP, and set fastest lap. Then the Vel Miletich/Parnelli Jones team, for whom Mario ran in Champ Car and F5000, moved into F1 as well, doing a full season in 1975. But the Maurice Philippe-designed car was not a success.

"So 1976 comes along and I'm on the grid at Long Beach, third race of the season, and Chris Economaki puts a mike to me just before the off and says, 'Mario, how does it feel starting your last F1 race? Vel Miletich just told me he's pulling the plug on F1 to concentrate on Champ Cars.'

"No-one had said anything to me. I felt real stupid. I was so upset I almost didn't put the thing in gear. After the race I didn't even want to talk to them, I just went back to my hotel. Next morning I'm having breakfast all by myself, and Colin's having breakfast two tables away, all by himself. He's just had the worst weekend: one of his cars qualified last, and crashed out on the first lap, the other didn't qualify at all. We look at each other, my chin's in my socks, he's even more miserable, and he comes over to join me. So the wheels start rollin', and he says, 'Drive for me, Mario.' I said, 'But you got a car that



LAT

"I said, 'You got a car that may just be slightly quicker than a London bus. We got some work to do here.' We shook on that"

may just be slightly quicker than a London bus. We got some work to do here.' We shook on that. I felt a horizon opening out. I knew Colin could make me World Champion.

"I called Miletich and said, 'I'll never work for you again. And I'm gonna compete against you in Champ Cars.' He said, 'We have a contract.' I said, 'No we don't, you're in breach. Do what you wanna do, sue me.' Then I called Penske, told him I was doing F1, but I wanted to keep in Champ Car. He said, 'Whenever you're available, I'll have a car for you.'

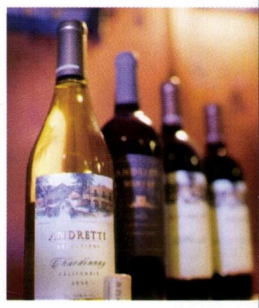
"I told Colin I wanted to do all the F1 testing, but also I was going to stay in Champ Cars. He said, 'It's impossible. You're crazy.' I said, 'You're probably right, but I have to. There aren't enough races in F1. I can't have weekends when I'm sitting idle.' He didn't argue, he knew I was adamant.

"I'll tell you how the ground effects thing got started. We were sitting round the table at Hethel, Colin, Martin Ogilvie, Tony Rudd, Nigel Bennett. I said what I wanted was downforce without penalty. I remembered testing the March 701 with those aerofoil-shaped sidepods that Robin Herd put on it. We tried taking them off and we lost direction entirely, like suddenly I needed 2.5 degrees extra front wing. So I knew they were working. But it was very inefficient because the air was spilling off them. I said, 'What happens if you have bigger pods, and fences?' The talk went on from there.

"Then we were testing at Hockenheim and in the middle of the Bosch Curve, when the car was on full roll, suddenly I was picking up a tremendous amount of extra grip. I said to Colin, 'something is happening aerodynamically here, when the car gets closer to the ground under roll.' So he sent [chief mechanic] Bob Dance into town to buy some plastic strips and they pop-rivetted them down the side of the car to close the gap entirely. I went out and got under the lap record at once, but as soon as the plastic wore out the grip went away again.

"Colin and I really bonded because he respected my way of working on the setup. He never wanted drivers to be too technical – all he wanted was feedback about what the car was doing. But I had tricks from American racing that were ▶

Above: Andretti's trio of wins in the Sebring 12 Hours included this drive in 1970. His own Ferrari 512S failed and, with less than an hour to go, he took over the fourth-placed Giunti/Vaccarella entry and stormed to victory





Pete Biro

"We won some of those races with no brakes. Some things you couldn't convince Colin about, he'd just hit the roof"

new to F1. I liked to set my cars up with stagger – the left rear tyre slightly bigger than the right rear, compensated with cross weight. I always had the left front and the left rear slightly bigger, even for a circuit that has more left-handers than right-handers. But for a circuit that's counter-clockwise, like Imola, you had to go the other way. And if you look at a circuit with, say, 11 corners, there may be seven or eight that are key for passing, or for speed on the next straight, and two or three that you have to throw away. I always tried to maximise the car for the key corners. I had my own notes and circuit map, and I tried to find the extra angle the others didn't have.

"Aerodynamically the 78 was a brick: on the straights it was dead slow. The 79 was much better, but it had serious brake problems. It had magnesium calipers to save weight, and the inboard rears got hot when the gearbox heated up. The pedal would go to the floor, you had to pump it like hell. In 1978 we won some of those races with no brakes. I complained, but Colin wouldn't have it. There were some things you couldn't convince him about, he'd just hit the roof.

"Colin could be very emotional. I remember him giving Gunnar Nilsson a bollocking about something, thrashing out at him. Then he saw me watching in disbelief, and he said, 'I'm sorry you had to see that side of me.' He would never have dared to talk to me like that. I said to Gunnar, 'How can you take that shit, just sitting there like a little child being scolded by a teacher? You can't get any respect like that.'

"But there was mutual respect between Colin and me. Mind you, I was concerned about the fragility of his cars. He loved titanium, but I insisted on no titanium suspension arms or pedals. That's what paralysed Regazzoni – a titanium brake pedal broke. I used to needle Colin about suspension failures. He didn't take it too well. I didn't want to labour it, he'd lost Jochen [Rindt] because of a brake shaft failure, but I didn't want to die because a suspension part broke. I had a good understanding with the boys on the team. I'd say to Bob Dance: 'If you reckon something doesn't seem strong enough, just tell me. I'll fight the battles with the Old Man.'

"Colin was always paranoid about weight, and wanted you to finish the race with no more than half a litre of fuel left. ▶

Above: Mario suffers a kiss from the overjoyed Andy Granatelli after his 1969 Indy 500 win. Right: as F1 remembers him, in the black and gold Lotus. This is the 1977 Type 78, winning at Jarama





LAT


John Player Special
5
Valvoline



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"Ferrari said, 'Andretti, I can't put a price on your talent.' Very flattering, but also very clever, because it put the ball in my court"

I used to say to Bob, 'Just put another half-gallon in there.' At Kyalami Colin found out and ordered him to pump the extra fuel out again, right there on the grid! I said to Colin, 'If I run out of fuel I'm gonna take it outa your hide.'" Two laps from the end the Lotus spluttered and started to run dry, and after an unscheduled fuel stop Mario was classified seventh...

"In all my racing, I've always loved my mechanics. That's who you rely on, 100 per cent. Once you understand that, you become a family. I'm still in touch with a lot of the guys I worked with down the years. I always felt they won the races. You earn their respect by going balls out, and they work their butts off to give you what you need to get it done. The wins don't come all the time. But when they do, you all celebrate."

But when Mario won the World Championship for Colin, at Monza in 1978, there were no celebrations. His team-mate and close friend Ronnie Peterson died the following morning from injuries sustained in a Lap 1 pileup. "I've had a lot of team-mates, and not all of them were real friends. Ronnie was a special breed. We worked hard and played hard. We got together with our families, I'd stay at his house, he stayed at mine. We had fun. He had tremendous car control. He could carry a car, overcome its deficiencies. A real raw talent."

For 1978, Mario nearly left Lotus for Ferrari. "I expected to stay for '78, but we hadn't agreed the money. Colin stuck at $350,000 and $10,000 a point, but I wanted $500,000 and the points money. So in September '77 I win Monza for Colin, and then I say I have to go see Ferrari. He says, 'Don't go, we have a deal.' I say, 'Well, we do and we don't.'

So I'm in Ferrari's office, and we get to the uncomfortable stuff, money. That's why people have a manager, I guess, but I've always done my own deals. He says, 'How much do you want?' I say, 'Make me an offer.' And he says, 'Andretti, I can't put a price on your talent.' Very flattering, but also very clever, because it puts the ball right back in my court. So I'm thinking, $500,000 is what I want, so I say to him, '$750,000.' And he says, 'OK'. I think, Man, why didn't I ask for a million? So then I level with him. I tell him I have a handshake with Colin. He says, 'That's what we have lawyers for. If you want to drive for me, I can make it happen.'

So I say to Colin, 'You have to give me $750,000, and $10,000 a point.' He says, 'I can't.' I say, 'Then I go to Ferrari.' So he went back to Player's, they found the money, I stayed, and we won the Championship.

"I was still doing Champ Car, of course, and I won the IROC Championship too. I used to do the red-eye going over and Concorde coming back. I was Concorde's most frequent traveller, 26 crossings in a year. The ground staff were always ready for me, had my *Financial Times* and my brioche waiting. Those days, first class really was first class."

Mario's F1 career lasted 128 races, including a year with Alfa Romeo, a Long Beach ride for Williams, and two swansong races for Ferrari in the turbo era: he sent the Monza crowd delirious by taking pole in 1982, and finished third. At home the wins went on piling up: his fourth Champ Car title came in 1984. In 1993, at the age of 53, he won his final Champ Car victory at Phoenix, and took pole for the Michigan 500 at 234mph, a closed-course world record at the time. He bowed out of single-seaters in 1994 after starting 407 Champ Car races, 67 of them from pole. He won 52 of them, and led 7587 laps.

"I never went racing for the money. I did it because of my passion for it. If you race for money, you're racing for the wrong reason. But I always went for the best deals, because I was trying to justify the risks, for my family's sake. Dee Ann, my wife, used to say, 'Why not take a weekend off, take the kids to the movies?'. But I just had to do it. You have no idea how much I loved driving. My son Michael is happy being a team owner, but I never had any of those ambitions. The only part that excited me was the driving."

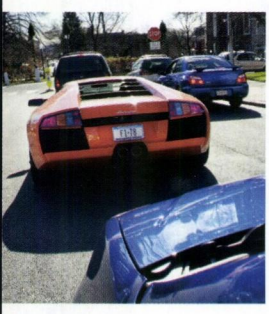
The Andretti's family record in racing is unique. Aldo raced on after his accident that first year, although his career never rivalled Mario's. Son Michael had a brief, unhappy F1 sojourn with McLaren, but his American career was hugely successful. An Indy winner and an Indycar champion, he now heads up the Andretti-Green IRL team. Younger son Jeff and cousin John, Aldo's son, have all raced at top level: sometimes four Andrettis have been on the same grid.

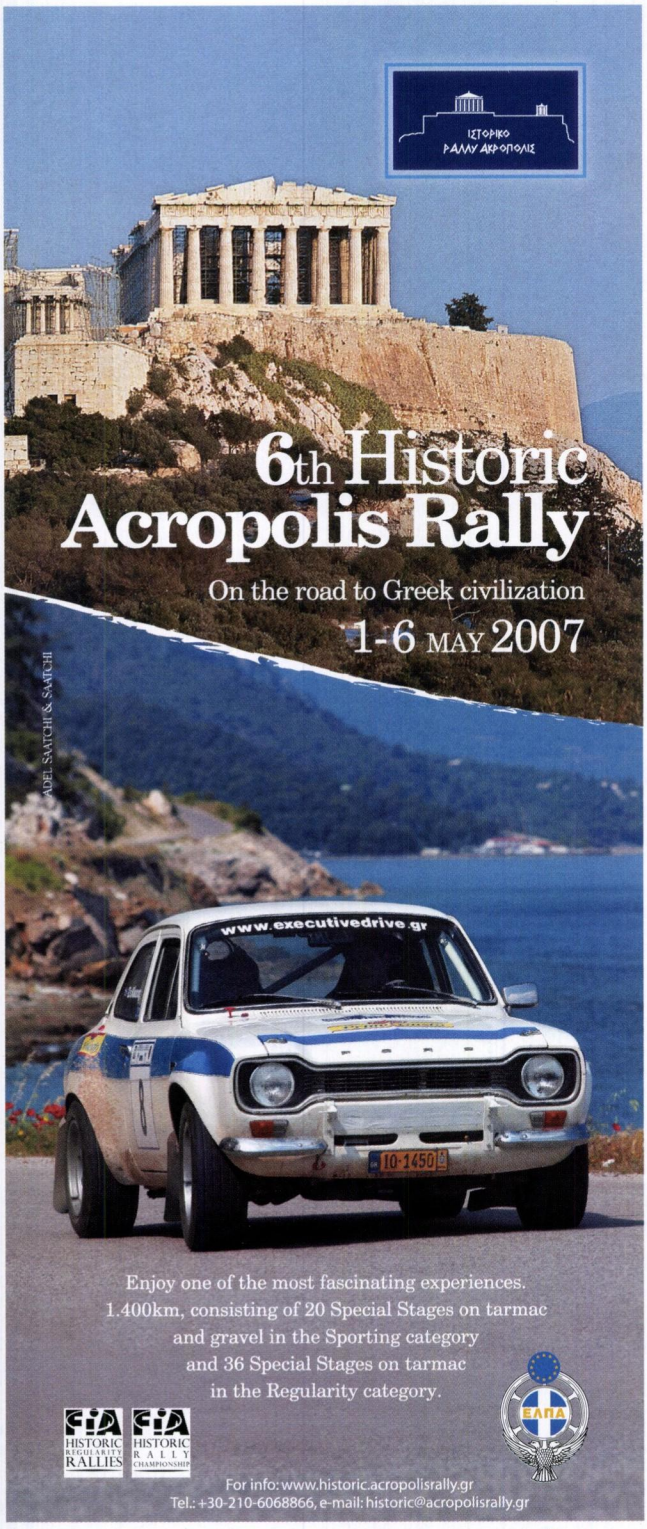
Now there is Marco, Mario's grandson. In 2006, aged 19, he did his first Indy 500. Mario, Michael and Jeff had all won Rookie of the Year at Indy, so there was huge pressure on the boy. Marco not only followed the script and won Rookie of the Year: he very nearly won the race as well, missing victory by precisely sixty-three thousandths of a second. "He was truly thrown into the lion's den, and what I saw was a complete learning curve happening. He was putting something in the bank every day. He started that month as a boy, and finished it as a man." In December Marco had his first F1 test, for Honda. "I tell ya, he's smart. I say to Michael, he's smarter than both of us. He's gonna go far."

But no-one has come as far as Mario himself. During our lunch, a fan from another table comes shyly over to ask Mario to autograph a paper napkin for her six-year-old son. Mario asks the son's name, and then signs: "To Christopher. Always follow your dream. Mario Andretti".

That's just what Mario did. With self-belief, courage and inexhaustible will, the young boy at the Monza fence followed his dream. It made him the super-hero of American motor sport, and one of the most versatile racers of all time.

Below: Mario believes in enjoying the fruits of his labours. His well-stocked garage at home includes this Lamborghini, which is a familiar sight on the streets of Nazareth, Pa





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1937 MASERATI 6CM

Chassis 1547, a highly original 6CM was raced pre-war at Donington and Phoenix Park and post-war at circuits including Goodwood and the British Grand Prix before joining the famed 'Harrah collection' for some thirty five years!

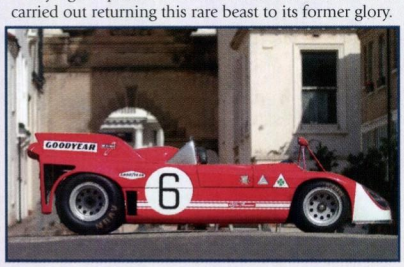
Carefully re-commissioned by Sean Danaher for historic racing the 6CM has recently proven itself with great success at Goodwood, Monaco and the Shell Historic Challenge. 1547 comes complete with FIA papers and a certificate of authenticity from Maserati.



1953 PEGASO Z102

Built by the genius Wilfredo Ricart, Pegasos were highly advanced for their time and fitted with a dry sump, quad cam engine complete with a five speed De Dion transaxle. Only three were completed for 'works' entered competitive events and of the three racers, only two exist today and this Z102, chassis 0155, has by far the most extensive international race history including Spa, Tangier and Oporto.

In 1959 following the cars retirement from racing, 0155 continued to participate in hill climbs in Madrid staying in Spain until an extensive restoration was carried out returning this rare beast to its former glory.



ALFA ROMEO TIPO 33/3

This Alfa Romeo Tipo 33/3, chassis 11572.002, appeared early in 1972 and was immediately sent to Buenos Aries. During that season it competed at the 6 hours of Daytona, the Sebring 12 hours, Brands Hatch 1000km, Targa Florio, Nurburingring 1000km and the 24 hours of Le Mans. This was followed up in 1973 with the Vallelunga 6 hours, Monza, Targa Florio and back to Le Mans! Now completely and comprehensively restored by Lanzante Motorsport, it is ready to race and the perfect entrant for a return to Targa Florio, the Le Mans Classic or the Group 4 Series.

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Over-ruled?

Evolution is the word most often used to describe recent F1 design. But in the finalé of the Pomeroy Index revolutions still take place, and the cars stay quick though the rule-makers try to slow them

Words: Mark Hughes. Photography: LAT

1996 WILLIAMS FW18

Index figure: 229.3

Virtual lap time of the current Spa circuit: 1m 49.6s

A logical evolution of the FW17 was enough to give Williams a 1-2 in the drivers championship with Damon Hill and Jacques Villeneuve. The RS8 derivative of the Renault 67-deg V10 was reckoned good for 730bhp.

1997 WILLIAMS FW19

Index figure: 231.4

Virtual lap time of the current Spa circuit: 1m 47.4s

With Bridgestone's entry, the tyre war was back on after a five-year Goodyear monopoly. There were small restrictions to the rear wing, but nothing like enough to overcome the gains made by the softer tyres. The FW19 was another evolution, although Renault's new engine with a wider-angle (71-deg) vee to lower the centre of gravity. It was also 14kg lighter and produced around 740bhp at 17,000rpm.

1998 MCLAREN MP4/13

Index figure: 230

Virtual lap time of the current Spa circuit: 1m 48.9s

With the tyre war slashing lap times, the governing body acted with radical new regs for '98. The maximum track was reduced to 1.8 metres (from 2.0) and grooved tyres were specified, with four grooves in the rear and three in the front, reducing the amount of rubber on the ground. This placed more emphasis on mechanical grip, something grasped by the McLaren design team better than anyone else. Against the fashion they lowered their nosecone, gaining more in mechanical grip than they lost in aero, while new tyre supplier Bridgestone contributed with a front tyre that used the maximum width permissible despite the drag penalty. Combined with Adrian Newey aerodynamics and powerful (760bhp) Ilmor Mercedes V10s, it was the class of the field.

1999 McLAREN MP4/14

Index figure: 229.5

Virtual lap time of the current Spa circuit: 1m 49.4s

Goodyear's withdrawal meant the end of the tyre war. An extra groove on the front tyres further controlled lap times. McLaren produced an aggressive development of the previous year's car and Ilmor provided a lightweight (under 110kg) and powerful (785bhp at 16,700rpm) engine. The light weight enabled the team to use as much as 60kg of ballast – weight distribution could be tailored to each circuit.

2000 McLAREN MP4/15

Index figure: 230.9

Virtual lap time of the current Spa circuit: 1m 48.0s

Faster only by a tiny margin than the title-winning Ferrari, the MP4/15 had its cockpit and sidepods further back than the '14, allowing a less draggy shape and a natural weight distribution more in keeping with the hard compound of the standard-issue Bridgestones. The Ilmor's weight was now down to 100kg and power was nudging 800bhp.

2001 FERRARI F2001

Index figure: 233.7

Virtual lap time of the current Spa circuit: 1m 45.1s

Michelin's re-entry meant a tyre war. To combat expected gains, new rules increasing the height of the outer front wings limited their effectiveness. The FIA re-allowed traction control, banned for the previous seven years. By mid-season F2001 had clawed back all the downforce lost to the new regs. Its engine was giving 820bhp by year-end, though this was some way behind the new BMW motor.

From L to R: 1997 Williams FW19 took Villeneuve to the title; 1998 McLaren MP4/13 worked the new regs better than opposition; Ferrari F2002 – F1's fastest ever; 2006 Ferrari F248 was the year's fastest car, but lost the title to Renault





2002 FERRARI F2002

Index figure: 235

Virtual lap time of the current Spa circuit: 1m 43.7s

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With the tyre war making compounds ever softer and no difference in compound between front and rear allowed, design teams were moving weight distribution as far forward as possible. The F2002 featured a super-compact seven-speed gearbox and the team used up to 90kg of moveable ballast. The compact 'box also allowed a significant increase in diffuser performance. By the end of the year the V10 was matching the BMW's 850bhp. It was the dominant car.

2003 FERRARI F2003-GA

Index figure: 233.3

Virtual lap time of the current Spa circuit: 1m 45.5s

New sporting regs that stipulated qualifying with enough fuel to complete the first stint of the race effectively made the cars significantly heavier than before in qualifying. Rear wings were limited to two upper elements rather than three. A longer wheelbase gave it a slightly more rearward weight bias, making it difficult to get enough heat into the front Bridgestones for the new one-lap qualifying format.

2004 FERRARI F2004

Index figure: 234.7

Virtual lap time of the current Spa circuit: 1m 44.0s

Despite the new one-race endurance engine regulation, the motors were now producing 900bhp at over 19,000rpm, despite weighing only 90kg. The F2004 had a shorter wheelbase than the GA, moving the weight distribution forwards and helping its qualifying performance. Bridgestone improvements contributed towards the car's dominance.

2005 McLAREN MP4-20

Index figure: 234.3

Virtual lap time of the current Spa circuit: 1m 44.4s

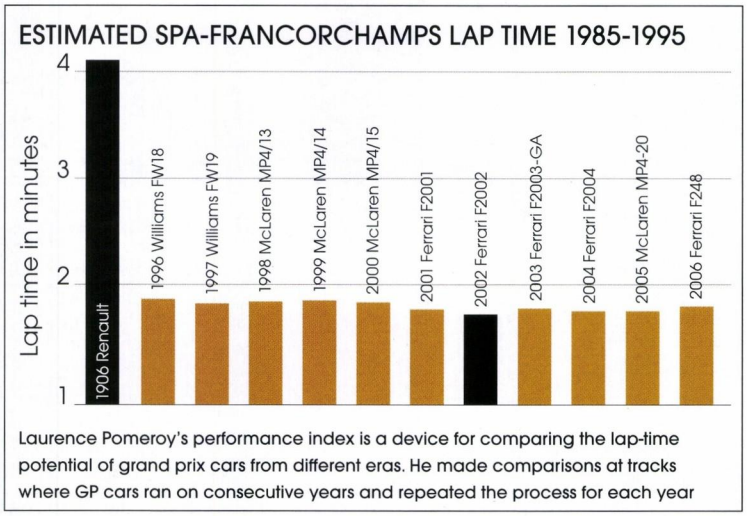
Honda won the horsepower race, with 965bhp by the end of the final year of the 3-litre formula, despite a two-race endurance requirement. Renault won the championship. But McLaren-Mercedes had the fastest car. Tyre changes were banned, leading to harder compounds, restrictions to the dimensions of the front wing and underbody diffuser were imposed, and the rear wing was brought forward. The limitation of front downforce proved very difficult to overcome, but Adrian Newey's MP4-20 did it very successfully, giving the car a significant aero-efficiency advantage over the competition. A seamless gearshift kept power applied to the wheels even during upshifts.

2006 FERRARI F248

Index figure: 232.8

Virtual lap time of the current Spa circuit: 1m 46.0s

A swingeing capacity reduction to 2.4 litres brought power down to around 750bhp. On the other hand, tyre changes were allowed again and the smaller radiators needed by the engines meant better aerodynamics. These changes added around 1.5sec to lap times. The Ferrari lost the title to Renault but had a performance edge, adopting a Toyota-inspired central pillar for the rear wing to free the end plates from any structural duty, enabling them to be fashioned to scavenge the outer channels of the diffuser harder. Ⓜ



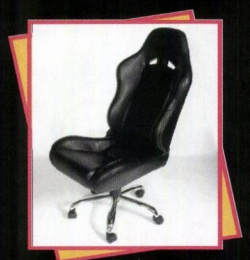
Laurence Pomeroy's performance index is a device for comparing the lap-time potential of grand prix cars from different eras. He made comparisons at tracks where GP cars ran on consecutive years and repeated the process for each year





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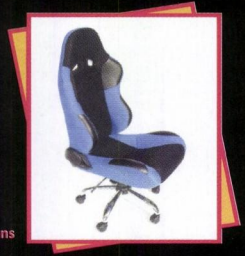
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Profile

LANCIA STRATOS

The Lancia Stratos had incomparably dramatic looks and boasted spectacular successes. We trace the car's development and detail the history of one works example

Words: John Davenport. Photography: Ian Fraser







Between 1971 and 1974 a secret war was being waged in a north-Italian city that was every bit as bloody, in a metaphorical sense, as those of the Borgias. The city was Turin and the protagonists were the Fiat and Lancia competition departments.

In October 1969, Fiat had swallowed up its debt-ridden neighbour, but this did not mean that any of the principal combatants had signed a peace treaty. Lancia had a proud history in motor sport, mainly rallying, and there were many within the core Fiat organisation that envied this.

Indeed, Fiat had been dabbling in rallying for years but had always played second fiddle to Lancia, even on the Fiat-sponsored Sestrière Rally of 1969, which was won by Sandro Munari in a Lancia Fulvia.

Fiat had also acquired Abarth and by 1971 had set up a team operating out of that factory to run the 124 Spyder and attempt to defeat the armada of Fulvias. But both teams were rightly worried about rising star Alpine-Renault which in 1970 had won the San Remo Rally and the European Rally Championship as well as demoting Lancia to third in the International Rally Championship for Makes.

Then there was Porsche, which had won Monte Carlo and the IRCM with its 911S, and, separately, both Fiat and Lancia decided that they were going to need something special to win rallies in the future.

Fiat had also bought Ferrari's car production arm in 1969, and both teams now looked to Maranello for an answer. At Lancia Cesare Fiorio had, with personal flair and persistence built up Lancia's competition success from 1965. In 1970 Bertone had shown a concept car at the Turin Show. A very futuristic design based on a reversed Fulvia chassis, its engine was ahead of the rear axle and the driver entered through a front-opening door. Its name was Stratos, and it was at the centre of Fiorio's plans for Lancia's rallying future.

In 1970, Bertone had shown a concept car at the Turin Show. A very futuristic design based on a reversed Fulvia chassis with the engine ahead of the rear axle. Its name was Stratos and it was at the centre of Fiorio's plans for Lancia's rally future



Left: international swansong for 1580 on the 1979 Monte Carlo Rally with Fulvio Bacchelli. Right: Stratos cockpit is strictly functional. Top: championship victories came thick and fast in the 1970s

Nice though the little 1600cc V4 Fulvia engine was, to be competitive any new car was going to need more muscle, and Fiorio had his eye on the 2418cc V6 from the Ferrari Dino 246 GT. His problem was two-fold. He needed to persuade Ferrari management to supply him with engines for production cars and he needed to persuade a Fiat-controlled Lancia management to build them for him.

At almost the same time, the Fiat-Abarth men realised that their 1438cc 124 Spyder, even with an 1800cc engine scheduled for 1973, would not cut the mustard against Porsches, Alpines and even Ford Escorts. So they privately approached Ferrari to see if the new 308 GT4 with its transversal 2927cc V8 could be the answer to their prayer.

It was now a race. While both teams continued to battle it out on actual events, political and technical manoeuvring went on apace behind the scenes. Fiorio, with the help of Bertone, created a Stratos prototype for the 1971 Turin Show that had all the essential design features of what would eventually become the production car. A Dino 246 engine and gearbox (purloined not from Maranello but from a ▶

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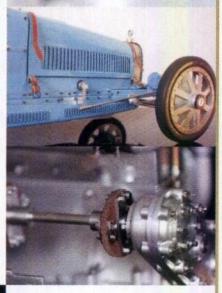
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appearances in actual competitions as a prototype and won its first event, the Spanish Firestone Rally, in April 1973.

It was to be 12 long months until Stratos production finally hit the magic 400 mark and Lancia could start to deploy their eagerly anticipated new weapon in mainstream rallying at the top level.

During 1973 and the first three-quarters of the 1974 season, Lancia took every opportunity to enter the Stratos in competition and develop it as a winner. Proof came with wins in French and Italian national rallies for Jean-Claude Andruet and Munari, and in racing at the Targa Florio for Gerard Larrousse and Ballestrieri.

Once homologation was granted, valid from October 1, 1974, the Stratos was immediately a force in the WRC. Munari won the San Remo Rally just six days later and went on to win the Rideau Lakes in Canada and take third place on the RAC Rally. With Andruet winning in Corsica in December plus the earlier results from the Fulvia, Lancia won the WRC for the first time.

Thanks to the Stratos, Lancia went on to win again in 1975 and 1976; Stratos drivers won the European Rally Championship in 1976, 1977 and 1978 and there were Stratos wins in 17 WRC rallies, including four Monte Carlo Rally victories, between 1974 and 1981 when its homologation finally ran out.

Our Stratos was the one that introduced German rallying legend Walter Röhrl to the joys of Stratos motoring. "There ▶

> Our car was the one that introduced Walter Röhrl to the joys of Stratos motoring. "There was no car to match it on twisty asphalt roads," said Röhrl. "The noise from those exhausts was just the most wonderful sound in the world"

crashed Dino) was fitted transversely ahead of the rear axle, the front and rear bodywork hinged outwards and the driver and passenger gained access to the interior through doors fitted on each side of the central monocoque.

In 1972 the gods smiled on Lancia's squad of Fulvias, for Munari won the Monte Carlo Rally, Simo Lampinen the Rallye du Maroc and Amilcare Ballestrieri won the San Remo Rally. The result was that Lancia won the IRCM with Fiat second and Porsche third.

But Fiat had also been successful. Hakan Lindberg won the Acropolis Rally and Raffaele Pinto romped home in the European Rally Championship with a string of victories. The Machiavellians in Fiat used this as a lever to get the go-ahead for their 308 project and disappeared to the island of Elba for a three-week test session while Fiorio redoubled his efforts to secure a supply of Dino engines. And all this despite Giovanni Agnelli, the *Numero Uno* at Fiat, saying in a press conference at the Turin Motor Show of 1971 that there was no place for the Bertone Stratos in the competition plans of Fiat/Lancia. Such remarks only fuelled the covert activity on both sides, but gradually Fiorio started to gain ground and win the strategic advantage.

With better competition results and a pedigree of performance stretching back seven years, Lancia was eventually granted the go-ahead to manufacture 400-plus examples of the Stratos HF in order to have it homologated as a Group 4 car. But the ink was not dry on the deal until mid-1973, after the Stratos had already made four



Top: in 1977, 1580 was in Alitalia colours. This is Raffaele Pinto on the way to 59th place on the Monte Carlo Rally. Left: huge twin fuel tanks amidships

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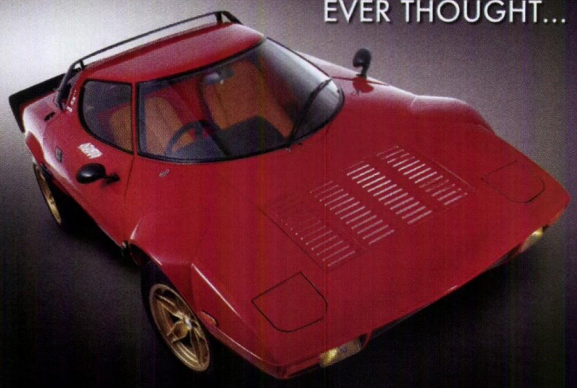
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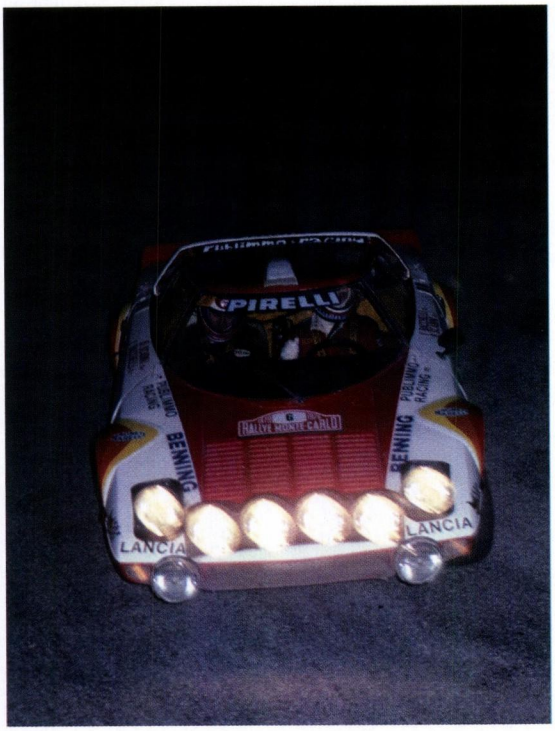
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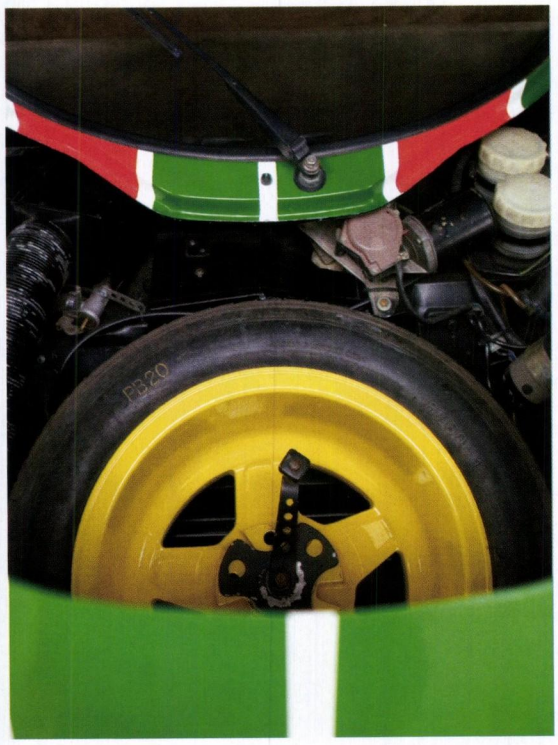
was no car to match it," he recalls. "On twisty asphalt roads there was just nothing to compare, but with the short wheelbase you had to be really fast to use the lock on gravel or ice. And the noise from those exhausts was just the most wonderful sound in the world."

Chassis number 1580 was plucked from the reservoir of new cars some time in the summer of 1976 and prepared as a Group 5 prototype for the Giro d'Italia. This required the installation of the exotic Group 5 bodywork that transformed it into a mean-looking GT racer. Right from the start it had a 24-valve engine, permitted in Group 4, but for the Giro it was backup for the turbocharged 12-valve engined Group 6 car driven by Carlo Facetti and Piero Sodano. They went on to win this October event outright, one of the turbo Stratos's few successes, while 1580, crewed by Pinto and Arnaldo Bernacchini, suffered the first of its misfortunes with retirement after an accident on a hill climb.

For the Giro, it had carried modest Marlboro livery on a mainly white background but for the Monte Carlo Rally of 1977 it was given Group 4 bodywork and full works Alitalia livery. These new clothes did not improve its fortunes however, for Pinto spun and lost six minutes disengaging the Stratos from a snow bank on the fourth test, and then had the engine suddenly stop on the final Monaco-Monaco loop. He qualified as a finisher but 58 places behind the winning Stratos of Munari. In the spring of 1977, Pinto did two Italian national events with 1580 but retired on both thanks



For the Monte Carlo Rally of 1977 it was given Group 4 bodywork and full works Alitalia livery. These new clothes didn't improve its fortunes, however, for Pinto spun and lost six minutes in a snow bank. Then the engine stopped suddenly



to minor contacts with the countryside. Then in August, the Stratos lost its principal guru, Mike Parkes, who was killed in a road accident in Italy. The Lancia programme from this point was for Munari to chase the FIA Driver's Cup. But they naturally had to have a big presence at San Remo against their Fiat 131 Abarth cousins. This time it was Fiat which came out on top, Pinto clipping a rock with 1580 on the very first stage and collapsing the suspension and Munari retiring later with broken transmission.

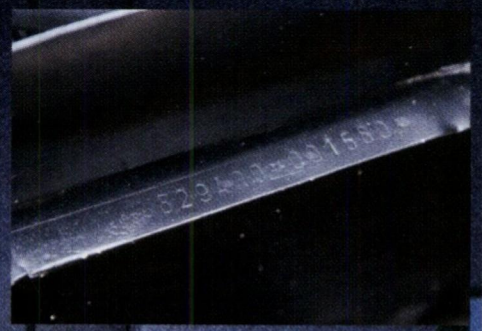
Chassis 1580 was then handed over to Munari and Sodano who, 10 days later, were down to chase FIA Cup points on the Spanish Rally. For once, our Stratos shot off into the lead: one minute ahead after six stages, four minutes at the end of the first leg and 10 minutes near the end with just four stages to go. But then the engine went sick. "I think the engine block must have suffered with that bang the car got in San Remo," says Sodano. The rally was then won by a certain Michèle Mouton, driving a Porsche Carrera to her first ever international victory. Munari went on to win the FIA Cup, but 1580 was rested.

In 1978, Fiat had a new signing – Walter Röhrl – and he was sent a Stratos in Pirelli colours to compete in as much of the German Championship as he could manage among his WRC commitments. He got 1580, which he simply loved to drive, but it let him down twice with suspension and engine troubles in spring before giving him a second place in late summer. In other Stratoses, Röhrl won five other German Championship events that summer. ▶

Top: Fulvio Bacchelli and Bruno Scabini looked set to finish just outside the top 10 on the 1979 Monte, but a final leg slip meant they were classified 88th. Left: spare wheel in nose helps weight balance


LANCIA Alitalia
Alitalia
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TECH SPEC – LANCIA STRATOS, CHASSIS 1580



CHASSIS
Central steel monocoque, tubular steel extensions, fibreglass front and rear bodywork
Front suspension Wishbones and inclined coil spring over damper
Rear suspension McPherson strut
Brakes Ventilated 304 mm-diameter discs all round
Steering rack and pinion

ENGINE
Configuration transverse V6
Valvegear DOHC, 12 valves
Bore x stroke 92.5mm x 60mm
Capacity 2418cc
Fuelling Three Weber 40 IDF downdraught carburettors
Ignition Magneti Marelli
Maximum power 260bhp
Torque 27.5kg

TRANSMISSION
Gearbox five-speed dog box
Clutch twin-plate

DIMENSIONS
Wheelbase 2180mm
Front track 1430mm
Rear track 1460mm
Weight 960kg



1977 (as a Group 4 car) in Alitalia livery

Jan	Monte Carlo Rally	Raffaele Pinto/Arnaldo Bernacchini	59th, engine
Mar	Rally Ciocco	Raffaele Pinto/Arnaldo Bernacchini	Rtd, suspension
Jun	Quattro Regione	Raffaele Pinto/Arnaldo Bernacchini	Rtd, accident
Oct	San Remo Rally	Raffaele Pinto/Arnaldo Bernacchini	Rtd, accident
Oct	Spanish Rally	Sandro Munari/Piero Sodano	Rtd, engine

1978 in Pirelli/Lancia livery

Feb	Sachs Winter Rally	Walter Röhrl/Christian Geistdorfer	Rtd, suspension
Mar	Unterfranken Rally	Walter Röhrl/Christian Geistdorfer	Rtd, engine
Aug	Bayerwald Rally	Walter Röhrl/Christian Geistdorfer	2nd overall
Oct	Giro d'Italia recce	Markku Alén/Ilkka Kivimaki	
Nov	Tour of Corsica	Adartico Vudafieri/Bruno Scabini	Rtd, accident

1979

Jan	Monte Carlo Rally	Fulvio Bacchelli/Bruno Scabini	88th, accident

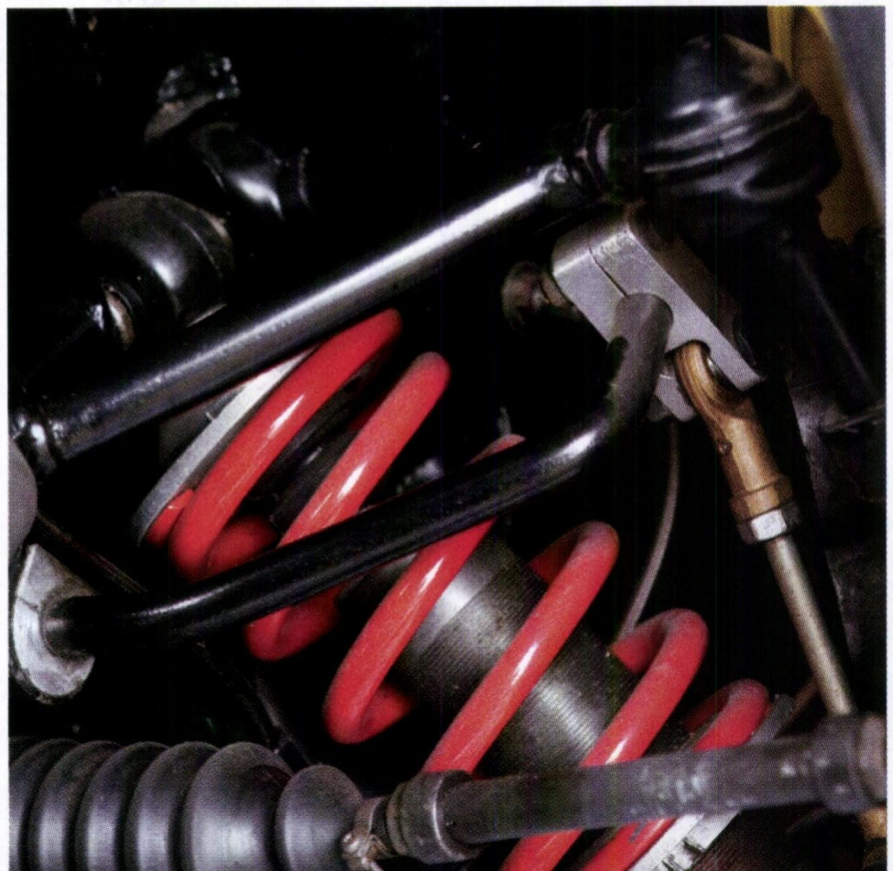
Chassis 1580 did not re-appear until the 1990s when a Swissair captain who had been running it in Marlboro livery put it on the market, and Gino Macaluso, the current owner, acquired it. This Stratos has now been lovingly restored

Chassis 1580 was then used by Markku Alén as a practice car for the Giro d'Italia and then in November was entered for Adartico Vudafieri in the Tour de Corse as team-mate to Attilio Bettega. Neither made any great impression on the 131 Abarth steamroller and both retired.

The Stratos story was coming to an end, and one nail in its coffin was the banning of the multi-valve heads from many homologated Group 4 cars. When 1580 made its final factory appearance on the 1979 Monte Carlo Rally with Fulvio Bacchelli, it was in 12-valve form.

Despite a lack of practice or familiarity with the car, Bachelli got through to the last night just outside the top 10, but on the Col St Roch with just four stages to go, 1580 once again hit the scenery. Of course it was classified – all cars that start the last night's leg get a finisher's plaque – but it was in 88th position.

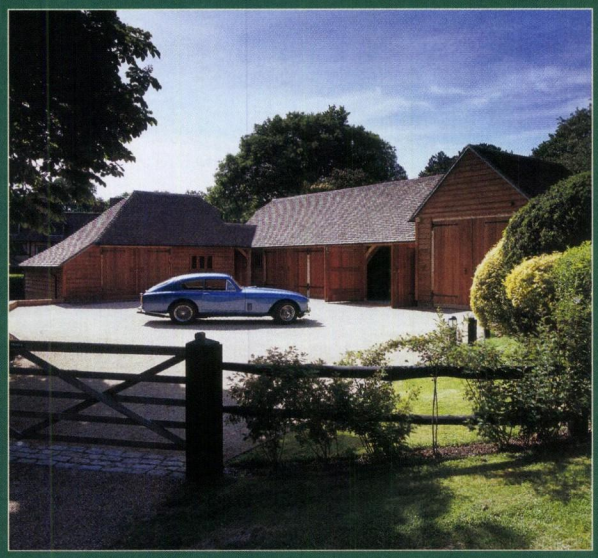
After this, the Stratos fleet was sold or scrapped to make way for an all-out assault on the WRC by the newly unified Fiat/Lancia team operating wholly out of the Abarth factory. Our 1580 chassis did not re-appear until the 1990s when a



Top: Adartico Vudafieri and Bruno

so for allowing us to photograph his Stratos

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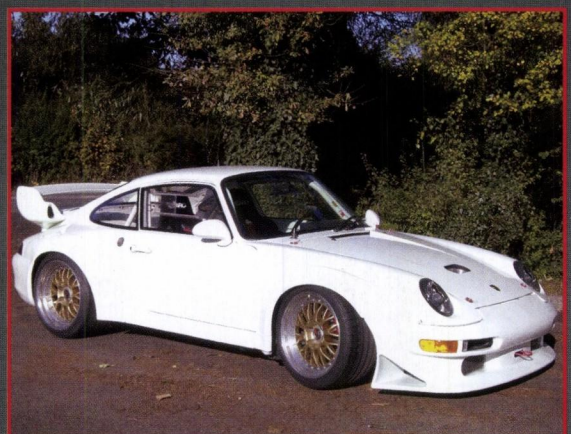
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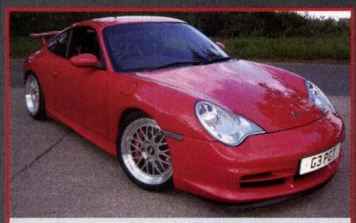
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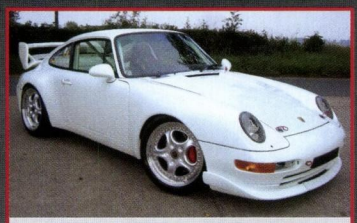
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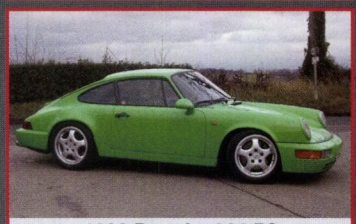
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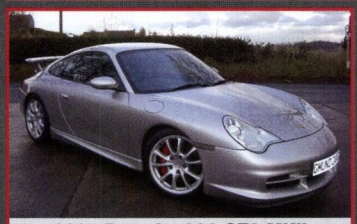
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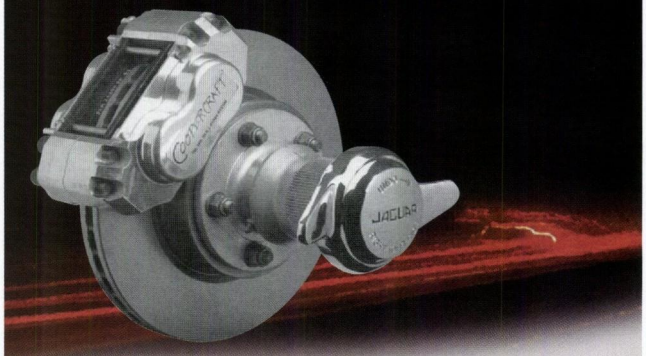


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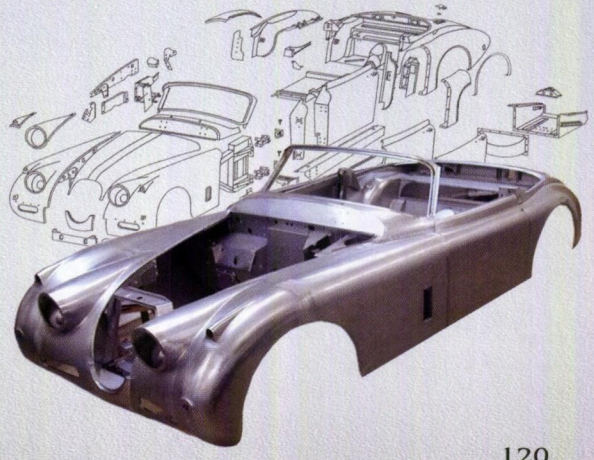
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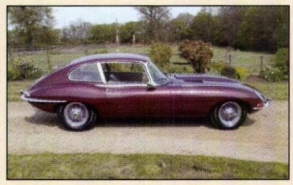
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Cat on the runway

Not a driver this month, but a famous marque involved in a long-forgotten excursion into a completely foreign field of endeavour – Jaguar in NASCAR

Words: David Malsher. Photography: Motorsports Images and Archives

If Toyota, as expected, wins a top-level NASCAR race in 2007, it will be almost the first time a foreign car has won. Not quite, though: the first – and so far *only* – foreign car to win a NASCAR race was actually a Jaguar XK120 coupé driven by homegrown talent Al Keller.

Keller was a 34-year-old who had only just started proving himself as a racing driver. His first NASCAR starts had been inconclusive, but in 1953 and '54 he began to drive for George Miller in Hudsons and Oldsmobiles, leading the opening round of 1954 for 46 laps until blowing a head gasket. Four races later, Keller ran away with the Savannah race, and top six finishes continued throughout the season. He even scored his first pole at Charlotte. However, when Miller returned to being an occasional entrant, Keller started dreaming of his real ambition – becoming a Champ Car driver.

But not before agreeing with New York-based bandleader Paul Whiteman to race his Jaguar at Linden Airport, New Jersey. Whiteman had worked with Bing Crosby, Tommy Dorsey, and George Gershwin himself, but his career had all but ended in the 1940s. Why his first dabble in motorsport came at the age of 64 is obscure, but an agreement was made and Keller could not have picked a better car for the task.

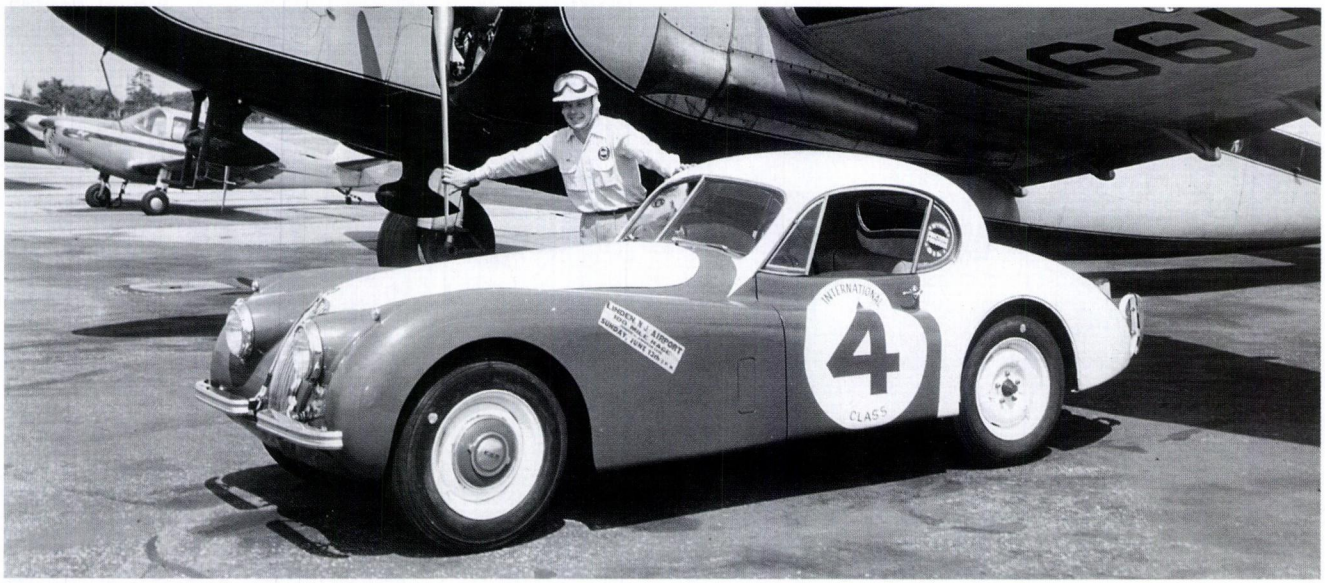
NASCAR's 18th round of the season, held at Linden Airport, was the series' first ever road-course event. The airport had been used in a 2.2-mile configuration for a previous race back in 1949, but in 1954 this had been shortened to two miles. An extraordinary 21 'foreign' cars would start the race, including 13 Jaguars and five MGs, thus it was rather impressive that eventual legend Buck Baker qualified his Oldsmobile on pole. Yes, he had already proved himself on a paved oval (still the exception rather than the rule), but here he had to turn right as well!

Come the race Baker led 11 laps, while Herb Thomas – one of NASCAR's biggest stars at the time – led another 11 driving a Hudson. However, Keller's Jaguar moved into the lead for the final 28 laps, and he would eventually lap everyone up to and including Baker, who wound up third. The only man on the same lap as Keller was Joe Eubanks in a Hudson. Three other Jags filled out places four to six.

Keller entered a few more NASCAR races, but was focusing on Champ Cars. He proved able, scoring a couple of seconds, and by 1961 had nailed a full-time ride in a Phillips Offy. In this he made his best Indy 500 performance, qualifying sixth and finishing fifth, and in November at the Arizona State Fairgrounds track, he scored his second pole of the season. However, 40 laps into the race he crashed to his death.

Toyota may be likely to remove Keller's distinction of driving the *only* foreign NASCAR winner, but they can't alter the fact that he held that spot for more than 50 years. And, unless Ford has some radical secret plans for its prestige marque, Keller's win will go down as the only time a leaping cat crossed the NASCAR line first.

Al Keller and his XK120. Their win at Linden in '54 is still the only NASCAR win by a 'foreign' manufacturer



NASCAR's 18th round of the season, held at Linden Airport, was the series' first ever road-course event. An extraordinary 21 'foreign' cars would start



Chris Economaki (on left) interviews Chuck Bailey, Indy's announcer, in 1969

Racing requirement

Chris Economaki talks to Nigel Roebuck about the US racing stars of the '50s and '60s, why it was very bad to crash and the birth of the seat belt

Photography: IMS

Chris Economaki is 86 years old now, but he still goes to races. The owner of *National Speed Sport News* for more than 50 years, he still writes his weekly column, and recently his autobiography *Let 'Em All Go!* was published in the USA. Economaki is always spoken of as 'The dean of American motorsports writers' and for most of his career his voice was as renowned as his pen, for he also worked as a track announcer, then as a TV commentator.

It is always that voice which comes to mind when I think of Economaki. Born in Brooklyn, you know within five seconds that he could have come from nowhere else, and the voice – *very* 'Noo Yark' to my ears, anyway – lends itself perfectly to his vault of racing anecdotes. He is a born raconteur.

Just as I loved to listen to Denis Jenkinson talking about 'the old days', about grand prix racing before I got involved in it, so I relish Economaki's tales of the 1950s and '60s, when NASCAR was purely provincial and meant nothing north of the Mason-Dixon Line, when 'open-wheel' racing still reigned supreme in America, when the gorgeous front-engined roadsters ruled at Indy, when sprint car racing was in its golden age.

As a young kid, I was quickly besotted with Formula 1, but also developed a strong interest in Indycar racing, which remained with me until 10 or so years ago, when there came the CART-IRL split, instantly dividing a single strong series into two of little consequence.

One of the reasons why I have so much enjoyed Chris Economaki's company down the years is that *racing* – in other words, cars overtaking each other – has always been his first requirement of this sport, and I feel exactly the same. No surprise that his favourite era in American motor racing was, and will always be, the 1950s.

Not that it was an easy time to be an insider, mind you. As in Europe, racing in America was extraordinarily perilous 50 years ago, and Economaki lost a huge number of friends. How had Chris coped with that aspect of his job? "You were inured to it, Nigel," he said. "It happened every week…"

They were a colourful breed, the American drivers of that time. Yes, there were the wealthy folk who raced sports cars on a strictly amateur basis, but as Economaki says, *his* kind of racing – Indycars, sprint cars, midgets – was still predominantly a blue-collar sport. The drivers raced 'to put food on the table', and if they were apparently fearless, perhaps this owed something to the fact many had survived bloody campaigns in the Second World War.

"Mike Nazaruk, for example, had been through Iwo Jima, so nothing after that was going to frighten him too much. I was the track announcer at Langhorne the day he was killed, in May of 1955. He was a friend of mine, and I went to his funeral. Nazaruk was a Slav, and he had all these women from the Slavic countries… One of them got in the coffin with Mike at the funeral home, trying to prove she loved him more than the rest. Unbelievable…

"At that time sprint car racing was incredibly dangerous. One of the reasons why there were so many fatal accidents was the way the cars were made. They all had solid axles, so when a car ran over another car's wheel, instead of something breaking and the wheel coming off – as they would do on a Formula 1 car, say – it would start a series of over-and-over rolls. And there were no roll-over bars back then, of course. If you got upside down, it was a roll of the dice whether you survived.

"You know what a Sam Browne belt is? They'd just begun to come into play back then, but it was just a single leather strap across you, a sort of home-made thing. In fact, seat belts got started when a guy named Joie Chitwood went to Indianapolis for the first time. Back then the track was surfaced in brick, of course, and very rough. Joie was a native Cherokee Indian – very bright guy – and when he couldn't keep his foot on the gas because of the bumps, he figured if he could do that, he had to go faster. So he put this lap belt in the car – and all the other drivers revolted.

"The belief of the time was that if you had an accident, your best chance was to be thrown out, and they were concerned about running into a car that was upside down with the driver still in it. They petitioned against his belt, but he told them he wanted it, not for safety, but to keep his foot on the gas – and that's how seat belts got started in racing.

"It was a tough time, but the racing was phenomenal. What won races in those days was drivers, not cars: the man-machine equation was weighted heavily in favour of the driver. No one knew how to make a car go better – there was very little you could do to it. It was very simple: you changed the tyre pressures, and if it didn't do any better, you changed the spark plugs; if *that* didn't help, you changed the driver…

"Most of the tracks were dirt, but the most dangerous of all were the paved, steeply banked, half-mile tracks – Winchester and Salem and Dayton. They were known as 'the banks' or 'the hills', and some drivers wouldn't touch them. Jimmy Bryan was as great on dirt as anyone I ever saw, but one day, in my presence, some fan said to him, 'You don't go to the banks, do you?' And Bryan said, 'Not even on weekdays…'

"Bryan won the Indy 500 in 1958, then semi-retired, then came back because he needed the money. Like Nazaruk, he was

> "Seat belts got started when Joie Chitwood couldn't keep his foot on the gas because of the bumps at Indy, so he put a lap belt in his car – and all the other drivers revolted"

killed at Langhorne, a track where he'd always excelled – hooked a rut, got in the air, flipped… Very sad. Good guy."

In the course of his extraordinary life, Economaki has seen everyone from Nuvolari – he attended the 1936 Vanderbilt Cup on Long Island, where the great Tazio won – to Schumacher, from Ted Horn to Sam Hornish. Who, I wanted to know, was the greatest he had seen?

I might have expected him to say Fangio or Foyt or Clark or Andretti. "Bob Sweikert," he replied, and without hesitation. "He had it all. He was a phenomenal driver, and also a hell of a good engineer. Back then drivers were not asked to deal with the press or sponsors, and so on, but he did that, anyway.

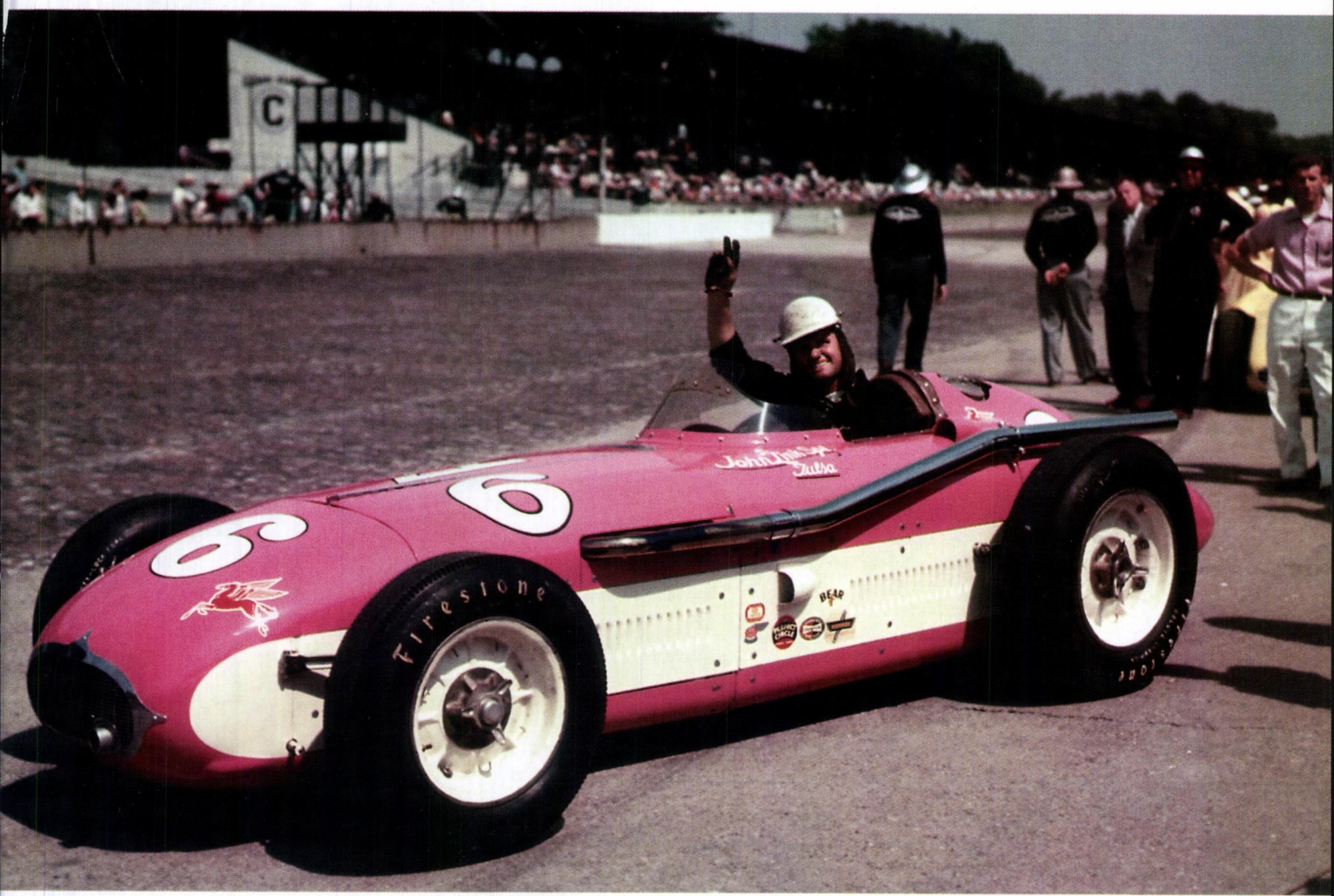
"Racing in those days was constant needle – the 'why have you bothered to show up?' sort of thing. Only 18 cars started in a dirt track race, so 10 or 12 guys would not qualify. If you didn't qualify, you didn't get paid. It was a hard school.

"Anyway, there we are at Syracuse one year, and Sweikert and I are having dinner. Eddie Sachs walks by, and he needles Sweikert. And Bob says, 'Eddie, tomorrow, on the 64th lap I'm going to lap you on my way to victory'. Just bullshit, right? But on the 64th lap Sweikert lapped Sachs, and won the race.

"What really opened my eyes to Sweikert's greatness was Sebring in 1956. There was a guy named Jack Ensley, who was a joke as a driver, but he had a Jaguar D-type, and asked Sweikert to share it with him at Sebring. Bob had won the Indy 500, but he'd never done a road race in his life.

"So here are all these Ferraris and Maseratis, and all the leading road racing drivers of the world, and the race starts – and Sweikert's up there, passing these guys. Then he stops, and Ensley gets in. When he handed back to Sweikert, he was 23rd or something. Bob gets back in, and gets the car back to second again. Eventually they finished third, and if it hadn't been for Ensley, that car would have won the race. That race really opened my eyes to what a superb talent Sweikert was. Three months later he was gone.

"Know what killed him? Ed Elisian was from Sweikert's neighbourhood and Elisian was a crumb. A lousy guy, a bum, wrote bad cheques, didn't pay his bills, lied. Sweikert was a high-type guy, and he had no respect for Elisian. In a sprint car race at Salem, Elisian passed him, and Bob could not stand that. And he killed himself trying to go back by him – just incensed at having this peasant in front of him…"



Bob Sweikert, Economaki's interesting choice for greatest driver, after he won the Indy 500 in 1955

Stre

A grand prix track was a tricky thing to fit into the principality of Monaco, but Antony Noghes's drive made it happen, and in 1929 the most glamorous motor race in the world was born

Words: Mark Hughes



PREMIER
GRAND PRIX AUTOMOBILE
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avec le concours
de l'International Sporting Club et du Journal *L'Auto*

DIMANCHE 14 AVRIL 1929
à 13 heures 30 précises

100 tours du Circuit soit 318 kilomètres

LISTE DES ENGAGÉS

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FRANCE	DAUVERGNE	Bugatti
	DORE	Licorne
	DREYFUS	Bugatti
	ETANCELIN	Bugatti
	LAMY	Bugatti
	G. PHILIPPE	Bugatti
	DE ROVIN	Delage
GRANDE-BRETAGNE	WILLIAMS	Bugatti
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	PERROT	Alfa Roméo
	RIGAL	Alfa Roméo
	SANDRI	Maserati
	DE STERLICH	Maserati
	ZEHENDER	Alfa Roméo
POLOGNE	BYCHAWSKI	Bugatti
SUISSE	LEPORI	Bugatti

A magician by the name of Antony Noghes once conjured a race track from the thin air of dreams and punctured pride. It was a trick that astonished the racing world, for he was limited by a tiny piece of real estate, hemmed in on one side by the unyielding nation of France and on the other by the indifferent depths of the Mediterranean: the principality of Monaco, nestled between two cliff tops. How could racing cars be expected to perform on the ledges of a cliff, through markets or along a small harbour front in the most densely populated square mile on earth? It was a ludicrous idea in 1929 when Bugattis were just 124cm wide and 130bhp strong. Yet Noghes' dream still lives today when F1 cars are 180cm wide, six times as powerful and capable of lapping the track in half the time.

In many ways Monaco the nation is a preposterous notion, a fairytale carved out of the hard rock and clung on to tenaciously by its ruling family for centuries. The story of its grand prix is very much in keeping with that tradition.

Noghes' family were proud Monegasques. In the early 17th century Monaco was under the protection of Spain and accordingly a Spanish garrison was established there. A direct ancestor of Antony Noghes was commander of that garrison. The Noghes were therefore part of the very fabric of their country and had been close to the ruling Grimaldi family for 300 years. Antony was a civil servant, in charge of cigarette distribution in the principality, but the family had amassed their fortune in many ways through the centuries.

As had the state. Initially deriving its income from the harbour, from very early in its existence Monaco also sought to encourage the wealthy to its region by way of zero taxation. It was naturally highly successful in its quest, becoming packed with a rich population. But until the reign of Monaco's Prince Charles III in the mid-19th century, it was a relatively genteel place. Olive and lemon groves dominated the land not taken up by villas as British and Russian nobility enjoyed the favourable winter climate. But Charles wanted something a bit more dynamic and income-generating, particularly as he had been forced to sell off the surrounding towns of Menton and Roquebrune to France in exchange for cash and French recognition of Monaco's independence (the Grimaldis having adopted a policy of alliance with France which kicked out the Spanish from the garrison).

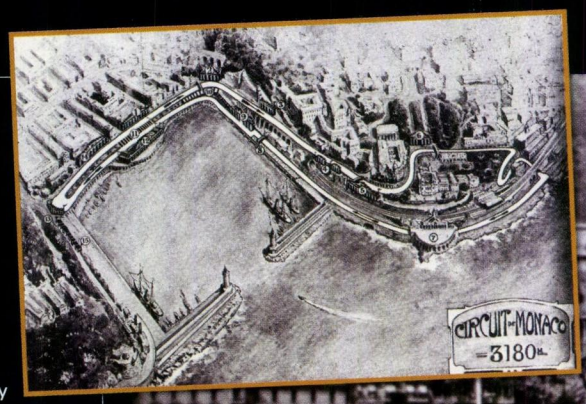
So Charles devised Monaco's casino. With space so limited, its building involved cutting a tunnel through the rock to preserve the route along the coast. A railway was built into the town, with the station exiting virtually at the casino doors.

With its fairytale setting, Monaco's casino quickly became the most famous such establishment in the world, its success enhanced massively by Charles decreeing that the hugely ▶

et theatre 1929



Left: grand prix cars posed stylishly in Monaco for the first time in 1929. These are the Alfa Romeos of Goffredo Zehender (16), Louis Rigal (24) and Albert Perrot (36)



ANTONY NOGHES

The father of both the Monaco Grand Prix and the Monte Carlo Rally was born on September 13, 1890 and died on August 2, 1978.

He fathered a daughter and two sons. One of those sons, Gilles, is the UN Ambassador for Monaco.

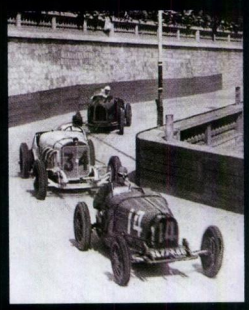
Gilles remembers his father, a civil servant – the agent-general in charge of tobacco distribution in the principality – as: "a gentleman, well respected in Monaco and the international racing community. He was a wise man, with a practical mind, warm and generous.

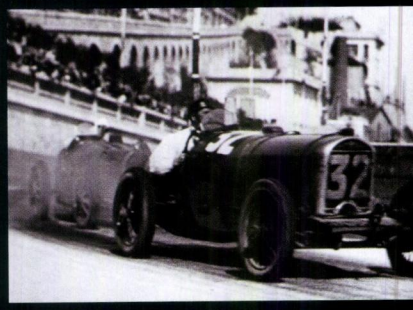
"He was also an accomplished sportsman, including boxing, rowing (champion of the Mediterranean in Venice) and cycling. He also enjoyed watercolour painting. As a young man he lived in Bath for a time to study English and took part in bicycle racing there."

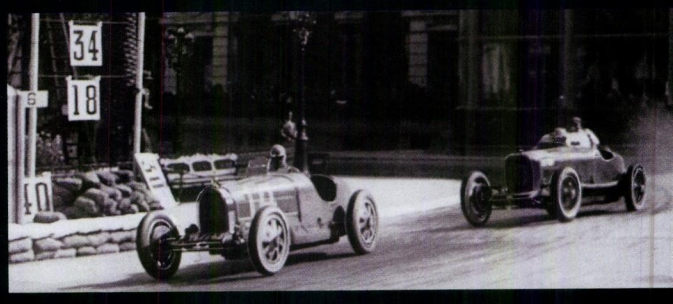
After serving as president of the sporting arm of the club, Antony Noghes succeeded his father Alexandre as president of the Automobile Club de Monaco in 1940 and kept the position until retiring in 1952, though he was Race Director for the Grand Prix in 1960 and '61."

In the 1960s he played an important part in Monaco politics. He became a member of the national council and when the constitution was suspended by the Prince, was named President.









> That there really wasn't room for such an event in Monaco didn't concern Antony. There were streets and they could run on them



Above: Caracciola battled up from 15th on the (ballot-set) grid in the Mercedes SSK. Far left: Philippe Etancelin drew pole position for his Bugatti T35C. Middle left: 'Georges Philippe' (the Baron de Rothschild) fends off Caracciola. Upper left: Michel Doré was eighth in the Corre-La Licorne. Lower left: Philippe's Bugatti T35C under pressure from Guglielmo Sandri's Maserati T26

popular game of roulette – which had recently been banned in France – would be permitted here.

Now wealthy clients began arriving in their droves, and were no longer limited to nobility. Clinging hard to their foothold on the cliffs, the Grimaldi family adapted Monaco to a new era, and it flourished as never before. Soon, the casino was generating as much as 90 per cent of Monaco's income.

In the process it became a somewhat less gentle place. Somerset Maugham described it as: "a sunny place for shady people." Industrialists, financiers, sportsmen, painters, poets and criminals rubbed shoulders around the roulette wheel and card tables, welcome as long as they had money to spend and a set of clothes that passed muster with the door staff.

The Hôtel de Paris was built to accommodate the wealthy gamblers from across the square. In its cellar was a kilometre of wine racks, stocked with a quarter of a million bottles.

The motor car emerged in the late 19th century initially as a novelty for the wealthy, and was therefore soon dotted around the principality, even if the early examples did struggle to make it up the hill cut into the cliffside linking the harbour to the square. In 1890 a club was established for local car and motorcycle owners, the Sport Vélocipédique Monégasque. Its founder was Alexandre Noghes, Antony's father.

As the industry developed, swish cars began to replace horse and carriage at the doors of the casino and hotels. Chauffeurs waited in Rolls Royces, Packards, Hispanos and Isottas, ready to whisk their employers back to Nice, Paris or Milan.

Anxious always to attract yet more wealthy tourism, a yachting regatta and exhibition, established around the harbour area in 1904, was hugely successful in its aim and became an annual event. Along much the same lines, Antony Noghes and Gabriel Vialon of the Vélocipédique club devised the Monte Carlo Rally, first held in 1911. From starting points all around Europe, competitors drove to the principality in January, thus advertising the mild winter climate there after they had battled the elements elsewhere. Naturally, such events received enthusiastic backing from the Monaco royals.

The rally became an increasingly prestigious annual event, and the old Vélocipédique Monégasque transformed into the Automobile Club de Monaco. Alexandre Noghes remained the president but a sporting arm was created with son Antony at the helm. With its prestige on the international sporting scene in the ascendant, in 1928 the Commission Sportive of the AC de Monaco club applied to the Paris-based international governing body to be upgraded from a regional French club to a national sporting authority with its own voting rights. The application was rejected, much to the pique of the club and the particular embarrassment of Antony Noghes. The governing body somewhat sniffily told the club that to qualify it must host an international event on its own territory. The rally – with most of its duration on the way to, rather than within, Monaco – wasn't deemed to meet these criteria. Given that its own territory occupied a meagre 482 acres of already densely built-up land, a line seemed to have been drawn under the club's aspirations.

But Antony, now in his late 30s and a succesful man, wasn't going to take this lying down. Enlisting the backing of ruler Prince Louis II, he announced that there would indeed be an international race on home soil within the next 12 months. He'd made the announcement, but had no idea of how he was going to make it come true.

Earlier in the decade purpose-built circuits had begun to appear all around Europe, moving the sport away from the street or mountain courses previously favoured. It made for easier policing, better safety and, probably most significantly of all, allowed the circuit owners to charge spectators a fee.

But now the sport was changing again. By the late 1920s the car manufacturers had withdrawn from a sport that had become too costly. It opened up grand prix racing to independents, with companies like Bugatti and Maserati providing the hardware. The scene changed from the technical intensity of the car manufacturers with their employed drivers, to one of wealthy privateers. The social scene surrounding the sport became more moneyed elite than technical. The idea of a race at Monaco was therefore very much of the time.

Not only that, but there was an explosion of minor events around continental Europe as the independents sought a way of subsidising their activities through prize money. These lesser events were invariably contested around the old-style street and mountain courses. Towns would benefit from the crowds that would gather for the events and would therefore pay good money for the drawing power of big-name drivers. Other small-time races and hill climbs were springing up in towns throughout the Côte d'Azur that were vying with Monaco for the wealthy tourist trade. A street race was the obvious solution for Noghes' dilemma. But where?

After repeatedly wandering the principality's streets, he hit upon the only circuit that was feasible – as he later recounted. "This skirted the port, passing along the quay and the Boulevard Albert Premier, climbed the hill of Monte Carlo, then passed round the Place du Casino, took the downhill zig-zag near Monte Carlo Station to get back approximately to sea level and from there, along the Boulevard Louis II and the Tir aux Pigeons tunnel, the course came back to the port quayside. Today, the roads comprising this circuit look as though they were made for the purpose."

René Dreyfus, then just starting to make a name for himself, recalled in his autobiography *My Two Lives*: "There were grands prix all over Europe and [Noghes] saw no reason why his 'country' shouldn't have one too. That there really wasn't an awful lot of room in the tiny principality of Monaco for such an event didn't concern Antony in the slightest. After all, the city did have streets and the race could be run on them.

"When he suggested this to the officials of the [non-sporting arm of the] Automobile Club de Monaco, their initial reply [was unfavourable] but he convinced them." He then convinced the sport's governing body too. His task in this was eased by a powerful ally: Louis Chiron. The Monégasque native, whose father was *maitre d'* in the Hotel de Paris, was already a successful grand prix driver with the factory Bugatti team. Chiron's reputation eased Noghes' path through the governing body's Parisian corridors of power. The circuit was granted a licence for a race to be held on the April 14, 1929. ▶







Top and above left: 'Williams' won the first Monaco Grand Prix in his Bugatti T35B. Above: Rudi Caracciola was a star in the big Mercedes and finished third, despite the SSK's appetite for tyres

As the weekend approached, the roads were fenced off and big boards and hoardings blocked the view to outsiders without a residence or a ticket. The tram service around the streets was suspended, though the racers would have to contend with the tramlines. A stall was set up outside the casino where bets on the race's outcome could be placed. Posters for the event, some drawn by Noghes himself – he was an accomplished illustrator – were placed all round the surrounding area. Frogmen were commissioned to stand by around the harbour for the weekend. The harbour-master found himself busy making room for yet more yachts – though they had to be moved well back from the harbour sides.

The race was by invitation only. Doubtless aided by Chiron's campaigning on Noghes' behalf, the response was good, though not overwhelming. There was no entry from the Maserati team, for instance, nor from the two leading Alfa privateers Achille Varzi and Gastone Brilli-Peri. But the French contingent was very well represented. Marcel Lehoux, 'Williams' (William Grover-Williams), and Philippe Etancelin were already well-established front-rank Bugatti privateers. Mario Lepori, the veteran Victor Rigal, and Christian Dauvergne had finished one-two-three in their Bugattis at the Grand Prix d'Antibes two weeks earlier. From Austria came an entry for Hans Stuck's Austro-Daimler and from Germany a semi-works Mercedes SSK for Rudolf Caracciola. Although Rudi had performed miracles with this powerful but huge brute on several occasions, his chances around the tight confines of Monte Carlo were expected to be slim.

Grover-Williams, the former chauffeur of artist William Orpen – famous for his portraits of society figures – was already familiar with Monaco. As was the other driver racing under a pseudonym: Bugatti driver 'Georges Philippe' was in fact the Baron de Rothschild.

Ironically the only native Monégasque driver could not be present. Louis Chiron was committed to the clashing Indianapolis 500 for his American sponsor Freddy Hoffman. But Chiron's protégé Dreyfus was there – his Bugatti T37A one of the five entries in the voiturette class (for cars up to 1500cc). He hadn't initially been invited, but with a good run of success in nearby minor races and some campaigning on his behalf from Bugatti's Ernest Friederich, Dreyfus got his entry.

Not all the residents opted to stay around to spectate, as related by Dreyfus: "Monaco was a favourite winter resort for the monied elite, the older members of which came to have their tea on the terrace, and a little peace and quiet. Their tranquillity had been rather rudely disrupted when the Grand Prix came to town – with pre-race practice scheduled for 5.30am. After a couple of mornings of that, a good many hotel suites became suddenly vacant – which was convenient because this made rooms available for the people who were arriving in Monte Carlo specifically for the race."

As was the custom at the time, the grid was chosen by ballot. Etancelin's Bugatti T35C (supercharged 2-litre) drew pole on the three by three line-up, with Williams 35B (supercharged 2.3-litre) in the middle of the second row. Stuck had crashed his Austro-Daimler in practice and was a non-starter, while Caracciola began way back, 15th of the 16 starters. But once the race was underway the progress of the white Mercedes was astonishing. While Williams soon established a place at the front, Caracciola came storming through in the 7.1-litre supercharged monster. Twice he hustled the big car into the lead but each time was thwarted by extra pit stops to replace shredded tyres. Grover-Williams wound up a comfortable winner, over a minute ahead of the Bugatti T35C of Georges Bouriano, with Caracciola third. Dreyfus won the voiturette class with fifth overall.

The event was adjudged a great success. Cars could race along a track consisting of a cliff precipice and a harbour front after all, people would flock to see them and the Automobile Club de Monaco would get its seat on the international governing body. Monaco had pulled it off again.

> The monied elite came to have their tea on the terrace. Their tranquillity had been rudely interrupted when the Grand Prix came

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de la sécurité

The Eagle was grounded

Dan Gurney intended to follow up his F1 Eagle success, but the 1969 car was stillborn. It's never been seen, until now

Words and Photography: John Zimmermann

Dan Gurney's 1967 Belgian Grand Prix-winning Eagle-Weslake is widely regarded as one of the most beautiful grand prix cars ever constructed. From the tip of its shapely Eagle beak, through its compact Gurney-Weslake V12 heart, to its exquisite titanium exhaust header tail feathers it was a work of mechanical art. Designed by Len Terry, the All-American Racers – or Anglo American Racers, if you will – Eagle Mark 1 made its competition debut in the rain at the old Spa-Francorchamps circuit in June 1966, resplendent in its national livery of dark blue with a single white stripe.

For that inaugural outing in Belgium and the next four races that season, Gurney's car was powered by the venerable 2.7-litre Coventry-Climax FPF four-cylinder engine while awaiting completion of the 3.0-litre Gurney-Weslake V12 for which it had been designed. A year later, with the V12 in place, Gurney's Eagle carried him to the top step of the podium at Spa on the anniversary of its debut – and only the fourth race in its definitive V12-powered configuration.

That Spa success remains the only grand prix victory ever scored by a car built in the United States. It also allowed Gurney to stand alongside Jack Brabham and, later, Bruce McLaren as the only men ever to win a GP in their own car. ▶



Main: Dan Gurney's victory at Spa would prove to be the only points win by an Eagle – but the American champion did have further plans... Left: the stillborn chassis with latest Gurney-Weslake V12 fitted

Because that particular Formula 1 Eagle, chassis 104, uniquely and extensively employed the lightweight metals titanium and magnesium, it was known as the Ti-Mag car. An earlier aluminium Eagle, chassis 102, had won the non-points *Daily Mail* Race of Champions at Brands Hatch that spring, but those would turn out to be AAR's only F1 wins.

In September 1968, his Formula 1 budget cut off, Gurney reluctantly abandoned his quest and returned home to concentrate on the American National Championship where his cars would enjoy considerable success in the decades ahead. By then, constant progress in vehicular dynamics had dated Terry's original design, and the grand prix Eagle's once svelte shape had begun to sprout supplemental aerodynamic appendages as a means to keep pace.

Sitting back home in California on a fabrication bench at the AAR factory, however, was the basis of what would have been its replacement. Designed by Tony Southgate, who had taken over the chief designer's chair from Terry back in 1967, the new car's design objectives included a more reclined driving position and suspension geometry that minimised camber change from bump to droop while providing zero bump-steer.

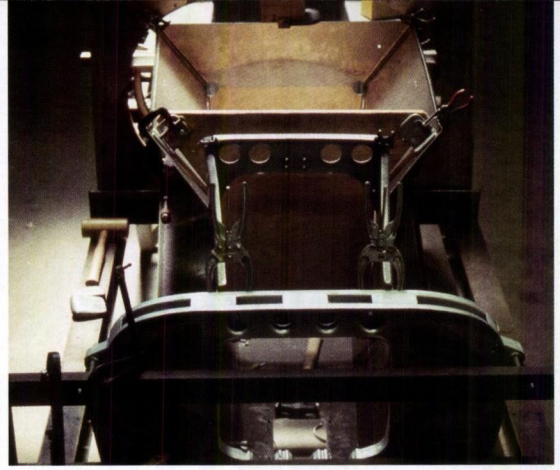
"The new F1 car was well advanced when it was terminated due to lack of the correct budget," remembers Southgate. "The magnesium-panelled chassis was not quite complete. It was a double-curvature monocoque with a distinct onion-shaped cross section, for a low centre of gravity, with the fuel concentrated in the middle. The water radiator was in the nose and the nose was very flat. Everything was either magnesium or titanium. The engine was going to be the latest Gurney-Weslake V12. This was because the chassis was not engineered to take the fully stressed Cosworth DFV."

Gurney had, however, long been wary of magnesium monocoque chassis, having referred to the risks he took while driving 104 by likening it to a Ronson cigarette lighter. This trepidation was not eased by the tragic fiery crash that claimed the life of Jo Schlesser at the 1968 French Grand Prix. Most of the chassis for the unfortunate Frenchman's Honda had been crafted of that incendiary metal, and the accident only intensified Gurney's already close scrutiny of his own project.

"It looked like the magnesium we were using was even grainier than we had worked with on 104," he explains, "and it didn't look as safe to me. It almost looked like, if you had the courage, you could take and stick your finger right through it. So I decided... count me out."

Shortly after the project was cancelled, Southgate decided to leave AAR to pursue other opportunities in Formula 1. He landed at BRM, where he drew the P153 [see *Motor Sport*, October 2006] with a monocoque that was conceptually similar to the stillborn Eagle's. Ironically, the V12 that powered that BRM was drawn up by Aubrey Woods, the same man who had designed the Eagle's Weslake V12.

Whether the Mark 6 would have been competitive in Formula 1, and whether Gurney could have returned to the winners circle with it, will forever remain unknown. Visions of further F1 Eagles would dance through Gurney's head on several subsequent occasions, but none of them ever reached hard form. That he and AAR had done it once would have to be enough. Ⓜ



SETTING THE RECORD STRAIGHT

Over the years the grand prix Eagles have commonly been referred to in the press as Type T1G, but Dan Gurney insists this was never an official designation. The factory blueprints list the separate Eagle designs more simply. The F1 chassis is labelled Mk1, so the four cars built for AAR's Formula 1 campaign are correctly known as chassis 101, 102, 103 and 104.

Following this example, the 1966, '67 and '68 Indianapolis cars carry Marks 2, 3 and 4, respectively, with Mark 5 indicating the 1968-69 Formula A Eagle and Mark 6 the 1969 Formula 1 car that was never completed. After 1970, though, with the Formula 1 and Formula A lines discontinued, the naming convention for new Indy Eagles was altered to incorporate the year, with subsequent cars coming from the 7100 Series in 1971, the 7200 Series for 1972, and so forth.





From top: chassis of '69 Eagle on jig. Wooden buck shows form of proposed 1969 car. Half-built chassis shows chisel nose

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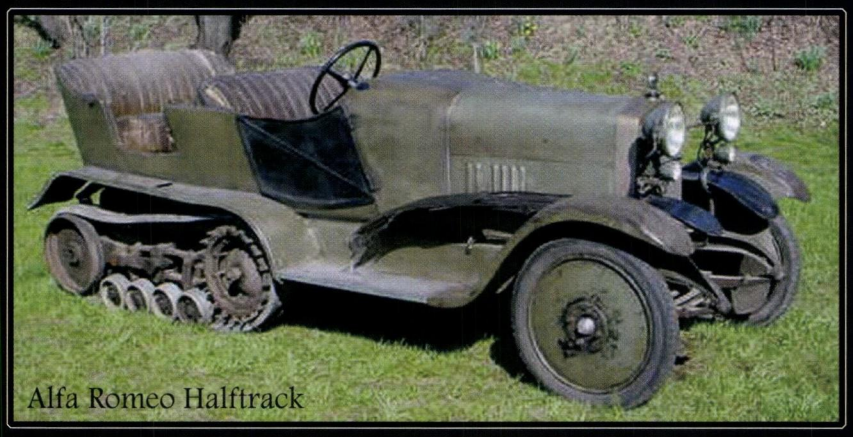
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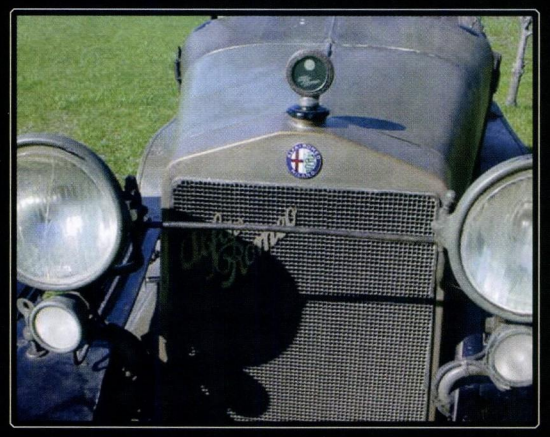
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Ferrari Classiche

Owners of classic Ferraris can now have their cars officially restored, maintained, recognised and certified by the Maranello factory itself

Words: Rob Widdows

Inside the imposing main gate of the Ferrari factory at Maranello is to be found a new venture for the famous Italian manufacturer.

Even if you have never been lucky enough to own a Ferrari you may have made that holiday diversion to Maranello and stood outside the gates. Or perhaps you've peered over the wall at Fiorano in the hope of glimpsing a grand prix car on the Scuderia's test track. This place, after all, comes second only to the Vatican for many Italians.

For those who do own one of the red cars, this latest development is aimed at improving customer service. Called 'Ferrari Classiche', the service offers owners of classic Ferraris the opportunity to have their cars checked by the factory and to obtain a Certificate of Authenticity.

Inside those gates at Maranello, with their evocative black Prancing Horse badges, is an area specially set aside from the everyday bustle and dynamics of this hallowed ground. Here will be found all the facilities for restoration and eventual certification of cars that are more than 20 years old.

This is a most welcome opportunity for owners of classic Ferraris to have their cars officially recognised and certified, as well as thoroughly checked, by the factory itself rather than by a dealer they may not know or completely trust.

Tony Willis from Ferrari GB is anticipating a lot of interest in this new project. "Every Ferrari owner is an individual and has his, or her, own special needs and requirements. The beauty of Ferrari Classiche is that it offers owners of classic cars a range of opportunities, not simply the Certificate of Authenticity which gives them a proof of provenance, a valuation and the eligibility to join in official Ferrari events," he explains.

Surprisingly, most of the cars manufactured since Enzo Ferrari founded the company back in 1947 are still in existence, even if they are not all in perfect running order. The authenticity of cars acquired from reputable and approved dealers is rarely in any doubt, but the chance to obtain a Certification of Authority from the headquarters in Italy will appeal to many owners, especially if they are planning to sell.

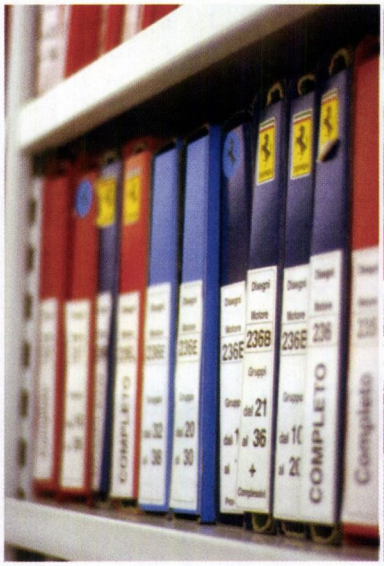
"To be certified the car has to be in complete working order," says Tony Willis. "That's the most basic requirement. Then the factory will make detailed checks on the chassis, the engine, the transmission, suspension, brakes, wheels, bodywork and interior."

There is also a restoration and maintenance service contained within the new Classiche programme. Thanks to the use of technical drawings and special tooling at the factory, the restoration work will draw on the expertise and equipment that was previously kept hidden at Maranello.

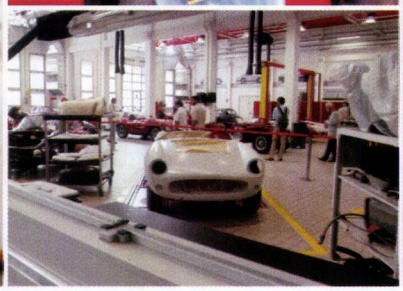
Over and above this a spare parts service has been added to the Classiche programme, the original factory moulds being used to make castings and structural components when and where they may be needed.

"In some cases, for those cars originally registered in the UK, it may be possible for us to supply owners with copies of the original documents that have always been held in the archives of Maranello Concessionares," says Tony Willis. "That will appeal to many of our owners, especially those who have a real interest in the heritage of Ferrari."

Below, clockwise from left: copies of original archived documents can be supplied to owners; restoration work draws on original factory moulds; cars become officially registered and certified; large area is dedicated to Classiche









RM AUCTIONS

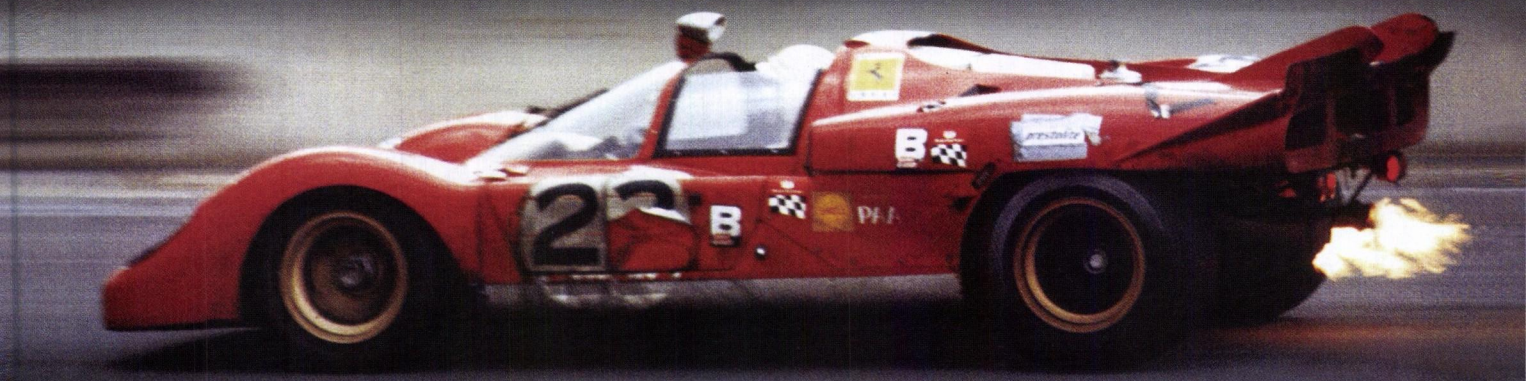
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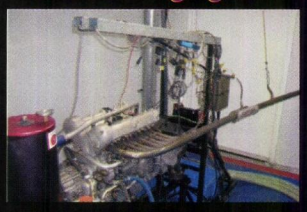
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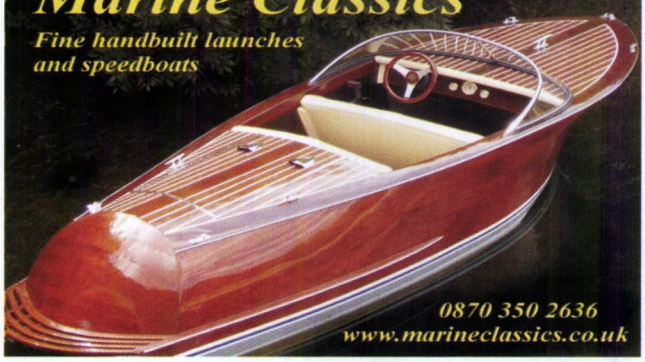
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LAT

> "Alan Jones did four laps, came in and said: 'Now I know why Andretti was winning everything last year; there's no sliding with this car. There's so much bloody grip.' "

created. Once we saw all this we could optimise the concept, calculate the aerodynamic loads and make our own steps forward in the engineering."

There was a feeling, at the start of the 1979 season, that FW07 was going to be a huge step forward for Williams Grand Prix Engineering.

"Frank wanted to race the car at Long Beach in April; he'd found new Arab sponsors from Saudi and he wanted them to see the car in action. I said no, I needed more testing, and we ran it on the banked infield circuit there.

"Alan Jones did four laps, came in and said to me: 'Now I know why Andretti was bloody winning everything last year; there's no sliding with this car. There's so much bloody grip. I could get used to this.'"

And, as we know, AJ got a very good grip on the thing. Head had mastered the tricks of the new revolution and knew he was on to a winner. They took FW07 to Jarama and though niggling retirements followed for both Jones and Reutemann, the potential was there, no doubts. Regazzoni was just pipped to the line by Scheckter's Ferrari at Monaco in May. Jones came home fourth at Dijon in July (they had summer holidays in those days) and then came Silverstone where Jones led for half the race before retiring and letting Regga through for the team's first grand prix victory.

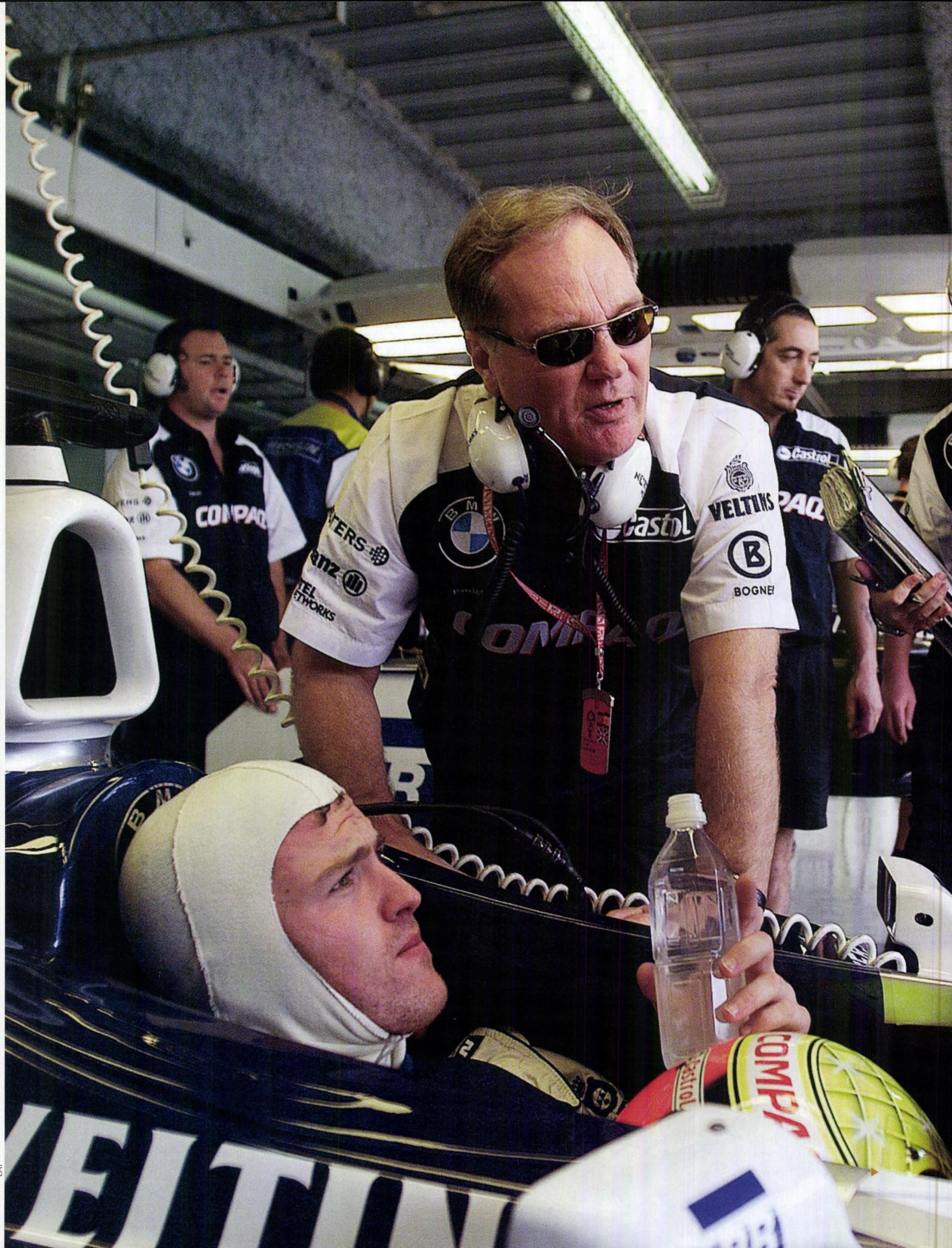
Above: Head's challenge is that Montoya's Brazil win in 2004 is Williams' most recent victory

"Jones wanted to win that one. He was on pole and he knew he had the car, knew he would have walked it. He was our kind of bloke, very pragmatic, no big traumas and it was difficult to get him angry. In development of FW07 he gave you the problems with the car in order of their importance. He could communicate and it was a good working relationship," says Head. "It matters that a driver can communicate with an engineer, and it still does today." But we will come to more of that later.

So FW07 was a big step in engineering, Jones using the momentum of a late winning streak in '79 to win the world championship in 1980 in a car that was simply the class of the field. And he won the British Grand Prix to make up for the bitter blow of the previous year.

Engineering landmarks, especially at Williams, cannot be recorded without mention of Head's FW08B, the six-wheeler developed for the 1982 season. This car was banned by the FIA before it could be tried in race conditions but, like Derek Gardner's six-wheel Tyrrell in 1976, the concept had potential. Patrick Head's plan involved four wheels at the back rather than four at the front, giving more drive and, in theory, more grip as opposed to the little wheels at the front of the Tyrrell which were intended to improve the airflow over the car.

FW08B proved to be neither dramatically faster nor slower than the traditional F1 car of the time and, following the ban, it went to the Williams museum. More than a decade later, though, Jonathan Palmer drove it at the Goodwood Festival of Speed, setting a record time. Head keeps pictures of the ▶



LAT

"It's all at such a high level now. We have so much more to work with. In one sense the driver is less important, but in some ways his interaction with his engineer is even more so"

Goodwood run as the only record of his radical machine in a competitive environment. Imagine six-wheelers in the contemporary world of manic pit stops.

We move on, then, to turbochargers and Honda power for 1984. Another huge challenge for Head and his team at the ever-expanding Didcot headquarters of Williams.

"We were late into the turbo era, remember. We'd struggled on with Cosworth and just won the title in '82 with Rosberg. But we needed an engine partner for the new formula and in came Honda," explains Head. "It was good from the start; the engines were strong."

I get the impression that he likes working with the Japanese, at least a lot more than he does with the Germans. Which bodes well for the new liaison with Toyota. But back to the 1980s and that challenge with the big turbochargers.

"That engine had huge power and huge strength." He spreads his hands on the table, leans towards me, concentrating backwards over two decades. "But, you know, we never measured the true horsepower because there wasn't a dyno around with the capacity to measure that kind of power. Honda saw 1000 horsepower on their dyno and we reckon we were getting about 1300 in qualifying trim. That posed some challenges in the setting up of the car.

"Again it was a big help to have good feedback. Both Mansell and Rosberg were the type of driver who tells you what is not working, and what could be working better, so you can make changes and immediately see an improvement. There was very little data then as compared to now so you needed the driver to communicate. There were some, like Frentzen, who were not, let's say, quite so helpful. I never did quite get his ideas on aerodynamics, I recall."

Aside from engines, and advanced composite materials, perhaps the biggest revolution in the life of Patrick Head the racing car engineer has been the coming of electronic data, the impact of telemetry and the sheer amount of information coming from the car itself.

"It's all at such a high level now," he says. "We have so much more to work with. So in one sense the driver is less important but in some ways his interaction with his race engineer is even more important. There is a lot less guesswork, which is good for engineers like me, and we can look at every tiny detail of the car's behaviour on any given piece of track.



LAT

Left: Head and Ralf Schumacher check times at the 2001 Japanese GP. Right: Head rated Keke Rosberg in terms of car feedback

Engineers like lots of data, and everything we have now is so much more precise. For example, now we can see precisely what the car is doing over the bumps, which means that we can assess any loss of aerodynamic downforce and then make the necessary changes.

"The computer technology gives us so much data; that's why you see so many huddles in the garages, the drivers and engineers reading and interpreting all that information. It's like being a civil engineer on a bridge. You expect to have all the information you need, and you don't want to be taking risks; rather, you want the data to be as precise as possible. This is what has made the difference; there are fewer risks. Combine that with a bit of wisdom and experience, then you really get results."

At this point he cites Michael Schumacher as the greatest exponent of exploiting this new flood of information which has become available to the driver/engineer relationship. "He knew how to use it, how to make a difference to the car's performance, and that was all part of his contribution to the team as a whole. Of course we would have wanted Schumacher at Williams but we don't have limitless amounts of cash and his level of salary made Frank's eyes water."

The next big challenge at Grove will be the arrival of the engines from Toyota and a team of cleaners to sweep away a terrible year in 2006 which involved a switch to a new tyre supplier and the Cosworth engine. Head agrees that some of the problems were self-inflicted as a result of less than perfect operational standards. He's far too canny to name any names but there are those who will need to be on their toes.

"We must lift ourselves. Last year we did not lift ourselves after a good showing in Bahrain and we just gradually fell ▶



LAT

"We will compete with Toyota at the track, but otherwise there will be absolute co-operation, total sharing of information. They want to win, we want to win..."

backwards, a lot of it down to repeated unreliability. We know why that happened, we have identified the problems and we will get it sorted out," he says very firmly. "After 30 years in the business, there's always a new challenge. But it won't be one simple clinical act to get it right. We are dealing with people, they have foibles and none of them are perfect. We have to play to our strengths, all pull together and combine our strengths, just like in any other sport. Formula 1 is no different, it's all about the people; we win and we lose together and we all have to get down to work. When success comes it breeds more success, and that puts a spring back in your step."

Williams did not have the happiest of times with BMW, and it often appeared that the two bands were not marching to the same tune; that the two forces were somehow pulling each other apart rather than pulling together. As we broach this subject Head gives me the kind of glance that might be exchanged between tunnel workers when the roof creaks.

"Well, it was pretty good in the beginning; they were fairly open with us at the start, but their way of doing things was very different to ours and the relationship broke down. We could not continue with BMW because we could not communicate with them any more; there was maybe something on both sides, but respect on both sides has to be earned. And it wasn't."

Above: Alan Jones winning the 1980 British GP on the way to the title, in the superb FW07B

And so to Toyota. The feeling I get from Patrick is that he is pleased to be returning to a Japanese company, remembering perhaps the halcyon days with Honda. He is visibly keener to talk about this new opportunity for the team. Toyota, too, may be thinking that success will come at last with a British team. They need a win, and soon.

"Look, the Japanese are on our wavelength, very much so, and so far all the signs are good. Let's hope it lasts. We have a high level of contact with them and they have promised identical engines to the factory team. Yes, we will compete at the tracks, but otherwise there will be absolute co-operation, total sharing of information, and that's vital. They want to win, we want to win, we all want to achieve and we have good people to work with. Yeah, we seem to be on the same wavelength and I hope it will be a good, open relationship."

The team is ready to prove the doubters wrong. Williams is down, yes, but not out. There have been big changes in team personnel, responsibilities have been shifted and put in better working order. There is a new title sponsor in AT&T, a new driver in the lanky shape of the highly technical Alex Wurz, while the talented Nico Rosberg now knows all the circuits, and there's that new motor from Toyota. FW29 cannot come soon enough.

Patrick is shuffling his feet under the table, his fingers are tapping out a decent impression of a woodpecker. It is time to go. The last word from the man in charge is typical Head. "We had a short break after Brazil. Now we've just got to get down and build a decent racing car." M

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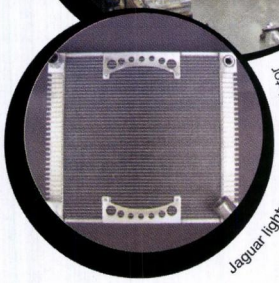
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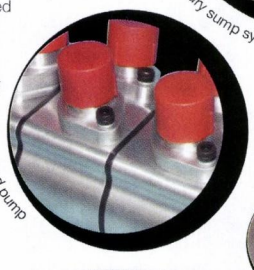
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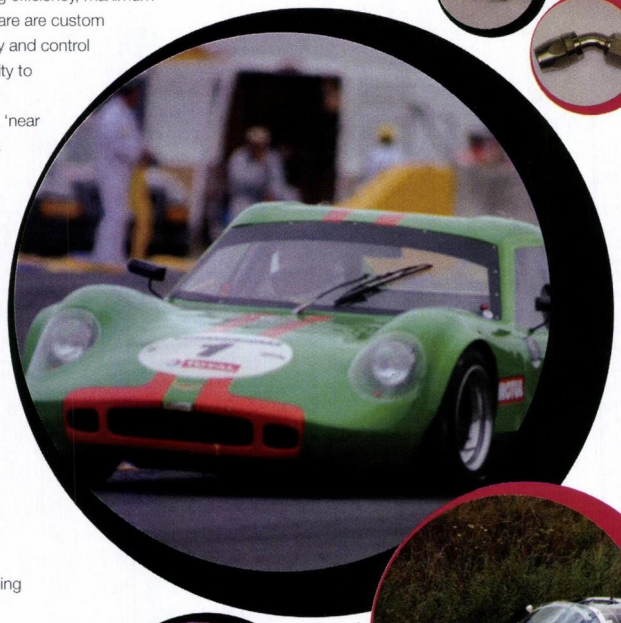


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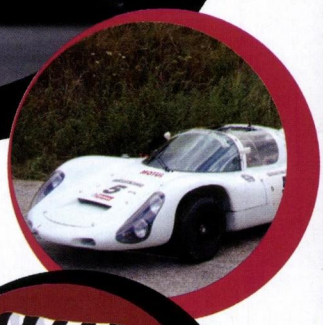
Porsche 959 intercooler

2006 Race Results

- Tour Auto: winner post historic Porsche 910
- Le Mans Classic: 3 cars out of 6 provided for winning team index and scratch
- Chevron B8: Wins at Nurburgring & Spa
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Mercedes 300 SL radiator



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JAGUAR E-TYPE

Long praised as an automotive paragon, the Jaguar E-type can disappoint; but get your hands on a really good one and the superlatives will soon flow

Words: Richard Heseltine. Photography: Ian Dawson

You could call it a St Paul moment, a dawning realisation – make that a revelation – that not all Jaguar E-types are truculent old tuggers. No eruptive excrescences. No slack suspension. No creaks, groans or ghosts in the machine. There's a real sense of majesty and excitement here. So this is what everyone's been banging on about.

And don't they just? Since its debut at the Geneva Salon in March 1961, the E-type has been eulogised like few other cars, purple gush a given. As are the words, 'timeless' and 'iconic'. Oh and 'big cat', not forgetting 'feline grace'. Which, if you've been a long-standing hater of all things E related – largely through over exposure to too many baggy examples – tends to make your teeth itch.

So my recognition that the E-type is, in fact, rather good is met with a jolt. This particular example has been restored to how the manufacturer intended – actually a little better thanks to bigger brakes, taller axle ratios and 6in wheels – and it's been done so properly. And it's utterly, totally, wonderful on so many different levels.

It's pretty, of course. At the pinnacle of countless magazines' 'top 10 most beautiful cars' lists, the Malcolm Sayer-penned, Sir William Lyons-refined outline is sublime. Jaguar has yet to better it, or even get close. And though the roadster edition continues to be the object of lust for many, the coupé inarguably has the purer form. Redolent of the D-type, the E showcased the Coventry firm's sporting intent and remains more than a match for any Latin equivalent from the period. No matter that the shape is as aerodynamic as, oh let's say, Anne Widdecombe, and gets front-end lift above 90mph – few honestly understood aero principles back in the day.



Compared to its weighty predecessor, the XK150, the E-type represented a quantum leap forward stylistically, the car's deceptively diminutive stature being six inches shorter in wheelbase and as many lower at the roofline. If you were to be really pernickety, the rake of the windscreen is a mite lofty, but picking flaws with this car's looks is futile. It's gorgeous. But we're sticking to the pre-1968 cars and strict two-seaters here, later editions (especially the 2+2) being lumpen and inelegant by comparison.

And this is the one which those in the know reckon to be the best all-rounder of the Series I cars: the 4.2-litre variant. Though ostensibly no more powerful than the original 3.8-litre straight-six – 265bhp (gross) at 5500rpm – the larger displacement unit introduced in 1964 usefully had more torque: 283lb ft of the good stuff (up from 260). It also came with an all-synchro gearbox.

So it's quick, even if no production car ever managed to reach 150mph as *The Autocar* famously did with the breathed-on demonstrator. Even so, you can just imagine the reception at Geneva. Here was a car that was comfortably faster than most exotica, with advanced monocoque construction and independent rear suspension, yet it comfortably undercut them all on price. Back in 1961, a coupé could have been yours – if you didn't mind waiting – for £1550. That's £400 less than a Volvo P1800. Ferrari's 250GT was £6600, the Aston Martin DB4, £4000. No wonder demand outstripped supply. No wonder it had its rivals running for cover.



Even more so after the E-type made its competition debut. It was a bit belated, because Jaguar didn't manage to supply cars quickly enough for privateers John Coombes and Tommy Sopwith to race at Goodwood's Easter meeting in 1961. It was left to Graham Hill and Roy Salvadori to ensure the car made an impression in the Trophy Race at Oulton Park a few weeks later.

Hill won in the Equipe Endeavour entry with 'Salvo' third, having led until the brakes faded. As debuts go, it was pretty emphatic. Ferrari thought so. According to Giotto Bizzarini, the Ferrari 250GTO was ushered in as a response to the perceived threat from Coventry. Which, when you stop to think about it, is one hell of a compliment.

Not that the E-type ever was a dedicated competition tool, the 12 'Lightweights' aside. It was intended as a road car, pure and simple – just one that, at national level at least, proved pretty handy on the racetrack too.

The thing is, these days any number of hot hatches can best an E-type. Which is no great shock, but it's the way this ▶

Above: restored to better than new, 'our' car was utterly wonderful. Left: the E-type made its mark on track too; Cunningham and Salvadori were fourth at Le Mans 24 Hrs in 1962. Far left: interior is spacious and comfortable

> According to Giotto Bizzarini, the Ferrari 250 GTO was ushered in as a response to the E-type. One hell of a compliment



COMPETITION HISTORY

Following the E-type's maiden win at Oulton Park, the model then went on to race in more than 30 events throughout 1961. Despite no official works involvement from Jaguar, the firm aided several privateers, which led to the construction of 12 'lightweight' editions. Distinct from the road cars, these featured aluminium bodies and tubs. Power came from an all-aluminium 'six' with wide-angle head and Lucas fuel injection. The most notable result was an overall ninth position in the '63 Le Mans 24 Hours for the Briggs Cunningham entry.



Thanks to Henry Pearman at Eagle E-types. Tel: 01825 830966. www.eaglegb.com

Above: the 4.2-litre six is reckoned by many experts to be the best E-type motor. Far right: rear quarter view never disappoints. Right: Dick Protheroe's well-known CUT 7 on the way to sixth in the 1963 TT at Goodwood

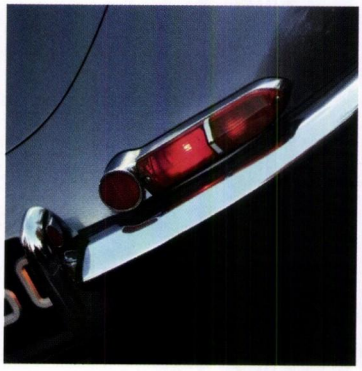
For £50,00 to £70,000 you could have a lovely E-type. Is an Aston Martin DB5, at twice the price, really twice the car?

car feels at speed, and the choral bliss that accompanies it, that makes driving one so compelling.

Having negotiated the dog-leg door opening, and traversed the acreage of sill, the cabin is surprisingly spacious with bountiful headroom. The bucket seats are narrow but comfortable, the lovely drilled spoked wheel fronting an array of classic white-on-black instruments. And the view ahead: the long, long bonnet tapers away from sight with that massive protuberance masquerading as a power bulge appearing far bigger from inside the car.

Turn the ignition key and press the starter button. A long throw into first with a meaty, mechanical ker-clunk, and throttle response is immediate. Disarmingly so, pedal pressure being far lighter than with most moderns. More revs and up into second. It's getting loud now. In a 3.8-litre car, *Autosport's* John Bolster described reaching 60mph in 6.8 seconds as being 'almost incredible.' Which, for a car of this vintage, is still germane. By now it's into altogether less legal territory and power keeps building. Popping your inhibitions cork, you just want to go faster. And faster.

Then you arrive at a corner. The car feels happy, communicative even. Through twisty esses, the transition from left to right, apex to apex, is easy enough, the steering metering out information without any fuss. It's throttle-adjustable: in fast, drift a little and feathering the accelerator tightens the line. Lovely stuff. With the original braking system it's doubtful you'd feel quite so confident (the all-round discs set-up – inboard at the rear – never was too hot) but here it all stops straight and true.



Which makes you think. The E-type's value-for-money benefits still resonate the best part of five decades on since the car's inception.

According to marque expert Henry Pearman, E-type value-levels relative to those of more rarefied exotica are still a nonsense: "I think people have the view that you can still pick up an E-type for about £20,000: you can, but it will need a lot of work," says Pearman. "You can comfortably spend six-figures making one absolutely correct. When we fully restore an E-type, we expect to invest 2650 hours, a third of which are spent working on the body alone. For £50,000-£75,000 you could have a lovely example that won't require constant repairs. The thing is, a lot of people don't realise how few of these cars there still are. Is an Aston Martin DB5 – at twice the price – really twice the car?"

A persuasive argument. One that hitherto would have been dismissed out of hand (even if DB5s aren't all that much cop. No really, they're not.) Except that was yesterday. Today is all about purple gush. And regrets. Such as the one that involves a family member being talked out of buying an E-type. Yes, that Austin-Healey 100/6 with a cracked chassis worked out so much better... Idiot.



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John Delane

Enamoured of Tyrrells after seeing Jackie Stewart's performance at Monza, this American charger vowed to race one of his own. And he does. Several in fact...

Words: Rob Widdows. Photography: Jean-Luc Benard

He'd been on the road since April, campaigning cars around Europe. We meet at what American John Delane calls his English home, as he prepares for the Goodwood Revival.

We are within earshot of the circuit, in the village of West Stoke, where John and his wife Mimi are traditionally based for Goodwood events. This time he is racing his Brabham BT5, but he's best known for his stable of Tyrrell grand prix cars and his stewardship of Team Tyrrell.

The boy from Redondo Beach stumbled into motor racing when his father's business took the family for a brief exile in France. "I'd always loved cars and a friend took me to Le Mans in 1961. We stayed up all night, saw Hill and Gendebien win for Ferrari; first race I ever saw."

Back home in California he started doing time trials with a Lotus Elan, and then marriage to Mimi and the arrival of children kept him away from the serious stuff. But then his daughter chose a course at the Jim Russell school at Riverside for her graduation present: dad went along for the ride.

"I was hooked, big time," he smiles. "I just loved it and wanted more. My dad and I, with a guy called Fred Jensen, had started our own company DEL-JEN, providing support services to the Federal Government, and things were looking good so I went out and bought an MGB, took some more lessons, and raced it at Riverside in 1984."

You get the impression that if Delane wants it he doesn't give up until he gets it. "When I go after things, I can sell ice cubes to Eskimos," he says. "The difference between me and a real racing driver is that I didn't wake up with talent. I took lessons and worked at it. I'm a student of motor racing."

From those early days with the MGB, the student graduated to single-seaters with a Lotus 18 which he still owns today. Venturing outside his home state, he started to race on the East Coast and made the biggest step yet, acquiring the ex-Unser/Andretti Viceroy-liveried Lola T400 F5000 car.

The love affair with Tyrrell began in '70 when Delane made his first visit to a grand prix at Monza and saw Jackie Stewart in 001. The race was won by Clay Regazzoni for Ferrari but John's imagination was captured by the Tyrrell team.

"I was just nuts for the fact that this was an independent outfit; the cars were somehow special and different. I had huge admiration for Ken Tyrrell and what he was trying to achieve. From that day on I had a poster of Stewart at Monza on my office wall and I vowed to drive the cars one day."

That day came in 1998 when 002 came up for sale in California. "It was a big moment," he remembers. "Moving from the F5000 car to the Tyrrell was like going from a truck to a precision instrument. But it was in poor condition and scary to drive before I got Carroll Smith to sort the handling."

This was the car that François Cevert raced for the team, a real piece of history. "It was just incredible, sitting in it, realising that it was completely original and I was using the wheel, gearlever and pedals used by Cevert and Stewart. It took me a long time to feel comfortable racing that car.

"I was invited to bring 002 to the Goodwood Festival of Speed for the tribute to Ken following his tragic illness," explains John. "I met his family and when Adam decided to sell 001 at auction I bought it to keep it in the Tyrrell family. Bernie Ecclestone generously withdrew his bid for the car."

By now a friend of Delane's had acquired 004 so they decided to recreate Team Tyrrell. "My contract with the family was simple and straightforward. I was given 001 on loan, the deal being that I restore and maintain the car. We got hold of the old transporter, we made copies of the Stewart and Cevert helmets and overalls, and went racing."

Monaco 2002 was Delane's first ever wet race. He grins: "Imagine... I'd never seen rain on a racetrack; it was always dry in California. I asked Danny Sullivan for some tips. 'What, on racing at Monaco?' he said. 'No', I said, 'on racing in the rain'. He said I needed medication. The thing I remember best is getting on some oil going down to Mirabeau, getting sideways, looking in the mirror and seeing Ben Liebert in the Eagle spinning down the hill and catching me up!"

He's been racing Formula 1 cars ever since, winning three FIA/TGP championships and flying the Tyrrell flag. Delane now owns 006 as well and is therefore the guardian of three of the seven early Tyrrells that still exist. And it's hard to imagine a better outcome for Ken's cars than to be in the loving care of this passionate and enthusiastic collector.



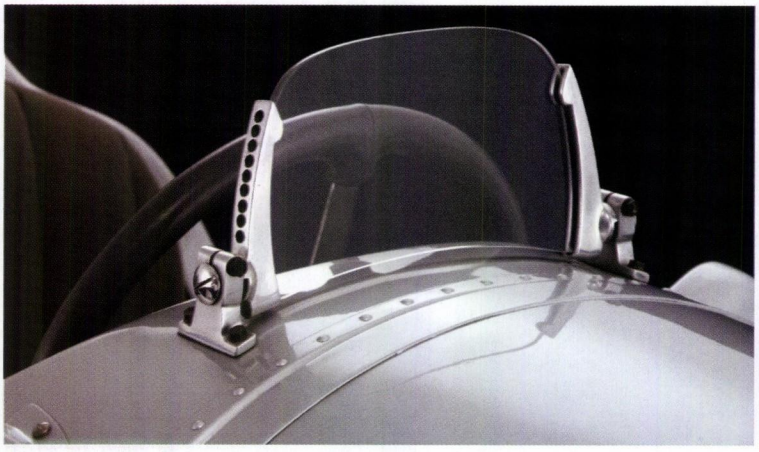
Far right: faithful Lotus 18 fronts Brabham BT5 and Tyrrell 001. His love for Uncle Ken's team stretches to owning the original race transporter. Right: Delane has competed in historics on several continents with his many classics


elf Team Tyrrell
GOODYEAR
elf Team Tyrrell
JACKIE STEWART
BPE 112H
72
Tyrrell-Ford
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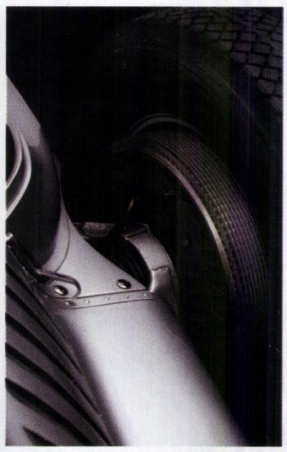
Auto Union D-Type

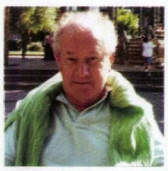
As Nuvolari's mount heads for Christies' saleroom and a probable record price, we investigate the science behind this legendary pinnacle of pre-war racing car engineering

Words: Keith Howard. Photography: James Mann









Crosthwaite: Auto Union expert

In grand prix racing's most potent demonstration of yin and yang, the six seasons leading up to WW2 were both a golden era for the sport and one malign component of the dark political stain then spreading across Europe. The spectacle of silver German cars crushing foreign competition was not just a public demonstration of Teutonic engineering superiority but a metaphor for what was to come.

Although the Nazis sponsored both Mercedes and Auto Union, and the two teams fought to best one another, they weren't equally blessed in respect of overall budget and facilities. Depending on your viewpoint, the Mercedes cars were either jewels of engineering or exemplars of how engineering for its own sake can be an indulgence. It was as if the drawing office was always setting stiffer challenges to the machine shop. Auto Union had to cut its cloth, and its metal, more abstemiously but its cars were still handsomely built.

While it is tempting to draw a line direct from the pre-war Auto Unions to the Cooper T51 of 1959 and conclude that it was they who truly began the rear-engine racing revolution, actually the contrasts are clearer than the similarities. The engineering focus of the post-war garagistes like Cooper and Lotus was not on milling metallic art forms but beating the opponent by being cleverer where it mattered: by designing cars that handled and gripped and cleaved the air better.

Even the D-Type Auto Union, designed to meet the halved 3-litre supercharged engine formula of 1938 and fitted with a De Dion rear suspension to replace Professor Porsche's dastardly swing axles, was far from espousing such principles. With still copious power and torque, narrow tyres, a high centre of gravity and sit up and beg driving position, it remained a car which few drivers could master. The Cooper was cruder, yes, but smarter.

C&G's careful restoration of an original D-type, driven by Nuvolari and Müller, demonstrates the high quality of Auto Union's engineering

For insight into the D-Type I talked to Dick Crosthwaite, whose company Crosthwaite and Gardiner has been restoring pre-war German GP cars for decades, and alone is sanctioned by Audi to build Auto Union replicas.

ORIGINS

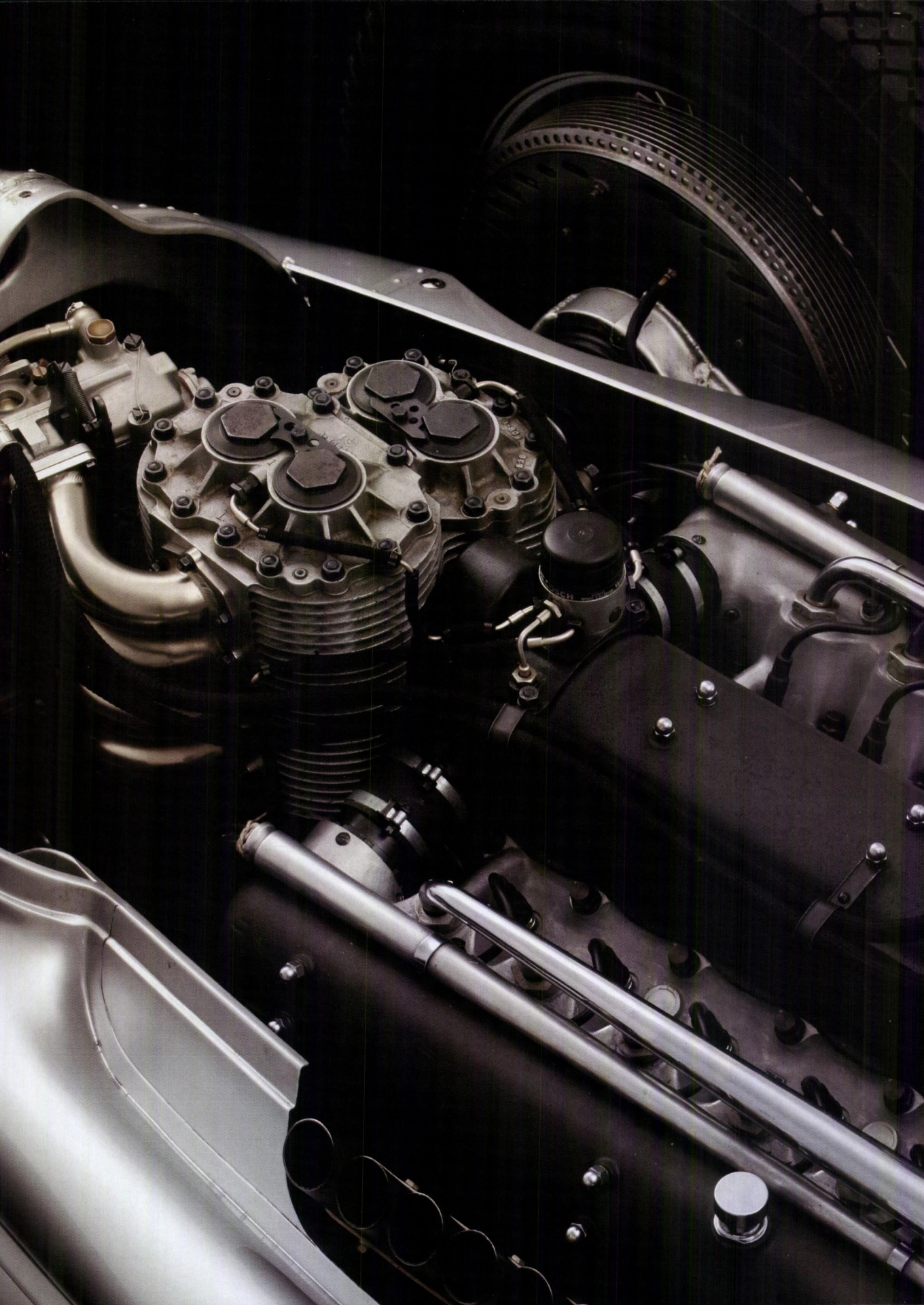
"It was through Neil Corner that we began working on pre-war German GP cars. He acquired an Auto Union with a broken con-rod and we got the job of restoring the engine. Later Neil acquired a '39 grand prix Mercedes which we reunited with an engine from the Cunningham Museum.

"Out of the blue we then had a telephone call from someone in the States who had two Auto Unions in pieces. That was Paul Karassik, who had been trawling about Russia for 10 years buying anything he could find that was Auto Union. One was clearly a late car, the major components of which were almost complete. And there was a good smattering of parts for the other. We got both up and running as quickly as we could to take them to the Eiffel Classic meeting at the Nürburgring.

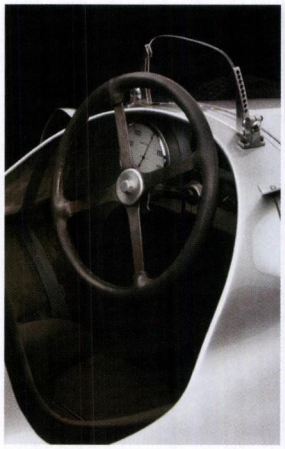
"Mercedes was already there when we arrived, with crowds of people watching their car running in the pit garage. So to make an impression, we decided to start both the Auto Unions at once. The Mercedes pit emptied, and you couldn't get near the Auto Unions the rest of the weekend. One was eventually purchased by Audi and the other one by a private buyer.

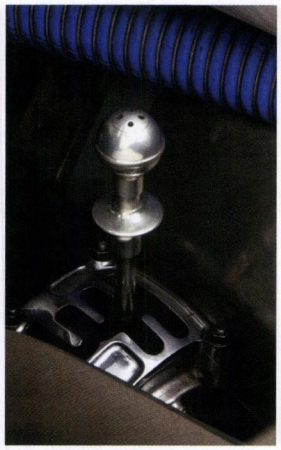
"When the cars were finished I suggested to Audi that we make some replicas of the earlier 16-cylinder car. Audi agreed to pay for all the patterns and we got them to borrow the V16 car from the Munich museum so that we could copy parts from it. Audi also acquired the 16-cylinder hillclimb car from Riga, which gave us everything that we needed to build the replicas." ▶

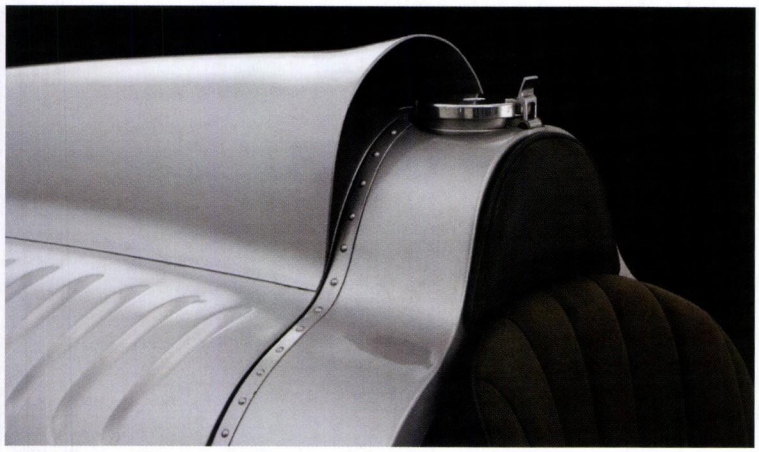

AUTO UNION



"I think the Auto Unions are horrible to drive because you sit far too close to the steering wheel. The cockpit is very cramped and you can't get any feel for the car. The first time I drove the D-Type at the Nürburgring I spun at the first corner, and there was no warning"







DRIVING

"I think the Auto Unions, including the D-Type, are horrible to drive because you sit far too close to the steering wheel. The cockpit is very cramped and you can't get any feel for the car as a result. If the seat were further back I think you would have better control. The first time I drove the D-Type at the Nürburgring I spun at the first corner. I didn't think I was going that fast, and there was no warning. But then I'm not a proper driver and the tyres were probably evil. The Mercedes W154, the D-Type's contemporary, is a lot better. You haven't got a lot more room but you sit in a more relaxed position."

CRANKCASE

"The 12-cylinder crankcase is basically the 16-cylinder's but with two cylinders lopped off either end. When we first produced a 16-cylinder crankcase, the foundry had problems with porosity in the main oil gallery, and there was a lot of aggravation with one main bearing – you'd drill to put a stud in it and break into a chasm. The guy at the foundry said it was always going to contract like that when it cooled. Then when we had a really good look at an original, we found there was a lot of welding in exactly the same place, so the factory had obviously had the same problem. We got over it by casting in a steel tube and drilling into that."

BEARINGS

"Although Auto Union used full roller-bearing crankshafts and, in one of the later V12s we've seen, plain mains with roller big ends, we fitted plain bearings throughout in the first V12 replica we've just built because of the use it will be put to. You have to warm up the roller bearing engine very carefully otherwise the rollers can skid on the crank, that can generate enough heat to bind the cage to the rollers and then the whole lot trips up. In an ideal world you'd probably pour hot oil into the engine before starting it. They are so expensive to make, those cranks, that it's crazy to risk breaking them. It probably costs £30,000 to make a roller crank for the D-Type."

BRAKES

"Auto Union braking was supposedly ahead of Mercedes because it used four leading shoes rather than two, so that there were four cylinders on each drum backplate. And the shoes were fairly flimsy, so as the drum moved through heat expansion, the brake shoes could flex and follow it. On the D-Type the shoes are enormous, 2.5in wide. I think they realised that a larger diameter drum just makes for higher rubbing speed and doesn't always help. There are twin master cylinders on the Auto Unions, one operating the front brakes and the other the back. You can alter the balance, but that wasn't something the driver could adjust. There is a little rocking bar between the pedal and the master cylinders which was made with different ratios and could be changed in a few minutes."

DAMPERS

"The early Auto Unions used friction dampers all round. The D-Type had hydraulic dampers on the front, whereas the back has both friction and hydraulic dampers. Probably this is because the lever arms were carried over from the V16, so the integral friction dampers were left in place. If so then they probably ran them fairly slack and relied principally on the hydraulic dampers. Or maybe at places like the Nürburgring, with all those jumps, you needed more damping than the hydraulics alone could provide. The friction dampers have shrouds around them, presumably to stop oil blowing on them and ruining the damping effect."

CARBURETTORS

"One of the carburettors on the Karassik car had a Star of David scratched on it, so we knew it was original. The jets are enormous: with the air filter off you can see spouts of fuel as thick as your finger. The weir-type carburettor that was supposed to have been used on 1939 cars is a mystery. Denis Jenkinson researched and felt it was to do with Bosch, but nobody could find out any more. Pictures have turned up lately, showing it is different from the Solex, so it existed, but how it worked and what advantage it gave we don't know.

Opposite: two-stage blower marks final development of V12 engine. Above: cockpit is cramped; huge power means four speeds enough; carbs gulp cool air from behind driver



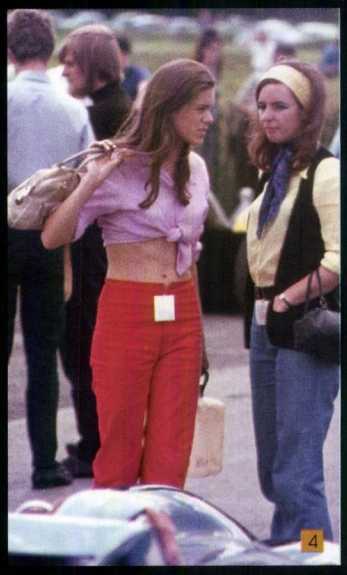




REWIND!

It was the perfect assignment: capture the colour and atmosphere of 1960s racing. That's what Agfa Film asked Roger Lane to do in 1968, and apart from audio-visual shows at the time these highly evocative shots have not been seen since. Part 2











Roger Lane's brief was to convey the impressions of the sport rather than the hard facts. He used a humble Praktica camera, which brought sideways looks from the pros, but the results are fascinating.

1 A light-hearted moment for Helen Stewart in practice for Daily Express Trophy, 1969
2 Guess whose helmet? Thruxton paddock
3 Some of these stickers are collectibles now!
4 Silverstone paddock conversation
5 A thoughtful Jackie Ickx during adjustments to his Brabham; Express Trophy, Silverstone
6 One of Roger's favourite shots: Stewart's BRM passes Hotel Mirabeau at Monaco '67
7 Chris Amon points his Ferrari towards the Station hairpin in the same race

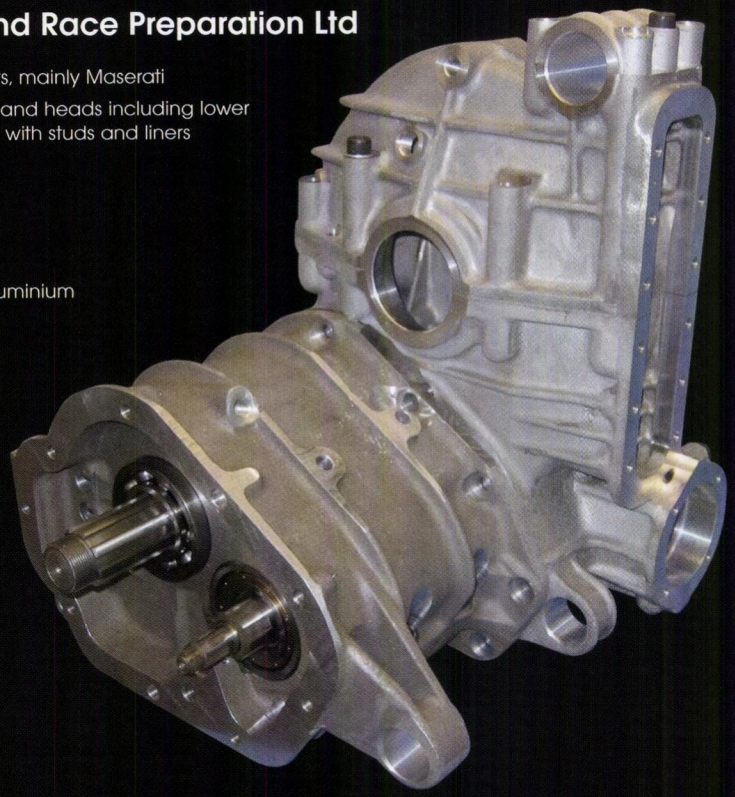


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Email: damiers@mageos.com



Left: 1937 BMW 328
Arguably the most significant Belgium 328. Updated in 1952, this one-off coupé raced Liege-Rome-Liege in 1953, 55, 57; Tour de Belgium 1955, GP de Spa GT 1958, and Lyon-Charbonnieres 1955 ...sold in partnership with bruno.vendiesse@wanadoo.fr 85143 had 2 owners from 1950 and a lot of period documentation.



Left: 1953 SIATA DAINA SPORT 1500cc
One of only 6 surviving Daina Sports, 2 of which raced the Mille Miglia. This is a perfect car for the Historic Mille Miglia.
Right: 1954 SIATA 208 S Spider Motto, 8V 2 liter engine , race in America from 1955 to 57. Total restoration in the 90's

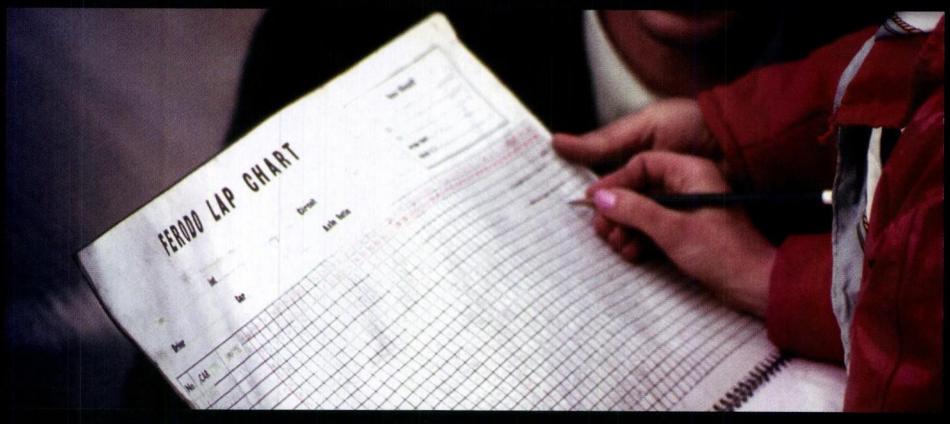




Right: 1949 HRG AERODYNAMIC
RHD, W93 has been discovered in

1954	*Austin-Healey 100/4 one off berlinette by De Mola Bruxelles, RHD.*
1956	*OSCA MT 4 berlinette Morreli 1176 , incomplete.*
1957	*ARNOLT BRISTOL De Luxe by Bertone.*
1958	*SMITH CLIMAX F2 ex Alan Stacey,race at Brands hatch, Crystal Palace,Snetterton, ...barn discovery. See Classic & S C 12/2006 p138*
1962	*ALFA ROMEO SZ coda tronca 0172, ex Karl Froitek great racing history .*
1963	*SIMCA ABARTH twin -cam engine 2 liter.*
1965	*BRABHAM BT 16 F2 , chassis F2-9-65 ex silvio Moser Ex Clay Regazzoni : 6eme Nurburgring 66.....*
1968	*ABARTH 1000SP sport racing car : Le Mans specification*
1970	*ALPINE A110 Group 4,service course, ex Tour de Corse..*









1 Bette Hill (left) checks times with a Lotus team member, British GP at Silverstone, '69
2 Before electronics, keeping a lap chart demanded a good deal of concentration
3 Georges Schäfer brings international flavour to Thruxton's '69 Yellow Pages F3 meet











1 Pressure builds in the paddock
2 Ferrari Formula 2 team chat at Thruxton. Ernesto Brambilla wears the blue jacket
3 Tyred legs, Thruxton paddock 1969
4 The colour and power of sports cars on the grid at Thruxton, as Lola T70s dominate
5 Gold Leaf Team Lotus pit boards tell a tale
6 Jochen Rindt lifts his visor after a sensational F2 victory over Jackie Stewart, Thruxton, Easter Monday 1969


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Castrol
6


BOACVC10
BOACVC10
FERODO
CHAMPION
5


HILL
40–7

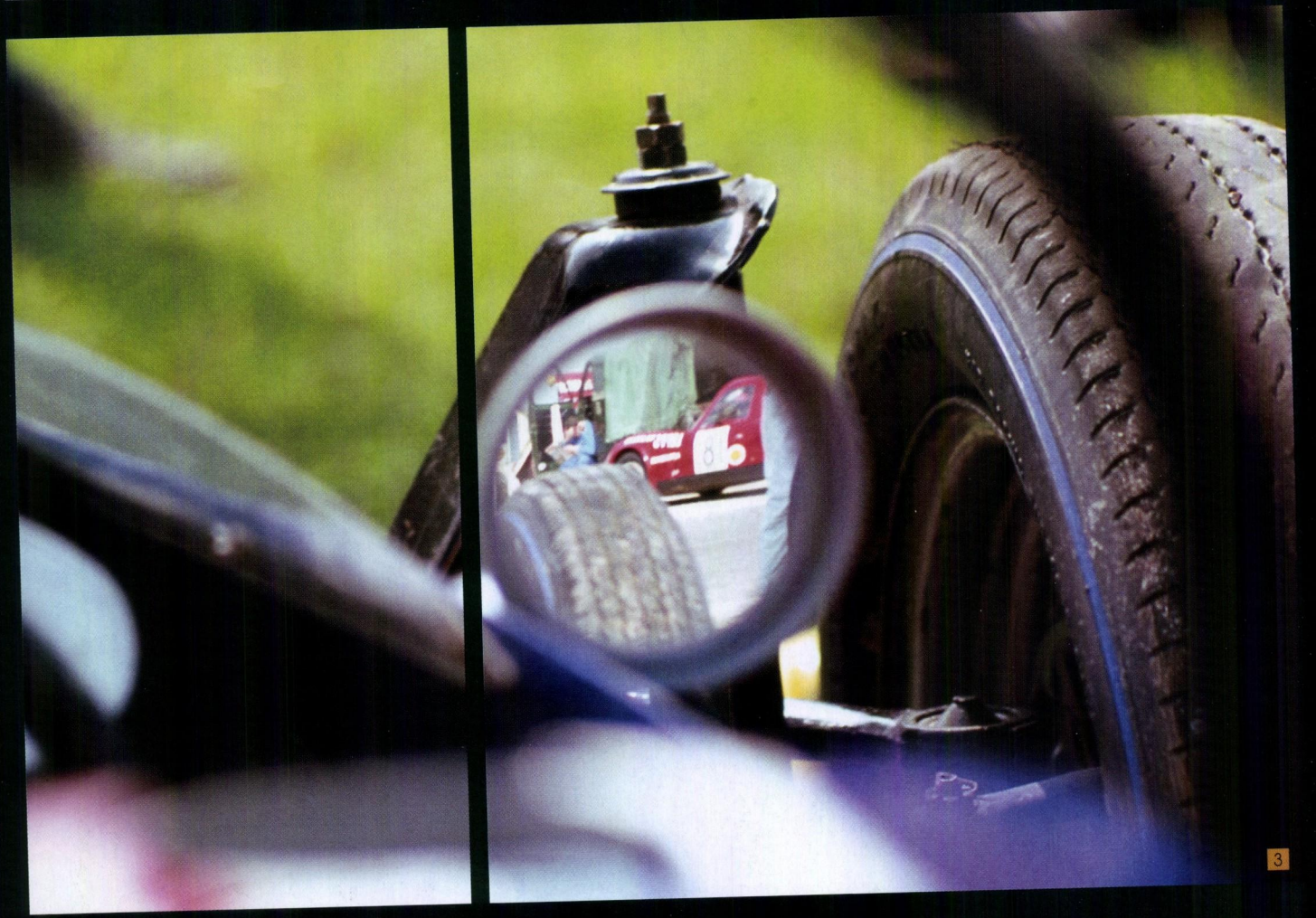

6





1 Even in the Sixties sponsorship was beginning to make its mark on motor racing
2 Mechanics working on Robin Widdows' Cooper-BRM in the old Brands Hatch garages during the 1968 British GP. The wing did not last
3 Chevron B8 reflected in a Formula Vee mirror in the Thruxton paddock

"It helped that I knew my way around the circuits as a motor racing official," says Roger Lane. It's a dangerous sport and one must be aware of this, not only on the track but also in the pits and paddock where cars are being manoeuvered. Equally important, one should know when to photograph drivers at close quarters. The atmosphere can get pretty tense when things aren't going well, so I decided to do pit portraits during practice sessions and ask first or work unobtrusively. But I always found the drivers of that era approachable and helpful. It was altogether an amazing experience, an opportunity for an amateur which I doubt could ever be repeated."



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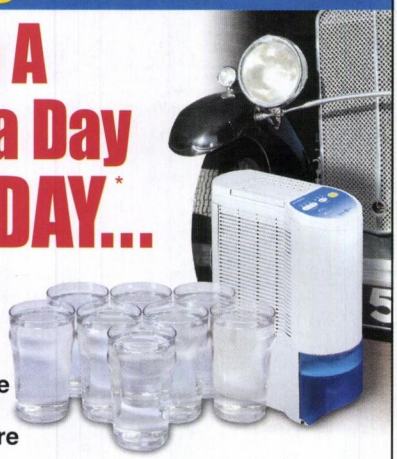
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Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR

A PLANE CHOICE

During the 1930s keen drivers began to think of private aircraft as aerial sports cars. WB considers what might have tempted him

If I had been amongst the lucky people who owned a Bentley, 30/98 Vauxhall, Alvis, Lagonda or other lively sports car in the 1930s and also possessed a pilot's licence, what aeroplane would I buy?

Before WW2 there was a desire among some affluent owners of pedigree fast sports cars to increase their enjoyment by learning to fly, and perhaps owning a sporting light aeroplane. In these ambitions they were encouraged by the subsidies granted to flying clubs in 1924. Introduced by Air Vice-Marshall Sir Sefton Branker, the Director of Civil Aviation and a pilot himself with his own Desoutter, these reduced the cost of an hour's dual tuition from £2/15s to £1/10s and solo instruction to £1 an hour. On average this enabled one to acquire a PPL for about £20. Once in this position a pilot was legally free to fly any type of aeroplane providing no payment was involved! Such leniency was fortunately controlled by Clubs not encouraging risks to their aeroplanes and the British Aviation Insurance Group making compulsory insurance difficult.

Quite why these generous subsidies, increased to £50 per pupil in 1927, were introduced is a mystery, apart from Branker's personal desire to see everyone fly who wanted to. After WW1 the aircraft industry was in a depressed state as orders for military machines were closed, but by the middle-1920s it was again busy building airliners, etc. Nor at that time could many have foreseen the need for an increase in pilot numbers which the forthcoming war would urgently require. Yet, by the end of 1938 there were 64 flying clubs operating in the UK, rising to nearly 200 post-war. The British Register showed 62 private owners in 1927 of whom 27 owned DH Moths (on which most civilian pilots would have been trained), rising to 206 by March 1930 of which 135 were these dependable Moths, to 478 by March 1935, with 147 Moths.

The first Moths, of 1925, had the 4.4-litre 60hp Cirrus engine, devised by Major Halford, later to race his Halford Special car, by using one cylinder-block of the wartime 80hp Renault/120hp Airdisco V8 engine of which there were plenty of new ones available. The first Cirrus Moths cost £885, reduced to £795 by 1926, had a top speed of 90mph, a stalling speed of 38mph, and a range of 320 miles. The Cirrus II Moth was down from £830 to £730 with the later Gipsy I engine. The 1928 Moth could exceed 110mph.

A popular fast light aeroplane of the 1930s was the Comper Swift. These little single-seater high-wing monoplanes were built at Hooton Park aerodrome near Liverpool by Nicholas Comper after he had left the RAF in 1929. The Swift was a development of Comper's CLA-3 racer, an all-wood concept with a wing which could be folded to a width of 7ft 6in. The first Swift had an ABC Scorpion II engine and weighed a mere 600lb ready to fly. Its undercarriage with its rubber-cord suspension was partially enclosed within the fuselage. In 1934 it cost £400; by 1935 a 75hp Pobjoy-R engine increased performance to 130mph, with a stalling speed of 35mph; the price was £700.

Richard Shuttleworth used to keep his Pobjoy-Swift outside his Brooklands shed so that if spares were needed for his racing Bugatti he could fly to Old Warden at Biggleswade to fetch them. But he also flew it to India and back, 15,000 miles, accompanying his friend George Stead in a Gipsy III Swift, to take part in the Viceroy of India Trophy race. He retired, but his friend finished in the Wakefield Cup race at 163.4mph. They then flew back to England; a rather good show by two very amateur pilots.

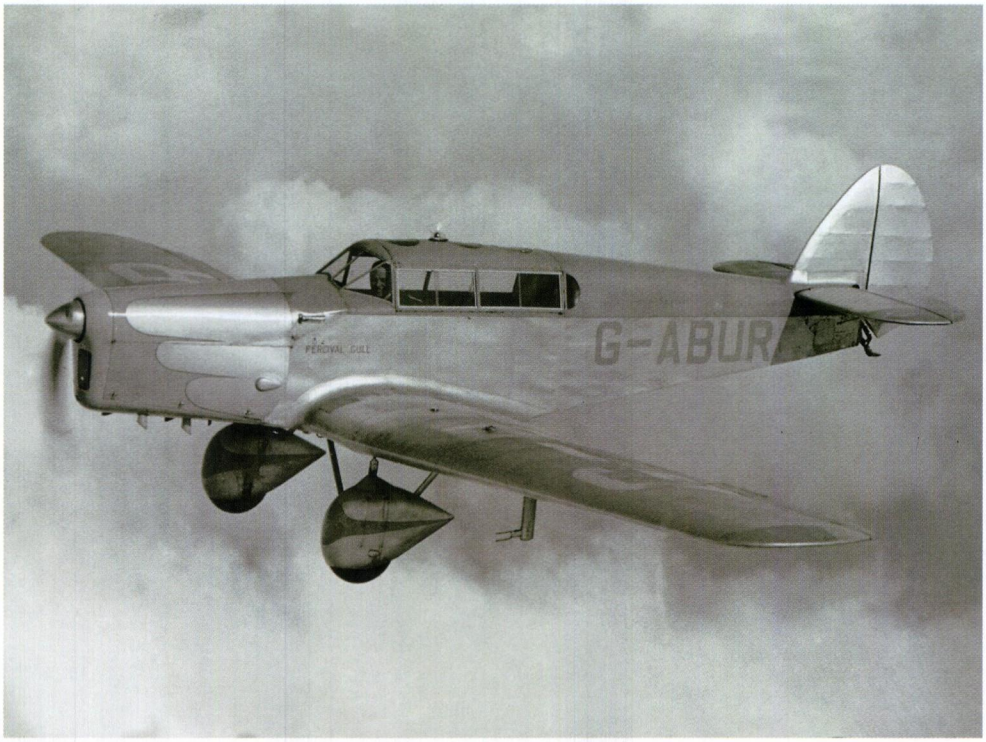






Top: the De Havilland Moth with variations of the reliable Cirrus engine was a popular choice for private owners. Above left: Pobjoy's Swift was a competitive lightweight. Above right: Alex Henshaw achieved impressive feats in his streamlined Mew Gull

Aeroplane Magazine/www.aeroplanemonthly.com



Percival's Gull was a versatile low-wing monoplane which offered high-performance engine options and was a successful racer

Amateur pilots would have been impressed by the racing successes of these neat little aeroplanes, which included Comper's win at 149.75mph in a Swift in the 100-mile Manchester to Birmingham contest and his 2000-mile flight to Italy and back, from Croydon, in 26 hours, a 100mph average. The 1934 Comper Swift with Gipsy III engine was capable of 170mph.

To endorse these was the epic England to Cape Town and back record by Alex Henshaw in 1939, accomplished in 2 days, 31 hours and one minute flying time, a 120mph average speed including his overnight pause and a day's break, a memorable flight described in the pilot's no less epic book *The Flight of the Mew Gull* (John Murray, 1980). The cramped cockpit was packed with fuel and oil tanks, leaving almost no room for the pilot. When Henshaw landed back at Gravesend he was so exhausted he had to be helped out of the cockpit and there was alarm over much blood therein, due to Alex's nose having bled to add to his other prolonged discomforts and problems.

During the war Henshaw relentlessly and untiringly test-flew Spitfires of all types, at a time when these were a vital part of British defences. A great many of us consider that such dedication should have been recognised with an honour not requiring monetary persuasion to Mr Blair.

The Gull was another important aeroplane for private pilots, and they were raced very successfully by professionals like Henshaw, Charles Gardner and trilby-hatted Captain Percival himself. The first Mew Gull was built at Gravesend in 1934, a low-wing aeroplane with a Napier Victor engine, but the 200hp Gipsy Six was used for the racing versions, giving 170mph, and 230mph with the Gipsy Six series II six-cylinder engine. The loaded weight was then 2125lbs, stalling speed 60mph, and the initial rate of climb 1700ft/min, with a ceiling of 21,000ft and a range of 860 miles; so essentially appealing to any experienced driver of a fast sports car in the 1930s. If you had some extra money they would make you a racing Gull able to fly at 256mph. Before WW2 notable records and race-wins had been established by Mew Gulls, flown by pilots who included Amy Mollison, Jean Batten, Tom Rose, HL Brook, Air-Commander Sir Kingsford Smith and HF Broadbent.

Motor Sport's logo used to be 'Land-Air-Water' so when I was editor it seemed appropriate to publish reports of flying tests of light aeroplanes by David Ogilvy, such as the Comper Swift and the Gull, which he regarded as an aeroplane which could not be compared with any other of its kind, as its performance with the Gipsy Six-R engine was on its own. He felt he would have liked to own one.

RUMBLINGS

Austin Seven owners have an enormous number of clubs catering for them the world over, and some excellent books and magazines devoted to their cars. There is also a flourishing club for owners of Austin Tens, with a monthly magazine: the editor is Jim Butterworth, the Hon Sec Peter Winney, 19A Kensington Gardens, Bath, Avon BA1 6LH.

Stuart Pringle, formerly the VSCC's Competition Secretary, has left to become the BRDC Secretary at Silverstone.

Shelsley Walsh, our oldest speed hill climb, deserves support, and to help its funds there is a DVD and a video available from the MAC about last year's centenary celebrations at the famous venue. The DVD costs £17 with postage, the video £16, from the MAC Office, Shelsley Walsh Hill Climb, Worcester WR6 6RP.

I have much admiration for the Trojan OC, which, in spite of the small number of survivors of these unusual two-stroke chain-drive vehicles (six on a recent rally), has a twice-monthly magazine, and even a Museum Trust for the varied projects of the Trojan company.

The last magazine of 2006 included much about the famous Brook Bond Tea vans of 1924-1958 (after which Fords took over) the astonishing tea company's service depot with its individual garages for each van, and a 15-month 12,000-mile journey from Singapore to London by a Trojan tourer. The Secretary of this enthusiastic club is John Amor (Tel: 01277 821 623).

Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR

Four-valve quandary

WHICH WAS FIRST?

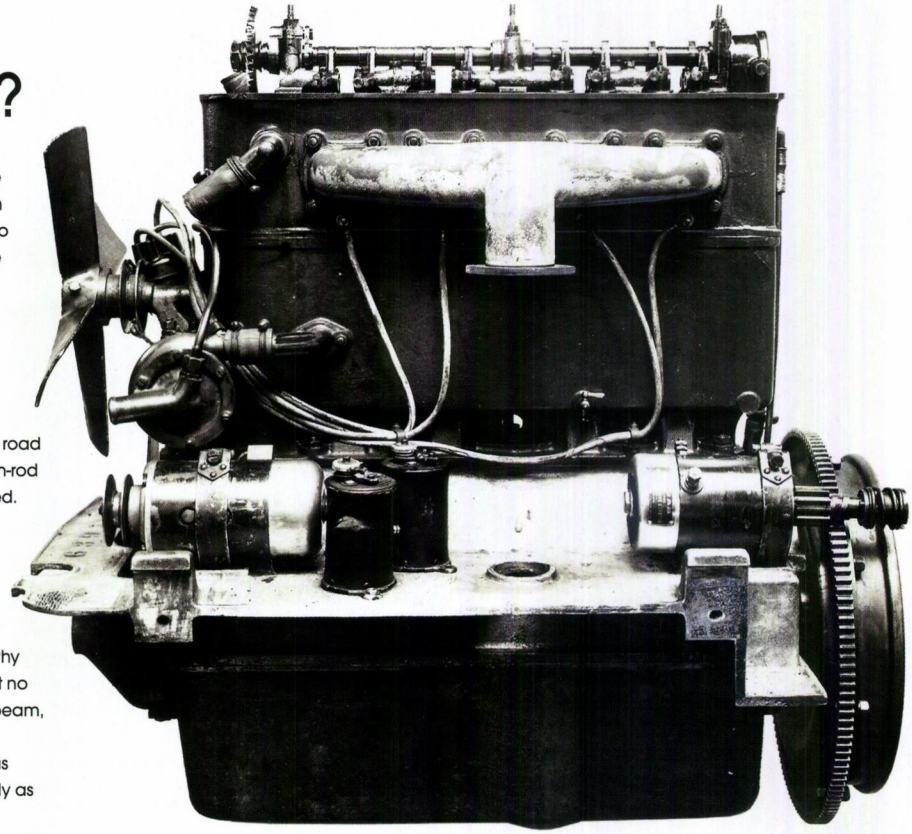
I saw in a classic magazine the historical statement that the first British road car with four valves per cylinder was the Bentley. While accepting that all vintage Bentleys had such engines and respecting their competition achievements, so notably at Le Mans etc, perhaps the assessment should be taken with some caution.

The first Bentley 3-litre engine was designed in 1919 and started up on the test bench that October. A test car was ready for *The Autocar* to try by 1920, but it was not until late in 1921 that a car was delivered to a customer.

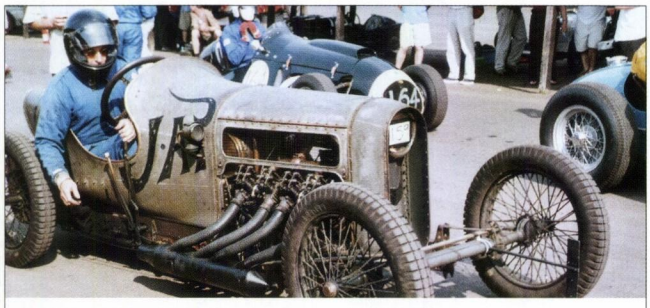
Louis Coatalen had decided to ginger up the 24/60hp Sunbeam, which since the war had been such a well-liked road car. Its side-valve engine was changed to incorporate push-rod operated overhead valves. A tuned version was also offered. In 1920/21 he offered also a single-overhead camshaft engine with four valves per cylinder, Type OV, for the 16hp 3-litre and 24hp 4 ½-litre Sunbeam models. Like WO, Coatalen realised that multiple overhead valves were the way to go for racing cars, and maybe he wanted to see how customers would respond, which was probably why they were offered the OV power unit in a 24hp Sunbeam at no extra cost. I admit I do not know which car, Bentley or Sunbeam, was sold first, but it does seem to be a factor to consider.

While Bentleys dominated at Le Mans, etc, Sunbeam was successful, for a shorter period, in grand prix racing, notably as the first British car to win the French classic, in 1923.

While on this subject, there were a few 16-valve Bugattis made by Crossley in Manchester – I have a Crossley-Bugatti radiator badge to prove it. So another British contender?



Coatalen offered this single-cam four-valve-per-cylinder engine as a cost-free option in 1920/21. Was he testing the water for these complex and expensive power units?



A PAIR OF UNUSUAL POWER UNITS

Another aero-engined special has appeared: Richard Scaldwell's GN with a 5-litre V8 JAP won its class and the class handicap at Shelsley Walsh last summer (above). I referred recently to the Sequeville-Hoyau; it is interesting that an earlier GN special (right) built by Richard had such an engine.



HIGH-VALUE MOTORING

The Federation of British Historical Vehicle Clubs has issued a statement based on research by the FIA, conducted by Dr Paul Frost and Dr Chris Hart, that the historical movement in Britain is worth at least £3.2 billion in turnover each year. This represents a contribution to employment with 27,000 people earning some or all of their income from it, and shows that it encourages a substantial following among the public in traditional skills, and in spending considerable sums on specialist publications and attending vintage and historic vehicle events etc. Yet the vehicles involved account for little more than 0.1 per cent of road traffic.

Obtaining this information involved 750,000 questionnaires in nine languages in five currencies, directed by the FIVA (the ruling body for classic cars) which among 10 other European federations showed an economic value of more than £16 billion. This is valuable ammunition should any government try to reintroduce road-fund taxing of older vehicles.

This has prompted a dream of SORN-registered vehicles being taxed and requiring third-party insurance because postmen and milkmen might suffer accidents on private land, or indeed a ban on using SORNed vehicles at all, even on the shortest private drive or in the smallest field. Fortunately this dream of mine ended in the world being obliterated by atomic bombs or global warming, so I knew I had been imagining absolute nonsense.



Alfa 8C Monza 1932 FIA and FIVA papers.



Alfa Romeo TZ 2 1965 FIA papers 180 HP



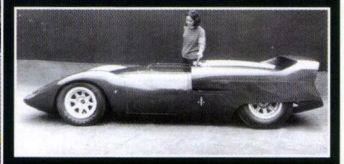
Connaugh B type F1 2.5 litre 1955
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Alfa Romeo SVZ 1957 FIA papers



Detomaso P70 One Off,
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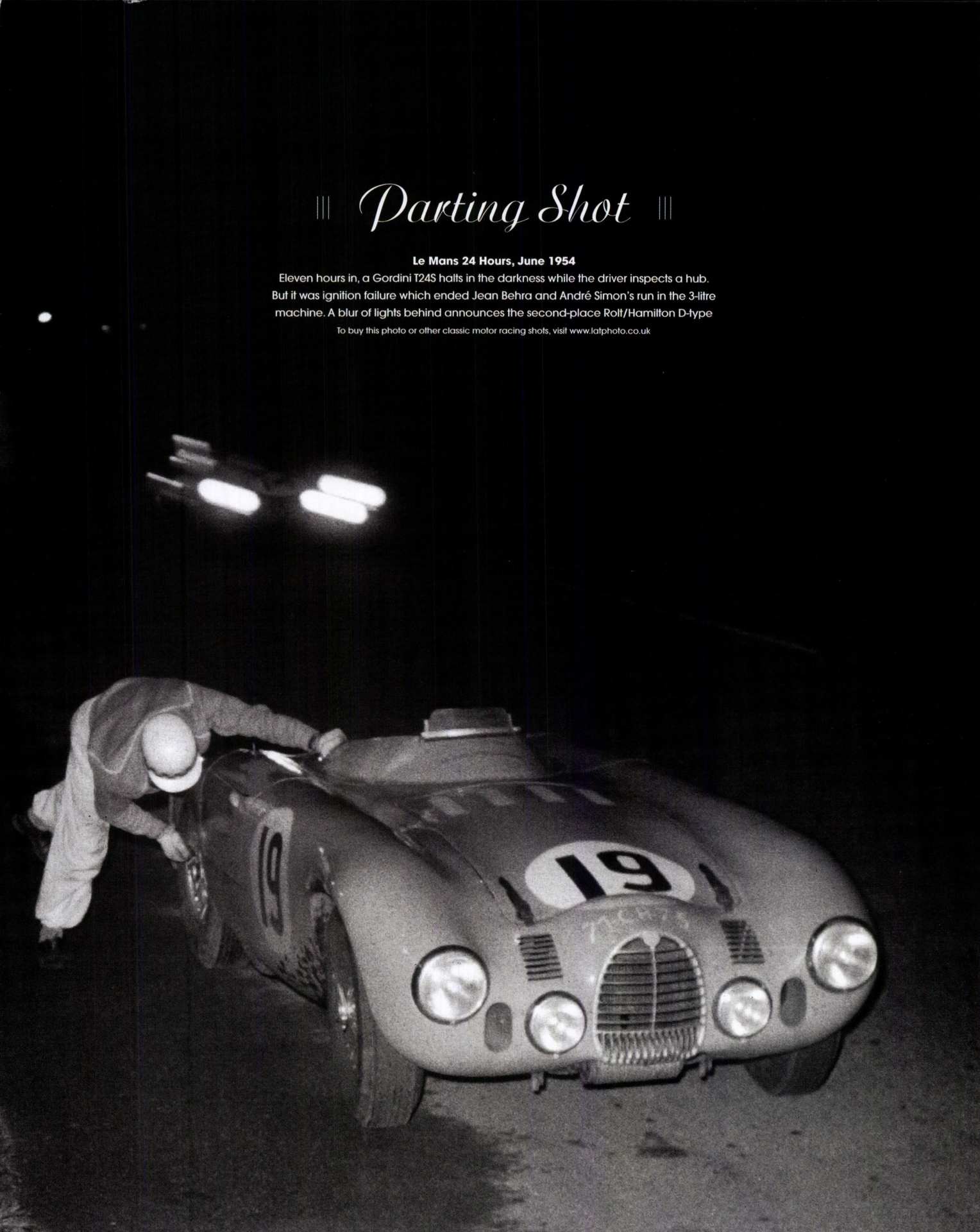


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Parting Shot

Le Mans 24 Hours, June 1954

Eleven hours in, a Gordini T24S halts in the darkness while the driver inspects a hub. But it was ignition failure which ended Jean Behra and André Simon's run in the 3-litre machine. A blur of lights behind announces the second-place Rolt/Hamilton D-type

To buy this photo or other classic motor racing shots, visit www.latphoto.co.uk

Reader Services



MEETING THE READERS

Motor Sport was busy at Autosport International at the NEC. Apart from our own stand we were proud to be associated with the Celebration of Le Mans display. The display of 20 cars chosen by *Motor Sport* coincides with the 75th running of the classic race in June this year. We also attended the Le Mans gala dinner at the Hilton Hotel with a number of readers and guests. *Motor Sport* will also be at Race Retro, the historic motor racing show at Stoneleigh showground, Warwickshire, on March 23-25.

MOTOR SPORT TRAVEL CLUB

Motor Sport is arranging a programme of exclusive tours for readers to Formula 1 grands prix, the Le Mans 24 Hours and other selected events in 2007. For full details see page 20.

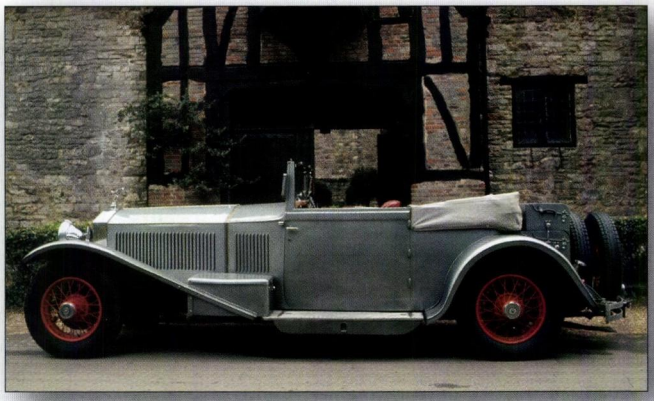
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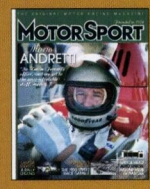
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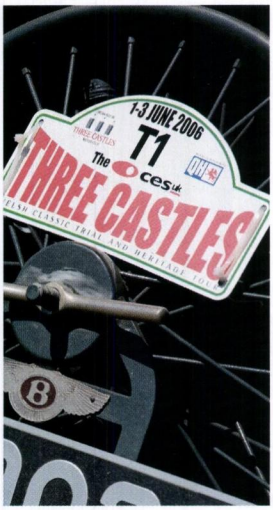
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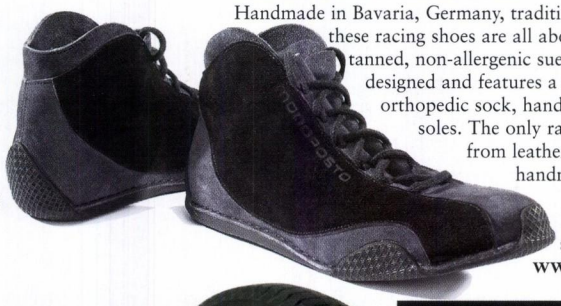
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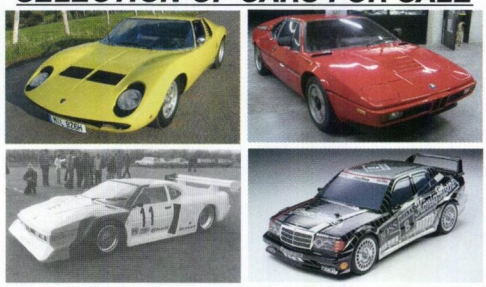
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JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - Indigo Blue/Grey hide and carpets, Dark Blue Hood, 16" wide rim chromed wire wheels, subject of a total chassis off restoration 4 years ago, Excellent example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - Dark Blue/Black hide, Grey carpets, Dark Blue hood, 16" chromed wide rim wire wheels, subject of a total chassis off restoration 12 years ago, recently detailed by ourselves, excellent original specification example.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD - Cream/Red hide and carpets, black hood, 16" chromed wire wheels, matching numbers, original factory colour specification from new. Subject of a total chassis off restoration 10 years ago. Supplied and maintained by ourselves over the last 8 years. The rarest of the XK Jaguars.

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JAGUAR MK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - British Racing Green/Green hide and carpets, competition chromed wire wheels, subject of a full J.D restoration 5 years ago, updates include J.D. Sport touring engine, handmade custom stainless steel exhaust manifold and system, ignition system, cruise control, J.D. Sport brakes and suspension, air conditioning, J.D. Sport front seats, stereo system, colour coded inertia reel seat belts etc. 5,000 miles, properly maintained, ready for its next journey.

JAGUAR MKII 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - Dark Blue/Red interior, chromed wire wheels, previously supplied by ourselves 9 years ago, standard car apart from J.D Sport brakes fitted in the last few months. Very good late example.

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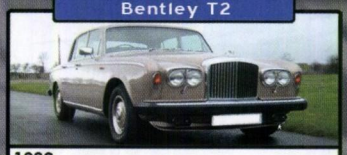
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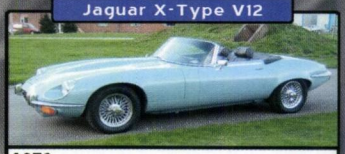
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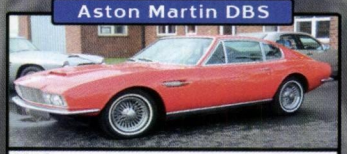
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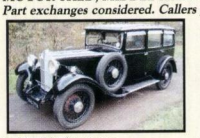
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1927 AUSTIN 20 h.p. (4-cyl.) 2-seat sports tourer. Body none original £15,500
1927 AUSTIN 20 h.p. (4-cyl.) 2-seat drophead coupe & dickey by Mulliner £22,000
1927 VAUXHALL 8-type 20/60 4-seat tourer £27,500
1928 CHEVROLET 20 h.p. National 4-seat tourer, body by Holden £13,500
1928 CHEVROLET 24 h.p. National 4-seat tourer, body by Holden £12,750
1928 LEA FRANCIS 12/22 L-type 2-seat tourer with dickey £12,750
1928 STAR 18/50 Eclipse 5-seat tourer £29,950
1929 BUICK series 116 business coupe. Lhd. £10,500
1929 VAUXHALL 20/60 R-type Kingston Sportsmans Coupe £22,500
1929 VAUXHALL 20/60 Hurlingham £25,000
1931 ALVIS 12/50 TJ 2-seat tourer with dickey £22,500
1931 RILEY 9 plus series 4-seat tourer £17,250
1931 STAR 18/50 Comet six-light saloon £14,750
1932 VAUXHALL Cadet 17h.p. Saloon £17,950
1933 M.G. K2 Supercharged. F.I.A. Papers £78,000
1934 ROLLS ROYCE 20/25 sportmans saloon by William Arnold ..... P.O.A.
1936 ALVIS Silver Eagle 3-position drophead coupe £32,250
1936 RILEY 9 Kestrel 2-owners £8,500
1937 BENTLEY 4.25 litre saloon by Park Ward £29,950
1937 CHENARD & WALCKER "Aigle 8" U16 7-seat saloon. Prototype. £16,750
1937 MORGAN 4/4 Coventry Climax engine ..... P.O.A.
1938 RILEY 12/4 Kestrel £9,250
1940 STUDEBAKER Commander sedan. Lhd. £4,950
1947 AUSTIN 16 6-light saloon £5,250
1948 RILEY RMA saloon. (Round dials) £6,250
1949 ALVIS TA14 Mulliner saloon £12,000
1950 LEA FRANCIS 2.5 litre 2+2 seat sports £23,500
1951 BENTLEY Mk VI 2-door coupe by Park Ward £32,000
1952 DAIMLER Special Sports by Barker £19,750
1953 ALVIS TA21 saloon £10,500
1953 ARMSTRONG SIDDELEY 346 Saphire saloon. Pre-select gearbox £9,500
1953 DAIMLER DB18 Conquest 4-door saloon £7,250
1954 M.G. TF 1250 (Old English White) £16,500
1955 M.G. ZA Magnette ..... P.O.A.
1957 AUSTIN A55 Manumatic Saloon £4,950
1959 ALVIS TD21 series I drophead coupe. (some series II mods.) £18,450
1960 VAUXHALL Victor. Needs some welding. £1,700
1963 VAUXHALL Victor de Luxe £1,475
1964 AUSTIN HEALEY 3000 MKIII 2+2 sports. Lhd. £25,000
1964 JAGUAR Mk II 3.8 manual with O/D & CWW. P.A.S. £16,850
1964 M.G. B roadster O/d fitted (Black) £8,750
1964 PEUGEOT 403 saloon £3,450
1964 ROLLS ROYCE Silver Cloud III. One family, 71,000 miles £28,500
1964 VOLVO Amazon Estate. Mechanically up rated. O/d. Lhd. £4,250
1965 ALVIS TE21 saloon. 5 speed manual, CWW, PAS. £7,750
1965 ALVIS TE21 saloon. 5 speed manual, CWW, PAS. £17,000
1966 ALFA ROMEO 1600 spider Duetto. Lhd. £11,250
1966 JAGUAR E-type 4.2 series I 2+2 coupe.Lhd. £17,250
1967 JAGUAR E-type 4.2 series II coupe. £23,750
1967 LANCIA Flavia Sport Zagato. (Rare right-hand-drive) £14,000
1968 FORD Mustang coupe. Straight-six, auto. £5,000
1968 MORRIS Minor 1000 van £3,450
1969 DAIMLER Sovereign 420 ..... £6,500
1969 LANCIA Fulvia Rallye Sport, 1.3S coupe £8,250
1969 MORRIS Minor 1000 Estate £3,500
1969 M.G. Midget. Hard top. Race prepared £5,995
1970 FORD Zephr saloon £700
1970 LOTUS Elan S4 SE £8,500
1970 M.G. B roaster (red) £7,750
1971 FORD Escort MKI 1300XL 4-door saloon £4,450
1971 M.G. B GT sunroof, disc wheels £3,500
1973 MERCEDES BENZ 350 SLC £9,000
1973 TRIUMPH Spitfire MKIV. 1500 engine, hard & soft top. £3,250
1974 DAIMLER Double Six series II saloon. Lwb. 2 owners, 29,000mls. £6,000
1974 MERCEDES BENZ 240D 4-door saloon. Lhd. Auto. £3,950
1974 MERCEDES BENZ 350 SL. Hard & soft top. £6,950
1974 ROVER P6 V8 3500 saloon. Automatic £2,950
1974 ROVER P6 V8 3500 saloon. Automatic £2,850
1974 TRIUMPH GT6 MK III £4,250
1975 FIAT 124 spider. Lhd £4,750
1975 ROVER P6 2200SC saloon. 1 owner £1,850
1976 MERCEDES BENZ 250 Automatic (Some work required) £1,250
1976 M.G. B GT. Sunroof (Flame) £2,200
1976 M.G. B GT. Sunroof (Flame) £3,175
1977 M.G. Midget 1500 ..... £3,500
1977 M.G. Midget 1500 ..... £3,500
1978 FORD Mustang II Ghia £4,850
1979 M.G. B GT. Needing work (Yellow) £900
1979 VOLVO 262C Bertone coupe £2,950
1980 FIAT 124 spider. Lhd. £4,500
1981 DAIMLER 4.2 Sovereign series III Vanden Plas ..... P.O.A.
1982 M.G. B roadster (Yellow) £4,500
1982 TVR Tasmin convertible. (2 litre Ford engine) £5,950
1983 ROLLS ROYCE Silver Spirit (White) £9,850
1985 RANGE ROVER V8 HSE £600
1986 FORD Escort 1.6I cabriolet £625
1986 RENAULT Alpine GTA 2.5 Turbo £6,750
1990 MAZDA MX-5 sport £5,500
1991 EVANTE Mk II 2-seat sports £11,750
1994 ALFA ROMEO 164 2-litre twin-spark saloon. Not MOT'd £450
1995 ROVER 827 Vanden Plas Limo. By Coleman Milne. (Red) £2,500
1996 TYRRELL formula one racing car. Ch. No. 24/08. No mechanics. ..... P.O.A.

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1910 FAVOURITE 500cc. Abingdon King Dick engine £9,950
1912 PIVOT 500cc. Fafnir engine £9,250
1952 HOREX Regina 350 ..... £3,350
1958 AWO Simson 425 ..... £1,400
C1959 MOTOBI Ardizio 125cc £3,250
1974 BMW R90/6 ..... £3,000
1974 MZ TS 250 ..... £650
1979 MOTO GUZZI V35 ..... £1,700
1981 BMW K75 ..... £2,100
1981 KAWASAKI Z1000 fuel injected £2,200
1983 HONDA VN1100 ..... £2,500

BOATS

1946 CHRISCRAFT Runabout 17'6" Delux. 3ltr. Grey Marine eng. £14,950

TRACTOR

1949 BSB President £2,050

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1933 1 1/2 Litre Le Mans Built on a shortened chassis, but with an original 2/4 seater body. Recent new engine, including block, steel crank and rods and cylinder head, by David Taylor and yet to be run in. In Belgium ..... Price £85,000



1930 1 1/2 litre International short chassis. High quality rebuild including chassis, engine, axle, gearbox and body by marque expert 15 years ago, and little used since. Correct nickel plate throughout. One of the best Inters I have ever driven. Interesting history file going back 60 years. ..... Price £80,000



1936 2 Litre 15/98 short chassis. Much work over the past ten years and very little use. Engine rebuild by Ecurie Bertelli and not yet run in. A very good example. 15/98's are now being appreciated for the fine cars they are and few are better than this . . Price £75,000



1936 2 Litre 15/98 short chassis. A very rare opportunity to complete a rebuild to your specification. This is the only 15/98 with Brooklands pedigree, and with lots of history in the 70's and 80's in the hands of Malcolm Cann. Rebuild work to a high standard by Morntane Eng. in the 1980's but never completed. Requires full engine rebuild and installation and minor finishing off. A project with real potential ..... Good value at £55,000

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2001'Y' 550 MARANELLO
Silver/Nero Lthr, Air Con, 18" Alloys, Elec Seats, Wing Shields, Elec Suspension, CD Stereo System, FFSH, 9,000 miles..... £67,995

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Giallo Fly/Nero Hide, Air Con, Elec Seats, Split Rim Alloys, 1 of 41 U.K RHD Cars, Stereo System, 14,000 miles..... £59,995

1999'T' 355 SPIDER F1
Giallo Fly/Black Lthr, Climate, Power Hood, 18"Alloys, CD Stereo, FSH, 9,000 miles £57,995

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1995'M' 993 RS LHD
Riviera Blue/Black and Grey Lthr, Air Con, Half Roll Cage, Harnesses, 28,000 miles £49,995

1996'N' 993 CARRERA 2 TIPTRONIC
Viola Metallic/Marble Grey Lthr, Air Con, Elec Sunroof, Elec Seats, 26,000 miles..... £32,995

2004'04' CAYENNE 3.2 V6
Titanium Metallic/Blk Lthr, 6 Speed Manual, Sat Nav, Adjustable Suspension, Climate, Park Distance Control, Electric Heated Seats, 11,000 miles..... £28,995



1994'M' 993 CARRERA 2 CABRIOLET TIPTRONIC
Artic Silver/Chestnut Lthr, Partial Electric Seats, 17" Alloys, Stereo System, 48,000 miles £27,995

1967'E' 912
Blood Orange/Blk Interior, LHD Californian Car, Fuchs Alloys, Wood Rim Steering Wheels, Original Hand Books & Sales Brochures, 71,000 miles..... £12,995

SPECIALIST



2004'04' ASTON MARTIN DB9
Tungsten Silver/Caspian Blue Hide, Sat Nav, Climate, Elec Heated Seats, Rear Parking Aid, 16,000 miles..... £82,995

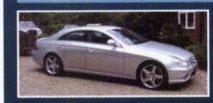
2006'06 AUDI ALLROAD 2.7 TDI
Lava Grey/Grey Lthr, Sat Nav, Electric Sunroof, CD Changer, Telephone, 18" Alloys, Climate, 10,000 miles £36,995

1997'GTS 366' DODGE VIPER GTS
Blue with White Stripe/Black Lthr, Air Con, Total Spec, FSH, 12,000 miles £34,995

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Blk/Blk Lthr, Comand with TV, Rear Entertainment Pack, Twin Sunroofs, Off Road Styling Pack, 20" Alloys2,000 miles.. £61,995

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Brilliant Silver/Blk Exclusive Lthr, Comand, Comfort Heated Seats, Dynamic Seats, Wood Trim 13,000 miles..... £57,995

1969 280 SL PAGODA ROOF AUTO
Champagne with Black Hard Top & Soft Top, Blk Tex Interior, PAS £27,995

2002'52' CL 500
Brilliant Silver/Blk Lthr, 2003 Model, DVD Nav, Elec Memory Comfort Seats, Keyless Go, Parktronic, CD Multichanger, Climate, FMBSH, 28,000 miles..... £26,995

1967 250 SL PAGODA ROOF AUTO
Sandstone/Tan Tex, PAS, Rear Seat Model, Hard Top £24,995

2002'52' CLK 320 AVANTGARDE CONVERTIBLE
Quartz Blue/Alpaca Grey Lthr, Sat Nav, Rear Screens with DVD, Air Con, 48,000 miles..... £18,995

1994'L' E220 CABRIOLET
Midnight Blue/Mushroom Lthr, Power Hood, Stereo System, ABS, PAS, 15 Hole Alloys, 1 Family Owned, 52,000 miles £12,995

CLASSICS

1937 MG SA 2 LITRE SPORTS SALOON
Damask Red over Silver Grey/Red Connolly Hide with Red Lthr Bound Wilton Carpets..... £39,995

1971 JAGUAR E-TYPE 4.2 SII COUPE
Sable/Biscuit Hide, Chrome Wire Wheels, 30,000 miles..... £29,995

1972 BMW 3.0 CSL
Chamonix White/Blk Sports Seats, Full Factory Supplied "Batmobile Kit", Alpina Steering Wheel & Wheels, PAS, Electric Windows, 42,000 miles £24,995

1965 DAIMLER 250 V8
Gunmetal Grey/Dove Grey Hide, Auto, PAS, Un-Restored Original Car In Excellent Condition Throughout, Comp History File. Chrome Wire Wheels, 28,000 miles..... £19,995



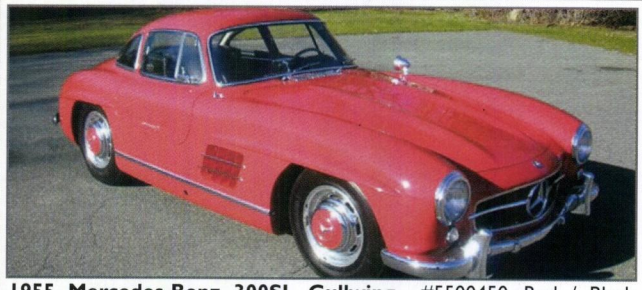
1962 MORRIS MINI COOPER
Tartan Red/Red & Grey Interior, Blk Roof, Supplied New on Launch Day of The Cooper! Fully Restored, Superb! £13,995

1971 ROVER P5B COUPE AUTO
Zircon Blue/Barley Hide, Original Car, Original Tool Kit, Original Radio, 67,000 miles..... £9,995

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2004'53' WINNEBAGO CHALET 32FT
Lounge Slide out, TV with Video, Rear Camera, Microwave & Gas Ovens, Gas Hob with Extractor, Fridge Freezer, Compressor, 6 Berth, V10 Efficiency Engine, 13,000 miles..... £59,995

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1955 Mercedes-Benz 300SL Gullwing #5500450, Red / Black leather. Interior & luggage by Paul Russell & Co., engine rebuilt 500 miles ago. Nardi wheel, Becker Mexico, concave star, chrome wheels, books, tools, belly pans. Excellent condition.



1955 Mercedes-Benz 300SL Gullwing #5500688, Black / Red leather. Three owners. 30,000 original miles. Bare metal re-spray by us. Chrome wheels, luggage, Becker-Mexico radio, belly pans, tools, books, all service records. One of the Best of the Best.



1955 Mercedes-Benz 300SL Gullwing. #5500497. Silver / Black Leather. Single owner since body-off restoration in early '80s, little mileage since. A/C installation tastefully added. Excellent condition.



1963 Mercedes-Benz 300SL Roadster #003178, Black / Red leather. Two tops, rebuilt engine. New paint, interior, top. Nardi wheel, Becker Mexico, luggage, radiator shades, books, tools, jack. Drive anywhere.

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1935 Maserati 6 CM. This highly desirable and sought after single seater racing car is possibly matchless having not been in circulation for over 30 years. Please call for information pack and further details.



1953 Maserati A6 GCM 250 F single seater racing car. Exceptionally rare interim model. This one-off opportunity has been under wraps for over a quarter of a century. Please call for information pack and further details.



1934 Riley Lynx Four Door Tourer 9 HP Manual Gearbox. Superbly finished in Cardinal Red with oatmeal hide interior. Fastidiously maintained by the last owner for nearly 30 years. Many show prizes to its credit. Priced at a fraction of its restoration cost today a ..... **£27,950.**



1955 Rolls Royce Silver Wraith Hooper Limousine. Finished in Masons Black and Ivory. Long wheelbase with division, occasional seats. Originally **Left Hand Drive** British Embassy Limousine. Automatic and running well. Last owner 30 years. **£39,950**



1924 3 Litre Bentley, 4 door all weather Tourer with extremely rare William Arnold Coachwork. Wonderful patination and history file. Finished in British Racing Green with original grey hide interior **£99,950**



1947 Bentley Mk VI 2-door Convertible Coupe. Finished in Royal Blue with beige leather interior. This exquisitely rare Bentley is fresh from a 'money no object' restoration with bills well in excess of £100,000. Potential concours winner. Ready for Club events and enjoyable motoring. Competitively priced at **£79,950**



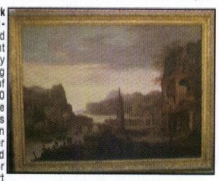
1956 Bentley S1 Continental HJ Mulliner 2 door Fast Back. Finished in Velvet Green, so dark its almost black with wonderfully original green hide interior. This highly sought after Continental has been blessed with one owner for 48 of its 50 year presence on the planet! Competitively priced in today's market where demand greatly outstrips supply for these highly sought after, legendary coveted Continentals. An unrepeatable opportunity at ..... **£119,950.**



1975 Bentley Corniche Convertible. Finished in Balmoral Green with black hide upholstery. Ebony finished wood trims. Comprehensive history file to reassure the new owner of this extremely rare, desirable Bentley's pedigree and provenance. Interesting part exchanges may be considered **£38,950**



1974 Jaguar V12 E Type Drop Head. Finished in Azure Blue with tan hide interior. Complete with rare factory hard top. AN UNBELIEVABLE 27,000 miles in the hands of a WWII Fighter Pilot Ace - only available due to owners advancing years! An outstanding opportunity at **£46,950** - choice of 4 other E Types available.



Oil painting by Dirk Verhaert active 1631-1664 in original carved frame, excellent condition, lightly restored by leading restorers Peiter Sands of Bristol, size 48 by 60 inches. Created for the aristocratic grandees Grand European Tours in the manner of the master painters. Purchased some 25 years ago for £28,000 taken in part exchange but not quite our thing, we need **£38,750** for immediate sale or interesting part exchanges considered.



A pair of white Cararra marble Acroterions from a substantial Edwardian House: 4 Mill Bank, London. O/A width at base 22" & 19" O/A height 68?" – E.& O.E. Full dimensions and provenance available on request. Owner purchased the columns some 25 years ago for the entrance hall in his West Country stately home for £28,000. **Will listen to constructive offers or part exchange interesting classic vehicles.**



1970 Jaguar E Type Series 2, 2-door Coupe Lightweight Race Car. Fully prepared for this season's racing calendar. Previous achievements include a First in Class at Donnington and several outright wins. All documentation of professional re-build and modifications available on request. **£39,950**

Laughton Investments is a DEAL DRIVEN company and will always endeavour to close deals. All part exchanges of interest always considered.

Benetton B-194 Chassis 08





This is the genuine Benetton car as raced in 1994 by Michael Schumacher and is probably most remembered for the incident at Adelaide in which Michael and Damon Hill had a "coming together", effectively winning Michael his first world championship.

Present Day Condition. Car is in concourse condition with the original paint from 1994. It is fitted and run with the correct 3.5 litre Ford-Cosworth ZETEC R air-valve V-8 engine. Car is run exactly as "in the day" with paddle-shift, shift w/o lift and traction control.

1994 Race Results:

Hungary	**Hungaroring**	1st	Belgium	**Spa**	1st**
European	**Jerez**	1st	Japan	**Suzuka**	2nd
Australia	**Adelaide**	DNF			

$850,000 USD

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1960 FERRARI 400 SUPER AMERICA SWB SPYDER.
1 of 6. 4 liter, V-12, 4-speed/overdrive, 2 tops. Completely restored.



1963 FERRARI 330 LMB.
One of four. Fifth overall at Le Mans, 1963. Faster and rarer than a GTO!



1966 FORD GT/40 MK II
One of 13 original cars. Outstanding original condition throughout! Was back-up car at Le Mans, '66. On MSO from Ford.



1962 MASERATI 3500 VIGNALE SPYDER
White/Red. 2 tops, PW, Webers, Borranis, disc brakes, 5-speed. Outstanding!

Will consider significant Ferrari, Maserati, Jaguar, Porsche and Mercedes Sport and Racing Car trades.

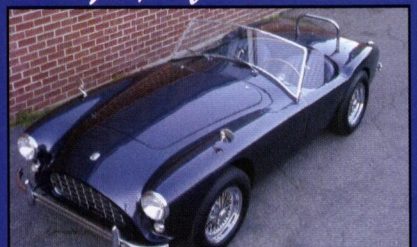
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1955 Ferrari 410 Superamerica Series I, s/n 0481SA. 1956 Paris Show car. Restoration in original colors completed in 1998. 2nd at Cavallino. Comfortable and proven event participant. Currently maintained by Patrick Ottis . . . . . **$1,050,000.**



1963 AC Ace Bristol, s/n BEX1212. Rare opportunity to acquire a 6,315 mile late example of one of the finest British sports cars. Wonderful condition throughout with marvelously original interior. Fully factory equipped including roll hoop. . . . . **$225,000.**



1969 big block CanAm Lolas. Immaculate restoration on low time Drinkwater tub. Suspension and gearbox by Phil Denny. Fresh 478 ci alloy injected motor. Spare 427 engine included. Immaculate. . . . **$235,000.**



1950 Talbot-Lago T26 GS. Rare and elegant Franay fastback coupe. Fully restored with strong performance and easy to use pre-selector gearbox. Great car with real panache and ideal for any event. **.$365,000.**



1967 Mc Laren Mk 4B F-B, s/n 200/10/B. Chuck Dietrich's '67 SCCA National Championship car. Restored. Documented history. Competitive Fb/F2 car. Records, molds and new wheel set. . . . . **.$96,500.**

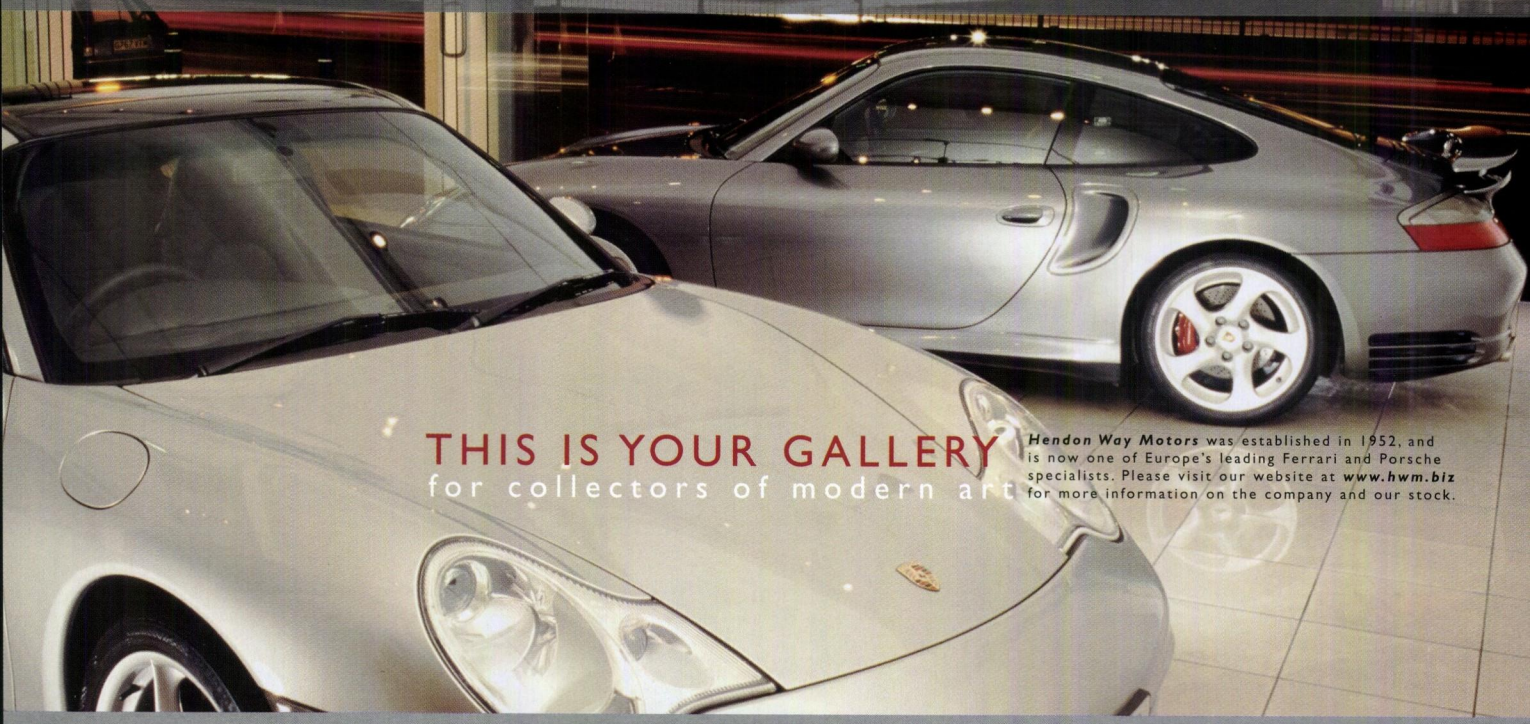


1930 Chrysler Indy Roadster. Fun, exciting racer with performance to run with Alfa Romeo 8C's. Believed to have been constructed by Luis Viglione for Juan Guadino and run at Indy in '32 and '33. . . . . **.$285,000/Offers.**

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2006/07 PORSCHE 997 TURBO TIP BASALT BLACK 1,000 MLS
Black leather, PSM, multi function steering, cruise, chrono, park assist

2006/07 Porsche 997 C4C Coupe Black Basalt 1000MLS
Black Leather, PCM, BOSE, denim, sunroof, coded 19 inch wheels, cruise, heated seats.

2006 PORSCHE 997 S COUPE GT SILVER 6,000 MLS
Black leather, chrono, al pack, BOSE, 19" alloys, multi function steering wheel, PCM

2005 PORSCHE 997 S CABRIOLET TIP ARCTIC SILVER 12,000 MLS
Black leather, navigation, heated seats, cruise, sports chrono pack

2004/05 PORSCHE 2 S COUPE BASALT BLACK 6,000 MLS
Black leather, PCM, al pack, litronic lights, 19" alloys, cruise, sunroof

2004 PORSCHE 996 TURBO CABRIOLET BASALT BLACK 16,000 MLS
Black leather, PCM, sports seats, computer, BOSE, litronic, al pack

2004 PORSCHE 996 TURBO CABRIOLET TIP BASALT BLACK 12,000 MLS
Black leather, PCM, BOSE, cruise

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 21,000 MLS
Black leather, PSM, computer, al pack, BOSE, sunroof, sports seats, xenon, aero kit

2003 PORSCHE 996 GT2 MIDNIGHT BLUE 7,000 MLS
Black leather, sports seats, al pack, yellow callipers, litronic lights

2002/03 PORSCHE 996 GT2 BASALT BLACK 11,000 MLS
Black leather, sports seats, al pack, yellow callipers, litronic lights

2005 PORSCHE 996 C4S COUPE MANUAL BLACK 15,000 MLS
Black leather, sport seats, computer, climate, sunroof, BOSE, navigation, cruise control,

2003 PORSCHE 996 C4S COUPE MANUAL SEAL GREY 14,000 MLS
Black leather trim, mem seats, climate, small al pack, BOSE, litronic, cd system, 1 owner

2001/02 PORSCHE 996 COUPE TIP ARCTIC SILVER 37,000 MLS
Metropole leather, sport seats, climate, air bags, computer, BOSE, 6 stack cd, GT3 kit

2001 PORSCHE 996 C4 COUPE MANUAL BLACK 21,000 MLS
Black leather, sport seats, climate, front & side air bags, 18" turbo alloys, service history

2000 PORSCHE 996 COUPE GT3 SPEC TIP ARCTIC SILVER 31,000 MLS
Black leather, xenon, al pack, memory seats, GT3 alloys, sports seats

1998 PORSCHE 996 COUPE MANUAL ARCTIC SILVER 34,000 MLS
Blue leather, computer, climate, factory sunroof, cd, 17" alloys, service history, 1 owner

2003 PORSCHE 996 CABRIOLET ARCTIC SILVER 26,000 MLS
Black leather, PSM, computer, climate, parking sensors, cruise

2002 PORSCHE 996 CABRIOLET ARCTIC SILVER 29,000 MLS
Grey leather, PSM, computer, cruise, heated seats, 18" Alloys

2002/03 PORSCHE 996 CARRERA CUP RACE YELLOW 8,000 MLS
Air jacks, wet and dry tyres, full race history

1995 PORSCHE 993 TURBO MIDNIGHT BLUE 48,000 MLS
Sunroof, computer, sports seats

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 36,000 MLS
Grey leather, sunroof ,18" alloys, computer, sport seats

1997/98 PORSCHE 993 CARRERA C2S TIP ARCTIC SILVER 49,000 MLS
Blue leather, climate control, air bags, third brake light, 18" turbo alloys

1996 PORSCHE 993 C2 SARCTIC SILVER MANUAL 71,000 MLS
Dark blue leather, sports seats, up-rated cd, excellent service history

1997 PORSCHE 993 TARGA TIP METALLIC BLACK 58,000 MLS
Black leather, climate, air bags, split rim alloys, cd, service history, two owners,

1997 PORSCHE 993 C2 S METALLIC BLACK MANUAL 49,000 MLS
Black leather, 18" alloys, sports seats

1995/96 PORSCHE 993 RS 3.8 LIGHT WEIGHT MIDNIGHT BLUE 25,000 MLS
Black leather, sports seats, one of only 48 RHD examples, full report Octane Magazine

1997 PORSCHE 993 CABRIOLET MET BLACK 58,000 MLS
Black leather, sports seats, 18" alloys, climate control

1996/97 PORSCHE 993 CABRIOLET BLUE-GREEN 21,000 MLS
Grey leather, 17" alloys, climate

1995 PORSCHE 993 COUPE TIP SLATE GREY 65,000 MLS
Black leather, 17" alloys, climate control, computer, full Porsche history

1994/5 PORSCHE 993 CABRIOLET ADVENTURA 60,000 MLS
Grey leather, sports seats, 18" alloys, air bags, alarm/immobiliser, cd

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2004 PORSCHE CAYENNE S TIP LAPIS BLUE 30,000 miles
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2005 Ferrari 430 Modena metallic black 7,000MLS
Crema leather, sports seats, carbon, bluetooth, xenon

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PORSCHE

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Original UK supplied lightweight, RSR specification, one of 48 RHD examples

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IVAN DUTTON LTD

I am not sure which issue of the magazine this is due to go in, I think it's probably August, but we're writing this at the beginning of January. Christmas festivities are over, and the first credit card bills are dropping on the door mat. On the way into London, on the big fence on the left hand side, someone has painted 'Why do I do this every day?' You have to wonder why do we do this every year!

This year I managed to break the lull between Christmas and New Year by delivering a Type 57 to Belgium. There were quite a few double-takes from the bleary eyed travelling public on seeing a Type 57 driven in normal traffic, filthy weather, and cruising quite happily with the modern cars at eighty miles an hour. I wouldn't say that a Type 57 is my favourite Bugatti; being a touring car from the late 30s it's a bit too refined. It doesn't have enough raw edges, but in 1938 you must have felt like the king of the road in a supercharged Bugatti. I spent the next day, horror of horrors, driving around in a Bentley, an S3 Bentley! Although I must say given its age like the 57 it was a very competent car. As one of the passengers was a film student, who has a passion for hip-hop and directing music videos, the experience might cause a migration away from the usual Ferraris that you see. I wonder if that would be as much of a nightmare for Bentley as the Chavs were for Burberry.

Taking stock of the Christmas period, I find myself in a strange position of having cars to sell! It's been a while since I've needed to advertise; Bugattis sell by word of mouth. Amongst the Bugattis I have wound up with some interesting cars, which have delighted me for a few months, but really it's time to move them on. Looking at them it felt almost like the three ages of man as they fit very different moods.

The first is a Westfield, but not really any Westfield. This car was built as a bonding exercise, by a competent engineer and his son, with very little thought for cost and a tremendous eye for detail. When it came my way I just couldn't resist it. It takes me back to the Lotus 6 I had when I was seventeen, only just a little bit more sophisticated. It is fitted with a 175 brake horsepower Zetec engine, green with a yellow nose and every possible option, improvement, and quality detail, that it would take a book to list. If you want to recapture your youth this summer this is the one for you. After being all hairy-chested, and recapturing those heady YUPPIE days of the early 80s, I wound up with a car coming my way which is much more for the DINKY generation, the BMW Z3M Coupe. I always liked the look of these cars, even if they are a little bit strange in their styling. Most people they give a kind of Marmite moment to. I have always fancied one, but every one that has every come my way has been yellow, or had red leather seats, or was the early series without traction control, or felt really claustrophobic because it didn't have the sun roof. This one you couldn't argue about. Immaculate black, black interior, glass sun-roof, late model with traction control and improved engine giving, what is slightly bigger than a roller skate, 320 brake-horsepower, but with typical BMW built quality and practicality. You can understand why people become absolutely hooked on them.

And then, as the winter months approached and it started to get a bit slippery, I found my "inner Grandfather" (actually that was a good bit about Christmas, my grand-daughter is two now, so she has started to enjoy it more) and a really lovely XK8 Jaguar come our way, low mileage, full service history, metallic green, absolutely immaculate and perfect for going to the Christmas ball.

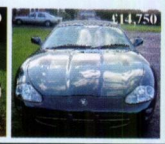
With all of the above it goes without saying that an interesting part-exchange is more than welcome. Perhaps an early Z3M so we can go drifting!

So now a New Year starts and with Top Hat being taken over by Masters and, after a mad year of helping other people go racing last year, I fancy this year doing a bit more myself, so I will be out in a Lotus 11 (Gentleman Drivers), the Alfa GTA Top Hat Saloons and hopefully I will be able to get another Capri fix, because Hoolying a 3-litre S round in Groovy Baby is so much fun, but this means we need a bit of a clear out. Unlike Christmas at least I know why we do this every year.

Over to you, Tim







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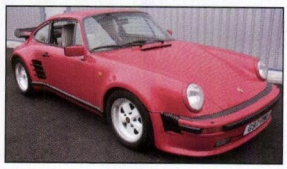
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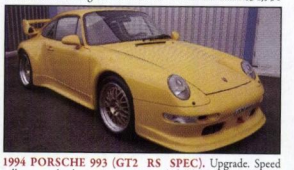
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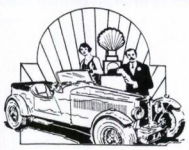
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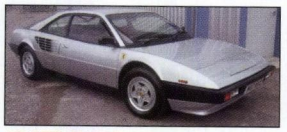
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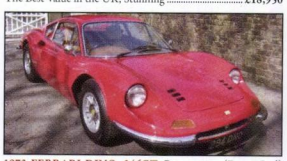
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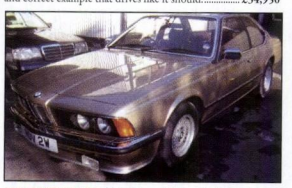
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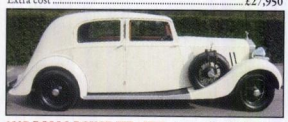
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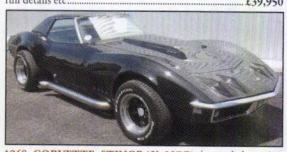
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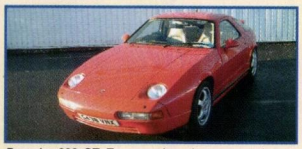
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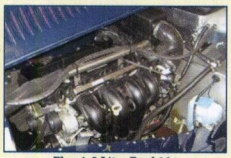
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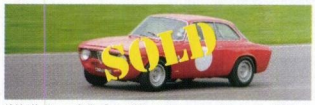
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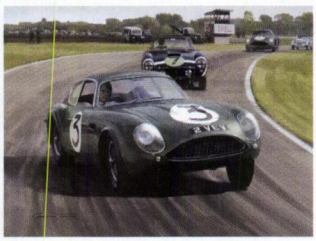
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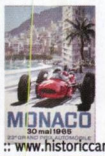
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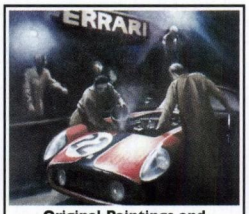


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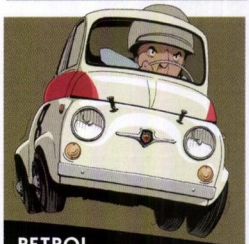
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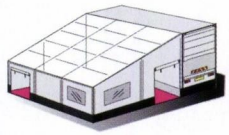
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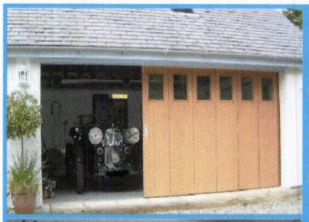
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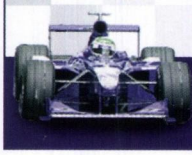
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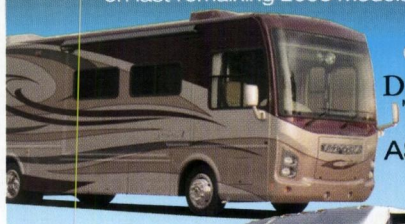


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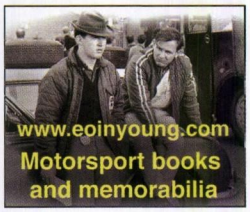
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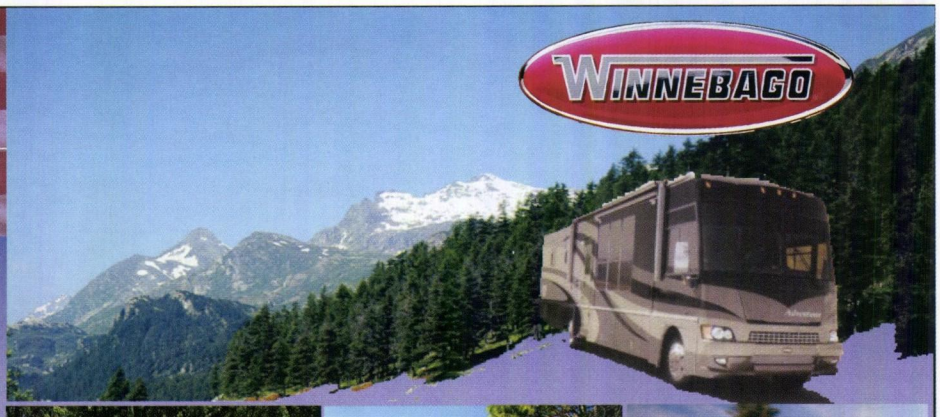
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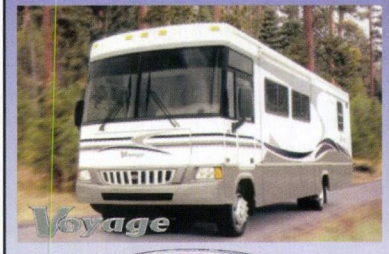


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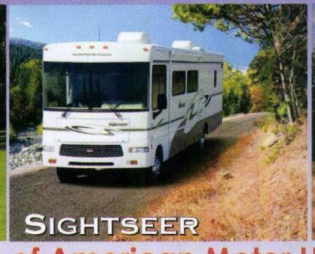
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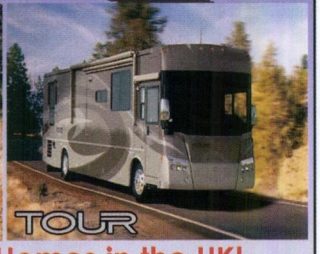
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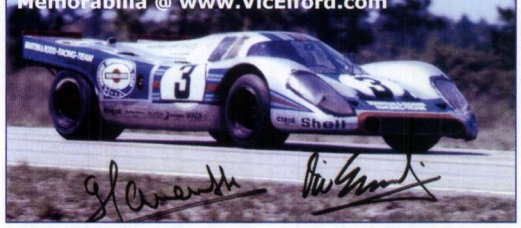




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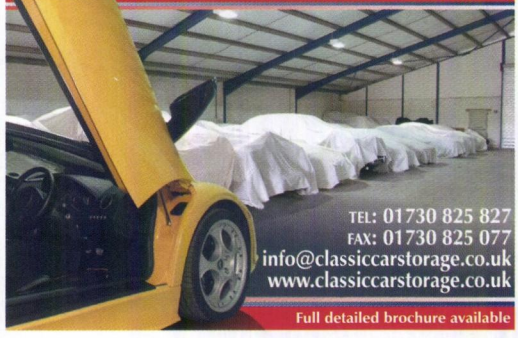
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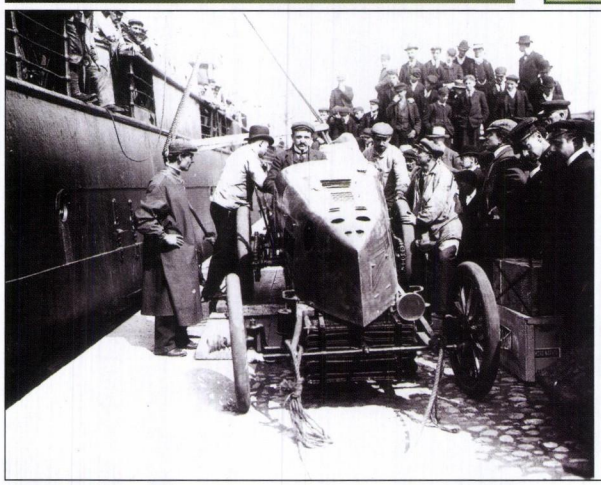


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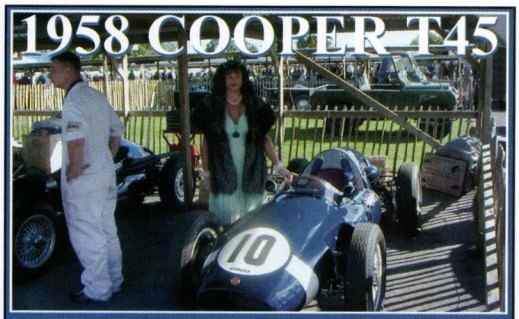
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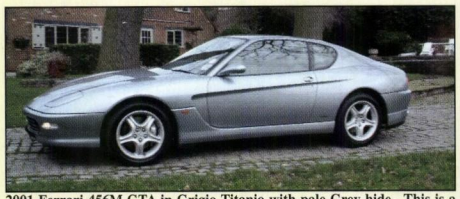
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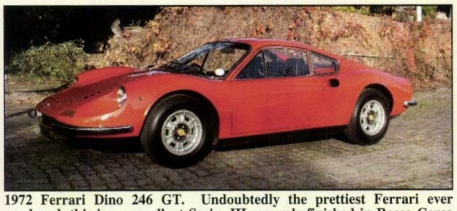
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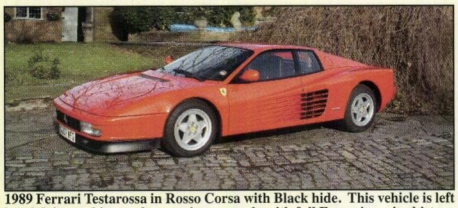
2001 Ferrari 456M GTA in Grigio Titanio with pale Grey hide. This is a perfect example which has covered only 15,000 miles from new and has just undergone a £4,000 service at H.R. Owen. Fitted with all usual refinements including automatic transmission, air conditioning, heated seats, 6 stack CD player. Seriously good value at £54,950



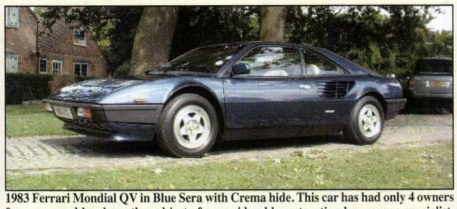
1972 Ferrari Dino 246 GT. Undoubtedly the prettiest Ferrari ever produced, this is an excellent Series III example finished in Rosso Corsa with full Black hide interior and that in recent years, has gone through a full restoration. Extremely collectable and rising in value ..... £POA



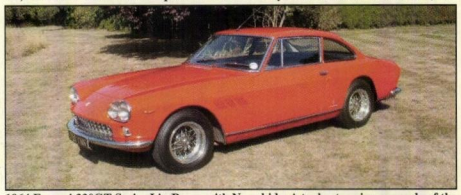
1974 Ferrari 365 GT4 2+2 in pale metallic Blue with dark Blue hide interior. This is a 12 cylinder 4.4 litre front engine Ferrari with 6 Weber carbs and is fitted with Manual 5 speed transmission. Suede dash, 5 spoke Cromodora alloy wheels and comfortably seats 4 adults. The car has considerable service history and has covered 59,000 miles. This is the cheapest route into a 12 cylinder Ferrari. £14,950



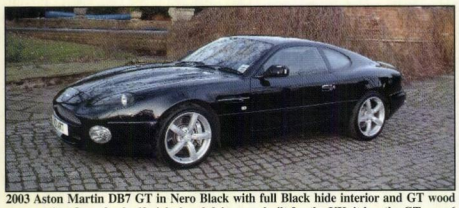
1989 Ferrari Testarossa in Rosso Corsa with Black hide. This vehicle is left hand drive and is a truly stunning example with full Ferrari service history (cambelts just done). Please enquire for full specification. Sensibly priced at £39,950



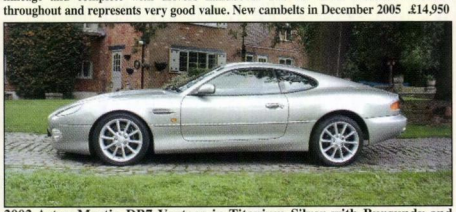
1983 Ferrari Mondial QV in Blue Sera with Crema hide. This car has had only 4 owners from new and has been the subject of a considerable restoration by marque specialist. Only 39,000 miles from new with previous MOTs dating back to 1990 to substantiate mileage and complete with drivers handbook. The car is in excellent condition throughout and represents very good value. New cambelts in December 2005 £14,950



1964 Ferrari 330GT Series I in Rosso with Nero hide. A truly stunning example of the marque which has been in the same ownership for the last 12 years. During this time, it has had a full engine, axle and brake re-build at DK Engineering and a back to metal re-spray by Francis Tuthill together with rebuilt Borrani wheels and general servicing. Probably the best example currently on the market. Must been seen £49,950



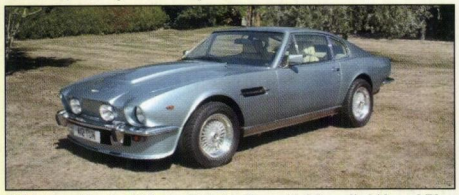
2003 Aston Martin DB7 GT in Nero Black with full Black hide interior and GT wood veneer trim. One of only 60 right hand drive cars built for the UK, it has the GT spec 6 litre V12 Vantage engine with 6 speed Manual transmission. Fitted with GT specific 5 spoke alloy wheels, silver callipers, aluminium gear lever and pedals, mesh grilles, heated front screen, electric sports seats and premium hi-fi. Full service history £57,950



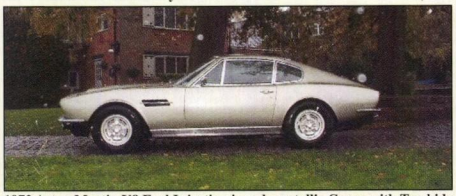
2002 Aston Martin DB7 Vantage in Titanium Silver with Burgundy and Charcoal hide interior. A fine example fitted with Touchtronic transmission, heated front screen, 6 stack CD changer, Sat Nav, Walnut wood, air conditioning and electric heated seats. 27,000 miles with full Aston Martin service history £46,950



1999 Aston Martin DB7 Vantage Volante in British Racing Green with Olive and Tan hide. This car has the very desirable 6 speed Manual transmission and is fitted with 18" alloy wheels, white dials, mohair hood and Nav Track. Only 20,000 miles with full Aston Martin service history. A truly beautiful example £39,950



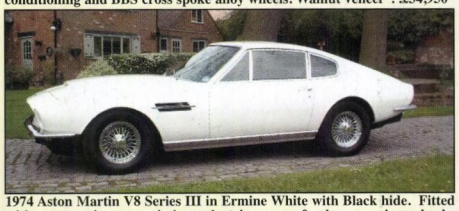
1984 Aston Martin V8 Series IV in Ice Blue with Magnolia hide and Blue carpets with Blue piping. This car comes with a comprehensive service history including bills from R S Williams and Ian Mason, as well as the factory. Fitted with automatic transmission, electric windows, air conditioning and BBS cross spoke alloy wheels. Walnut veneer . £34,950



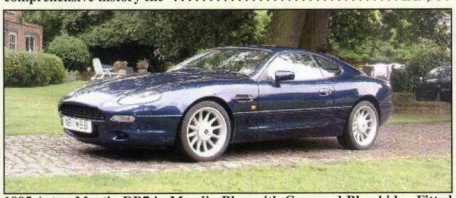
1973 Aston Martin V8 Fuel Injection in pale metallic Green with Tan hide interior. This car is an excellent example having covered only 42,000 miles from new in the hands of 3 very careful owners, the last of which owned the car since 1978. The car is in very nice order throughout and has a comprehensive history file £19,950



1985 Aston Martin V8 in Salisbury Blue with Magnolia hide. Finished with Walnut trim interior (just refurbished), this car is in excellent condition and is fitted with automatic transmission, BBS alloy wheels, has covered only 59,000 miles from new and comes with considerable history £32,950



1974 Aston Martin V8 Series III in Ermine White with Black hide. Fitted with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new, 35,000 miles, this is undoubtedly one of the nicest Series III V8s in existence £29,950



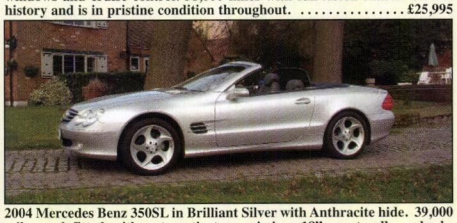
1995 Aston Martin DB7 in Mendip Blue with Grey and Blue hide. Fitted with all usual refinements including 18" multi spoke alloy wheels, air conditioning, heated electric seats, adjustable steering column, electric windows and cruise control. 58,000 miles with full Aston Martin service history and is in pristine condition throughout. £25,995



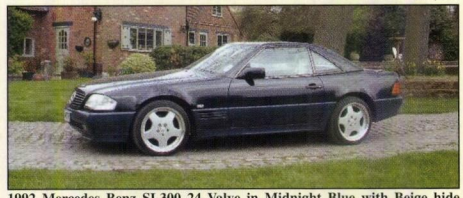
1997 Aston Martin DB7 3.2 Supercharge in Solent Silver with Charcoal hide piped Grey. Burr Walnut trim, automatic transmission, overmats, 18" alloy wheels, air conditioning, electric windows and 6 stack CD and Alpine stereo. 70,000 miles with full service history. Excellent condition £26,995



1997 AC Cobra RAM Recreation in Cobalt Blue with Cream hide piped Blue. 1997 built with 1977 registration documents with a Chevrolet 5.3 V8 engine (coupled to 5 speed gearbox) with Edelbrock manifolds and Holley carb and chrome air cleaner. Many interior extras including Willans full harness seatbelts, this is a beautifully constructed car and a delight to drive. Please enquire for full specification £19,950



2004 Mercedes Benz 350SL in Brilliant Silver with Anthracite hide. 39,000 miles and fitted with automatic transmission, 18" sports alloy wheels, electric heated memory seats, Xenon headlamps and alloy pack. Full service history £37,950



1992 Mercedes Benz SL300 24 Valve in Midnight Blue with Beige hide interior. Possibly one of the nicest early examples of the marque, this car is fitted with electric heated seats, 18" AMG alloy wheels, air conditioning, sports exhaust and hard top and electric soft top. Full service history £9,995

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