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1936 ERA R6B

R.6.B. - The ex Dr. Benjafield ERA with racing honours of the highest pedigree. Brooklands, Donnington, Shelsley Walsh, Crystal Palace to mention but some of the great and evocative pre-war circuits at which R.6.B. performed it's magic. This fine example was also raced by Ian Connell of the famous Monaco Motors pre war team and Lord Ebury.

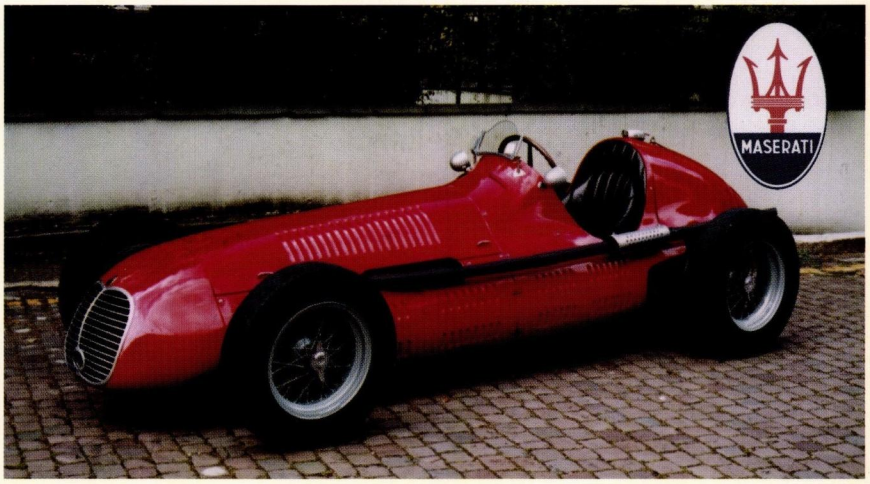
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Chassis number 1598

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editorial



IT'S LATE FEBRUARY AND A GROUP of journalists has congregated on a chill morning to witness the unveiling and shakedown run of the latest Benetton Indycar.

The Brooklands-based team's new signing Jenson Button is at the helm and he reports that he is pleased with the car after 20 minutes of leisurely lappery. His 245mph best is 15mph shy of a competitive speed, but he is confident that there's plenty more to come.

The Indy 500 is to be his season's priority, but of course he hopes to shine at the five rounds of the CART series held in Britain – one of which is scheduled for the latest oval to spring up, Rockingham. Of these races, the most prestigious is the Jim Clark 500, which will have its 35th running at Brooklands, the world's fastest track, in July.

JUST IMAGINE IF BROOKLANDS HAD REOPENED AFTER THE war instead of the above being a flight of fancy. Would British motorsport have had an entirely different look? Probably. In its heyday, Brooklands was a tad isolated and extremely specialised. But as communications shrunk the world, its natural link with American motorsport could only have strengthened, making it a stepping stone into Europe for this brand of racing.

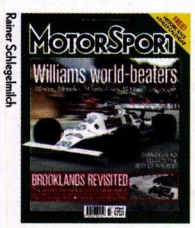
Okay, I'm extrapolating quite hard here, but to visit Brooklands is to instil a sense of wonder. The scope of the Outer Circuit bowls you over. That it was built 94 years ago by 700 men inside of nine months makes the huffing and puffing generated by the construction and ultimate ruination of the Dome seem even more absurd.

Scrabbling up the Members Banking, one makes a mental note: John Cobb – brave man. When he set what would become the track's lap record in perpetuity with the Napier-Railton, rumour had it that they had to massage his forearms before he could let go of the steering wheel. I don't know if this is correct and, in truth, I have not checked my facts because, even if it's a racing myth, it really ought to have happened.

Brooklands was a place for real heroes that was perhaps denied its greatest years – but which was great nevertheless. Let's hope that Rockingham picks up the oval baton and proves that our lack of a such a track has been a gaping hole that should not have taken 72 years to fill.

It would appear that this brave venture is going through some growing pains (*Matters of Moment*, page 4), but so did Hugh Locke-King's dream – and that became Brooklands. Rockingham are adamant they will meet their 2001 deadlines (including their Historic festival) but, in truth, the proof of their pudding will be those difficult third and fourth years, when the newness has worn off.

So it's important that you give it your support – be part of the right crowd and get crowding.



Rainer Schlegelmilch

Cover: The victorious Williams FW07B of Carlos Reutemann, 1980 Monaco GP

Vol LXXVII No 3 MARCH 2001

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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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Team honours *Patrick Head selects and describes his favourite Williams designs. Page 21*

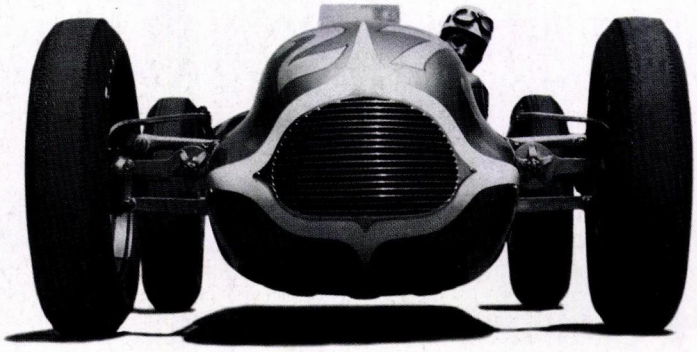


BMC in competition *Marcus Chambers ran the show – and took his camera. Page 60*



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Mauri Rose *His first Indy ride came by default – but this tiny terror went on to win at the Brickyard no fewer than three times. Page 36*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

All photographs: LAT



Days of thunder approaching: Rockingham is confident that despite bad weather and management upheavals the track will be ready for May's debut

HISTORIC OVAL RACES SURVIVE STORM

THE FUTURES OF ROCKINGHAM MOTOR SPEEDWAY and the Coys Historic Festival have been assured, despite several recent changes at the highest levels of both organisations.

Britain's new motorsport complex is scheduled to open with the Historic Festival over the weekend of 26-28 May, but has hit the headlines recently with a major management shake-up. At the same time, Jeffrey Pattinson has retired from Coys and sold his interest in the company to Douglas Jamieson.

Although not confirmed by the circuit, neither Christopher Tate nor Peter Davis is now believed to be involved in the running of Rockingham, despite having initiated the project. Instead, British hillclimb champion David Grace has been appointed Chief Executive. He quickly confirmed his support for the Festival, and is said to be determined to make it a top-class event. Coys also reaffirmed its commitment to the event.

Robert Ellis, formerly of the Vintage Sports Car Club, has joined Rockingham's team and is gathering cars for the opening meeting. A celebration of oval racing will include a number of Indy roadsters.

Despite falling behind schedule during Britain's wet autumn, work at Rockingham is now reported to be close to target. **PL**

SPOILT FOR CHOICE

FANS OF HISTORIC RACING STAND TO BENEFIT FROM SILVERSTONE'S split with Coys of Kensington. Although no longer supported by Coys, the Silverstone International Historic Festival will be run in late August, providing British enthusiasts with an unrivalled range of major historic festivals in 2001.

Despite the major financial investment required to bring together significant cars and drivers, this is a developing trend across Europe and the United States. At least seven European venues will be hosting major historic race meetings this season to add to the headline British events at Silverstone, Rockingham and Goodwood.

BRITISH GRAND PRIX LINES UP THOROUGHBRED SUPPORT RACE

THE FIA THOROUGHBRED GRAND PRIX SERIES IS set to support a Formula One World Championship encounter for the first time, at the British Grand Prix, on 14-15 July.

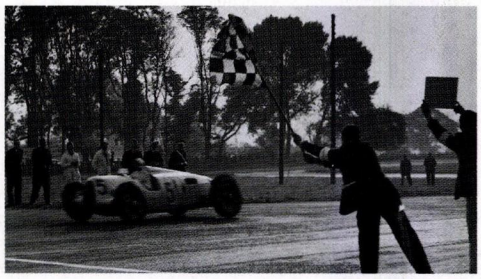
Formula One ringmaster Bernie Ecclestone has approved the idea, and the prospect of a capacity grid of 3-litre cars from 1970-84 taking to Silverstone's Grand Prix circuit directly after the GP is a mouth-watering one. Previously the series has only run on the National layout.

The event, which could be non-championship, would be a tremendous showpiece for a series which has grown strongly over six years. Furthermore, through tightly-policed regulations and driver discipline, it boasts an excellent safety record, and now has more than 50 regular competitors.

Front runners this year should include Spaniard Joaquin Folch (a close friend of Ecclestone) and Richard Eyre in Williams FW08s, New Yorker Duncan Dayton (Williams FW07), Germany's Christian Glasel (Brabham BT49D), defending champion Martin Stretton (Tyrrell P34-6), and triple title-holder Bob Berridge, who returns with an Arrows A4. **MP**

AUTO UNIONS TO RUN AT DONINGTON PARK

DONINGTON PARK WILL reverberate to the sound of raucous Auto Union V16 and V12 engines for the first time in more than 60 years when, following years of negotiation by the VSCC, Audi Tradition demonstrates 1937 C-type and 1938 D-type models at its Richard Seaman Trophy meeting on 19-20 May.



Audi plans to bring both winning cars to Donington

All Silver Arrows spectaculars are special, but this should be a coup indeed, because Audi intends to bring the very cars in which Bernd Rosemeyer and Tazio Nuvolari won the three-hour, 250-mile contests pre-war.

"This will be a dream come true for many people, particularly those fortunate enough to have seen the Auto Unions here in the 1930s. The cars did not race anywhere else in Britain, so we're all delighted," said Donington owner Tom Wheatcroft.

Expanded to two days, the annual event is a joint venture between the VSCC, which attracted a record attendance when Mercedes-Benz ran a pre-war grand prix racer, an F1 McLaren and a Penske Indycar at the Seaman meeting in 1999, and the Historic Grand Prix Cars Association.

No drivers have yet been nominated for the 550bhp and 450bhp monsters, but ex-Ferrari F1 star Michele Alboreto is a strong possibility.

Audi's sporting heritage will also spotlight its sensational 720bhp IMSA quattro, last year's Le Mans-winning R8 prototype and ground-breaking championship-winning rally and touring cars. **MP**

MOSS RACES JAG LEGEND

FIFTY YEARS AFTER FIRST COMPETING AT LE MANS, Sir Stirling Moss will take the wheel of a Jaguar at the legendary French circuit. Sir Stirling will be one of an invited group of drivers taking part in a unique race staged to celebrate the heritage of the most famous race in the world.

Moss will drive the Jaguar C-type which won the 1953 Le Mans 24 Hours in the hands of Duncan Hamilton and Tony Rolt, supplied by Hamilton's son, Adrian. Before departing the UK, Sir Stirling will flag off a C-type cavalcade from Jaguar HQ in Coventry, as they head to Le Mans in celebration of the 50th anniversary of the company's first win there.

Ray Wiltshire is co-ordinator of the Le Mans Legend race, staged by Motoring Cavalcades Ltd in collaboration with the ACO, which organises the Le Mans 24 Hours. He said: "Over half the cars in the Le Mans Legend race actually took part in the 24-hour classic between 1949 and '64. Reuniting Sir Stirling with the only Le Mans-winning C-type still in existence will be a massive attraction for thousands of British fans." **PL**

DUCKHAMS-FORD SPECIAL REVIVED

GORDON MURRAY'S FIRST LE MANS CAR HAS BEEN RESTORED TO ITS ORIGINAL form and will soon resume racing after a varied career. In 1972 the young South African designer cannibalised Alain de Cadenet's Brabham BT33-2 GP car – which Chris Craft raced in 1971 – and in two months created the Duckhams Special, a DFV-powered prototype for Craft and de Cadenet to race at La Sarthe.

Craft went off the track when lying fifth. Following repairs, organisers would only let it out for the last lap, and the team was rewarded with 12th place.

Having failed to finish at Le Mans in both '73 and '74, the chassis became the Volkswagen-bodied 'DFVW' in '75, and was a star turn in SuperSaloon and Special GT events into the 1980s, whereupon it lay fallow until Ryan Hodges rescued it, *sans* body, more than a decade later. He has recreated all three Le Mans bodies, but will run it in 1972 short-tail form. **MP**



Gordon Murray's first design showed much potential almost 30 years ago

JAMES HUNT CELEBRATION FOR GOODWOOD

IT SEEMS INCREDIBLE, BUT 25 YEARS HAVE PASSED THIS summer since James Hunt became the sixth Briton to win the World Drivers' Championship. His feat is among many to be celebrated within Goodwood's Festival of Speed on 6-8 July.

Hunt's titanic battle with defending champion Niki Lauda aroused unprecedented fervour among British fans at Brands Hatch. The title chase clearly embodied 'The Will to Win,' which is the overall theme of the ninth annual event at Goodwood House.

Naturally, a Marlboro McLaren M23 has been invited to head the Silver Jubilee retrospective, and it is hoped that a Hesketh 308 will also run, to mark Hunt's 1974 International Trophy win and maiden grand prix victory at Zandvoort in 1975. Further significant cars are expected to be added. **MP**

news in brief

THIS YEAR'S MANX CLASSIC will feature a new hillclimb venue at Cregneash at the south-western tip of the Isle of Man. The four-day event for classic and historic cars runs from 19-23 September.

* * *

SNETTERTON CIRCUIT'S 50TH anniversary will be marked by a two-day race meeting run by the Aston Martin Owners' Club on 23-24 June.

* * *

THE JAGUAR XK120 ONCE owned and raced by cartoonist 'Giles' will contest the Top Hat series for '50s and '60s sportscars this season. The car is now owned by Mike Ridley and has been fully restored.

* * *

ORGANISERS OF THE EMERGING Group C Revival series of races are hoping to attract American competitors to Europe this season. Racing for period sports-prototype machinery is buoyant in the US and series prime mover Roger Bailey hopes to encourage some owners to take in a couple of European races during the summer. Currently, five British-based Group C cars are in the US for a tour taking in races at Daytona and Sebring.

* * *

WE REGRET TO RECORD THE death in a car accident of Mike Ticehurst, whose Motor Racing Enterprises team ran James Hunt among numerous up-and-coming drivers in the late 1960s and early 1970s. He was 57.

* * *

'JOHN WINTER' (REAL NAME Louis Krages) has died of self-inflicted gunshot wounds in Florida. The gentleman racer is best remembered for winning the 1985 Le Mans 24 Hours and 1991 Daytona 24 Hours, both in Team Joest-run Porsches. He was 51.

obituaries

Bertie and Mark Fisher

The 'phone rang. It was Bertie. A smashing bloke. But my heart sank. Any time a driver called, I'd soon discovered, chances were that he had a complaint. I braced myself, tried to remember what error of mine had reached the printed page. But no, he just wanted to say thank you for the report *Motoring News* had run on his 1991 Rally of the Lakes win. This was, I soon discovered, typical of the man.



And now the most professional amateur rally driver of recent times has gone.

In a 30-year career, Bertie secured the Irish Tarmac Championship four times and scored a record 20 wins. He tended to have the best kit at his disposal, his successful structural engineering company saw to that, but that never masked his talent behind the wheel or his charm and good nature out of the car.

That the helicopter crash near Enniskillen which claimed 50-year-old Bertie should also take his son Mark (inset) – a young rally driver of great promise – his daughter Emma, put his wife Gladys on the critical list and badly injure his youngest son Roy, makes this a tragedy of huge proportions. That 10,000 people turned up at the funerals proved it. **PF**



LAT/Autofocus

Bertie Fisher won the Circuit of Ireland three times, but in 1985 brought his Opel Manta home third

Quin Epperly

First Frank Kurtis, then Lujie Lesovsky and Eddie Kuzma, and now Quin Epperly – the maestros from the Offenhauser roadster era of the Indianapolis 500 are departing.

Epperly, who died aged 87, had as colleagues and influences Kurtis, Lesovsky and George Salih, who picked him to make the coachwork and accessories for the Belond Special, roadsterdom's original 'lowbelly laydown' – its unusual feature being to lay the four-cylinder Offy flat. Winner of Indy in 1957, the Belond won again in '58, when two brother Epperlys also finished second and fourth.

Compared to Kurtis, who threw off dozens, and A J Watson who built 23, Epperly was a methodical constructor who created just half a dozen; nonetheless Parnelli Jones named Epperly's Detroiter Mobile Homes the greatest of all roadsters.

In 1963, half worn out by struggle and defeat, he chose to kiss off Indy to preen Spirit of America, a 407.45 mph jet-powered monolith that smashed John Cobb's long-standing Land Speed Record. **Joe Scalzo**

Terry Cohn

Ardent HGPCA supporter and great car enthusiast, Terry Cohn died in January after fighting cancer for two years.

Terry loved his cars, racing and rallying them throughout the world. Almost always, he would insist on driving, not trailering, the Alfa Monza or Lagonda to meetings.

Charismatic and caring, he'll be deeply missed.

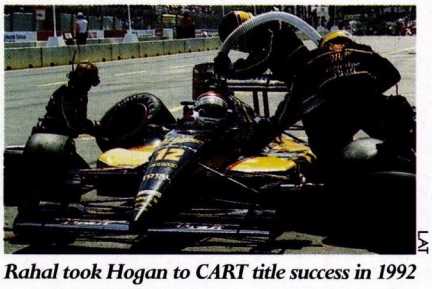
Our sympathies go to his daughters Amanda and Louise, and his partner, Anneliese. **Tony Merrick**

Carl Hogan

Carl Hogan, team owner and sponsor in Formula 5000, Can-Am, Toyota Atlantic and finally ChampCars, died of a heart attack in January, aged 71.

A proud man, he will be remembered by the CART community for his immediate success with Bobby Rahal in 1992. Hogan Truck Leasing, a company started by his father, joined forces with Rahal in buying out Pat Patrick's squad. Using a Lola chassis and Chevrolet engines, Bobby drove the Rahal-Hogan outfit to four wins, six other podium places, three poles – and the PPG Indycar title.

A lack of success over the next two seasons saw Hogan strike out on his own in '96, initially running a third Penske for Emerson Fittipaldi, and subsequently bringing the talents of Dario Franchitti and Helio Castroneves to the attention of CART followers. A lack of sponsorship, however, meant Carl was ploughing in his own millions for little return, and he withdrew at the end of '99, ready for a retirement he truly deserved – but which was sadly not allowed. **DM**



LAT

Rahal took Hogan to CART title success in 1992

EVENTS OF NOTE

FEBRUARY

24 SILVERSTONE
Tests and trials pitch cars ancient and modern into battle for the Pomeroy Trophy – a precursor to the VSCC's circuit season.
Tel: 01608 644777

MARCH

1-4 SEBRING (USA)
Mighty Al Holbert Memorial GTP reunion race tops 11th annual Sebring Endurance Challenge. Stunning 2-litre sportscars too. Tel: 00 1 888 477 5999

2-4 AUSTRALIAN GP (AUS)
FIA Formula 1 World Championship, round 1. The grand prix season explodes into life in Melbourne's Albert Park. Tel: 00 61 2 2544 4400

11 MALLORY PARK (GB)
Opening round of the splendid Millers Oils Historic Formula Junior Championship. Tel: 01353 777353

14-17 SEBRING (USA)
GTP cars return to pound the concrete and give Historic perspective to the modern 12-hour classic.
Tel: 00 1 888 477 5999

16-18 JARAMA (E)
First stop for VdeV Racing's Historic enduro series is a 12-hour tussle with Madrid's old Spanish GP circuit.
Tel: 0033 1 69 88 05 24

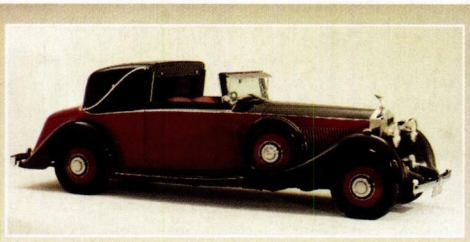
31-APRIL 1 NOGARO (F)
The Force's Classic Grand Prix series, majoring on Formula 1, F2 and F5000 cars of the pre-72 period, stars at Rayon d'Action's Trophées Historique de Gascogne meeting. Tel: 01306 73051

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1935 Rolls-Royce Phantom II Sedanca de Ville by Windovers



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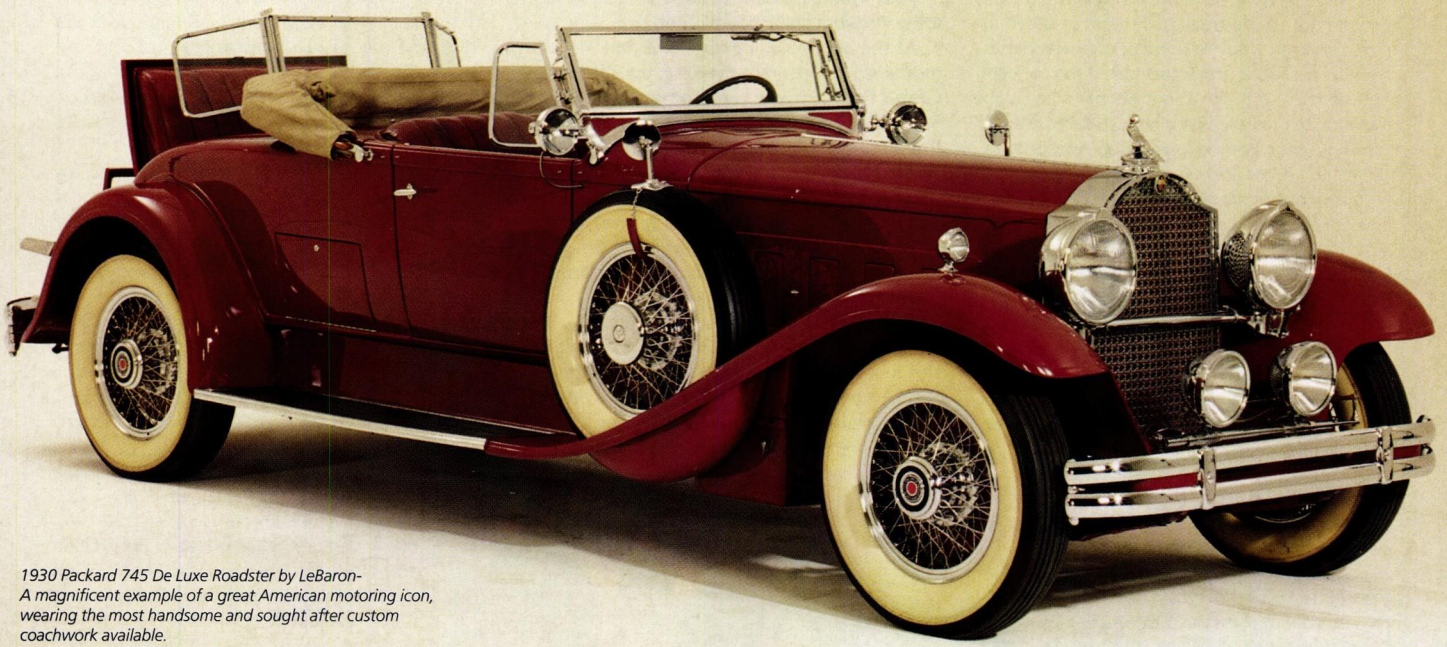
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Entries for 2001 include the following

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1960 Lancia Flaminia Coupé by Pininfarina
1973 Lotus Elan 2+2 Coupé (ex-Emerson Fittipaldi)
1977 Lotus Elite Coupé (ex-Mario Andretti)
1956 Ford Thunderbird
1967 Jaguar S-Type 3.8
1985 Aston Martin Lagonda
1961 Alfa Romeo Giulietta SZ (restored by Galbiati)
1964 Rolls-Royce Silver Cloud III
1982 Ferrari 512 BBi
1952 Bentley MkVI Cresta Continental Coupé by Farina
1972 MGB GT-V8
1959 Mercedes-Benz 190SL Roadster
1937 Packard Super Eight Sedan
1976 Rolls-Royce Camargue Coupé
1971 Austin Princess Vanden Plas
1972 Rolls-Royce Silver Shadow
1992 Bentley Eight Saloon
1933 Rolls-Royce Phantom II Boat Tail Tourer by Hooper
1965 Oldsmobile S85 Convertible
1957 MG 'A' 1500 Roadster
1964 Mercedes-Benz 300SE Saloon (one owner)
1951 Jaguar XK120 Roadster
1952 Aston Martin DB2 Vantage
1947 Ford V8 Pick-up (restored)
1968 Lancia Flaminia 2.8 3C Coupé by Touring
1959 MG 'A' Twin-Cam Racer
1937 Hispano Suiza K6 Shooting Brake by Kellner



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LETTERS FROM READERS

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The Editor reserves the right to edit all letters

HAYES AND COOPER REMINISCENCES

SIR,

I appreciated your editorial in the February 2001 issue regarding the sad losses of Walter Hayes and John Cooper, agreeing with everything you said.

I first came to know Walter soon after he joined Ford of Britain as Public Relations Manager – he very quickly changed that to Public Affairs, and also changed the works newspaper from what looked like a parish magazine to something the employees recognised and enjoyed as a newspaper. This was so typical of the man's ability to understand people and communicate.

My small film production company had obtained backing to cover the construction (at Lola's in Slough) and first tests and races of the Ford GT40, and with Walter's encouragement and support, we got the film finished. *Target 200* was our first production and wasn't very good – the GT40 didn't do very well to begin with either – but you have to start somewhere. Walter Hayes was responsible for getting many new teams and ideas under way, and I wish there were more of his like around today.

I didn't know John Cooper, but I did have a connection with his chief designer, Owen Maddock (also recently lost to us). I had written and illustrated some short articles for *Flight* Magazine on the possibility of racing small hovercraft to speed up development of better control characteristics. Owen had read the articles and liked the concept, so off we went to visit various people who might be able to help us – Christopher Cockerell, Stirling Moss, Laurence Pomeroy, and Bob Adams at BP. All were interested and Owen went on to become the founder of the Hoverclub of Great Britain.

I AM, YOURS ETC,

DAVID STEVENS, WOKING, SURREY

* * * *

AN ASIDE TO FANGIO

SIR,

Just like Nigel Roebuck, I visited the wonderful Steering Wheel Club many times during the '60s, when I was selling cars for Jack Barclay in nearby Berkeley Square.

And just like Nigel, I was also very privileged to have been introduced to the late maestro Juan Manuel Fangio, by my late good friend James Hunt.

I drove my McLaren M1C Can-Am car in the GT race of the 1981 Dubai Grand Prix, and the smile on the great man's face (right) is because I had just told him, in pidgin Spanish, that I had met two gorgeous air stewardesses who had agreed to visit both me and James in my billet back at the Hyatt Regency Hotel after the race – to discuss the political situation and the weather, naturally.

Ah, what memories.

I AM, YOURS ETC,

MALCOLM CLUBE, LONDON

AINTREE: A REVIVAL, PLEASE

SIR,

Congratulations on another excellent Track Test. I recall a proposed Aintree Historic event in 1997 to coincide with the 40th anniversary of Stirling Moss' great Vanwall victory in the British GP. Sadly this was cancelled. The organisers said it would be reorganised in the future, but I have not heard of it since. I wonder what happened?

It is a great shame that Aintree could not hear the sound of those great cars being driven round again. For those of us who live in the North, it would be great to have a local event as well as the marvellous Coys and Goodwood events which many of us travel down to each year. Here's hoping.

Whilst on the subject of the North, how about a future Track Test of Charterhall, where the great Jim Clark cut his teeth, and which I visit from time to time when in the Borders?

Thanks for an excellent magazine – all the Track Tests have been great.

I AM, YOURS ETC,

CHRIS CARROLL, WESTWAY PARK, SOUTH SHIELDS

* * *

AINTREE: BOYHOOD MEMORIES

SIR,

Your feature about the Aintree circuit brought some wonderful boyhood memories flooding back.

At the age of 12, I caught the bus with my mother to my first race meeting, the 1955 British Grand Prix. It was a very hot day and we paid 5/- (25p) each to go in the West Enclosure on the finishing straight. We could hardly see a thing because of the crush, were deafened by the sounds of the cars, and covered in dust from head to toe. But we went home elated that Stirling had managed to beat Fangio, and over the next few years Aintree became a magnet that attracted me back time and time again.

The school I attended in Maghull was about two miles from the circuit, and the sounds of the cars practising on a Friday afternoon for the next day's Aintree '200' could be heard quite clearly in the classroom. As soon as the bell went at 4pm, my friend and I pedalled furiously to Aintree, got under the fence and spent the next two hours in the paddock.

All the drivers were very approachable and I got the autographs of Mike Hawthorn, Archie Scott Brown, Roy Salvadori and many others, including one young man working on his car who said, "Are you sure you want mine? I'm not famous." I'm rather glad I did insist, though – it was Colin Chapman.

I was lucky enough to be able to attend all the grands prix and most of the '200' meetings at Aintree during its short lifespan. Even when I started work, my boss allowed me a Friday afternoon off for GP practice where, at no charge, you could roam the paddock at will and photograph cars and drivers to your heart's content. How different from today.

I shall always be grateful to Aintree for sparking and nurturing my lifelong interest in motor racing in that remarkable period which saw the transition from front- to rear-engined GP and sportscars.

I AM, YOURS ETC,

PAUL FINN, ASCOT, BERKS

* * * *

AINTREE: AN AUSSIE PERSPECTIVE

SIR,

Your Track Test of Aintree was of great interest to me. For 15 years I have been bringing my Lotus 15 to Europe for the historic seasons, but have never driven up to Liverpool to look at what was the inspiration for our Warwick Farm circuit in Australia, another track based around a famous horse racing venue.

Not only was Aintree our inspiration, but my Lotus was driven to victory there in July 1959 by Graham Hill in the sportscar support race for the British GP of that year. There were only two events on the schedule, the grand prix and the sportscar race, with generally the same drivers in each.

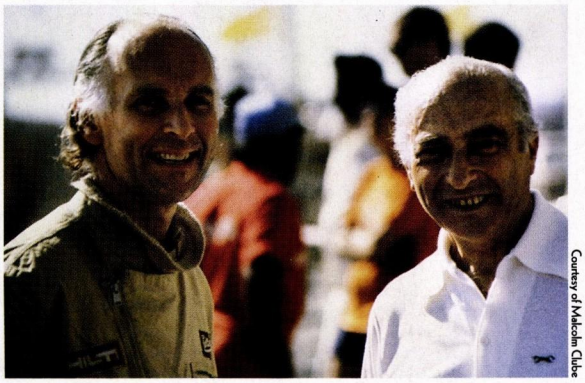
The programme for this event reveals that the secretary of the meeting was Geoffrey Sykes, who was later lured to Australia in late 1959 by the Australian Jockey Club, owners of Warwick Farm, to oversee the planning and running of the new motor racing facility.

It was through Geoff that motor racing came of age in Australia, with Moss, Clark, Ireland etc heading up an all-star field for our first International events of note. Geoff and I became close friends and his death some years ago created a void that has never been quite filled.

Warwick Farm closed in the 1970s when our motorsport controlling body, CAMS, insisted on a major upgrade of safety fences (long overdue) and other improvements. The AARC did not have the funds and the AJC wanted motor racing out of the picture; so came the demise of a wonderful venue.

I AM, YOURS ETC,

PAUL M SAMUELS, BOWRAL, NSW, AUSTRALIA



Courtesy of Malcolm Clube

It would appear air-hostesses have the same effect in Argentina

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LETTERS FROM READERS

TERRIFIC AND TERRIFYING!

SIR,

I've been a fan of yours for about a year now, but you truly surpassed yourself with the Turbo Years issue (February).

I've always regarded this era as the most exciting in the history of the championship, not just from a technical view, but more so when you were watching the likes of Prost, Senna, Mansell, Piquet, Lauda and Villeneuve going ten-tenths in machinery both amazing and terrifying. I doubt we'll see anything quite like it ever again, and I cherish the fact I was alive to witness it.

Not to mention Simon Taylor's wonderful take on various backmarker teams through the years, and Nigel Roebuck's hilarious and touching Fangio piece; in any other publication, this would have been a 'best of'.

Sign me up for the rest of my life!

I AM, YOURS ETC,

BRIAN ESTEY, SEATTLE, USA

* * * *

WORLD'S FASTEST FIREMAN

SIR,

I was saddened to read the obituary of my boyhood hero Sir Nicholas Williamson in the February edition of the magazine.

I used to live in the same village in Berkshire as Sir Nicholas, and some of my fondest memories of that period are those of him roaring about the village in his Bugatti. From a village point of view, however, Sir Nicholas had a more important function: he used to drive the fire engine for the volunteer fire brigade.

The village of Mortimer is split into two parts, the smaller at the bottom of the hill, where the fire engine was stationed, and the other, larger part, at the top. When the alarm sounded, the crew rushed to the station by any available means, and the tender, driven by Sir Nicholas, would rush up the hill in a fashion best understood by those who had witnessed his competition driving.

I was never sure whether or not there was an official 'Best Time' for the hill but I would be surprised if it didn't exist!

I AM, YOURS ETC,

JOHN HILL, LONG SUTTON, HOOK, HAMPSHIRE

* * * *

PROFESSOR SID WATKINS

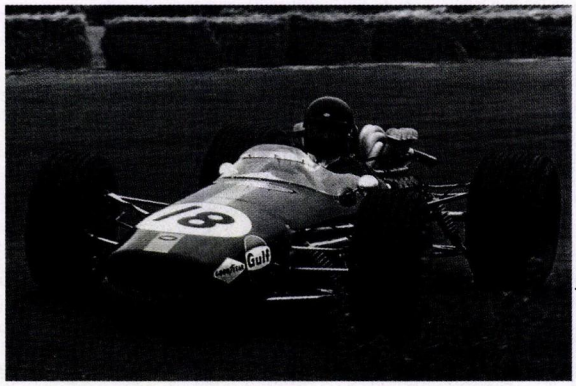
SIR,

Reading Simon Taylor's article on Professor Sid Watkins in the February issue has compelled me to write to you. 'Modern Times' it may be, but surely Professor Watkins' exploits and expertise demand to be in the 'Legends' category.

A multi-page article must surely be the minimum of accolades with which you could honour this unsung giant of the Formula One community.

I AM, YOURS ETC,

CAMERON MACAULAY, VIA E-MAIL



Courtesy of John B Dimmer

Vision in a visor: Dan Gurney used a full-face in Holland, 1968

FULL-FACE: THE FULL STORY?

SIR,

I enjoyed your article on the introduction of the Bell full-face helmet to racing, and the role played by Dan Gurney in bringing this important piece of safety equipment to prominence.

I thought you might be interested to know that Dan actually began using the full-face helmet in Formula One prior to the 1968 German GP at the Nürburgring. I have a photograph of him during the 1968 Dutch GP at Zandvoort driving a Repco-Brabham BT24. It seems the Eagle was a little under the weather, and Sir Jack loaned Dan the spare car for the race (I now own BT24-3, and race it in historic events).

Dan used the full-face helmet in practice (above), but reverted to goggles for the race. And this proved to be his undoing. Eoin Young's notes from the race indicate that his retirement (he overshot Tarzan Corner) was attributable to broken goggles.

Perhaps reliability of equipment also played a role in making the full-face helmet the standard.

I AM, YOURS ETC,

JOHN B DIMMER, WASHINGTON, USA

[Keith Howard writes: In my full-face helmet article I stated that Swede Savage was the first driver to wear one in a race. Dan and Evi Gurney have questioned the accuracy of this. Can anyone shed more light on this issue?]

* * * *

NATIONAL AHEM!

SIR,

Reading the story concerning John Love's drive in the 1967 South African GP has prompted me to share some trivia from that grand prix.

As the leaders retired, Pedro Rodriguez found himself the winner. This unexpected turn of events threw the organisers completely.

At the awarding of the laurels, an apologetic announcer explained they did not have a recording of the Mexican national anthem, but added that the situation had been saved: they had a record of *South of the Border (Down Mexico Way).*

And this was duly played.

I AM, YOURS ETC,

DICK GOSLETT, PRETORIA, SOUTH AFRICA

THE PAIN BEFORE SPAIN

SIR,

The Spanish GP was not the first time McLaren had come into conflict with the scrutineers in 1976. After qualifying for the South African GP, both McLarens and the lone Penske of John Watson had to have plastic strips removed from the bases of their tubs. These devices, intended to inhibit airflow under the cars, were judged to contravene the regulations about wing height above the lowest part of the chassis. How effective were they? Hunt was on pole, Mass and Watson on the second row.

As Enzo Ferrari pointed out in a press conference: "Mr Hunt's time was not taken away from him; instead of making him start last they allowed him pole position." (*Autosport*, 17 March 1977). If James had been sent to the back of the grid, he might not have been able to finish second. And in that case – with everything else equal – Mika Häkkinen would have spent 2000 trying to be the first driver to secure a world championship hat-trick since Niki Lauda.

One point which did not come out clearly from the articles is the fact that the new regulations for 1976 had been proposed and debated from the previous summer. It was already known that the Ligier 'teapot' would be illegal after April when it was first announced in November 1975, while the Lotus 77 was already fitted with new-type air intakes when it was revealed to the press two months earlier.

Thanks for another excellent issue.

I AM, YOURS ETC,

DAVID COLE, RUTLAND

* * * *

PLUM–ING THE DEPTHS

SIR,

I have generally been a happy reader of MOTOR SPORT since September 1967, and have usually enjoyed the articles published therein. However, I have to vent my displeasure to a part of the article regarding Aintree in the January 2001 issue. I refer to the section, "'And Moss wins the British Grand Prix', the plummy voices declares excitedly."

Said plummy voice belongs to Raymond Baxter who, to some of us old warhorses, is still the voice of motor racing. I just wonder what Mr Malsher would have made of John Bolster's voice.

I AM, YOURS ETC,

MIKE MELLORS, SUNBURY ON THAMES, MIDDX

* * * *

AVOID THE TABLOID

SIR,

Please keep your headline writers on a leash. The articles are first-class and always have been. But *Wham bam Uncle Sam*? No.

A great magazine – keep it up.

I AM, YOURS ETC,

BOB SENIOR, HAMPTON IN ARDEN, WARKS

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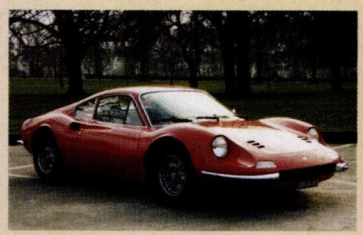
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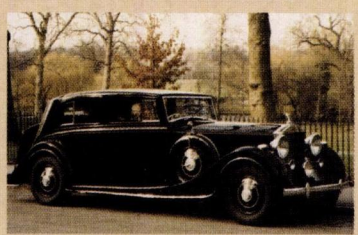
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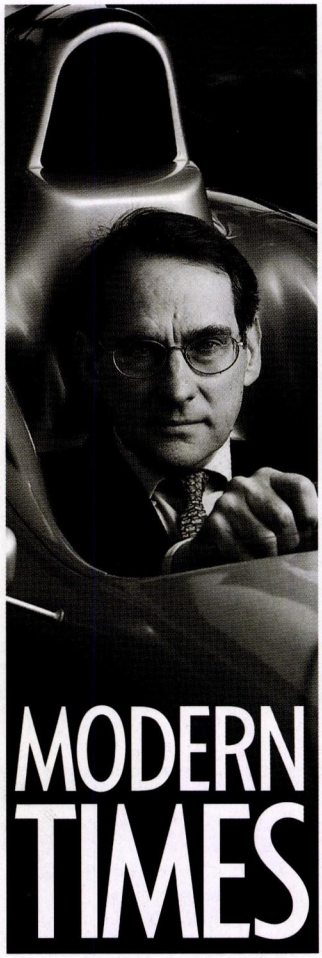


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MODERN TIMES

PREDICTABILITY IS THE ENEMY OF GOOD motor racing. That's because it's meant to be a sport, not an art. If you go to an RSC production of *Othello*, you know the plot: the pleasure is in the interpretation of a familiar text. When the LSO performs *Also Sprach Zarathustra*, you don't want to be surprised by a note that wasn't in Richard Strauss' score. In a copy of *The Waste Land*, you would regard a word that T S Eliot hadn't written as a misprint.

But you wouldn't enjoy going to a football match whose result is a foregone conclusion. (Personally, I wouldn't enjoy a football match in any circumstances, but no doubt that's my problem.) Nor would you get worthwhile odds on the Grand National if the bookies knew precisely which nag was going to be first past the post.

Yet last season every grand prix was won by a Ferrari or a McLaren. And, while I gather every football match is won by one side or the other, I'm told the same two teams don't normally win for an entire season. So, sifting through the reams of brave press releases from the team launches and pondering the daily e-mails from the Spanish tests, my earnest hope is that Melbourne on 4 March will herald a new F1 season that is less predictable than the last. And I have a feeling it may indeed be just that.

As usual, recent launches revealed evolutions rather than revolutions, which is the nature of modern motor racing. So complex and highly worked is the mix of technologies within an F1 car that radicalism is usually too great a risk, and real innovations are rare. So the steady year-on-year reduction in lap times, thwarting the FIA's constant quest to increase them, comes from almost imperceptible aerodynamic changes, from relentless but largely invisible engine development, and from improvements in the trade-off between higher power outputs and mechanical reliability.

This year the FIA has come up with more rule changes, mainly centred around aerodynamics. The higher wings at the front and simpler wings at the rear are not just intended to reduce cornering speeds: with the front wing doing less work, so the argument goes, overtaking will be easier, because there will be less downforce for a following car to lose when it closes up on the car in front. Sounds to me like too little too late, but time will tell.

And traction control is being allowed once more – for the tacit reason that its ban is too difficult to police, so some teams may have been using it anyway, subtly hidden. Now that it's legal again (from the fourth round onwards), there will be no need for subterfuge. So it'll be back to the inelegant and audible system of reducing power with a deliberate misfire when the car is about to lose traction, and once again we'll hear the unromantic sound of cars spluttering out of corners on nine, or seven, cylinders.

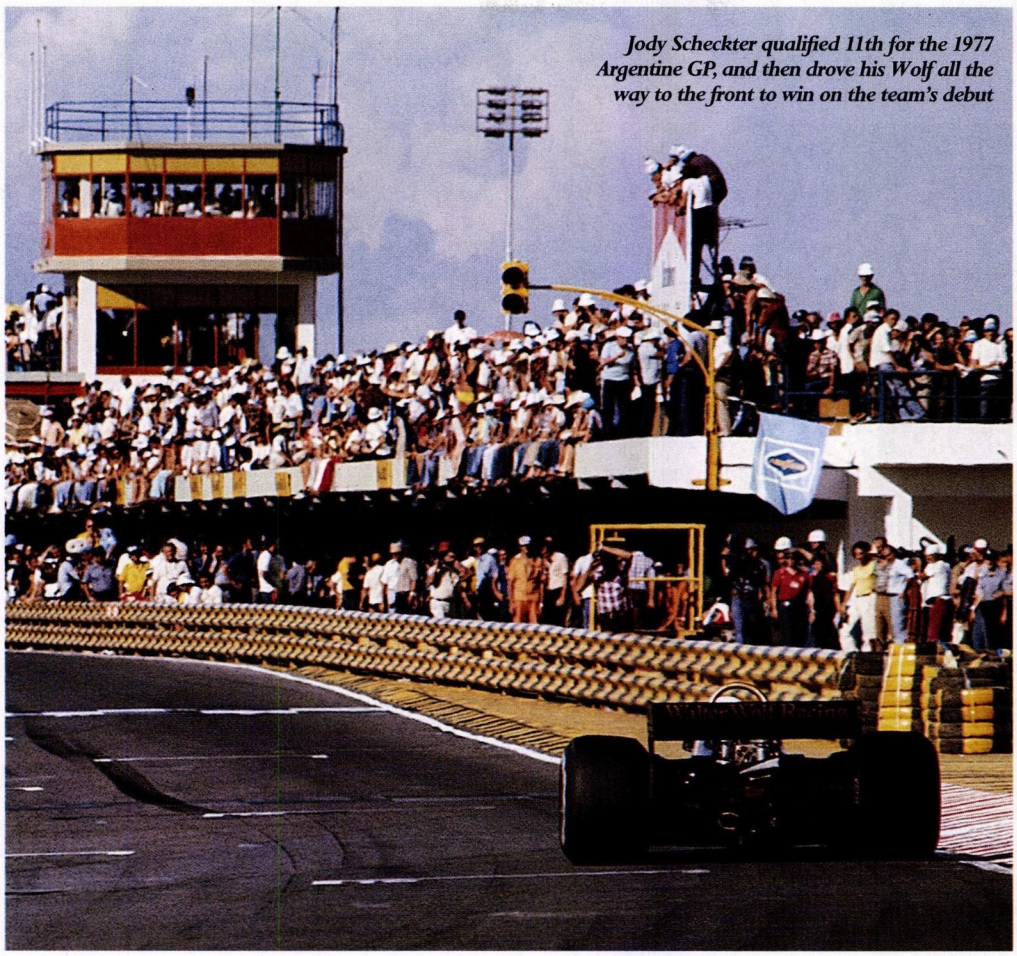
Despite these changes, my bet is that, by and large, the two top teams will remain on top, and the also-rans will also run. Three months of winter testing mean most teams get their new cars more or less shaken down, which further reduces the unpredictability of the opening race. Back when preparing for the new season meant trying to get the car finished in time for the first race, teething troubles for the favourites often threw up surprise winners. In 1977, Jody Scheckter made history by winning Wolf's debut race, while the 1979 season began with back-to-back victories for Ligier and Jacques Laffite, mainly because the new Ferrari T4 wasn't ready. More recently, David Coulthard broke McLaren's three-year drought in 1997 while the Williams-Renaults fell by the wayside. As the season progressed, Williams romped away, and McLaren only managed fourth in the constructors' championship.

This year, Ferrari and Schumacher M have to remain favourites. More significant than the launch of their new car – which incorporates developmental changes to transmission, lubrication and cooling, and an engine that is marginally lighter, more compact and less thirsty – is confirmation that the winning team of designer Rory Byrne, technical chief Ross Brawn



All photographs: LAT

When the Williams-Renaults dropped out at Melbourne in 1997, Coulthard scored McLaren's first win for three years



Jody Scheckter qualified 11th for the 1977 Argentine GP, and then drove his Wolf all the way to the front to win on the team's debut

and team manager Jean Todt have signed on for a further term. This should guarantee Michael sees out his F1 career at Maranello. He needs eight more victories to beat Alain Prost's record total of 51 and, on last year's form, could well achieve that this season: but to surpass Fangio's five world titles will take longer. Rubens Barrichello will continue as the obedient, but very capable, understudy.

History shows how hard back-to-back titles are, though the four greatest drivers of the last 15 years achieved it – Häkkinen, Schumacher, Senna and Prost. However, received wisdom says it is hard to maintain the same motivational momentum over consecutive years, whereas the defeated McLaren's motivation to bounce back will be immense.

No doubt Adrian Newey's 2001 offering will be as super-competitive as ever: but unlike Ferrari, McLaren don't put all their effort behind one driver's championship challenge. As a matter of principle, they allow their drivers to race each other for most of the season. Will Häkkinen, now a family man, drive as brilliantly as he did at Spa last year? Or will he revert to his world-weary mid-season performance? Coulthard, meanwhile, was better in 1999 than in 1998, and he was better again last year. He'll need to leap further still to beat Schumacher – but if he didn't believe he could do that, he wouldn't be in the game.

The conundrum this year will be whether the top two teams become a top three or even, as it used to be a few seasons back, a top four. Williams impressed everyone with their first BMW-powered year, and the German engine manufacturer concedes that in 2000 it cautiously put reliability before ultimate power. This year it wants to be braver, going for Ilmor-type power outputs even if it risks more blow-ups. The doldrums for Williams dates from their loss of Renault engines at the end of 1997, but there's never been much wrong with their cars, and Sir Frank's motivation to meet McLaren and Ferrari on equal terms is immense.

But I'm not sure how much better Ralf Schumacher is going to get. The Schumi brothers seem to be the exception to the rule that younger brothers are quicker (Jimmy and Jackie Stewart, Pedro and Ricardo Rodriguez, Wilson and Emerson Fittipaldi, Ian and Jody Scheckter). If Juan Pablo Montoya is the bombshell everyone expects him to be, Ralf will be under some pressure. But the wild card for Williams is tyres, for in the return of the tyre wars they've thrown in their lot with Michelin.

Bridgestone have all the recent experience, of course, in particular in supplying tyres that work with Max Mosley's silly grooves. In retaining their relationship with Ferrari and McLaren, as well as Jordan and BAR, they will continue to do most of the winning in 2001. The word from the winter tests is that Michelin have already caught up in terms of grip, but not yet in terms of wear. In previous mixed-tyre seasons, one tyre maker would produce the best year-long compromise, but every so often there would be some unpredictable mix of track condition and weather that would give the other an unexpected advantage. Don't be surprised if there's a race when suddenly the Michelin-shod cars are coping better with conditions, and that's when you could see a Williams victory.

Or a Benetton, because the team that Renault now own are Michelin-shod too. Renault have come closest to real technical innovation this year with their wide-angle V10 engine, and Flavio Briatore expects Giancarlo Fisichella to drive better now he's got Jenson Button to hurry him up: but I think we'll have to wait until 2002, when these cars are painted yellow and Mike Gascoyne has been at the design helm for a full season, before they pose a solid threat to the top two.

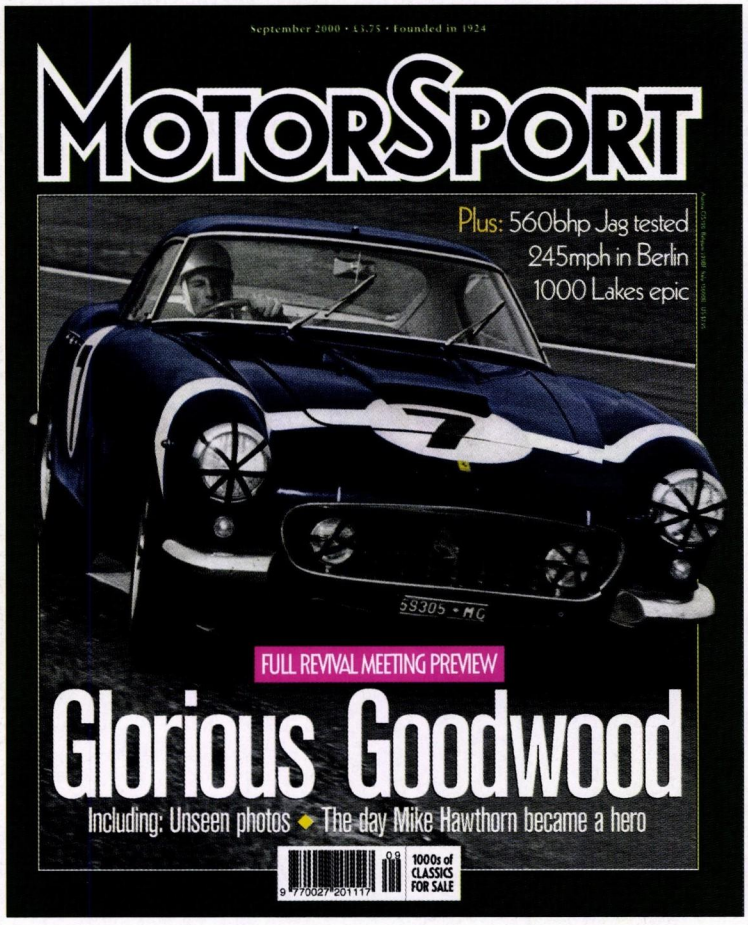
Then there are the Honda rivals. Eddie Jordan has finally got proper works engines, and after a disastrous 2000 he desperately needs to rediscover his 1999 form. But for him the prime goal is to beat the other team with the same engines, BAR. Of Eddie's drivers, Heinz-Harald Frentzen was hobbled by his equipment in 2000, and Jarno Trulli is a huge talent who has not yet had the opportunity to fulfil his potential. BAR, meanwhile, have one of the three best drivers of all in Jacques Villeneuve, and he is joined by Olivier Panis, who spent 2000 testing for McLaren.

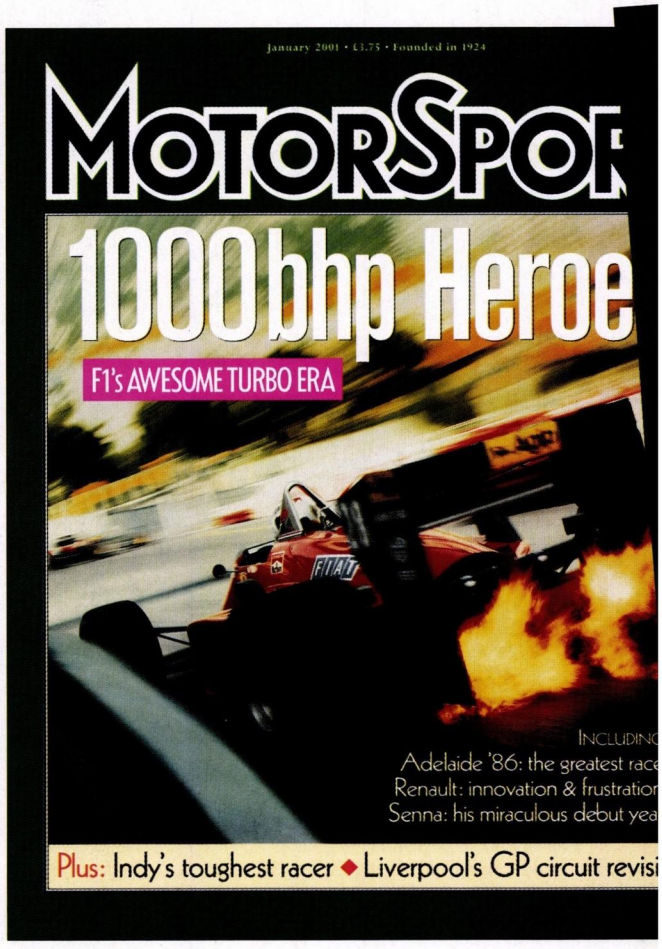
Jaguar will continue to plod up their steep hill with Eddie Irvine and Luciano Burti, but Neil Ressler and Bobby Rahal are under no illusions that they have a lot of catching up to do. The form of the rest, while not particularly predictable, promises few real surprises.

Still, ever the optimist, I reckon F1 will indeed gain some stimulating unpredictability this season, and be all the better for it. What's the betting four different teams will taste the top step of the podium in 2001? M

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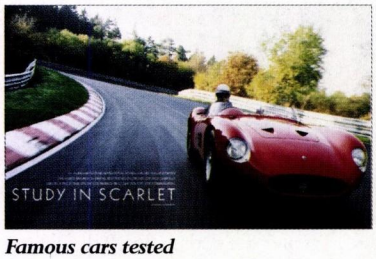
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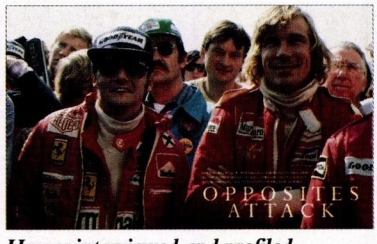
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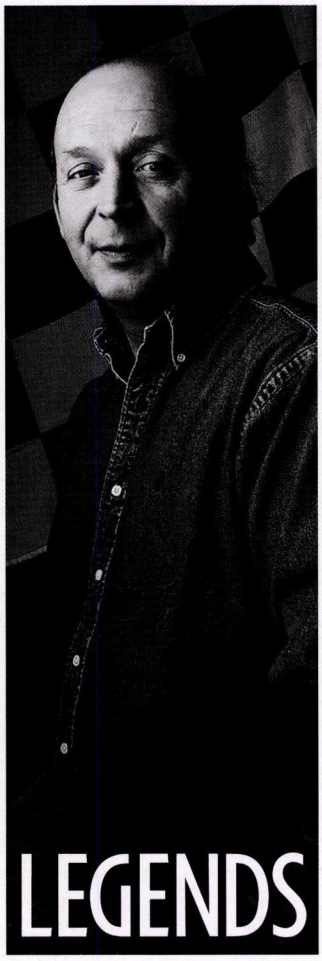
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LEGENDS

JOHN COOPER



LAT

Thursday, 4 May 1961, John Cooper and Jack Brabham unveil the car that will trigger a revolution at Indianapolis

IT SEEMS TO ME THAT JOHN COOPER'S place in motor racing has always been underrated. There is an abiding reverence for Colin Chapman, and rightly so, but Cooper put the driver in front of the engine long before Chapman did – and, lest we forget, it was he who began the revolution at Indy.

When Cooper withdrew from F1, in 1968, he felt no great regret, for he saw a sport that was changing. The camaraderie, the parties, were on the wane, and that aspect of racing had always been vital for John.

Not that he was other than serious about getting the job done, mind you. The first Cooper grand prix victory came in 1958, the last nine years later; in between, there were two world championships, both won by Jack Brabham. The first, in 1959, was climaxed by the American GP, at Sebring. And it was at the draughty Florida airfield that Cooper's Indy venture got started. "We met Rodger Ward there," John remembered. "As this was the first US GP, he wanted to be in it, and had entered with his midget! God knows how it got through scrutineering for an F1 race, but there was much less red tape in those days, and nobody objected. He had won Indy that year, and everyone was pleased to have him in the race.

"Now, I have great admiration for Rodger – but I think he believed he was going to blow everyone off. He didn't know what road racing was all about – but after one day of practice he did! What's more, he was big enough to admit it, and we became great friends. 'You must,' he said, 'take that car to Indy'.

"I'd never even thought about Indy. As far as I was concerned, it was a different world, something very specialised. And we had our hands full trying to win grands prix."

The following F1 season was one of complete triumph for Cooper, Brabham winning five straight races to take his second world title. Ahead, though, lay leaner times.

"For 1961," said Cooper, "we had new F1rules, with a cut in engine size from 2.5 to 1.5 litres, and we hadn't a hope of being competitive with Ferrari. So I started thinking again about Indy. We had a couple of races in the States late in 1960, and it seemed a good opportunity to have a run at Indianapolis."

So it was that one day in the Fall a station wagon pulled into the Speedway. On its trailer was this tiny green car with two white stripes down the nose.

"Jack – world champion or not – had to take his Rookie Test. His first flying lap was about 130mph – when it should have been 100! Harlan Fengler was the man in charge in

those days, and he gave Jack a real bollocking, told him he was mad, and did he realise this was the Indianapolis Motor Speedway? 'What's the problem?' Brabham said. 'It's only four left-hand corners'. I'll never forget the sight of Fengler's face when he said that.

"Jack got up to about 144mph, and then Ward tried the car. He said, 'John, that is the Indycar of the future. You must do the race next year – but you've got to find more horsepower'.

"Brabham and I decided we didn't have much to lose, bearing in mind the change in the F1 rules. Bugger it, we said. Let's do it. Let's go to Indy and have some fun!"

Through his friend Frank Falkner, Cooper met Jim Kimberly, of the Kleenex family, who agreed to back the project to the tune of $25,000. This was John's first experience of sponsorship, and he was impressed.

"That allowed us to do it properly. We built a special car, with the offset suspension that everyone had in those days. Dunlop made us some 'Indy' tyres, and Climax did an engine for us. I wanted a 4.2-litre engine, like the Offenhausers, but what we got was an F1 motor bored out to 2.7 litres, running on a mix of Avgas and methanol. It gave about 25bhp more, still nowhere near the Offys."

Cooper remembered with affection the treatment his team received at Indianapolis. Everyone weighed in with help and advice for this curious little foreign outfit, and in qualifying John had particular cause to be grateful.

"Indy couldn't have been much more inconvenient, because both qualifying weekends clashed with grands prix. Obviously it was preferable to qualify the first weekend, so we worked out a campaign. On Thursday Jack ran at Monaco, to qualify, and then we left immediately for Indianapolis."

They arrived to find everyone grief-stricken. Tony Bettenhausen had gone out in his pal Paul Russo's roadster in an attempt to sort out its handling, but steering failure put the car over the wall in front of the pits. Bettenhausen, one of Indy's all-time favourite heroes, was killed instantly.

"You never really knew what Jack was feeling, but I think he was a bit nervous – and he was the first man to qualify on the Saturday morning. We'd been up all night to make sure of being first in line because we had to get back to Monaco."

After warming up, Brabham came off Turn Four to begin his run, but he never got the green and was flagged off. Had he raised his hand, as required? Yes, maintained Jack, but the starter denied having seen the signal. Whatever, the run was lost, and so was the team's position 'in line'.

"That could have been desperate," smiled John. "With our schedule, we couldn't afford to go to the back of the queue and wait around all day. It looked as though we would have to go through all the hassle again the following weekend."

After the aborted run, Bill Cheesbourg did his four laps in the Dean Van Lines Special – and then came Brabham again!

"It was amazing. So many people came up and offered us their place in the line. It was typical of the treatment we received the whole time we were there." Jack ran 145.144mph, good enough for the fifth row.

"Bhp was always the big problem. Jack was going through the turns virtually flat out, quite a bit quicker than the roadsters, but our lap speed was not much better than with the ordinary F1 car on our first visit. Still, we were in."

They then returned to Monaco – a police escort to the airport in Indianapolis, Kimberly's private aeroplane to Chicago, flight to Nice. On the late Sunday morning drive along the Corniche, Jack struggled into clean overalls.

"He blew up before half-distance," recalled John, "and I don't think he was too upset. I was pretty shattered, so I can't imagine how he felt."

A week later, Brabham was sixth in the Ferrari-dominated Dutch GP, then went off to the Brickyard once more, now for the race. He finished ninth, not dissatisfied, but a little disappointed, for the Cooper had run in the top six for much of the day.

"We were getting better fuel mileage, and also had far less tyre wear, than the roadsters, and we reckoned to get through with only two tops, compared with the roadsters' three or four. But our first stop was very slow. A mechanic put the right-rear wheel nut back on cross-threaded, so after that it had to be hammered all the way on and off. Took for ever.

"In the middle part of the race, Jack took it too easily to conserve his tyres and get by on two stops. In the end he needed three, so the caution was to no purpose – frustrating, but it was our first time there, and we had lessons to learn. We weren't too unhappy; we got about $9000 for finishing ninth, and at that time you got $3000 for winning a grand prix!"

The 1961 500 was one of the most exciting of all time, distilling to a battle between Eddie Sachs and Foyt, which was resolved in A J's favour when Sachs dashed in for a tyre change with three laps to go.

"They were terrific to watch, those roadsters, but when it came to changing direction in an emergency, they were bloody dangerous! Our only anxious moment was when one blew up and spun down the main straight, with Jack right behind. He was able to swerve between the car and the wall, but the next four roadsters all piled in. It was like an aircraft accident."

Cooper spoke fondly of his Indy venture, remembering friendships and good times. Two years later, Chapman and Lotus would go there, to encounter a somewhat different reception.

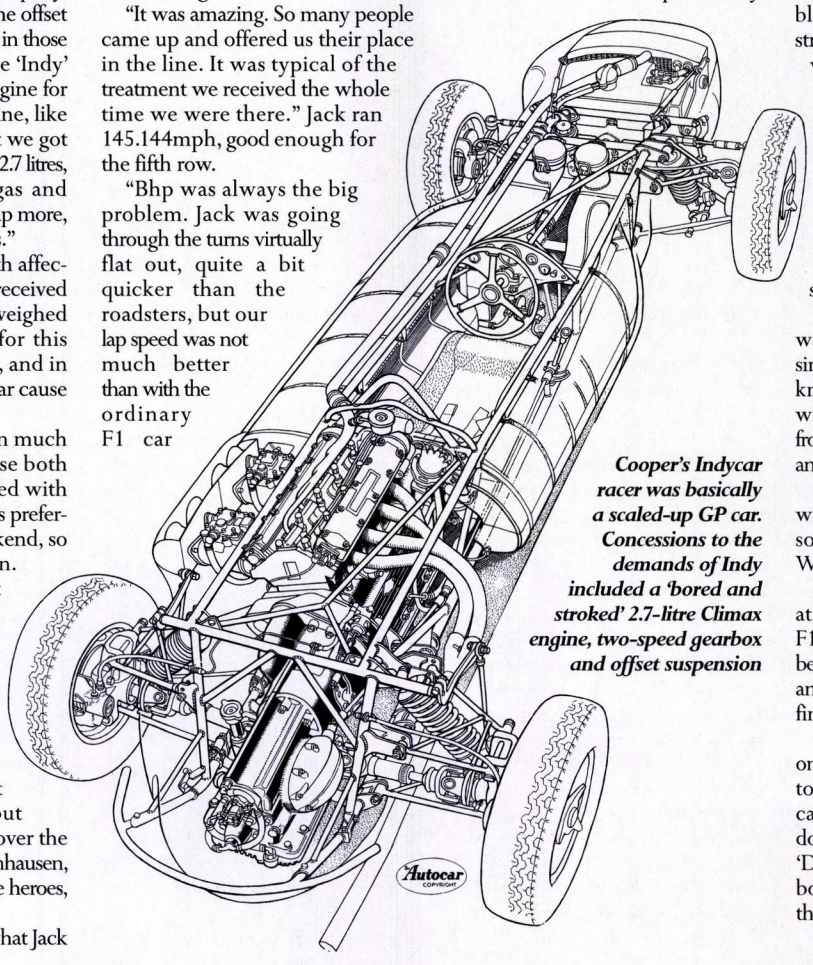
"Oh, that was because Chapman was a threat," said John. "We went simply to have a look, and everyone knew our little car wasn't going to win. Colin and Jimmy had engines from Ford, special tyres from Firestone and so on. It was a very serious effort."

Given the limitations of competing with only 250bhp, Cooper's Indy sortie was an undoubted success. Why, then, did John never go back?

"Well, first of all, Brabham left us at the end of the year. Second, our F1 prospects for 1962 were brighter because we'd got the new V8 Climax, and third, we'd still have had trouble finding a suitable motor for Indy.

"As it is, I look back with pleasure on a great adventure. In 1978, I went to Silverstone when the Indycars came over, and saw A J Foyt. 'You don't remember me, do you?' I said. 'Damn right I do,' he replied. 'Hey boys, this is the guy who started all the trouble at the Speedway!'"

A man who'll be much missed. M



Cooper's Indycar racer was basically a scaled-up GP car. Concessions to the demands of Indy included a 'bored and stroked' 2.7-litre Climax engine, two-speed gearbox and offset suspension

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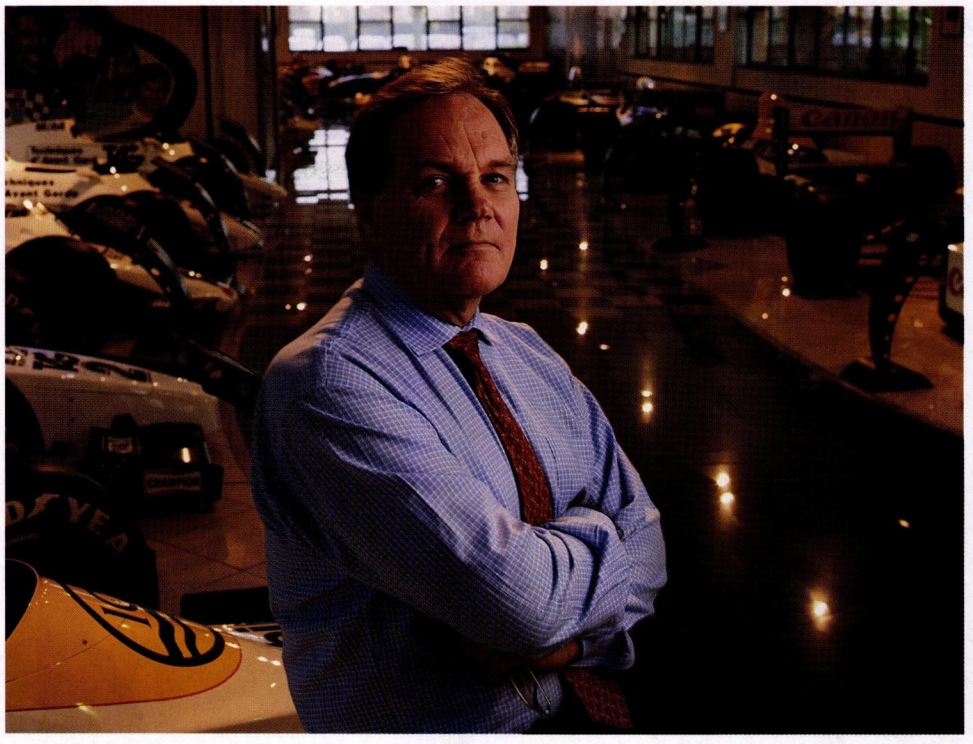
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THE HEAD LINE

There is a view in Formula One that time spent looking back is time wasted. If you don't spend every available second focused on the future – be it the next race, or the next season – you're not going to keep pace with change in F1, let alone get ahead of the game.

Those who think this way should meet Patrick Head, cast an eye over the achievements of Williams Grand Prix Engineering and consider the following: despite not having won a race for more than three seasons, Williams has won on average 4.6 races per season every year since its first GP win in 1979. By comparison, McLaren has won just 3.9 races each year since its debut victory in '68, while Ferrari has managed just 2.6 wins per season. Williams' statistics are not those of a team stuck in the past.

And yet, spend time with Head – he is not just the Technical Director of Williams but its *de facto* MD, too – especially in the museum at their HQ in Grove, and you will find a man who believes absolutely that there are lessons to be learned from the past that will help shape the future. But there's more to it than this. His view of the past is partly analytical, but in the main he is proud and passionate about the achievements of the team he and Frank Williams created. He appears to have a photographic memory of every working minute from the moment he arrived at Frank Williams Racing in November 1975 to the present. He can record details that are over 20 years old with a clarity most would be pleased to ascribe to something they did yesterday. His task today, however, is to name his favourite Williams...

photography by Charles Best

FW07B



'While the Lotus had proper ground effect, it also had many frailties, particularly a monocoque with all the stiffness of a wet lettuce leaf'

IT'S EXTREMELY HARD TO MAKE THIS SELECTION, and I'll not do it without first saying my choice is affected as much by the times we had racing the cars as their outright success. Speaking purely personally, I would place the FW07 at the top of the list, followed by the 14, the 11, 06 and 18 in that order.

FW07/07B/07C (1979-82)

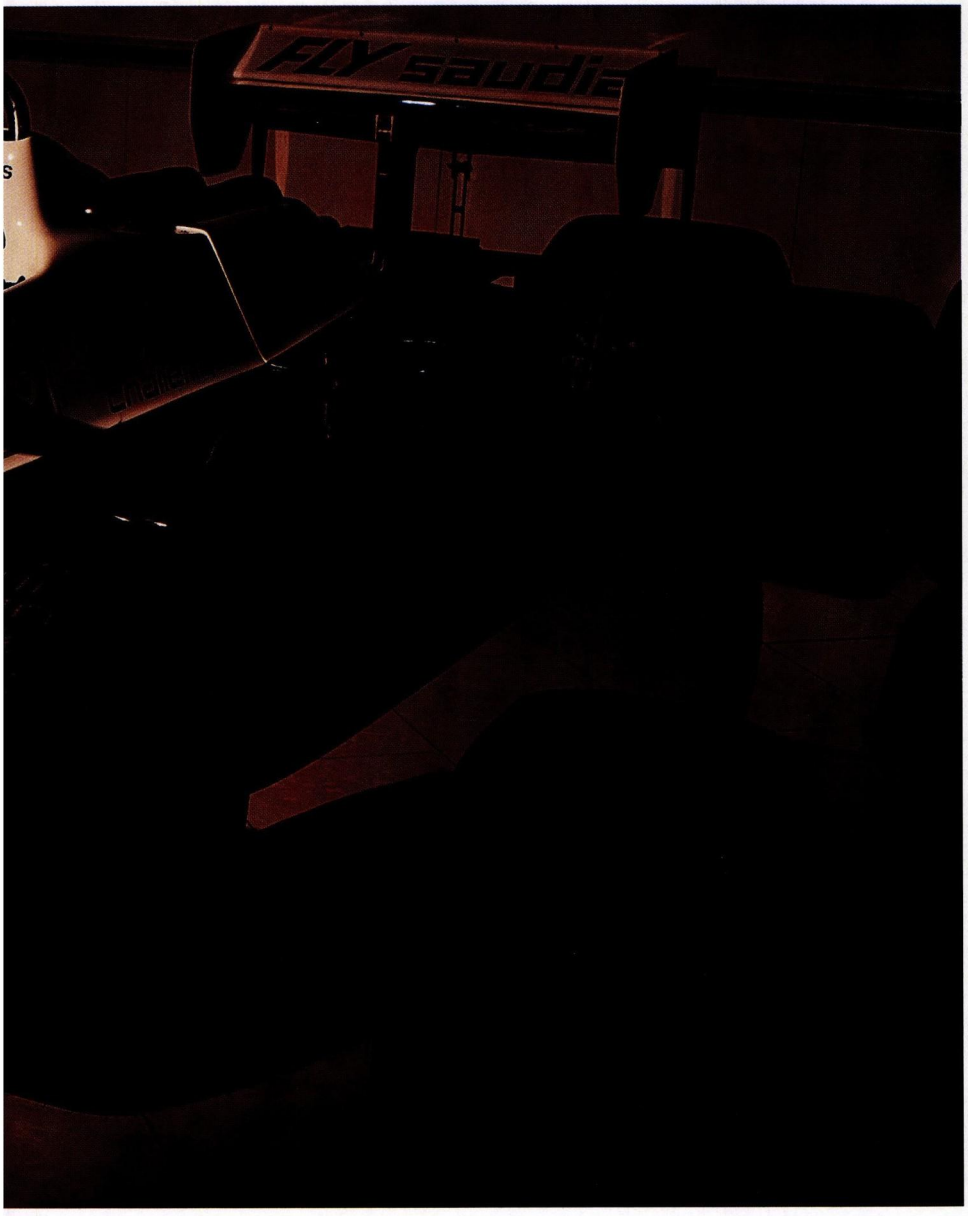
This has to be on the list: it won our first race, and then, as the 07B, our first championship.

Alan Jones would have won that first race at Silverstone in 1979 had he not retired with water pump failure – but, in the end, it was Clay Regazzoni who got us on the scoreboard.

Obviously, the car had the advantage of following the Lotus 79, but while the Lotus did have proper ground effect, it also had many frailties, particularly a monocoque with all the stiffness of a wet lettuce leaf, skirts that didn't stay on the ground much of the time, and relatively short sidepods.

We did a week-long wind-tunnel test with a car which wasn't an exact Lotus copy, but was as close as I could tell. I wasn't certain how the 79 was working but, once I'd taken some pressure tappings, it was clear what was going on. At some point I removed the front wings, and although the balance was wrong, the lift-to-drag ratio was hugely better. Also, the pressure tappings on the underside were much better; it was clear the front wings were significantly damaging airflow under the sidepods. So we extended the sidepods much further forward and ran either no front wing or a neutral front wing: and it was this which significantly stepped the performance up above where the Lotus had been.

Even so, it took a long time to design: we were only just becoming a two-car team and we did the first four races of '79 in the 06. Frank Dernie joined us in January and finished off the rear suspension and the skirt package on the side of





Alan Jones



THIS burly Australian was viewed as little more than a hard-nosed midfield charger after spells at Hesketh, Hill, Surtees and Shadow. But Williams saw his potential. And were vindicated. Once ensconced in an FW07, he flew. Like most drivers, he wasn't keen on the ground-effect cars, but he grabbed the best of the breed by the scruff of the neck and made it dance to his tune.

The breakthrough came in 1979 with three wins in a row – Germany, Austria, Holland – and the title followed in '80, winning in Argentina, France, Britain, Canada and America (East). He also won in Spain, but that race was annulled by FISA, and does not appear in the statistics below. As far as the forthright Jones was concerned, however, it was a pukka GP, and he won six times that season, not five. He had a point.

During his championship year, Jones outshone Carlos Reutemann, a fact which boosted his standing with some more than winning the title did.

He won twice more in '81, and his legacy still resounds at Williams. **PF**

Main: FW07 had Lotus 79's advantages but none of its weaknesses. Above: Two races after Monaco '79, Jones scored his first 07 win. Below: Carlos Reutemann almost won the '81 world title in 07C

Jones in FW07/07B/07C

GP starts	40
Wins	11
Poles	6
Fastest laps	11
Points	156

Alan did a few laps, came in, and just sat in the cockpit. Eventually he said, 'Now I know why Andretti could run bloody rings around me'

the car. Because of low pressure under the car, the skirts were being continually sucked in and we had to design them to go freely up and down while being continually subjected to these forces from outside to inside. It was quite a complex piece of engineering with loads of rollers and a constant-load spring scissor system – and Frank did it brilliantly.

We first ran it at the now-defunct Ontario Motor Speedway. Alan went out, did a few laps, came in, and just sat in the cockpit. Eventually he said, "Now I know why Andretti could run bloody rings around me!" Then he said the car had so much grip it wouldn't slide whatever ➳



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Nigel Mansell



HE wasn't a fan to begin with, bad memories of the faltering steps of 1987-88 clouded his judgement, but active ride was the key that unlocked one of the most dominant season-long performances in F1 history.

Nigel Mansell had a serious car advantage in 1992, but boy, did he make the most of it. He never let up and revelled in the performance of the 14B, as his incredible 14 poles from 16 attempts testifies.

Five consecutive wins kicked off his season and made it clear there could only be one champion. Three more in a row in summer followed and a second place in Hungary put the tin lid on it.

The usual Mansell political maelstrom followed, but the lingering memory is of him turning into balls-out corners like Copse, foot mashed hard in, many kph up on his once-quicker and now-demoralised team-mate, Riccardo Patrese. It was mighty to behold: a terrifying mix of talent and a burning need to prove the doubters wrong.

A mighty driver in a mighty car. **PF**

Mansell in FW14/14B

GP starts	32
Wins	14
Poles	16
Fastest laps	14
Points	180



Main: FW14B was a triumph of technology to which rivals had no answer. Above: Honda left F1 at the end of '92, but not before Renault had matched them. Below: a late tyre stop at Monaco '92 ended Mansell win run at five

'We were hanging on by our fingernails with the FW12 and 13. Frank and I doubted our Renault was ever going to beat McLaren's Honda'



he did; but by the time he got to the Spanish GP, he could be seen sliding it everywhere. It was just a new level of downforce which needed getting used to.

It took two or three races to sort out some silly reliability problems, then Alan led at Zolder and Clay was second at Monaco. By the time we got to the British GP, we'd done an upgrade on the back which produced more downforce. It was pretty simple, cost about 50 pence and took about two hours to make: we panelled in the underside of the car up to the bottom of the engine. At Silverstone it was worth about a second a lap.

From then on we were very strong and should



'Adrian started as chief aerodynamicist, but it was clear within a week that he should be chief designer while I became technical director'

have won the title in 1979, but we came good too late to stop Jody Scheckter and Ferrari.

Two entirely different cars were called 07B. The first one we took to practice in Argentina at the start of 1980 and got into monstrous porpoising problems. We had a new composite sidepod which was quite adventurous, but not stiff enough: it flexed, jamming the skirts, so we converted it back to 07-spec, retired the original 07B without a race mile and, by Zolder, produced the proper 07B. It was quite different in its bodywork and sidepods and, with a carbon underside and skirts, was quite advanced for '80. Effectively, that was the car Alan won our first title in. He should have won it easily but went off a couple of times, mainly through surprise at how far ahead of the opposition he was. It didn't quite go down to the wire, but it did cause a head-to-head with Nelson Piquet's Brabham in Montreal.

The 07C we used in 1981 was quite an ugly car, but it was quick. Alan should have won the title easily, but there were a couple of races where we had mechanical problems which caused him to lose the lead, and he threw the car off the track while leading at Zolder and Jarama. The history books don't show it but, actually, Alan was more dominant in '81 than in '80.

FW14/14B (1991-92)

We were hanging on by our fingernails with the FW12 and 13. Frank and I doubted our Renault was ever going to beat McLaren's Honda and, good though our drivers were, they had Prost and Senna. We decided the only way to beat them was to build a quicker car. Meanwhile I'd been very impressed with the design of the Leyton House March and, when they sacked Adrian Newey in 1990, I asked him aboard.

He started as chief aerodynamicist, but it was clear within a week that he should be chief designer while I became technical director. This meant all the aero and geometry definition ➤



'It did two years with Nigel and Nelson, but the time was heavily marred by Frank's accident. Even so, we won nine races in each year'

went to Adrian, while I did the mechanicals, like transmissions, uprights, suspension and brakes. During the winter we became sure that the car we were producing was a real step forward.

We had some silly transmission problems at the start of 1991, and but for those we would have clearly won the championship. In the meantime, we had been working on an active-ride system fitted to a test 13B, and we eventually took the system to Australia for the last race of '91 and ran the 14B in practice only.

The reason we took it that far was we had to decide whether to base 1992's car around the active platform. It was a very complex system and we worried it might be unreliable. Anyway, we convinced ourselves it would work. Happily, we were right and, in '92, Nigel had the 14B, won nine races and wrapped up the championship early in the year. B, therefore, really means active ride in this context.

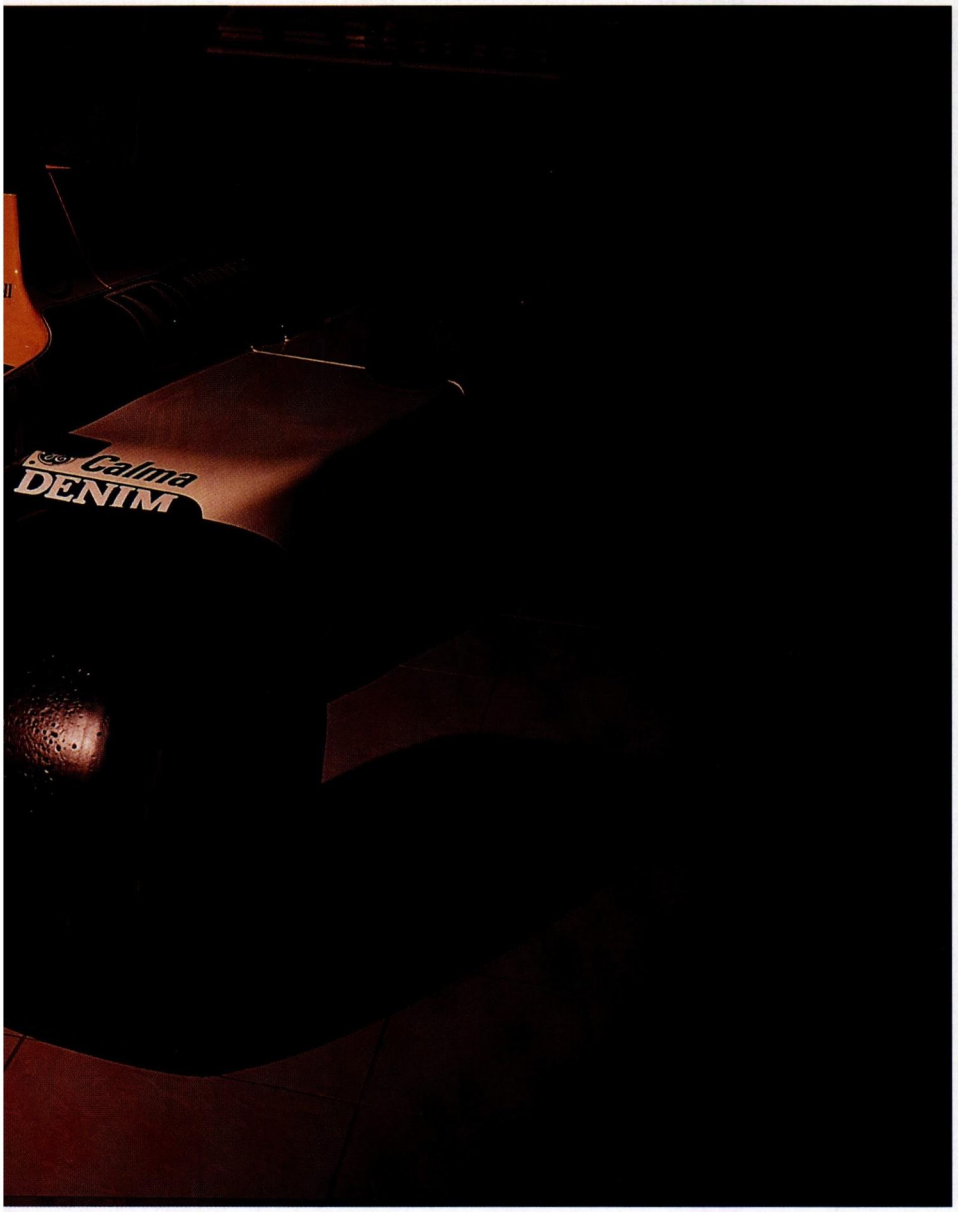
FW11/11B (1986-87)

My third choice is the FW11 and 11B of 1986-7. Basically, it was a much improved version of the 10, lower and with a sturdier installation for the engine. It did two years with Nigel and Nelson, but the time was heavily marred by Frank's accident. Even so, we won nine races in each year.

The FW11 was never intended to do two seasons. Its replacement was designed to accommodate a much lower engine, as the 1986 Honda engine sat on its oil filter, giving it a very high crankshaft. We'd been talking to them about getting the engine lower, but Lotus said they'd be happy with the old design, and Honda were not prepared to supply two different engines, so we scrapped the new design and did the 11B.

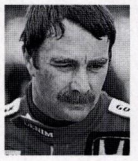
The original 11 was the car that won the constructors' championship by miles but failed to win the drivers' title thanks to Nigel's famous tyre failure at Adelaide.

The best thing about those cars was their sheer





Nigel Mansell



IT SHOULD have been Derek Warwick. With opinion divided on his capabilities, even within his new team, it was, however, Nigel Mansell who found himself at Williams, a force standing on the foothills of Honda power, looking up.

It was supposed to have been two-time champion Nelson Piquet who led the title charge. But nobody had told Mansell. Buoyed by his turn-the-corner wins late in 1985, he stepped up into the premier league, and made the Brazilian sing for his supper. It was madness, but great to watch, a team with the best car scrapping among themselves and tossing away the drivers' title.

They won it the next year, but the accolade went to the wrong man: Mansell clearly had the edge in 1987. His outrageous 180mph dummy on Piquet at Stowe moved the Englishman into the realms of superstardom – here, for all his faults, whims and caprices, was a truly great driver. He won few friends at Williams or Honda, but won heaps of races and millions of fans. **PF**

Main: FW11 had to tame 1300bhp of Honda V6 turbo power. Above: Imola provided first victory of six for Mansell in FW11B of '87. Below: Though outpaced by Mansell, the title that year went to Piquet

Mansell in FW11/11B

GP starts	30
Wins	11
Poles	10
Fastest laps	7
Points	133

'The best thing about them was their sheer speed. During qualifying at Monaco in '86, Nelson was braking for the chicane from 192mph!'

speed; they really had 1300bhp in qualifying, and you'd see the drivers wandering around in practice with their eyes popping out as if they were on cocaine. During qualifying at Monaco in '86, Nelson was coming out of the tunnel and braking for the chicane from 192mph. At Monaco!

Then we lost Honda to McLaren. I don't know if the reason had anything to do with Frank's accident, but they were, quite rightly, enamoured with Ayrton Senna, who had built a relationship with them when he was at Lotus. And when Ayrton contracted to McLaren for '88, Honda went with him and they weren't prepared to supply three teams. In fact, what Honda wanted ➳





Alan Jones



THE results weren't staggering, but the message was clear: there is a new force in F1. Jones, Head and Williams stepped up in 1978. The car was neat, the team organised, the driver aggressive. In a year dominated by ground effect, Jones and FW06 were often the best of the flat-bottomers. Crucially, all those involved now knew they could do it, and that the best was yet to come. **PF**

It didn't win, but the 06 put Jones and the team on the path to victory

Jones in FW06

GP starts	20
Wins	0
Poles	0
Fastest laps	2
Points	15

to do was drop Lotus and supply McLaren and us, but it was only on condition that we dropped Nigel and ran Satoru Nakajima. Not only did we not want to drop Nigel, we also weren't interested in playing second fiddle to McLaren.

FW06 (1978-79)

It never won, but I've included it because it could, and should, have done. What stopped us was that we were learning how to get a grand prix car to run a race distance – and we found just about every silly way of not finishing. We were second four or five times when something broke, and it was never the same thing – a driveshaft or a type of throttle cable presumed unbreakable until we found a way of breaking it.

We finished second at Watkins Glen, even if we weren't very popular with Alan. We broke a front through-bolt on Friday which pitched him into the barrier. He was unimpressed, so we withdrew the car for the rest of the day, got a copy of America's *Yellow Pages* and found a company capable of heat-treating the bolts. Charlie Crichton-Stuart persuaded its boss to keep the company open all night and retreat the bolts. We were third on Saturday, second on Sunday.

I would call it a reasonably-executed, conventional car. I *was* the design office until Neil Oatley joined, and we did the entire car ourselves. It's a favourite of mine because I can say I designed, or directly dictated the design of, every single part. That doesn't happen these days.

It had a slightly unusual oil tank in an adaptor between the gearbox and engine. Frank was paranoid about it as he'd blown many engines through tanks that didn't work and was certain I was going to cause mayhem. But he hung in there and it was never a problem.

I'm nominating the 06, not for its success, but for the fun we had with it. Williams was 10 or 15 people back then and life was more relaxed. We also had, in Alan, a driver who was of the same generation as Frank and me: three lads out there together, having lots of fun.

FW18/19 (1996-97)

This car was designed in much the same way as the 14, with Adrian doing the surfaces and layout, while I got on with the engineering. Every so often he would come along, give me a nudge and suggest I might try harder to make things even smaller; I'd usually be the conservative one suggesting we were pushing a bit far. We had a very good working relationship over that period.

Adrian was more the dictator of the layout and design; as these things are so much driven by aerodynamics, it was much better done that way. Equally, the company was getting bigger and I was adopting the role of technical director much more. So Adrian was chief designer, and most of the credit for the speed of the cars goes to him. I would take a certain amount for the durability of the designs.

Damon Hill won the 1996 title with FW18, and that led to the 19, the evolution of 18 and the car that so nearly didn't win the title thanks to the efforts of one Michael Schumacher at Jerez. The impact dislodged the battery from its casing and it was literally hanging by its wires for the rest of the race. If one had come adrift...

By the time Adrian went on gardening leave at end of '96, he'd done the basic layout of the car but there was a lot of its engineering detail to be done. So while FW18 and 19 were different chassis, they came from the same mould. M

'Also, we had, in Alan Jones, a driver who was of the same generation as Frank and me: three lads out there together, having lots of fun'

Damon Hill



WILLIAMS is a tough-love outfit. Castigated in '95 for several poor races, Hill arrived in Adelaide a new man. And won. He'd turned it around. The following year would be his best-ever chance. He knew it. So did his bosses – they'd already dumped him for '97. Everyone knew before the season's end, but Damon stayed focused to win, and left with the title and his dignity. **PF**

Superb 18 took Hill to '96 title, but left him pondering life sans Williams

Hill in FW18

GP starts	16
Wins	8
Poles	9
Fastest laps	5
Points	97



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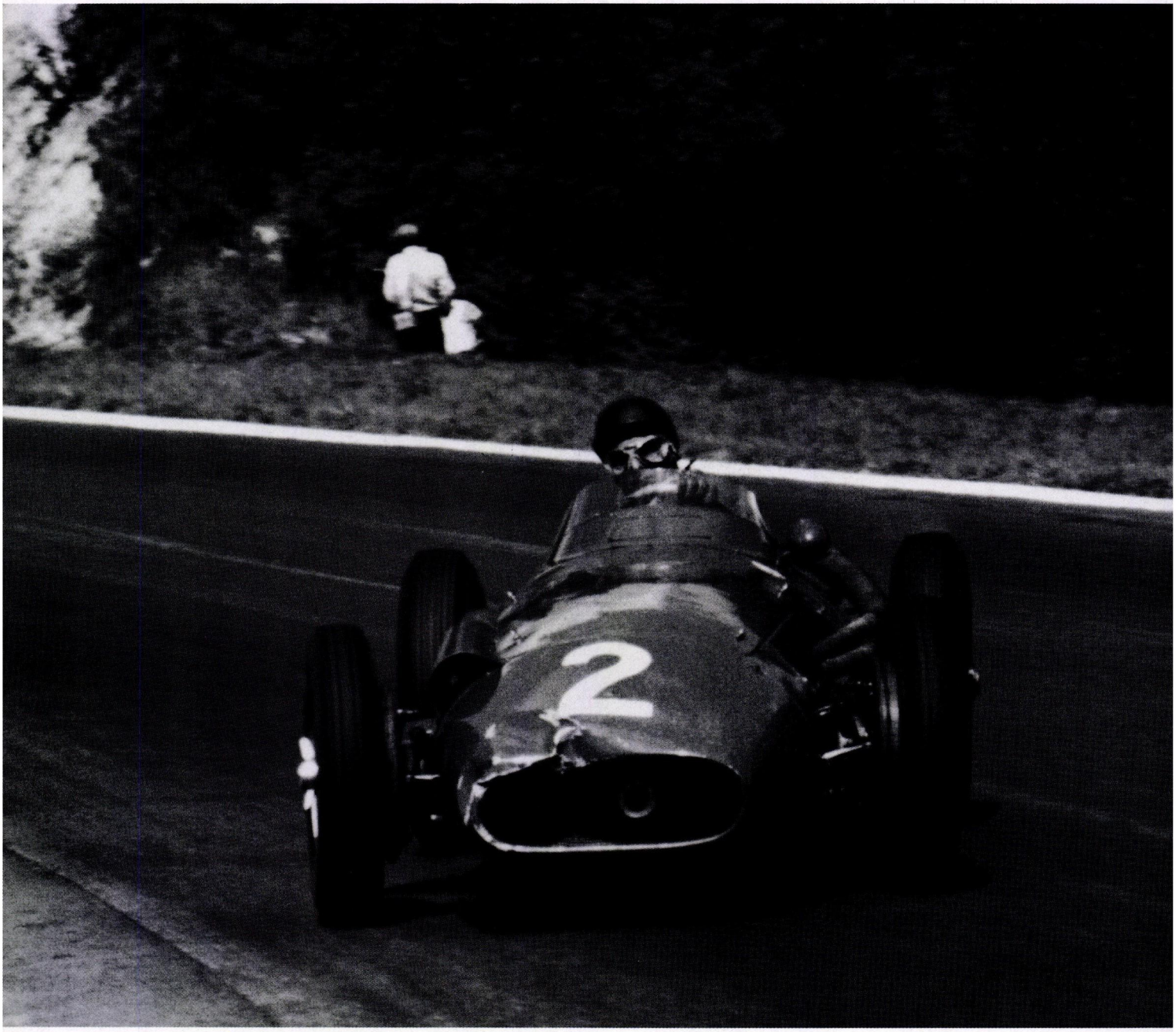
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WHICH IS MORE IMPORTANT, THE DRIVER OR HIS MACHINE? THE FIERCEST DEBATE IN MOTOR RACING WILL REACH FEVER PITCH THIS SEASON WHEN TRACTION CONTROL RETURNS TO F1. IS THIS THE FINAL NAIL IN THE COFFIN OF THE SPORT'S MOST THRILLING SKILL? DAVID MALSHER FEARS IT MIGHT BE

Would Fangio's 1957 Rouen masterclass (above) have been as memorable if his Maserati 250F had cornered 'on rails'?

IT'S PERHAPS THE MOST FAMOUS IMAGE of motor racing: 46-year-old Juan Manuel Fangio at one with the very epitome of front-engined GP cars, the Maserati 250F, at Rouen in 1957, showing the upstarts how 150mph opposite-lock slides should be done.

Moss, Clark, Rindt, Peterson and Villeneuve have all since caused our hearts to leap. The moment a car snaps sideways is *the* moment. The moment it is caught, the way it is caught, the way it was caused, have always been the parameters by which pure driving talent is judged. As grip levels have increased, so four-wheel drifts and opposite lock have played less of a role, but they have always been there – just watch Schumacher make a car dance. It is still what stands the greats apart from the good.

Until now.

PEOPLE RECALL AYRTON SENNA'S DRIVE in Donington Park's monsoon-hit European Grand Prix of 1993 with a



FAREWELL TO CROSSED ARMS

misty-eyed fondness. His opening lap was a daredevil display of unchecked aggression; the remaining 75 bore the distinctive mark of his genius. He was brilliant.

But so, indubitably, was his car, traction control and all. I stood at the Old Hairpin and watched in awe as, rounding Craner Curve, a smudge of Day-Glo orange plunged through the torrent streaming across the track to drive around the outside of Karl Wendlinger's Sauber and take third.

Behind Senna, the other McLaren MP4/8 of Michael Andretti stormed past Schumacher's Benetton. The German has lit up Formula One with several startling wet-weather drives, yet in this instance appeared comparatively cack-handed, for his B193 had not yet gained traction control. On lap 23, trying too hard in a car not up to the task, he spun out. In contrast, team-mate Riccardo Patrese chose caution over valour and finished fifth – two laps behind Senna.

McLaren and Benetton were running similar-spec Ford HB engines in 1993, so this instance shows the difference traction control can make between the haves and have-nots. No amount of skill in the cockpit could have put Schumacher in the same league as the leading McLaren that day. Rain, once the great leveller, had thrown up a huge anomaly.

Outlawed at the end of 1993, along with ABS and active suspension – a move hammered through by FIA President Max Mosley against the will of the teams – traction control has had its official FIA sanction returned, and will be *de rigueur* in F1 from the fourth round of this year's title-chase. If this seems an unfathomable decision, the reasoning behind it is distressingly sound. You see, there are rumours it never went away and, in 2000, the whispers became more audible, more persistent. If the FIA wanted to stop F1's dirty linen from being washed in public, it needed to act quickly. ➳

All photographs: LAT

Mosley: "There are two problems with the current regulation. First, it is difficult to be certain exactly what is going on within the electronic systems on each car. Second, even if we knew exactly what was going on, there might be systems which some would consider traction control but others would argue were merely means to make the engine more driveable. Faced with these difficulties, and the fact that allowing traction control will make little noticeable difference to the racing, it seems on balance better to allow it."

His logic is undeniable, but to play down how much effect it will have on racing is misleading, surely? An F1 car equipped with traction control in the wet is akin to hitting fast forward on your VCR. A driver's bravery and confidence becomes paramount, finesse borders on the optional. He can nail the throttle at the apex, run over the kerbs, and still the car will describe a constant radius.

Riccardo Patrese, when a Williams driver, was one of the first to try traction control: "I think I first tried it in September 1991, and I was amazed. The traditional way into a corner was to brake, wait a little bit, and then control the throttle with the foot, balancing between power and traction out of the corner. But with traction control you could brake and then immediately put your foot down and wait because the electronics were doing everything. You didn't have to care how to manage the power.

"In 1991, with the FW14, I had a little bit of an advantage over Nigel [Mansell, his team-mate] in the slow corners, because I was handling the throttle better on the exit. In the quick corners, we were similar. But in 1992, my advantage out of slow corners had gone because the FW14B had traction control." It boasted active-ride suspension too, which kept it at a constant pitch through a corner, creating huge amounts of downforce. "The quick corners became so heavy on the steering," says Riccardo ruefully, "and Nigel had more power in his arms."

The majority of the racing greats dislike the way F1 is going. The debate about electronic driver aids has rumbled for years, and will continue to do so, but Stirling Moss does not hesitate to nail his colours: "I'm dead against all things that lessen driver input. Formula One is the leading edge of motoring technology, therefore these developments are inevitable, I suppose, but anything that reduces one driver's skill over another is not a good thing for motor racing. I would prefer motor racing to have no wings, no downforce, no ground effect, no nothing. Then the FIA could say, 'Build your best car within those regulations and get the best driver you can in it.'

"I would do away with downforce, not only because it would have huge benefits as to whether cars could pass one another, but also because it would be one of the easiest things to police. By contrast, I don't see how one can police traction control, so I understand why the FIA has allowed it. Grand prix racing contains fantastic cheaters who can do incredible things."

John Surtees, another who excelled in the wet, shares Stirling's view and his regrets. "You must only have regulations that can be controlled. And with technology as it is, there are too many questions over whether traction control has been used recently. That's a major problem. But the danger is that it reduces the difference between the brave but inexperienced driver, and the very experienced driver with all the subtleties of throttle control, as demonstrated by Schumacher and Senna in recent years.

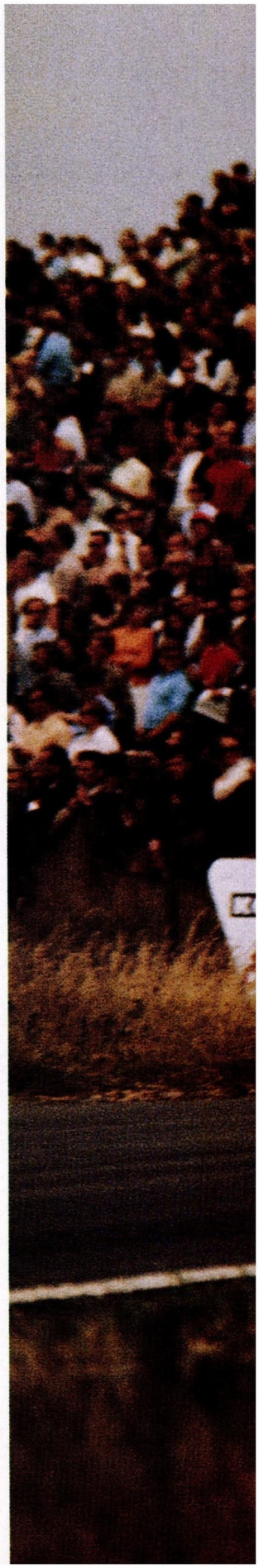
"Every time you bring in a driver aid, you're widening the area of abilities which can take part and perform. Okay, they won't have the innate skills of the top drivers, yet they'll be able to go as quickly."

Isn't that an outrage?

"Well, there have always been differences in cars, either because it had works Cosworth engines or because it had Colin Chapman design it. I used to rely on rain to make up for a deficiency in the car, and I certainly wouldn't have been able to do it if we'd all had traction control.

"I acknowledge it's difficult for someone of my period to make an outright statement because I haven't driven one of the current F1 cars. But people with no previous experience can get up to a good speed so quickly, which suggests reaching 90 per cent in an F1 car is not that difficult now." ➳

'Every time you bring in a driver aid, you're widening the area of abilities which can take part and perform'
John Surtees



Jackie Stewart tweaks his Matra MS80 through the dunes of Zandvoort on his way to winning the 1969 Dutch GP. He drove the 4WD MS84 in practice, but opted not to race it

F1 WAS SLOW TO GET A GRIP

Formula One embraced traction control rather late – much later than road cars, where it grew out of ABS. Although the two systems are fundamentally different in that ABS works by releasing brake pressure to prevent a wheel locking whereas traction control – if it uses the brakes at all – has to apply brake pressure to prevent a wheel spinning, their histories are intimately entwined because both rely on wheel sensors to gauge the speed of the car and the amount of slip at each wheel.

Bosch, pioneers in this area, introduced their first series production ABS system in 1978 and its first traction control system for commercial vehicles in 1986. A passenger car version arrived in '87. By the time some F1 teams began using traction control in earnest in 1992, and were starting to look at anti-lock too, Bosch alone had already made 10 million ABS systems for the road.

Traction control comes in a number of flavours, but cutting cylinders by disabling the spark was the favoured system in F1 because throttle control, even with drive-by-wire, simply wasn't fast enough. But some engine makers, notably Cosworth, worried that the increased crankshaft torsional loads would threaten reliability. Altering ignition timing was a more subtle option but encouraged higher exhaust temperatures and cracked manifolds.

The Williams system, often described as 'sophisticated', was actually very simple. Patrick Head recalls that Paddy Lowe's software for it took just 15 minutes to write. Wheel speeds front and rear were compared to detect rear wheel slip and its rate of change, generating a 'cut this percentage of power' signal for the Renault engine management computer, which masked cylinders accordingly.

Keith Howard


TOMI
DUNLOP
elf



Above: Ronnie Peterson hurls the Lotus 76 out of Leeukop, Kyalami, 1974. Below: Practice for the 1983 British GP, and René Arnoux hangs out 1000bhp



David Coulthard proves the current top guns still know what to do in the event of a breakaway. His McLaren MP4/13 skis around Monaco in 1998



It's not all about sheer pace, though, as Patrick Head will tell you: "Traction control meant a driver could be much more confident that he wasn't going to have the back end step out unexpectedly. An even more significant aspect is that, over a period of running on a set of tyres, the rate at which they degrade is much reduced if you're running traction control."

A smooth driver, therefore, is going to lose a major weapon in his armoury. If compulsory pitstops have largely removed the need to nurse tyres over a considerable distance, so the reintroduction of traction control should eliminate that requirement altogether. Indeed, driver fallibility will be masked, and those little percentages that distinguish the great drivers from the merely excellent, will disappear.

Many pundits believe Senna would have won that European GP if none of the cars had traction control, or if all of them had it, and I would not argue. But if he made any infinitesimal mistakes that day, traction control prevented them from becoming a race-losing incident. Only a year earlier, at Barcelona, similarly torrential conditions allowed Jean Alesi, in the grim Ferrari F92A, to display his wet-weather prowess and, towards the end, he was catching Senna hand over fist. Ayrton – without traction control – dropped his MP4/7 three laps from home. Result? Schumacher second, Alesi third, Senna in a sandtrap.

Even the best make mistakes. As Patrese puts it: "On a dry track, in terms of lap time, it is difficult to see any advantage traction control has compared to driving a perfect lap without it. But over a grand prix distance, it helps because traction control is always perfect, whereas a human makes errors in 90 minutes of competition. The fact is, traction control limits the possibility of the driver to be the most important factor. With traction control, everyone can just put their foot down and come out of the corner at the same speed. The driver stays important, but traction control limits the ability to judge his talent."

So will the best drivers still come to the fore? Moss: "Whatever the circumstances, the best driver shows up. In poor weather conditions, when the limits of adhesion are variable, Schumacher will show up. He still has a considerable edge on everyone else."

Surtees predicts the reigning world champion will remain the man to beat for another reason: "The intelligence, dedication, racecraft and attention to detail that Schumacher shows will always make him a more formidable opponent than the blasé ones who are talented but switch on for race meetings only."

There is another point on which everyone concurs: Max Mosley's decision to allow traction control is the fairest way of handling the situation.

Patrick Head endeavours always to make Williams cars the best on the grid, but he remains a true racing fan. "Precise throttle control is a very significant driver skill, and traction control reduces the impact of drivers with great sensitivity. But it's better to have every driver on an even playing field: if you think the opposition is cheating, it diminishes the value of racing. The FIA have made a necessary step, but I don't think it's in the best interests of motor racing long term."

Will the FIA carry on investigating ways to deal with computer cheats so that, in time, traction control can be outlawed again? Mosley hedges his bets: "Without massive resources, we cannot be certain what is happening. We could have a standard ECU to which only the FIA had access, and we considered this carefully, but the advantage of avoiding traction control was outweighed by disadvantages, principally making F1 too much like Formula 3000 and preventing major manufacturers working on engine electronics, which is a major part of modern engine development."

But it could be argued that F3000 offers a greater challenge. The cars are not as quick in a straight line, the races are 35 per cent shorter but, equipped with an identical car to his competitors, an F3000 driver has to use a manual gearbox, make his tyres last a whole race distance, and his traction control system is his right foot.

Patrese, who started more GPs than anyone, agrees. "I have the impression things have been done in the last year to make it possible for more people to drive an F1 car.

"Some years ago it was like climbing a mountain to reach F1. You had to be good – no, you had to be *special* – to be quick in a grand prix car." M

'Over a race distance, it helps because traction control is always perfect, whereas a human will make errors'
Riccardo Patrese

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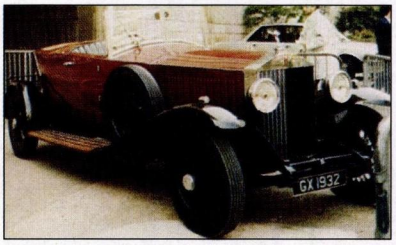
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Don't let looks deceive: Rose generally raced with a scowl. He sits in the Maserati 8CTF he put on pole for the '41 Indy 500. He won too, but only once he'd switched to the Offy Noc-Out Hose Clamp Spl

MAURI ROSE WAS DIMINUTIVE IN STATURE BUT POSSESSED HUGE GOBBETS OF TALENT AND DETERMINATION. JOE SCALZO CHRONICLES THE CAREER OF THE...

Little Big Man

THIS WILL TAKE A MOMENT OR TWO TO EXPLAIN: IF THERE HADN'T BEEN AN Eddie Rickenbacker, there'd probably have never been a Mauri Rose.

Projectile Mauri Rose, upon being loaded into the open chamber of a behemoth Indycar, truly became a projectile – blam! Bracing his hard-gristled shoulders and skeletal elbows against the frame rails for support, Mauri-the-bullet was a broken-nosed little bone rack with a bad attitude who, despite looking tiny and lost rattling around in their vast cockpits for Indy's rip-roaring 500 miles, always did the fastest job of juicing the monsters of the Brickyard's 1930-50 front-wheel-drive epoch.

Assassin Eddie Rickenbaker, who had brilliantly barnstormed Duesenbergs on dirt, boards and bricks in 1914-16, but who spent 1918 in the shooting-gallery skies above France, truly was an assassin, his blazing machine guns endlessly barking rat-a-tat-tat. World War I, 'Rick' had imagined, was going to be one big blast, just another fun race: the airstrips on the edge of No Man's Land reminded him of the paddocks and pits at Sheepshead Bay and Corona; the Lafayette Escadrille and Hat-In-The-Ring squads, who maintained the SPAD he'd learned to fly in three weeks, were much like the factory mechanics who'd maintained his racing Duesies; and Rick further fantasised that going up against Manfred von Richthofen was going to be the same as duelling back in the U S of A with 'Terrible' Teddy Tetzlaff or Dario Resta's brother-in-law, Spencer Wishart.

Then one day he got swarmed by five Fokkers, and they chased him back to where he'd come from. Rick got pissed off. Retaliating, he proceeded to embark on 10 combat missions – all flown during October, 1918 – that made him flying's greatest instrument of destruction in the Great War.

In the first he set fire to a dragon balloon. In the second he mortally wounded a Halberstadt and blasted a Fokker. In the third he blew up a Halberstadt and a Rumpler. In the fourth he destroyed a Fokker. In the fifth he pierced a second balloon. In the sixth he downed two Fokkers that hit the ground, burning, in the same instant. In the seventh he exploded his fifth Fokker and damaged a sixth. In the eighth he claimed yet another. In the ninth he wasted two more. In the tenth he took out a member of the elite von Richtofen squadron as well as a third balloon. Decorated with the Congressional Medal of Honor, the *Légion d'Honneur*, the Distinguished



The Blue Crown team's slick pit work and Rose's driving made for an unbeatable Indy combo. Here Rose jumps back in on the way to his third win, in '48. Bill Holland then made it three in a row for Lou Moore's men

'Mauri was expected to gun this hoodoo wagon past 11 other drivers in just 300 miles. He only needed 200'

Service Cross, and the *Croix de Guerre*, Rick went home co-ranked with John 'Black Jack' Pershing as America's biggest war hero.

Unhappily, the American public proved fickle and forgetful, and when Rick and some monied backers manufactured a Rickenbaker automobile, nobody bought one; Rick and the backers lost their shirts. An equally grave mistake of timing was Rickenbacker's 1927-45 ownership of the Indianapolis Motor Speedway. The combination of the Great Depression and the slaughter and stupidities of Indy's 'Junkyard Formula' were making Indy's economics and popularity unravel, and in 1933, the worst year of the Depression and the Formula, Rick faced his own worst moment as Speedway czar.

Just as the field of 42 – the largest in history – was all lined up and preparing to set out for the annual 800 left-hand turns, somebody went to the medics and ratted on Howdy Wilcox. Although Howdy had been 500 runner-up the previous year, up until race morning it had been a well-kept secret that he was a diabetic who had to take insulin hits while chauffeuring. Rickenbacker, then, was on the receiving end of the difficult responsibility of having to disqualify Wilcox for medical and safety reasons. But Howdy didn't want to go and, because he was a popular guy, the other drivers didn't want him to go. So they threatened Rick with a wildcat strike unless he reinstated their friend.

A tall erect man with a hard flat mouth and those assassin eyes, Rick immediately rounded up the would-be strikers and told them to read his lips: if they carried out their plot there'd never be another 500 because he'd turn the Brickyard into a parking lot. The race ran as scheduled.

A replacement pilot still had to be located for Wilcox's vacant Gilmore Special though, and who should pop up but this runt of a motormouth rookie who was as unpopular as Howdy was popular, and who'd trained for the 500 as a rough-and-tumble dirt tracker. He was – you guessed it – Mauri Rose.

In the ragged 500 that followed, two drivers and one mechanic crashed and died; Rose, alone, seemed unperturbed by the considerable chaos he'd help create. Tucking into the opposition much like his 'benefactor' Rickenbaker tucked into Fokkers, Mauri went on the warpath. Ordered to start 42nd and not to pass a single car until getting his bearings, he overtook a dozen on his first lap. Forty-eight laps later he was fourth and about to give the leaders a flogging when his own engine unloaded.

The following year Mauri was holding down first place in a Leon Duray sled that Wilbur Shaw had derided as the worst handling on the track. It finally wore Rose out, and 'Wild' Bill Cummings slipped past; Mauri hung on for second. He dropped out with another broken car in '35, surged from 30th to fourth in '36, snapped an oil line in '37, sheared a supercharger in '38, took eighth in '39 and '40 and, by '41, was more than ready to win.

A fittingly mad Mauri Rose scenario unfolded. Following a morning Gasoline Alley fire that roared through 24 of the 33 stalls and destroyed three cars, Mauri – who'd started from pole in a fast but short-fused Maserati – led or stayed with leaders Shaw and Rex Mays for 65 laps until grounded with unrepairable mechanical ailments.

Still full of racing and going crazy with impatience, all Mauri could do was wait for his car owner Lou Moore to flag off the track a second team car that was running a hot 12th, and sit Mauri in it. When Moore at last did so, something like a third of the 500 miles were history. Mauri now was expected to gun this hoodoo wagon (one year it had won the 500; the next it had killed its driver) past 11 other drivers, including heavies Shaw and Mays, in just 300 miles, but Mauri was the life of the party. He only needed 200. Indy 500 wins don't come any hotter.

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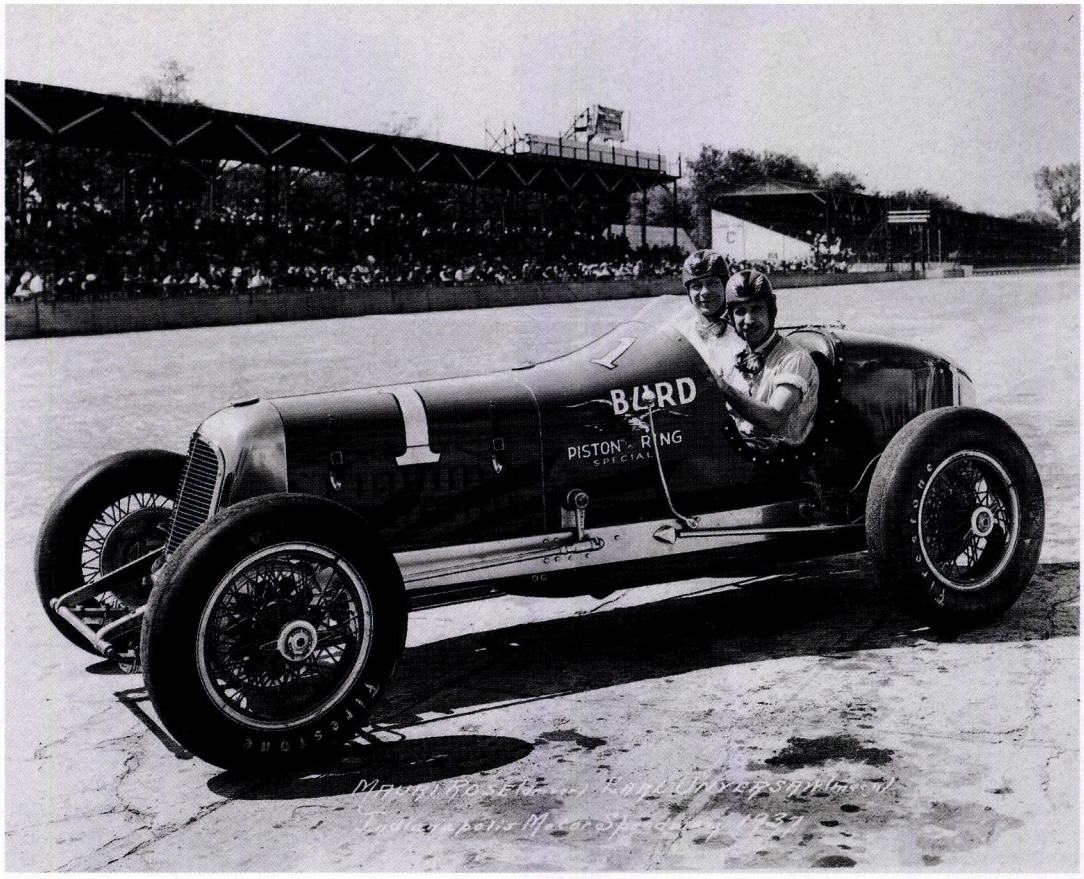
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It wasn't all a bed of roses for Mauri at Indy. In 1937, a sheared oil line ended his run in the Burd Piston Ring Special after 127 laps. He was classified 18th and received $470 for his trouble. Earl Unversaw was his mechanic

'He quit Blue Crown in anger. He was the team's heart, so Mauri's departure led to an epic Blue Crown meltdown'

Following a four-year hiatus for WWII, the Indy 500 resumed in 1946 with Mauri's faithful car owner Moore, once a decent Speedway chauffeur himself, deciding he wanted to play the genius role. Spending all his money building up two Blue Crown Specials, Moore gave one to his difficult ace Mauri and the second to ex-ice skater Bill Holland, a hunk who was as handsome as Mauri was homely, yet a terrific race driver in any case. Moore's pay-off was an unprecedented three 500 scores in a row: 1947 (Mauri, aided and abetted by a controversial Moore pit signal); '48 (Mauri again) and '49 (Holland).

For half a century Indianapolis has been waiting in vain for somebody to duplicate the Blue Crown hat trick, but – easy as Rose and Holland made it look – having two prima donna champions on the same team didn't make Moore's life easier. Mauri, for example, dictated to Moore at every 500: "Lou, when the racecar is sitting still in the pits, you can be the boss. When it's on the racetrack, I am." Not only that, but somewhere along the line, Mauri acquired the briar pipe that he was forever puffing in Moore's face; and, among numerous Mauri raceday demands, Moore was expected to co-ordinate personnel to pass Mauri sticks of chewing gum during pitstops (if it wasn't Beeman's Pepsin, there'd be a tirade). Meanwhile Holland – so vain about his good looks that he reportedly sued and won a big defamation lawsuit against Hollywood because the actor depicting him in *The Big Wheel* wasn't handsome enough – could also be a royal pain.

To be fair, however, the lives of Mauri and Holland weren't carefree either. Beautiful as they were, the Blue Crowns were dated and a handful to control. Moore, after all, was a survivor of the 1930s, when the sorry engines of the Junkyard Formula used to carry 60 gallons of oil, three-quarters of which got pumped onto the bricks. To have any hope of steering through the goo, a driver had required front-wheel-drive, which was what Moore's hard-to-steer battleship Blue Crowns were, even though the Junkyard Formula was a decade in the past.

Come 1949, Moore solidified his standing as the finest team strategist Indy has ever seen, because this was the 500 when he defeated two great teams single-handedly, the supercharged-but-hexed V8 Novis, and his own Team Blue Crown. Getting greedy for a 1-2-3 sweep instead of the usual 1-2, Moore mobilised Rose and Holland plus a third veteran, George Connor. When the Novis sent over an air raid that was making his men nervous, Moore found a strategy to rescue them and Blue Crown was again living mellifluous days. But instead of 1-2-3, Blue Crown reaped only first (Holland) and three (Connor). Parked by a sparkless magneto – and blaming Moore for paying more attention to the maintenance of Holland's and Connor's cars than his own – Rose quit Blue Crown in anger.

He was the team's heart, of course, so Mauri's departure led to an epic Blue Crown meltdown. Holland subsequently managed to take second in the rain-shortened sweepstakes of 1950, but then couldn't keep his mouth shut and popped off about Speedway president Shaw purposely turning on the yellows to stop him from winning. For this and other transgressions, Holland, in the course of the next three 500s, was purged, partially reinstated, and then fell from grace over and over again.

Moore, in turn, fell completely behind the times. FWD was passé; he could no longer build competitive Indycars; and when he suffered a fatal cerebral haemorrhage in 1956, he wasn't even at the Speedway but at a NASCAR meet in Atlanta, where he was trying to direct Pontiac's back-door stock car programme.

Almost typically, it was Rose who did the best job of landing on his feet following the Blue Crown debacle. After finding employment with moneybags oil tycoon Howard Brighton Keck (the future sugar daddy ➳



Rose and team boss Lou Moore were a successful if unlikely pair. But their spats were worth it – as long as they were winning. Here they pose with the Borg-Warner Trophy following Mauri's Indy victory of 1948

'Faulkner was a hotshot rookie with an attitude like Mauri's own in 1933; Mauri himself was now a curmudgeon'

of Indianapolis icon, Billy Vukovich), Mauri – being Mauri-the-bullet – promptly parked Keck's Pennzoil Special on the 1950 500's front row. Whereupon all the usual Mauri madness broke out.

Walt Faulkner had put one of the new Kurtis-Krafts on pole position with a breakthrough time-trial speed, and when Mauri got into an argument with him and suggested that Faulkner not try and run over everybody in the first turn, Faulkner's riposte was that Mauri should stay out of the way. Faulkner was a hotshot rookie with an attitude much like Mauri's own in 1933, and Mauri, now a member of the 40-plus brigade, had turned into a curmudgeon. Mauri next discovered he still had $3 in his trousers and, because he was frugal with his greenbacks, handed the money over to a mechanic for safekeeping. Subsequently the three bucks, all of the mechanic's clothing, and very nearly the Pennzoil Special and Mauri himself all got consumed in an inferno sparked by a botched refuelling stop. Rose resumed the 500 anyway – prior to the fire he'd gotten ahead of young Faulkner and was leading as usual – and finished third.

The next year, Mauri finally pushed his luck too far and had the Pennzoil throw a wheel and land on its top in an infield creek with himself underneath. His smallness saved him, but afterward he decided upside-down in a race car at his age was an omen, and he retired. By then he'd become bored with the rest of his life too, which amounted to a post as engineer-without-diploma for the Allison Engineering Company, just across the street from the Speedway: every month of May he'd arrive to take practice laps in his lunch hour, faithfully carrying the same inadequate Cromwell helmet he wore in 16 Indy 500s, the brown cotton gardening gloves he wore for almost that long, and a lunch pail. Whenever he finished practising he'd open the pail, eat lunch, and return to work.

Hyperactive all his life, he turned his retirement into a kind of race. Going to college, he became an engineer-with-diploma and worked for the Studebaker Corporation, American Motors, and directed Chevrolet's stock car racing effort. Having pledged to work every day of his life until they planted him, Mauri was still working for AMC when the end came in 1981 (old team-mate Holland outlasted him by four years). Though no longer physically capable of manhandling brute FWDs, one of Rose's final passions was exceeding 150mph in National Hot Rod Association drag races, and also throwing in one-handed push-ups by the dozen.

EDDIE RICKENBACKER, MAURI'S UNINTENTIONAL MENTOR, DIED IN 1973. His late-inning accomplishments included starting Eastern airline, and spearheading the use of jets for commercial travel. Just like Mauri though, Rick's adventures never actually ended, and during World War II he got into as much trouble as in WWI. Called back into military harness as a special assistant to the secretary of war, Rick was on his way to New Guinea for a powwow with Douglas MacArthur when his B-17B crash-landed and sank so fast that he and the crew barely had time to inflate life-rafts. Before a Catalina rescued them, they were adrift and lost for 24 days with no land in sight, sustaining themselves on rainwater, fish and seagulls. One man died. The five survivors later admitted they almost wished they had too, for Rick, the oldest man in the raft, ceaselessly hounded, berated and goaded them into staying alive – apparently in much the same manner as he'd coerced Wilcox and those would-be strikers.

Poor Wilcox never was granted medical permission to race at Indianapolis again. Still needing something exciting to do, Howdy took up the practice of starter flagman at the dirt-track races. In 1946 he somehow got in the way of himself and was nailed and carried off by the pack of cars he was flagging away. M



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HALDA TRIPMETER

FROM TAXICABS TO RALLY CARS, THIS INGENIOUS DEVICE HAD INAUSPICIOUS ROOTS, BUT IT BECAME THE ESSENTIAL TOOL FOR ALL GOOD CO-DRIVERS, AS KEITH HOWARD REVEALS

photography by Charles Best

Racing drivers who talk of finding their way around a circuit are referring to the identification of braking and turn-in points, of discovering where the worst bumps are, and of assessing which kerbs you can take liberties with.

Finding your way around in rallying is a very different proposition. The rally's route book shows competitors the roads or tracks to follow by means of tulip diagrams; the co-driver's job is to convert that information into verbal instructions to the driver. To do that reliably, you have to know precisely how far you are along the route; for that, a rally computer is essential.

Today's examples are electronic, of course, but in the 1950s, '60s and early '70s, that technology wasn't available. The rally computer then was a mechanical device and the most famous of all were made by Haldex AB in Halmstad, Sweden: the Halda Tripmaster, Twinmaster and Speedpilot.

Pretentious as it might seem to describe these boxes of gears and (in the case of the Speedpilot) clockwork as computers, the term is justifiable. The first 'computers' were humans, not machines: people who did sums and put the results in navigational or mathematical tables. As mechanical equivalents the Haldas were limited to very basic arithmetic indeed – all the Tripmaster and Twinmaster could do was continuously add or subtract – but they nevertheless made the rally co-driver's task a great deal simpler.

Haldex became a maker of rally instruments via a curious path. Founded over 100 years ago and originally a manufacturer of typewriters, the company diversified into making mechanical taxi meters. A spin-off from this product line was a simple 'spy in the cab' odometer, used by suspicious bosses to check on employees' vehicle usage. From that it was a relatively small step to the specialist Tripmaster and Twinmaster rally odometers. The Speedpilot, which actually predates its simpler cousins, was a more complex (and historically less important) device to help the driver maintain a preset average speed.

Prior to the Halda Tripmaster being introduced in 1958, the only measure of distance available to most rally co-drivers was a standard car odometer. BMC, for instance, had some special speedos built by Richfield which were essentially the conventional item minus speed needle. A T-gear inserted in the drive cable allowed this second unit to be positioned in front of the passenger seat, leaving the standard instrument for the driver.

Such arrangements had limitations. Tenth of a mile (or tenth of a kilometre) resolution wasn't really good enough; you couldn't rely on the odometer's accuracy; it couldn't easily be adjusted for different gearing or tyre sizes; and a conventional instrument simply couldn't do everything a co-driver would want of it, particularly if the car took a wrong turn.

These shortcomings were all addressed by the Halda Tripmaster and Twinmaster – the latter introduced in 1960 and essentially the same but with two odometers, one of which could be used to record cumulative distance while the other was reset for individual sections. Like a conventional odometer, they were designed to be driven from the speedo cable (via a T-gear with 8:1 reduction gearing) but there the similarity ended.



LAT

Halda aided Mini Cooper's victory (on the road) at Monte in 1966

For a start, Haldas read in hundredths of a mile or kilometre, and their internal gearing could be changed in sufficiently small increments to ensure an accuracy of plus or minus 0.7 per cent. BMC's competition department had Abingdon council mark out an accurate measured mile on a local road to check the calibration. This adjustability also meant they could accommodate different overall gearings and tyre sizes – or any vagaries in the nominal mile or kilometre measures used by rally organisers.

As the number of their control stalks indicates, a Halda also allowed the co-driver to do more than zero the read-out. Critically, one control allowed the odometer to operate in reverse, subtracting distance rather than adding it, so that an inadvertent detour could easily be corrected. As soon as the co-driver realised the mistake and told the driver to turn around, the Halda could be set to subtract for the journey back to the wrong or missed turn.

Over the years, both designs were refined to improve shock resistance – the gear wheels on early models could be knocked out of alignment on rough-and-tumble rallies like the Safari – and keep dust out. Even then they weren't perfect, though. Despite the brochure's proud claim of 'Large illuminated 6.2mm figures', digits less than a quarter-inch high could be difficult to read, particularly once the advent of full-harness restraint made it impossible to lean forward. What was difficult during daylight became impossible at night, so a solution was dreamt up by the BMC competition department: a dash-mounted magnifying glass and additional illumination, which made the figures much easier to see.

For the iciest events some teams also contrived new ways to drive their Haldas. Having them driven via the gearbox meant copious wheelspin would cause them to over-read, negating the high inherent accuracy. So means were contrived for gleaning distance information from the non-driven wheels. Strange drive mechanisms and cables began to sprout from wheel hubs to feed Haldas a more reliable input. But then a preponderance of left or right turns on any stage could again harm accuracy.

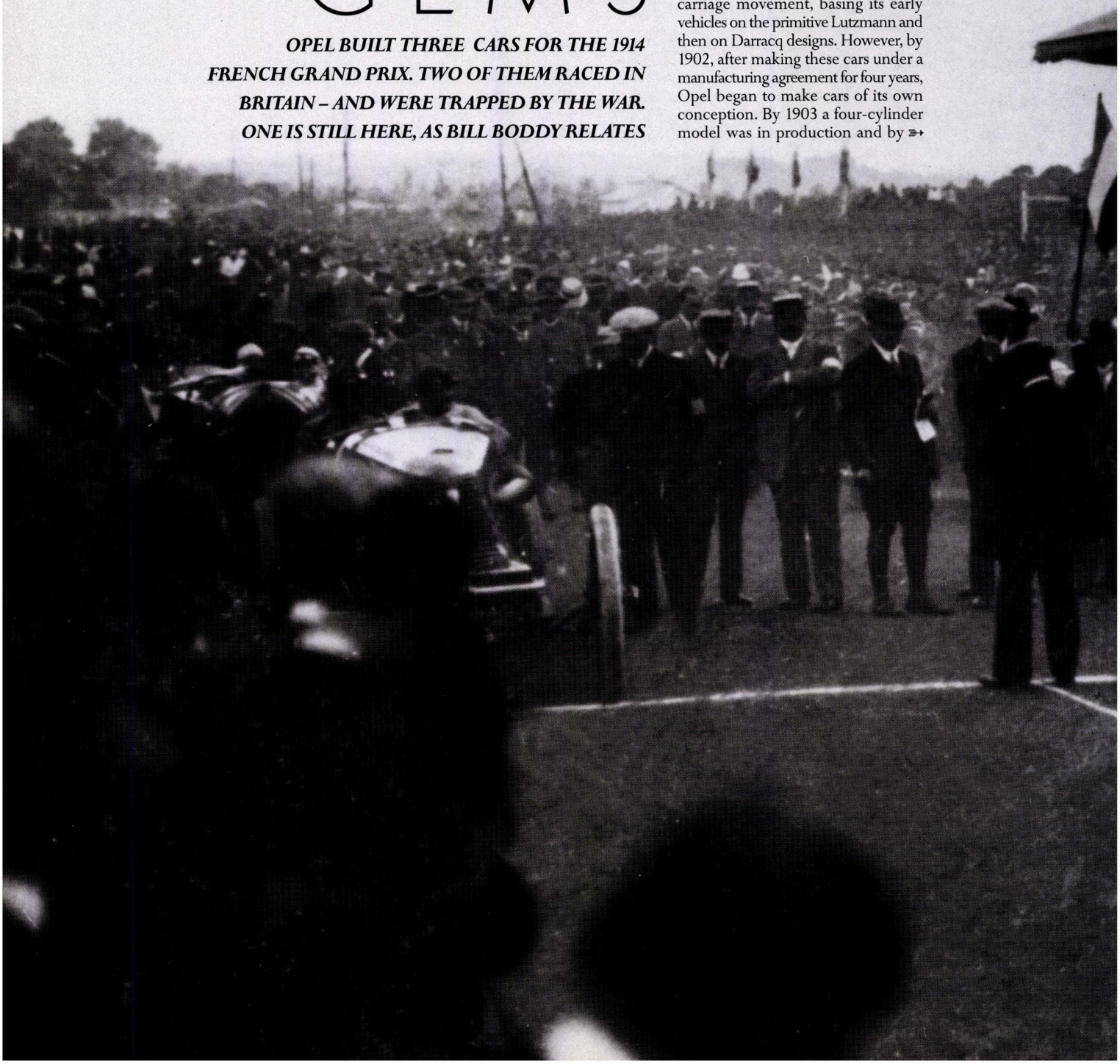
Halda introduced its first electronic rally computer in 1980 but continued to supply the Tripmaster and Twinmaster until 1989. By then it had sold 78,000 and 66,000 units of each, along with 56,000 examples of the Speedpilot (produced until 1978). Despite its previous hegemony, the company's electronic products proved less successful, however, suffering at the hands of competitors like Terratrip.

The Halda name survives but not on rally computers. In 1992, Trancometer System AB bought the Haldex taxi meter operation and continues to sell the Halda brand. In the end, calculating cab fares turned out to be a more lucrative business than counting off the stage miles.

Thanks to Martin 'Haldaman' Jubb, Bill Price, Don Barrow and Gunnar Palm for their help in preparing this article. M

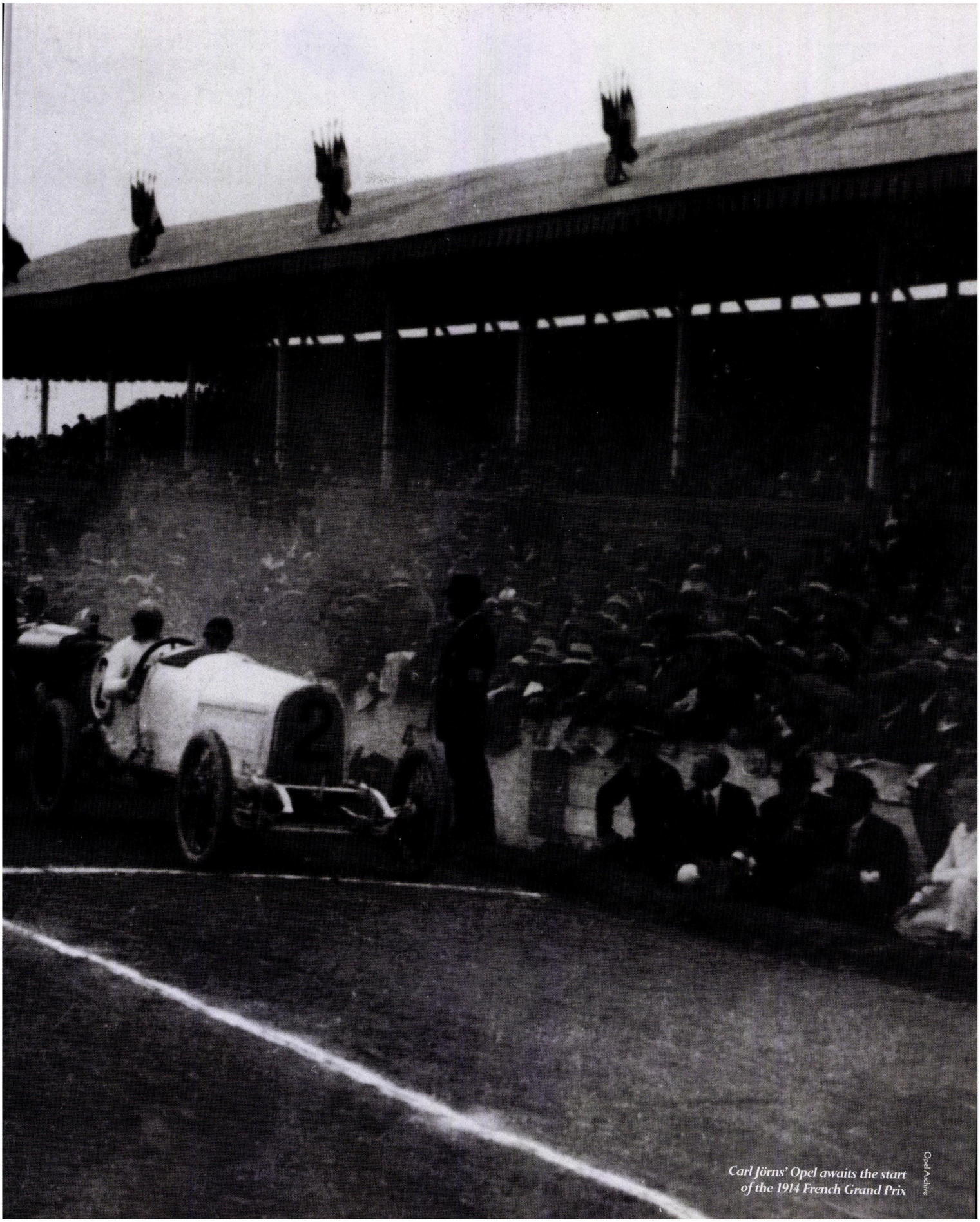
OPEL'S HIDDEN GEMS

OPEL BUILT THREE CARS FOR THE 1914 FRENCH GRAND PRIX. TWO OF THEM RACED IN BRITAIN – AND WERE TRAPPED BY THE WAR. ONE IS STILL HERE, AS BILL BODDY RELATES



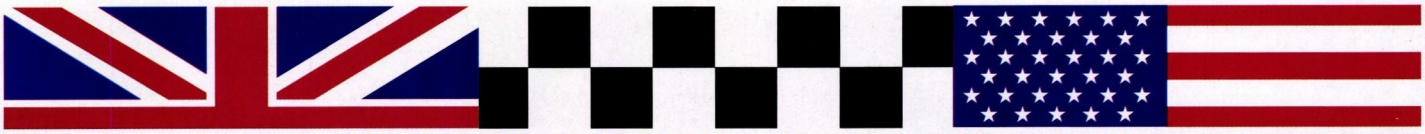
THERE IS, AND ALWAYS HAS BEEN, DRAMA in all sporting events, and especially in motor-racing, both in the old days and since commercialism began to challenge the purely sporting aspect. But this is about a drama not involving a driver, or car, before, during, or after a race – but of a driver and cars that did not race.

The make of racing car concerned is Opel, built by Adam Opel of Russelsheim, one of Germany's leading car producers. The company had been among the pioneers of the horseless carriage movement, basing its early vehicles on the primitive Lutzmann and then on Darracq designs. However, by 1902, after making these cars under a manufacturing agreement for four years, Opel began to make cars of its own conception. By 1903 a four-cylinder model was in production and by ➳



Carl Jörns' Opel awaits the start of the 1914 French Grand Prix

Opel Archive





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Darracq influence had disappeared. The 20/40 hp Opel was a popular car, one of a wide range, from a small twin to the 9.2-litre 30/60.

Opel thus became one of Germany's top motor manufacturers. But in 1911 a disastrous fire severely damaged the firm's position, until the factory had been re-established with improved tooling, lorries now being made as well as cars, of which the 10.3-litre 40/100 Opel was a car appealing to wealthy sportsmen. Opel and his sons had seen the value of competition participation to publicise their products and improve them. They had been early in this field with the Lutzmann-like cars, and not long afterwards had entries in international races. Opel had a Darracq-like racer for the 1904 French Gordon Bennett race, though it did not start, but Fritz Opel was fourth in the important Herkomer Trials in 1905, behind a trio of Mercedes, and Opels were fourth in 1906 and second in 1907.

Then in the prestigious 1907 Kaiserpreis, Carl Jörns and Michel, in side-valve 8-litre Opels, were third and fourth behind a Fiat and a Pipe. Thus encouraged, 12-litre cars were prepared for the '08 French GP at Dieppe, Jörns finishing sixth in the 477½-mile race. Michel's radiator gave out after nine of the 10 laps; Fritz was 21st, but not last.

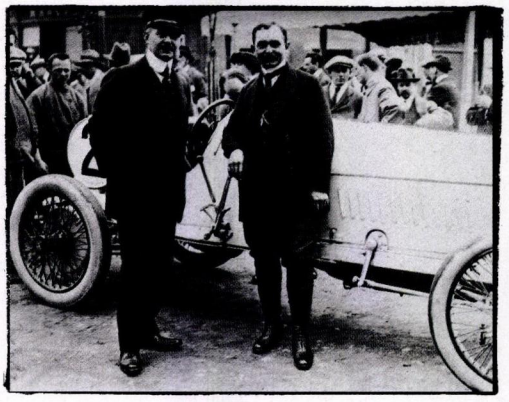
Brother Wilhelm Opel then won the 1909 Prince Henry Trials outright, Opel now making such sporting models as the 7.3-litre 100bhp 28/70 – with which Jörns scored further successes – and a sports 2-litre, by 1913. So it was opportune to enter the 1913 fuel-consumption French GP. Each car was allowed 20 litres of fuel per 100kg dry weight. But the cars were not freaks. They had to race over 580 miles of the Amiens circuit, and a 5am starting-time, delayed by fog, did not prevent a huge spectator attendance. Opel entered two cars, but only Jörns' started. His car had a single-overhead-camshaft 16-valve 3970cc four-cylinder engine, and it weighed only 7kg less than the 1460cc Mathis, at 842kg. But the engine refused on the first lap. Georges Boillot, bare-headed and with sleeves pulled up, achieved a dramatic victory driving one of the 5655cc twin-cam Peugeots, at 72.12mph. Four brief stops apart, he had driven for nearly eight hours. Also in 1913 Jörns raced a GP and a 2-litre Opel at Brooklands at Easter, taking two firsts.

Opel's poor showing in 1913 did not prevent them putting in a team of three cars for the 1914 467-mile French GP at Lyons, which has been described as probably the greatest of its kind up to that time, with Mercedes, Peugeot, Sunbeam, Nagant, Delage, Schneider, Opel, Fiat, Vauxhall, Acquila-Italiana, Nazzaro, Alda and Piccard-Pictet fighting it out. But war was imminent, so this was likely to be the last great road race for an inestimable period. Peugeot made a great effort to beat the Teutonic rivalry of Germany with its well-practised and organised team of five 4½-litre Mercedes. Georges Boillot's hard-pressed Peugeot finally fell apart, its driver disconsolate at the roadside, while the remaining three Mercedes swept to a 1-2-3 finish. The luckless Boillot would go on to be shot down in combat with a German fighter.

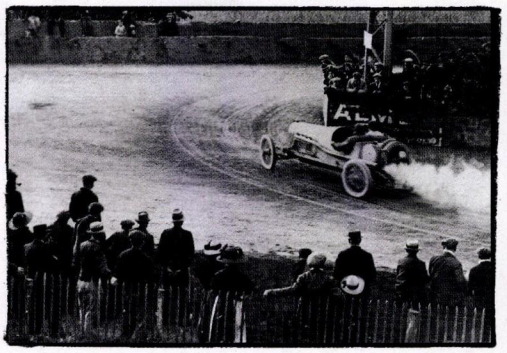
Top: Breckheimer's Opel was to retire at Lyons with little more than half the race gone
Middle: Wilhelm Opel and Carl Jörns



Spitzley/Zagari



Opel Archive



Opel Archive

With 4.4-litre engines and four-speed gearboxes, the 1914 GP Opels looked promising. But they were no match for their Mercedes rivals, with 10th the best result

Jörns was 10th, last finisher except for Fiat, but Breckheimer and Erndtmann retired in the other two Opels, after 12 of the 20 laps. Jörns had hit Ferenc Szisz, who was changing a wheel on the Alda, and broken his arm, a foretaste of present-day pitlane accidents. The cars were similar to the 1913 racers, but had 4441cc engines and four-speed gearboxes. Opel had built other racing cars of varying sizes, including a four-cylinder 12,272cc 16-valve monster which developed 260bhp at 2900rpm.

Although the GP cars had not been impressive, an Opel competed at the 1914 Easter Brooklands Meeting. Adam Opel entered Jörns for the short and long 100mph Handicaps; he was put on scratch in both, giving 8sec to an 8½-litre rotary-valve Itala. He was outpaced in the first, but lapping at 99.41mph was third in the longer race, behind the Itala and the limit Crespelle.

Jörns then returned to Germany to prepare for the GP, after which Adam Opel nominated two cars for the August Bank Holiday Brooklands Meeting. The Opel team reassembled in Surrey, but war was but a day away. Newsboys in the Paddock were billing the likely outbreak of hostilities, and already troop trains were passing by on the embankment above the track, military personnel were absent or hastily leaving, and petrol was in short supply. Jörns and his team had beaten a hasty retreat to their Fatherland. If the spectators had looked forward to seeing the famous Carl Jörns in action, they soon had other things to think about.

The Opels stayed in England, and were discovered by Phip Paddon, dealer in top-quality makes, who got an Irish registration for Jörns' car to confuse the police. Capt Miller (later Sir Alastair Miller, Bt) then heard of them. He had raced big Matchless and Martin-JAP motorcycles at the Track from 1912 and flown aeroplanes when in the RFC. He was by 1920 reconditioning war-surplus Crossley tenders and trading in used cars, and had taken the Opels to his premises at Cheval Place off the Brompton Road in London. He commenced car racing at the Track with one Opel while S C Cull was preparing the other for the famous L G 'Cupid' Hornsted of Big Benz fame.

Miller got W&B Radiators of Hammersmith, who later made the body for his 11-litre Wolsley-Viper, to put a new body on the Opel intended for Hornsted, where it would meet the equally famous Harry Hawker's Sunbeam in a match race. But 'Cupid' defaulted, Lee substituted his Vauxhall and beat the smartened-up Opel. Miller ➠

and Capt Woodhouse had no great success with the Opels, but Miller now had a slice of luck. Ex-Etonian Major Henry de Hane Segrave, having survived the war flying DH25s and FE8s with the RFC, decided he wanted a professional motor-racing career. He approached Louis Coatalen, chief engineer of the STD combine, who told Segrave to get a suitable car and show what he was capable of. Knowing that Capt Miller, whom he had met while in the RFC, had these Opels, he was persuaded to invest in the Miller business. He then worked on one of the cars with Alastair's mechanics, to get the old car ready for Brooklands.

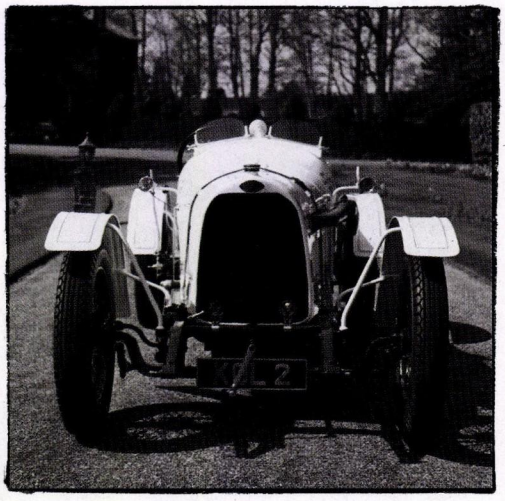
The luck now turned Segrave's way. In an early race a back tyre came off as the car was going fast on the Members banking. De Hane held the resultant skid skilfully, which Coatalen noted. Not only that, but in his first season (1920), using one or the other of the Opels, Segrave won three Brooklands races, the fastest at 89.5mph, with a lap of just over 100mph, was second twice, third once and first in class at the Westcliffe speed-trials.

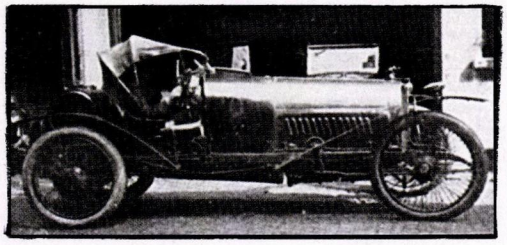
Coatalen was satisfied with what he saw, and before Segrave went to Molsheim to buy a 16-valve Brescia Bugatti and drive it to England, he had been allocated a 3-litre straight-eight Sunbeam. With this car he won the 3-litre Brooklands scratch race at 84.84mph, was first in class at Holme Moss hillclimb in a 1914 TT Sunbeam, third at Le Mans as part of the 1½-litre Talbot-Darracq onslaught, and won the 200-mile race in one of these T-Ds. De Hane was now on his way to becoming Britain's greatest GP driver, and would in time take three LSRs and gain a knighthood. The Bugatti had been best in class at Kop; *The Autocar* gave it a long description, even quoting its valve-timing, unusual away from maintenance manuals, which no doubt helped to sell it.

Back to the Opels. Drama again, because they vanished once more, for over 10 years. The Opel established as the No1 GP car – presumably Jörns' finisher in 1914, as top drivers tend to keep their personal cars – was said to have gone to a Miss G E Curie living in Yorkshire, and then to Fleet in Hampshire, standing outside the 'Oatsheaf' pub, driven occasionally by the publican's daughter. But when we lived in Fleet some 25 years later, there was no sign of it.

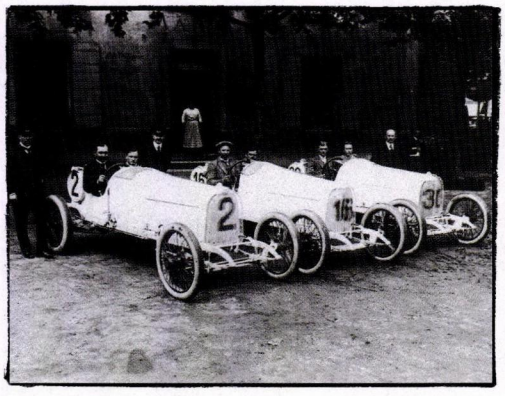
It was Kent Karslake, whose wonderful articles in MOTOR SPORT induced the VSCC to encourage Edwardians to compete at its events, who located the winning Jörns Opel in 1931. It was for sale at BMC Motors in Brick Street, London, and Noel Mavrogordato, a lover of fast racing motorcycles like his Brough-Superior and the British-Montgomery-Anzani vee-twin (the world's fastest in 1924), bought it for £40. It had the bolster-tank body and full road equipment, including a claustrophobic hood, lamps, mudguards and a Klaxon horn. Karslake had a short run in it.

The other surviving Brooklands Opel is this machine, once run by Neil Corner, but now in the hands of the Lindsay family





Bill Boddy



Bill Boddy

Middle: Jörns' Opel as Kent Karslake found it in 1931. Above: The Opel squad from the 1914 French GP – (left to right) Jörns, Erndtmann and Breckheimer

The 'Hornsted' Opel was found by A C Westwood of Fiat Ballila associations. Here intrudes one of those complications that trouble historians, because, of the two cars salted away during the war, this one was a single-seater, based on a GP Opel. In spite of much research, I cannot establish if it was the car raced by Jörns at Brooklands at the Easter 1914 meeting, but it was seemingly one of the two that defaulted in August 1914, and was rebodied as a two-seater by Miller for Hornsted. But why didn't Hornsted want it as a single-seater?

Mr Cull who worked on the car after the war was convinced that it had been turned into a single-seater by Opel's, perhaps with a view to attacking the world hour record set by Percy Lambert in the Talbot in 1913. When this became out of reach it would most likely have been the one sent to Brooklands at Easter in 1914, where it lapped at 99.41mph, although it was queried why it was not in the Lightning races. It may have then returned to Germany or it may have been stored here with Jörns' GP Opel for the August races, as two entries were made for the 100mph handicaps, and two for the Lightning ones.

If war closed Opel's London depot this could have facilitated Paddon's acquisition of both cars. The single-seater had a pointed tail, a blister to accommodate the new steering box position, and a curved drop-arm and lengthened back springs. However, none of these were apparent after the post-war rebuild; it was back in two-seater form with a new bolster tank when found.

It passed to Bill Short, then to Brian Morgan who rebuilt it, after which Stanley Sears had it, having new blocks cast when they burst, and this Opel was acquired by Mavrogordato and again became a respected VSCC competitor.

Geoffrey Goddard Library

I drove down to Hampshire in 1977 to find the Mavrogordatos' white ex-Jörns Opel immaculate and almost as original as 63 years earlier. A few modifications had been made for road driving, but otherwise it was as Jörns knew it. We drove it past swans and ducks on the lake by Mavro's private road, the cone clutch slipping so that prudence reduced full speed. Nonetheless, it was impressive, and so nice to meet again this super-enthusiast who used to fly his own Bristol fighter and who became Lord Nuffield's pilot of Morris Motors' Leopard Moth. At the 1977 Brooklands Society Reunion, his son took the Opel up the Test Hill and his daughter drove it home. It is still owned by the Mavrogordato family.

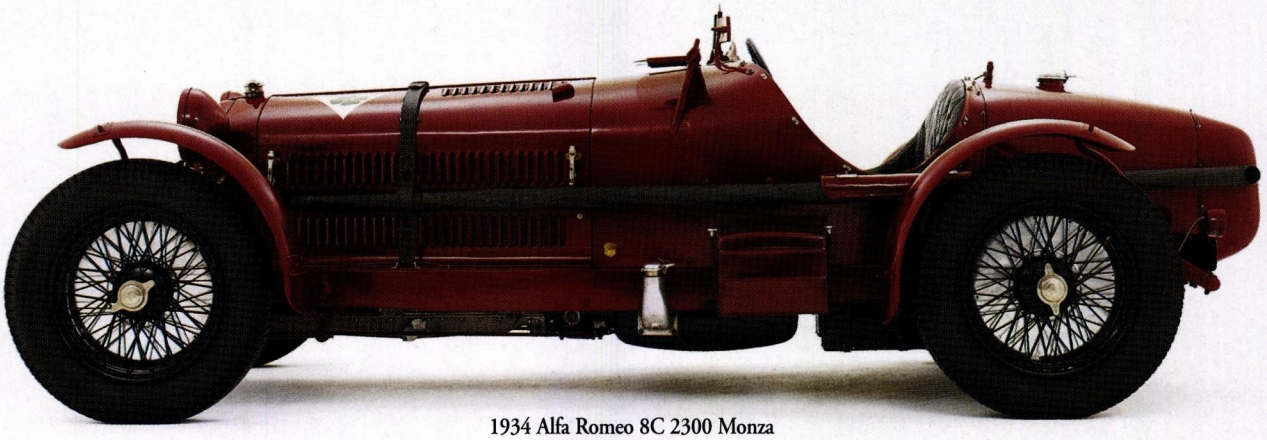
The second Opel went to Neil Corner, then to the Hon Patrick Lindsay, and has finally returned to Germany to a private collection, after an exile of some 80 years. M

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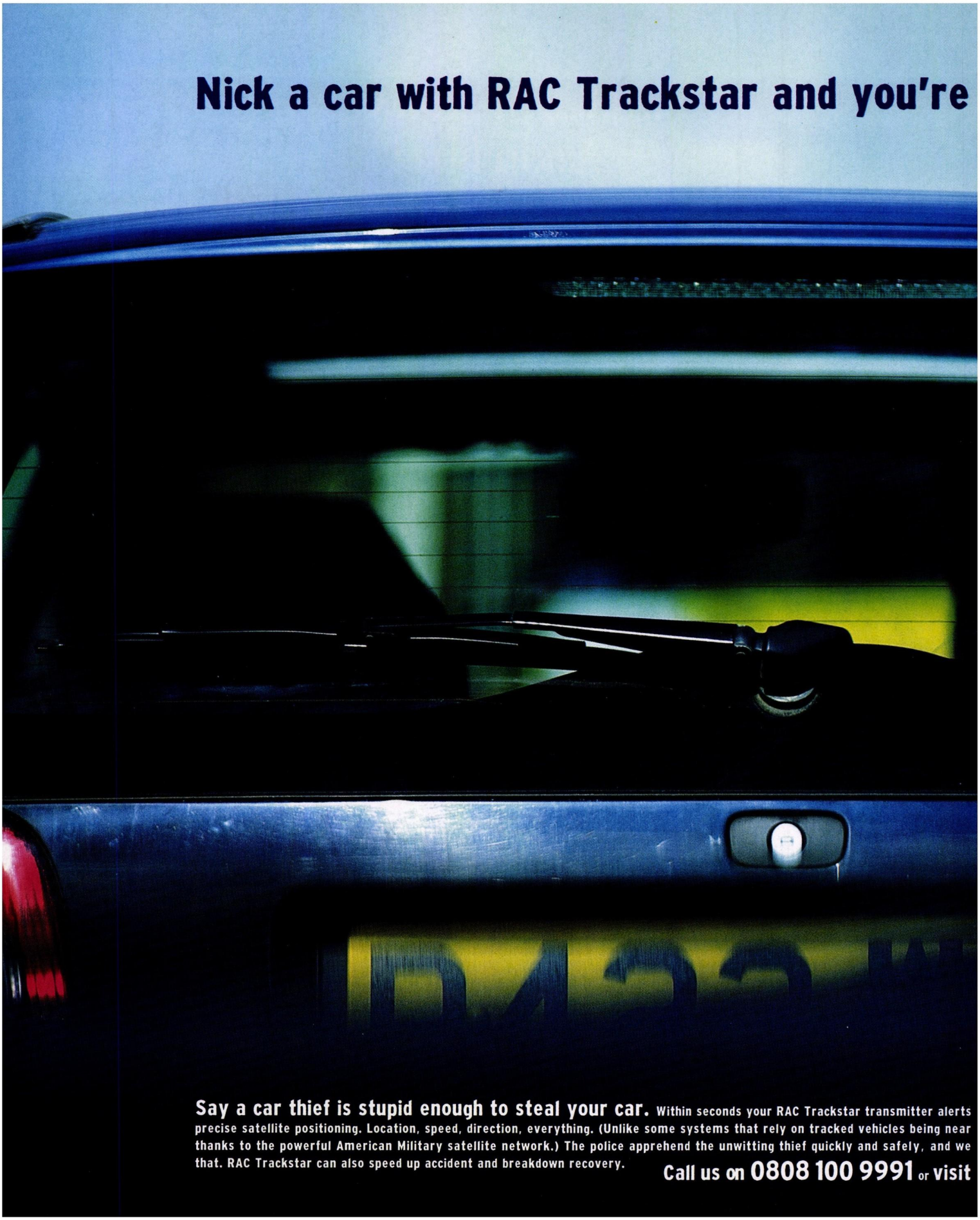
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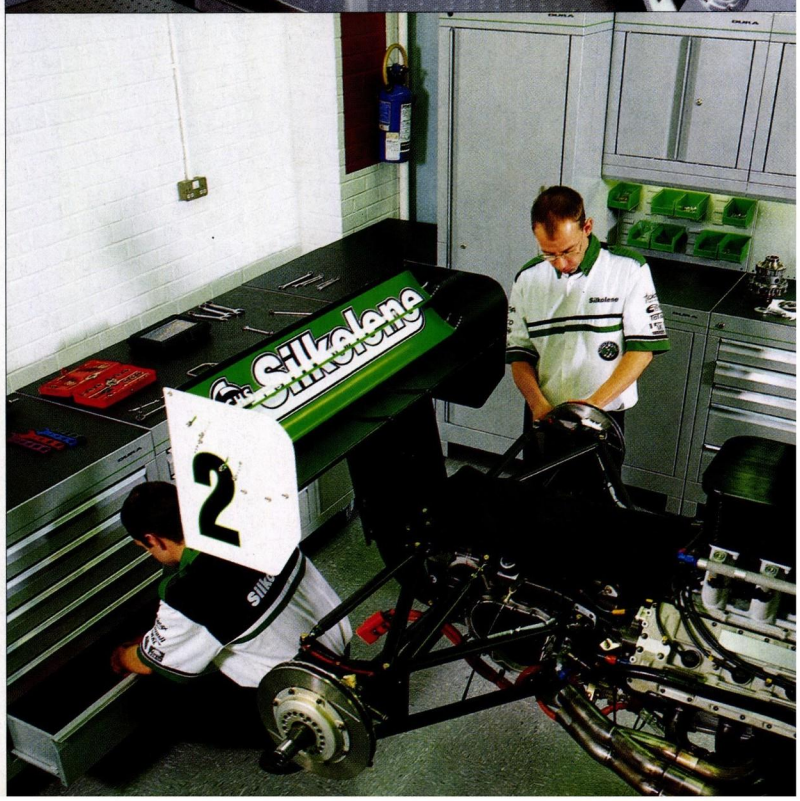
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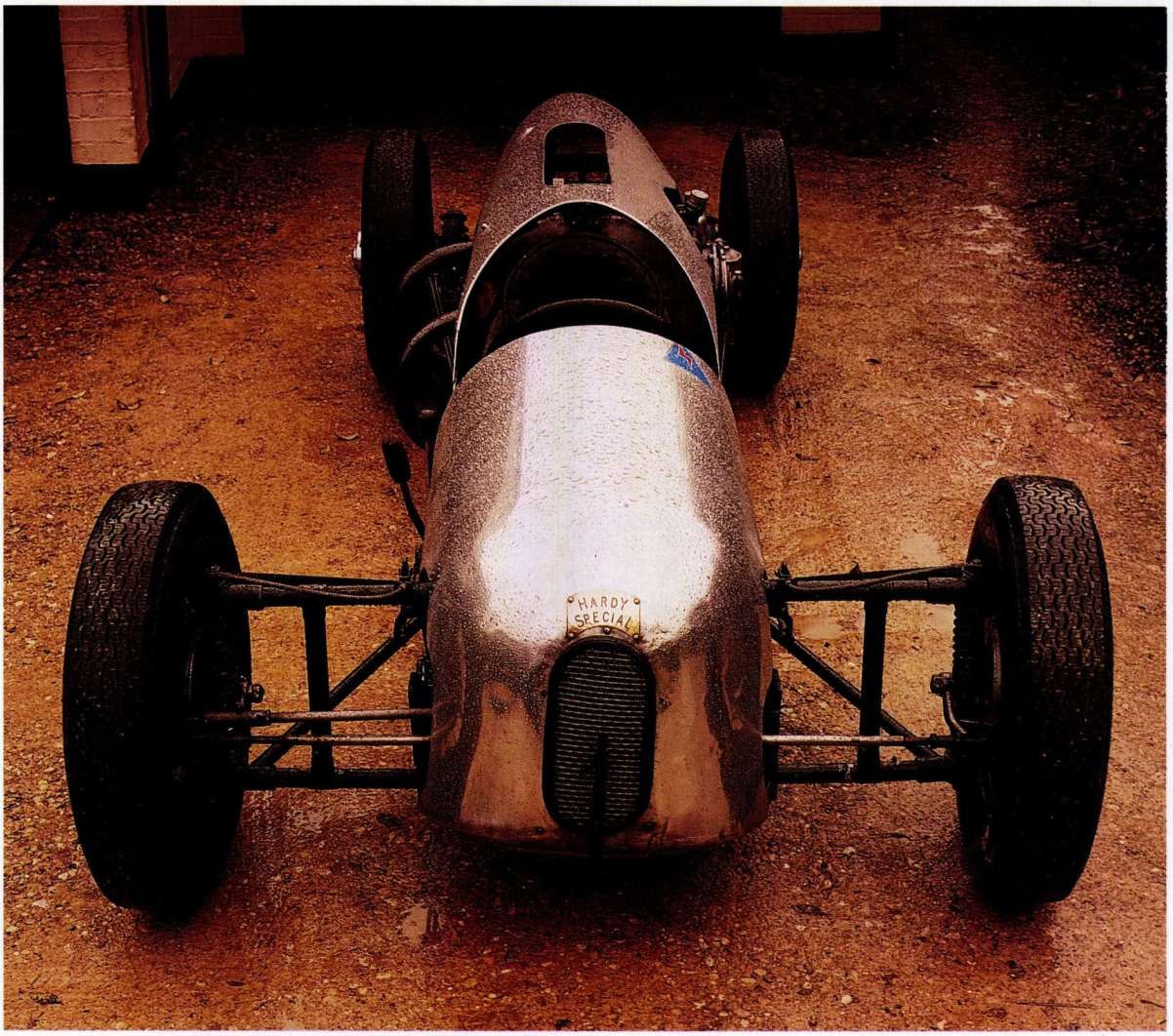
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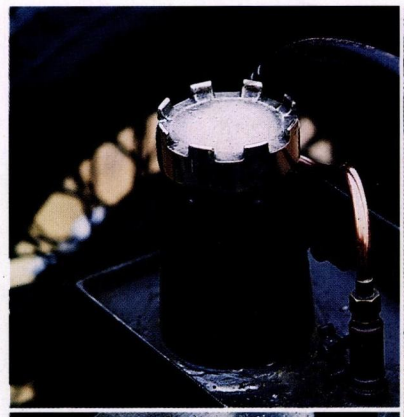
Hardy Special II

HOME-BUILT SPECIALS WERE THE LIFEBLOOD OF BRITISH MOTORSPORT BEFORE WWII AND THE GENESIS OF A FORMULA ONE REVOLUTION AFTER IT. THIS LATECOMER TO THEIR RANKS HAS BEEN WINNING FOR ALMOST HALF A CENTURY. BY PAUL FEARNLEY



photography by Charles Best

AUTO UNIONS MADE A BIG IMPRESSION ON THE HARDY SPECIAL'S CREATOR, DICK HARDY. HE WASN'T KEEN ON FITTING A BODY, BUT WHEN HE COULD PUT IT OFF NO LONGER, HE GOT A COACHBUILDER IN WEYBRIDGE TO DOFF HIS CAP TO ZWICKAU







Hats off to the British special-builders. For theirs was the spark of innovation that fired this country's domination of the sport. The lack of closed roads generally held Britain back at the highest level during the 1920s and '30s, but while the thoroughbreds of Alfa Romeo, Auto Union, Bugatti, Maserati and Mercedes lapped it up on the Continent, the insular quirks of Brooklands' speedbowl and up-the-garden-path hillclimbs gave birth to a spirit of make-do-and-mend, forged the priceless ability of stretching a little to go a long way. True, they also fathered fantastic leviathans such as John Cobb's Napier-Railton and Ernest Eldridge's 'Mephistopheles', but it was the less-patrician, blue-collar specials, beetling about in their shadows, that held the greater legacy. For their creators were the original *garagistes*. The next step was to productionise their wares, which is precisely what the Coopers did. Colin Chapman did likewise, and the resultant momentum was unstoppable.

Dick Hardy is not a direct member of this

'A car Hardy found under a pile of bomb rubble in a Hampstead garage'

lineage, but his offshoot retro approach spawned one of the most successful hillclimb and sprint cars. The second Hardy Special – his first was based on a Riley 9 – came to fruition in 1955, but was constructed mainly of pre-1931 bits because Dick wanted to contest VSCC events. Like all good special-builders he used what came to hand, which is why two other specials and 17 marques – cars and bikes – comprised his new racer, from O.M. rear brakes to a fine crenellated Sunbeam 20 fuel filler cap. Like all good special-builders there is a hint of the madcap to him, which is why one idea was to fit a Gypsy aero-engine (offered for £10, still in its packing case) into a whippy, spindly GN chassis of 1921 vintage which had once borne the Meo Special, a racing car Hardy discovered under a pile of bomb rubble in a Hampstead garage (in 1953!) and bought the bulk of for £25. Like all good special-builders, however, some sense prevailed. And like all good special-builders he chose his 'heart' well.

'Barry' Baragwanath banged in 100mph laps of Brooklands by the sidecar-load astride Brough Superiors during the 1920s and '30s. An intuitive engineer, his tweaked JAPs, especially his V-twins, were the ones to beat. Yet even he excelled himself with the rare, supercharged, bronze-crankcased, 50-degree, 996cc twins that emerged from his Brooklands workshop in 1928. One of them ended up in the Hardy Special via another special, the Sumner-JAP, an equally eclectic machine – part Lancia, part Brescia Bugatti. It was wrecked at Prescott in 1938 and, although it was rebuilt, made only very few post-war appearances before Dick, as all good special-builders would, interrupted his honeymoon to buy its engine in 1954.

The Meo's chassis was beefed up via three sturdy crossmembers, two of which were used to mount the JAP longitudinally behind the driver – Dick had been a big fan of the Auto Unions. Added to the mix was Morgan i.f.s., a GN solid back axle, a Norton four-speed 'box (designed for 16bhp but now

Final drive is by chain, 52-tooth sprocket mounted on GN solid back axle. Pipes and silencers a recent addition, the loss of shattering noise compensated by increase in torque; Centric 260 blower boosts to 15-16psi. Circlip dangling from ignition switch reminds driver to switch on dry-sump pump, a previous expensive oversight; Sunbeam filler cap in demand but not for sale

NEW CYLINDER HEADS AND BARRELS, MORE MODERN TWIN MAGNETO SET-UP, BUT BARAGWANATH'S BRONZE CRANKCASE STILL GOING STRONG. NOTE LOOPING INDUCTION PIPE FROM THE BLOWER; WOODEN LEVER CONNECTS TO NORTON FOUR-SPEEDER – SEQUENTIAL SHIFTS NOTHING NEW IN MOTORSPORT; PISTONS ARE SHALLOWER AND THICKER-DOMED TO COPE WITH SUPERCHARGING, BUT THERE ARE LIMITS, WHICH ARE OFTEN REACHED

expected to cope with 85-90), Morgan cable-operated front brakes, and steering from a Raleigh Safety Seven (a three-wheeled delivery van of the 1930s). Total spend? £80.

Good special-builders hit their budget, preferably undercut it, so you can imagine Dick's chagrin when, at the behest of those bothersome scrutineers, he eventually had to clothe it all in a bare aluminium body, at a cost of £120. Luckily for his pocket, Dick had chopped an amazing 18in from the car's original chassis, the new 7ft 6in wheelbase drawn from some judicious measuring of a new Lotus at Silverstone in the late '50s.

The car was quick once Dick had recarbed it (inch-and-seven-eighths SU), replaced the almost square cams with milder 'touring' JAP 8145 items and upped the blower pressure, but it was still prone to detonations. The bronze crankcase was, and still is, up to it, but the bearings of the day weren't, and the impecunious owner was forced to sell it (briefly) to Frank Lockhart. The latter proved too big for the cramped cockpit and he shipped it on to John Barton-Hall, who owned it from 1961 to 1974, during which time he conclusively proved that racing overstressed the car.

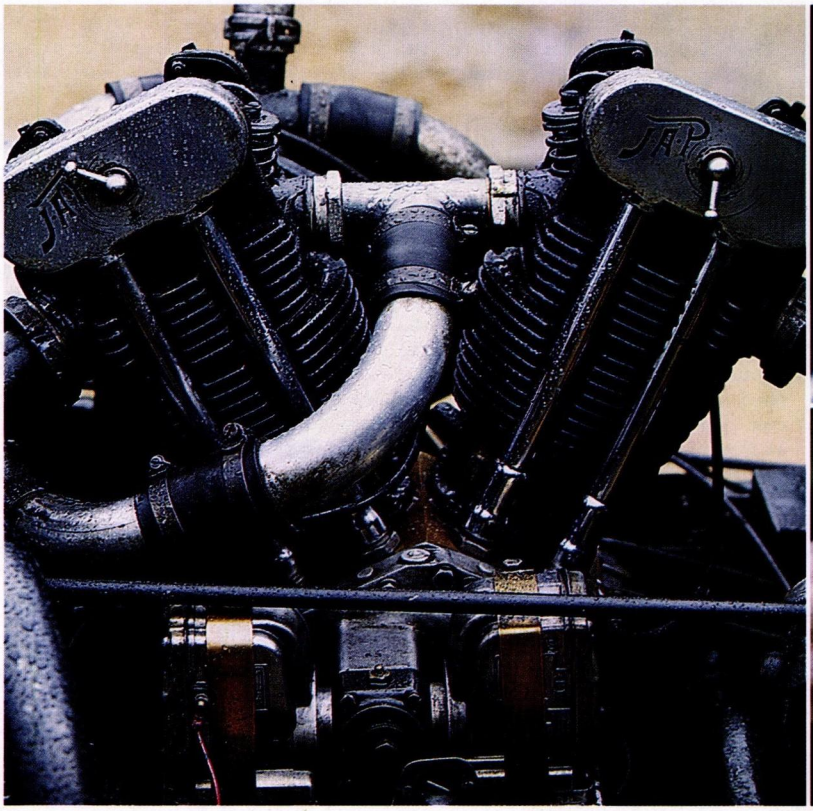
In 1974, the Hardy fell into the hands of Dr Brian Gray, who has doted on it and campaigned it ever since. His first year of ownership saw him and long-term helper Ted Roberts complete a nut-and-bolt rebuild, since when steady evolution and constant fettling has been sufficient.

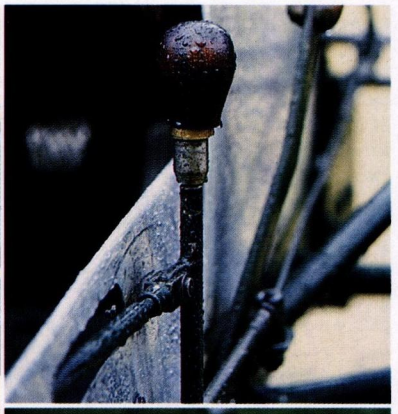
Though hardly a thing of beauty, the car was the apple of Brian's eye: like Hardy, he is an avid A-U and Rosemeyer fan; a biking background (his father owned 38 second-hand-bike depots) means V-twins are dear to his heart, while his love of chains (in the strictest motoring sense) is confirmed further by his ownership of a 1933 TT Replica Frazer Nash. The Hardy had the lot. Plus a swathe of quirkiness. Another of Brian's prized possessions is a 1920 Zenith Gradua bike, with its revolutionary adjustable belt drive, while a painting on his dining-room wall depicts the wild Coupe de *l'Auto* Peugeot, its gudgeon pin-straining stroke bursting through the bonnet into the drivers' eyeline: this semi-retired Tewkesbury GP likes to be different. And competitive.

'The wheelbase stemming from some judicious measuring of a new Lotus'

In his hands, the Hardy has racked up class records at Shelsley, Prescott, Curborough, Wiscombe and Loton. And it has, in its time, had the unusual distinction of simultaneously holding vintage and Post-Vintage Thoroughbred benchmarks at a venue. This peculiarity stems from Brian's sense of fair play.

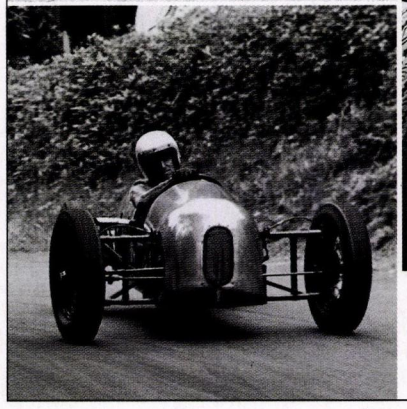
"It was classed as vintage, but it was built in the 1950s. Plus it has advantages in terms of size, weight distribution and traction." So he asked the VSCC to reclassify it. The PVT boys must wish he had stayed where he was. They will be particularly peeved when I reveal that Brian takes care not to overdevelop the car. He has fitted BSA front brakes (still cable-operated) but states, with some pride, that "They won't lock the wheels – even on my gravel path." The solid back axle still features the original GN cups-and-cones bearings, quarter elliptics and radius arms, and is 'controlled' by tightened-down Hartford friction dampers. The tiny Norton gearbox ➳





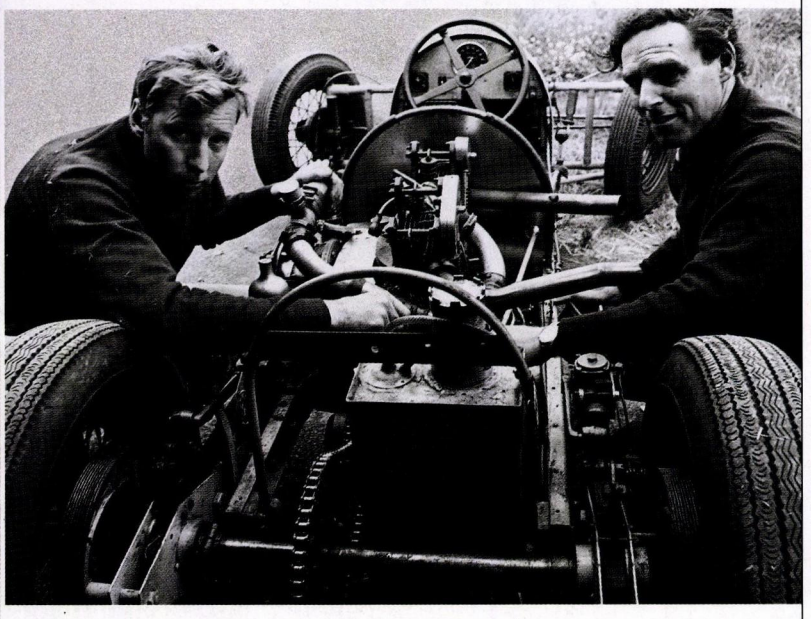






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HOW THE HARDY EARNED ITS LAURELS



TOP LEFT, PRE-WAR SUMNER SPECIAL DONATED ITS HOT JAP ENGINE TO DICK HARDY'S SKIMPY SPECIAL. LEFT, FAST MODEL-T STEERING KEEPS SLIDE IN CHECK AT WISCOMBE, MAY '85. ABOVE, BRIAN GRAY (R) AND LONG-TIME HELPER TED ROBERTS PROBE THE NEWLY-ACQUIRED HARDY AT SHELSLEY IN 1975. IT REMAINS THE ONLY REAR-ENGINED SPECIAL ACCEPTED BY THE VSCC

(constant-mesh, pull back for first, push for up, pull for down) has made two concessions to Baragwanath grunt – a strengthened 14-tooth bottom gear and a steel casing instead of the original aluminium. Dick Hardy fitted a mag alloy unit given him by F3 legend Don Parker, but this finally split asunder in 1980.

Other concessions to reliability and the passage of time have been new cylinder heads and barrels, two single-cylinder Lucas magnetos in place of a V-twin unit which would give one strong and one weak spark, and a JAP gear pump for the dry sump instead of the original drip-feed Pilgrim item.

The Murderers' Row of bent con-rods and chewed pistons that adorns the window ledges of Brian's garage suggests that the car has been far from flawless, but the problems have tended to come in batches and, in fact, this is one of the more reliable specials. Nicknamed 'The Hardy Annual', it is sturdy in a fragile way. Most specials are drilled until they resemble Bonnie and Clyde's Tommy-gunned getaway car. "Dick didn't put much effort into making the car light," says Brian. "You could lose another ½cwt [it currently scales 7½cwt] if you wanted to." Another concession – opposition take note. "It's actually all surprisingly smooth. If you feel a vibration it's a sign to switch off as something's about to go wrong. It's not even that noisy now we have been forced to run long pipes

'Most specials are drilled until they look like Bonnie and Clyde's getaway car'

with silencers [in place of the original stubs]."

Smooth? A big twin, a supercharged twin, with its awkward, uneven firing intervals? Their tuning was deemed a black art in the 1920s, giving rise to closely-guarded theories. These included the given that one cylinder had less time than the other to prepare for its big moment. To compensate, Baragwanath fitted different-sized inlet valves in a bid to even up the explosions. But Brian has done away with this to no ill effect. He also uses pure methanol (4mpg, 7.5:1 compression) rather than the recommended, complex dope brew – again with no ill effect. And those enforced, long, silenced exhausts have led to an increase of torque with no loss of power.

What Brian *has* kept is the long induction pipe from the chain-driven Centric 260 vane-type blower. This routes around the far side of the engine, acting as a plenum chamber, smoothing out the pulses and providing a constant steady supply of compressed mixture.

Despite the 'weight' and this 'smoothness', the Hardy is still as quick as a 1½-litre ERA to the Sleepers at Prescott (a seven-second burst from the start) and can crack 80mph, in third, across the finish at Shelsley, clocking a best (37.17sec) faster than Raymond Mays managed at a venue he dominated.

The good doctor is disarming. Underplays it all. Just a bit of fun. It is, but appearances can deceive: Brian aboard the Hardy is very spectacular – the bog-standard Norton clutch is dumped, wheelspin takes care of the rest.

"It's best to try to keep it smooth through the slower corners – almost on the overrun," he explains. "I usually have the brakes on all the way round a corner rather than powering through it. It's smoother that way."

Still underplaying it. He fitted a Model T steering box, halving lock-to-lock to a single turn, in a bid to catch the powerslides that go crossed arm-in-arm with the only mid-engined special allowed by the VSCC. There would have been another had Dick Hardy had his way, but the club determined that Hardy III should be front-engined. "I was on the committee at the time. It was all a bit embarrassing," admits Brian.

A source of irritation? Not at all. Just another hurdle to be cleared. And cleared it will be: Dick is adamant III will eventually be quicker than II. Now in his 70s, he is, like all good special-builders, indomitable and magnanimous. And still watching the pennies: Hardy III's steering was originally fitted to a 1930s three-wheeled delivery van. M

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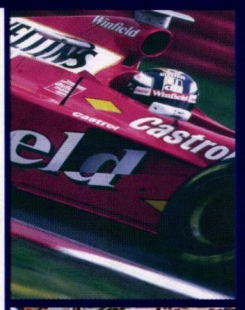
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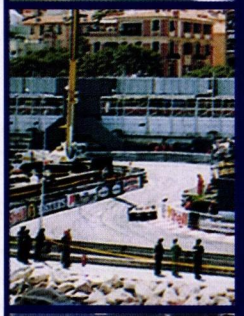
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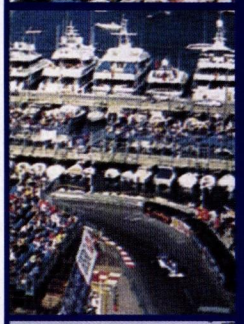
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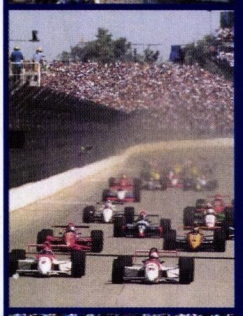
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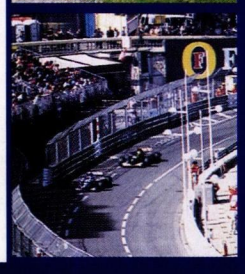






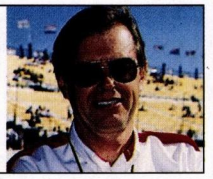






BRABHAM BT46B

EVEN IN A YEAR DOMINATED BY THE LOTUS 79, GORDON MURRAY'S FAN CAR STOOD OUT AS AN OUTRAGEOUSLY INVENTIVE SOLUTION TO A SPECIFIC BRABHAM PROBLEM. BUT IT COULDN'T LAST



NIGEL BENNETT
Ex-Penske Designer

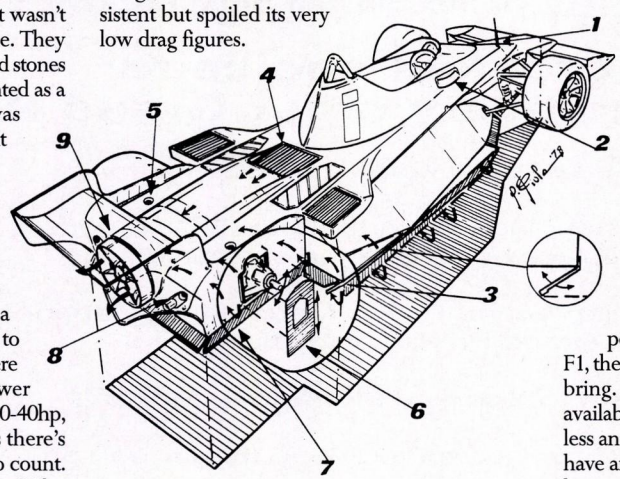
WHAT IMPRESSED ME ABOUT GORDON MURRAY'S Brabham fan car was the sheer bravery of it. The year before, Lotus had the 78 which rather bowled everybody over and people were slow to copy it, though everybody made some sort of effort. I was at Lotus then, and we had developed the 79. But Brabham had this flat-12 Alfa Romeo engine which was very unsuitable for a ground-effect car as its cylinder heads were just where you wanted the venturi. So Murray was searching for another way of generating the same sort of effect. The big thing was that it generated downforce at all speeds, being dependent on engine speed, not car velocity. Off the startline, through slow corners, everywhere.

As soon as it was unveiled, everyone else was hard at work scrutinising the rules to see why it wasn't legal. But it was, as far as anyone could see. They tried claiming that it would throw out oil and stones in the drivers' faces, then that the fan counted as a moveable aerodynamic device, which was already banned, though Gordon claimed it was merely to cool the engine.

I think the drivers were rather relaxed about it – they knew it would be banned. And the fan car wasn't on pole for that first race, anyway; Mario Andretti was on pole in the 79. But then, looking at the map of Anderstorp, it was ideally suited to a ground-effect car, with plenty of medium to fast corners, and not many slow ones where the fan-car would shine. The snag is power absorption – that fan must have soaked up 30-40hp, a disadvantage on a power circuit unless there's enough slow corners for your extra grip to count. Chaparral used a snowmobile engine on the 2J fan car to avoid this, but that adds weight and bulk.

So it wasn't an automatic race-winning idea, and we didn't leap into trying to design our own version. I heard Mario Andretti saying to Chapman: "Colin, you've got to get rid of it. It throws rocks at you." So the pressure was on. Anyway, Chapman already had the car which was winning all the races, and the 80 was being tunnel-tested and was obviously going to wipe the floor with everyone next year, so why scrap either to follow a new line?

Mind you, it took a long time before even Lotus realised how much downforce you could generate. The 78 was quite crude really and, even with the 79, there was a lot of blockage around the rear suspension. We made huge gains cleaning up the venturi on the 80 – if I remember rightly, we had almost twice the downforce of the 79 – but the problem was keeping a seal with a sliding skirt which went around an s-bend inside the rear wheel. A huge amount of effort went into solving that – there were teams of people working on it. But in the end, if you hit a kerb the skirt would stick and you lost some of your downforce. And without wings it became very unbalanced. So we added wings, which made it more consistent but spoiled its very low drag figures.



Key to diagram: 1 airspeed indicator; 2 underside airspeed indicator; 3 side skirts; 4 radiators; 5 brake duct inlets; 6 suspension seal; 7 engine bay skirts; 8 exhausts; 9 fan

Not a great design.

The irony was that the 79 really wasn't very well developed, but Chapman said, "Don't worry, my boy, we've got this great new idea coming along". In fact we'd have done better developing the 79, as Williams showed with their very successful FW07, which was an improved 79. Chapman was not very interested in development. He would find the current situation totally boring. It was new ideas which kept him going, trying to stay ahead.

When the Brabham was finally banned, well, one always has mixed emotions in such a situation. It was a real threat to us; it would have taken away the big advantage we had with the Lotus 79, though Team Lotus would have fought very hard to become the pacesetter. But standing back and looking at it now, it was a shame. The way the modern regulations have gone, it has taken away 90 per cent of the interest. The only way you can make a difference now is through adjusting minute details. The days of an exciting new concept, such as the Lotus 88, have gone. No opportunity for lateral thought; you can't even have a 12-cylinder engine now. I suppose that's to try to keep things level by reducing the number of alternatives you can try, but it makes things dull for a designer.

Mind you, I never actually thought the 88 was as promising as all that, though I wasn't involved with it. After the 80, I became involved with Lola, which led me into ChampCars and then on to Penske. ChampCars give the designer more flexibility than F1; there are more options open and the aerodynamic constraints are different. You have to cope with the speedways, one-mile ovals and the road circuits. And there are financial restrictions too, more so in IRL [Indy Racing League], where the rules are designed to keep costs down without spoiling the racing. There's a huge difference between what an IRL team costs per season and a top ChampCar team. But in F1, the teams simply spend whatever the sponsors bring. The technology absorbs whatever cash is available. I think it's going the wrong way; there's less and less relevance to the real world. I'd rather have an 'open box' formula where the car simply has to fit within certain dimensions.

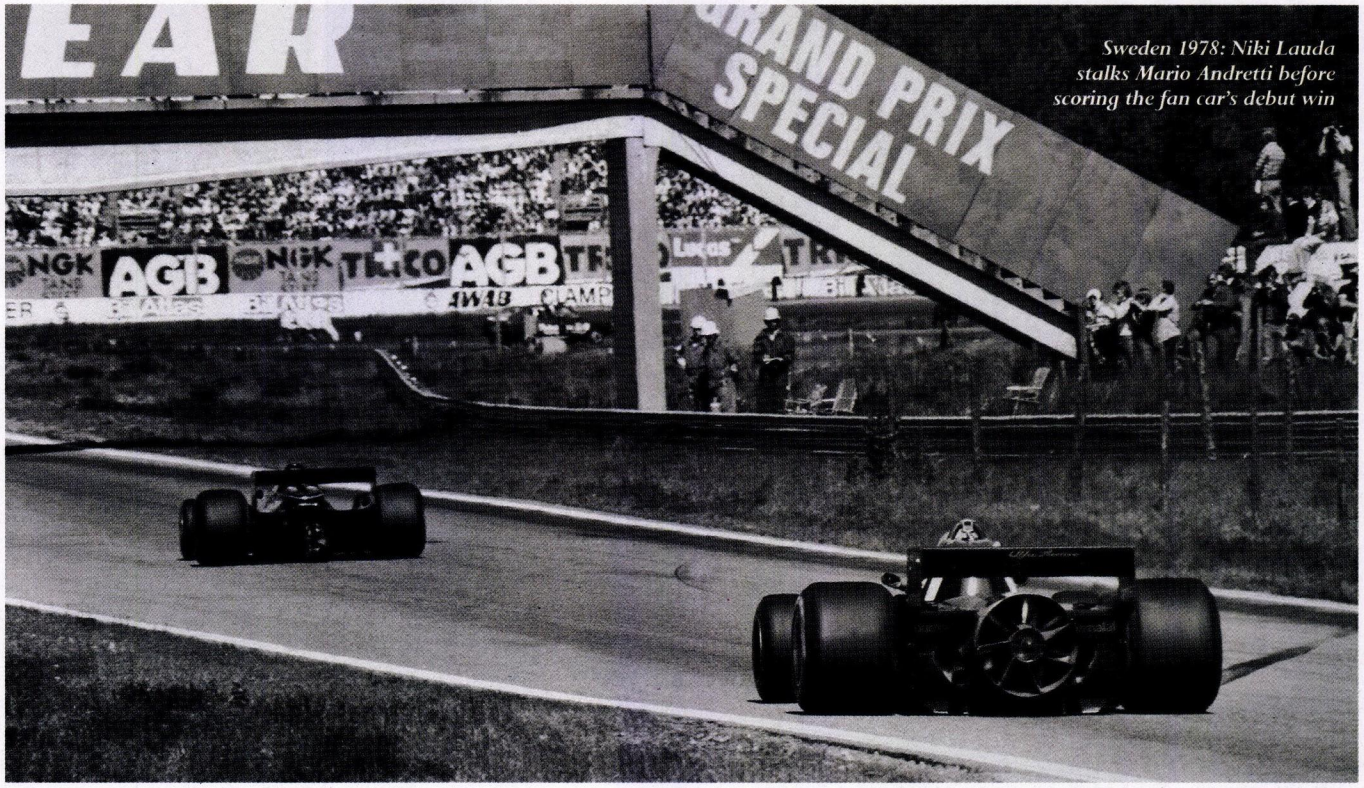
F1 engines are now so sophisticated they need a team to start them up and require a rebuild every race, and ChampCars are going the same way, with rebuilds every few hundred miles. That's where IRL is so sensible: it is limited on revs, and you can take an engine to 7-800 miles – and it doesn't make a scrap of difference to the spectator. You don't need high technology to provide good racing.

I still do some consultancy work for G-Force who build IRL cars, but recently I've designed a motor boat which has just been unveiled at the Boat Show. There's no scrutineering and no rule book. It's a wonderful feeling of freedom.

The Brabham was a fine bit of lateral thinking to get round a design problem. It was a very brave action on Gordon Murray's part; I guess working with Bernie Ecclestone gave him the courage to do it.

Nigel Bennett was talking to Gordon Cruickshank M

All photographs: LAT Illustration: Giorgio Piola



Sweden 1978: Niki Lauda stalks Mario Andretti before scoring the fan car's debut win



Fan-assisted grip meant Lauda could ignore surface oil which slowed Andretti's Lotus



Before the start of the 1958 Alpine Rally in Marseilles, with John Sprinzel and Pat Moss enjoying a touch of horseplay





Prize-giving for the 1961 Acropolis Rally with appropriate scenery. Peter Riley and navigator Tony Ambrose receive their trophies for winning the GT category and third overall in their Austin-Healey 3000

ON DAYS LIKE THESE

Text by Paul Parker, photographs by Ludvigsen Library/Marcus Chambers

LONG BEFORE HIGH-PROFILE SPONSORSHIP, MASS MEDIA COVERAGE AND superstar status there were people who were stars nevertheless. One such is Marcus Chambers, under whose *aegis* as Competitions Manager BMC and Rootes had many successes in rallying and racing.

Born in 1910, the son of Rear Admiral Bertram Chambers, Marcus was seven when he survived the world's biggest-ever man-made non-nuclear detonation. In 1917, a ship carrying over 2000 tons of high explosive blew up after colliding with another ship at Halifax, Nova Scotia. His father (then Convoy Officer to the port) and the rest of the Chambers family were lucky. Others were not, and thousands died. Such was the devastation that, years later, scientists studied the results to calculate the effects of the atom bomb on a heavily populated town.

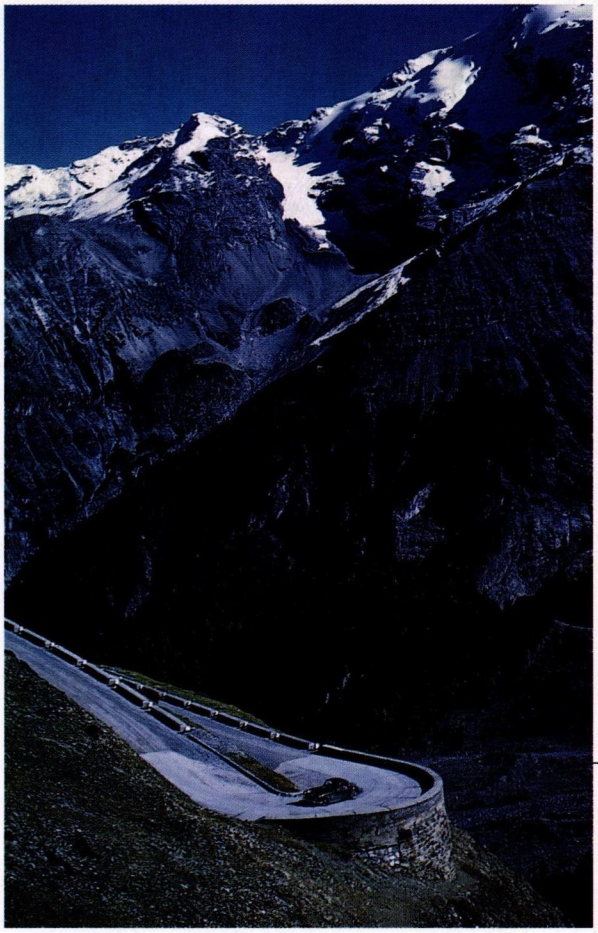
Marcus raced twice at Le Mans in HRGs, finishing tenth in 1938 and 14th in 1939, both with Peter Clark. Thereafter, he served in the Coastal Forces, RNVR from 1939 to 1946 before spending time in Tanganyika and British Honduras until 1954. Then came his stint as Competitions Manager of BMC before joining the Appleyard Group in '61. Three years later he was back in competition management for Rootes and then became involved with the sport's administration at national and international level. After five years of also managing rally driver John Sprinzel's garage businesses, Chambers retired in 1975.

During his times as a Competitions Manager he took these wonderfully evocative shots on his 1950 Zeiss Contessa 35mm camera. They capture perfectly the apparently carefree and cavalier life that belied the intense competition and back-breaking work. Marcus' competition autobiography *Works Wonders* is recommended reading.



At the suggestion of John Gott, BMC entered the 1955 Liège-Rome-Liège rally with an Austin A90 and A50, both with highly-tuned engines that the relaxed regulations allowed. Together with a privately-entered Jaguar they won the team prize. The winners, however, were Oliver Gendebien and Strasse in a Mercedes-Benz 300SL, seen here at the finish. Gendebien would go on to become a very successful Ferrari sportscar driver, winning Le Mans four times (1958, '60, '61 and '62). He was a capable GP performer too, finishing second at Reims in '60





Nothing quite compares to the Stelvio Pass, the second-highest in Europe, which formed part of the Alpine Rally. This shot portrays the scenic splendour and sheer scale of a setting which makes the MGA coupé seem insignificant. Going off here was not an option



Parc fermé at Monza before a high-speed test on the 1958 Alpine Rally. Pat Moss has her Austin-Healey 100/6 refuelled and the screen cleaned. She and co-driver Ann Wisdom finished 10th overall, fourth in class and first in the Ladies class



St Mark's Cathedral in Venice provides a suitably impressive background for the BMC team awaiting to embark on the passenger ferry to Piraeus for the 1961 Acropolis Rally. The smart besuited man in dark glasses on the left is motorsport polymath Vic Elford, who later went on to race all and sundry, including works Porsches and briefly Cooper and McLaren in Formula One. Also present are works mechanic Brian Moylan and privateer Derek Astle



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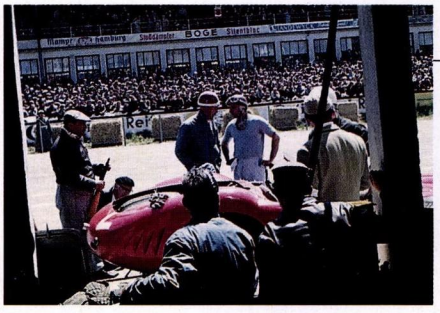
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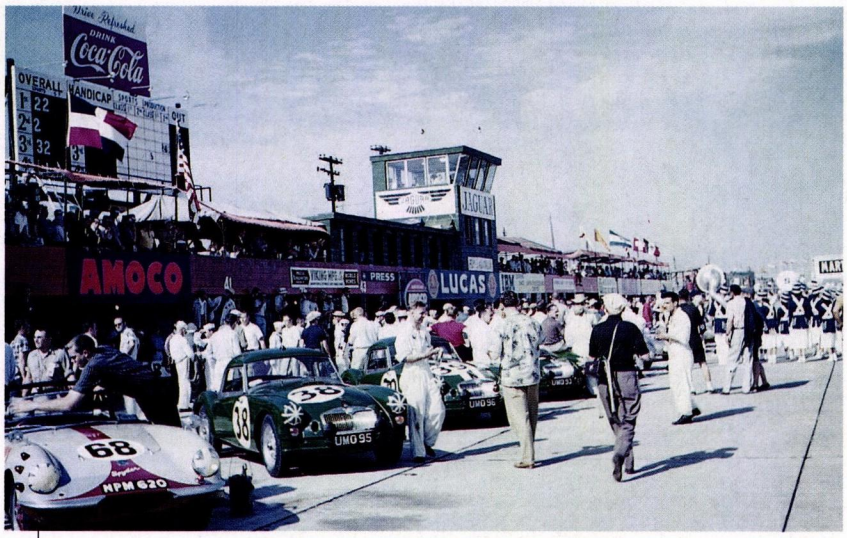
This shot was taken from the balcony of a bank in the square at Brescia during scrutineering for the 1956 Mille Miglia. Marcus had entered an MGA for Nancy Mitchell and Pat Faichney, with Alec Hounslow as their mechanic. It was a very wet race and, having no wraparound screen, the girls suffered mightily on their way to 74th overall. From the top of the photo are the Alfa Romeo 1900ti of Pareschi/Parmigiani, the Giulietta of 'Ivanhoe'/ 'Raoul' and the Fiat 8V Zagato of Erik Jossipovich



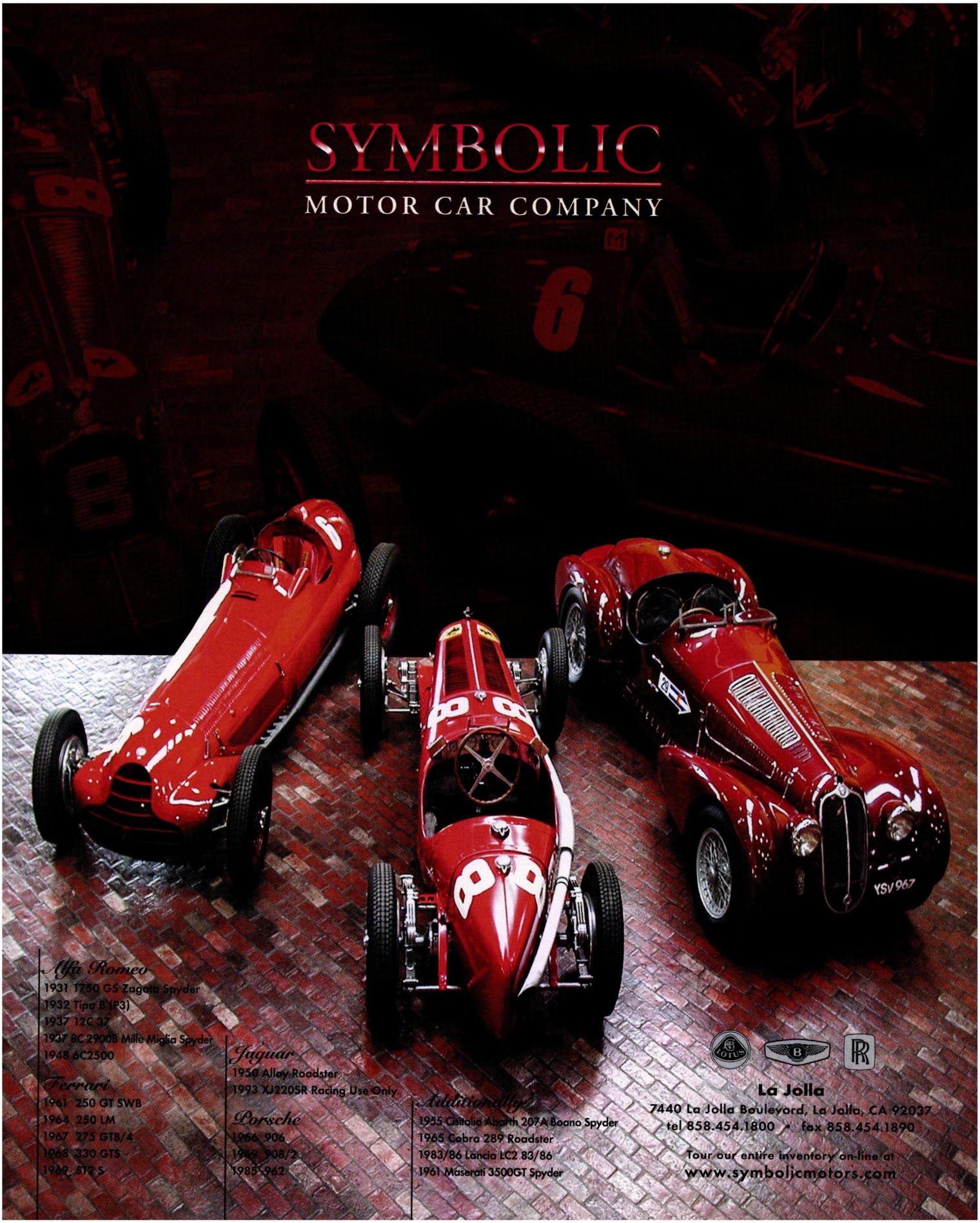


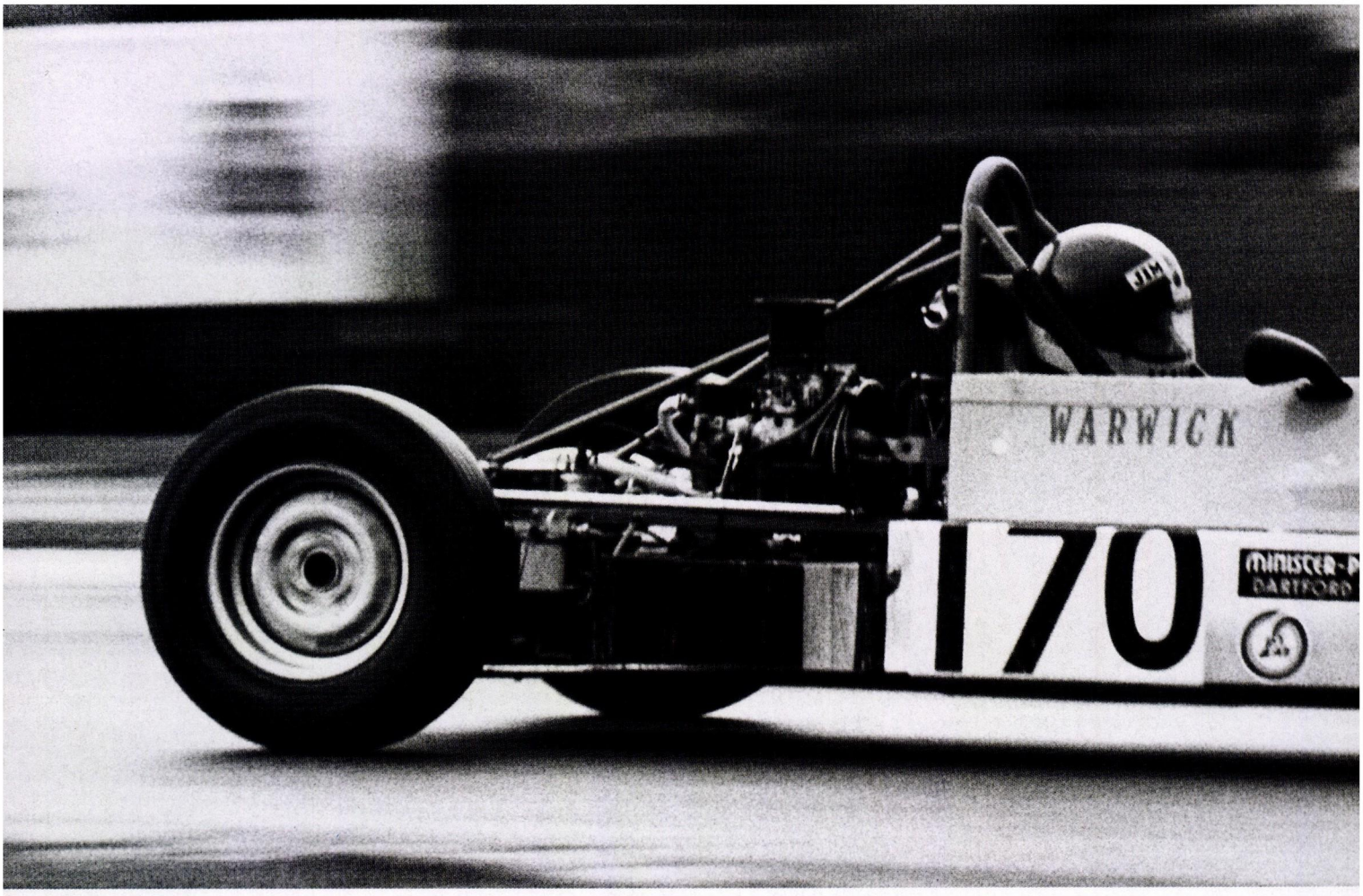
In 1957, Marcus went to the Nürburgring 1000 Kilometres to support the Fitzwilliam MG team, which comprised students from Oxford's Balliol College. During the main race he strolled into the pits and took this shot of Fangio with the Maserati 450S; standing behind the tail is legendary Maserati figure Guerrino Bertocchi in his customary flat cap. The race was famously won by Tony Brooks/Noel Cunningham-Reid in the Aston Martin DBR1/300, the first of three consecutive victories for the marque at the 'Ring

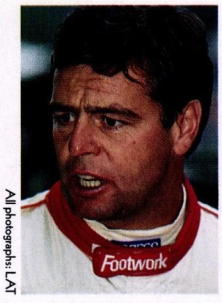
Nancy Mitchell in the Parc Chanot after finishing second in the 1956 Alpine Rally. She is drinking the champagne from the trophy she received for winning a Coupe des Alpes for an unpenalised run and a Coupe des Dames in her works MGA. Her partner Pat Faichney is on Nancy's left. This was the start of Mitchell's rise to fame which saw her twice win the Ladies Touring Championship



Sebring 1960 was a busy race for BMC with three twin-cam MGAs – for Ted Lund/Colin Escott, Fred Hayes/Ed Leavens and Jim Parkinson/Jack Flaherty – and three Healeys. Marcus didn't select the drivers; they were chosen by MG's MD John Thornley, there being a desire to run American enthusiasts, a move disliked by some. Lund retired but the others finished third and fourth in the 1600 GT class


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All photographs: LAT

ONE THAT GOT AWAY

GETTING THE BAD BRAKES

DEREK WARWICK 1976 FORMULA FORD FESTIVAL

HE NEVER GOT THE GP WIN HE DESERVED, BUT WHAT NIGGLES HIM MORE, THIS TOUGH RACER TELLS ADAM COOPER, IS A MYSTERIOUS NEAR-MISS AT THE OUTSET OF HIS CAREER

DEREK WARWICK CONTESTED 147 GRANDS PRIX IN a long career, but never quite managed to win one. He came close a few times, notably when a suspension breakage stopped his Renault at Rio in 1984. However, long before he made it to F1, a potential victory slipped from his grasp that still rankles with him. It's not so much the fact that he failed to win the 1976 Formula Ford Festival, but the way it happened.

"My first year in circuit racing was 1975," he recalls. "I had a Hawke DL12 and, coming from stock cars, I was finding out how to change gear, learning the circuits, just about everything. It was unimpressive, really. For the second year we bought a Hawke DL15, and we just took off from the word go. We were more organised, we knew the gear ratios, and we had good engines from Minister. It was a fantastic year, everything gelled really well. I think we started 52 races and won 32, although we did everything on a shoestring. We didn't really have a shunt all year. We couldn't afford to as we were still running it out of the family firm. I had two of my best mates as mechanics – one was a diesel engineer and the other was a chippy, so we didn't really have a lot of knowledge. But it showed us how to win and keep the car in one piece."

Then, as now, the highlight of the season was the Festival at Brands Hatch. That year the event had added prestige, since it supported a Shellsport Group 8 race for F1/F5000/F2 cars. Not only that, but it was also dubbed the 'Tribute to James' meeting, and the new world champion turned up to demonstrate his McLaren M23.

"As usual, the British constructors were bringing out their new cars. Hawke loaned me the new DL17, which was nowhere near as good as my 15. But I owed it to them to race it, basically. Derek Daly had one too, and we went there as joint favourites."

Daly and Warwick duly won the third and eighth heats on a soggy Saturday afternoon: "Everything was fine. As I remember it, on Saturday night Daly took both our cars to Southend, where Hawke was based. Remember, it was a works car – albeit with my engine in it. But with hindsight you might say it wasn't the smartest thing to do."

A huge crowd filled Brands come Sunday morning, including this writer. We were there to see Hunt and the Group 8 cars, of course, but the FF1600 boys knew that they'd never have a better stage on which to showcase their talents.

"The car appeared from Southend, we checked

Preyed on: Warwick's works Hawke DL17 lost all its brakes at the start of the Festival's second day, and his determined little team smelled a rat

it over, warmed it up, and I set off. We didn't have a warm-up lap; instead we drove from the paddock, round the back of the garages, straight onto the grid. But when we got there we found brake fluid leaking out of the back. We tried to tighten the joint up and pressed the brakes again, and it was pissing out.

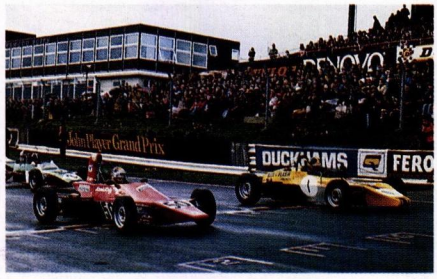
"We dried it all off and filled it up with fluid. The scrutineers were hanging around and we made out that I was pressing the brake. It didn't leak, but I wasn't pressing anything. So they let us race. But we did that whole quarter-final with no real brakes."

Despite the obvious handicap, erstwhile favourite Warwick scrabbled home third, behind Michael Bleekemolen and Don MacLeod. Back in the paddock, his glum little team checked the car over. Their conclusion – sabotage.

"After the race, we stripped down the leaking brake union and, to our amazement, there was no bevel on the end of it. We were scratching our heads, asking how did we do all the testing, all the practice, all the qualifying, and then win the heat with no bevel on the end of the female joint? One started to question a few situations."

To win the Festival outright, the general rule is that you have to win your heat, quarter- and semi- and guarantee yourself pole for the final. Derek had lost that crucial momentum: "What that did was put us further down the grid in the semi-finals, and we struggled to get up and pass anybody."

A misfire hampered him further still but, luckily,



Daly (1) won this semi to claim pole for the final

trouble among the cars ahead lifted him to second in a soaking wet race, behind MacLeod. Daly won his semi, meanwhile, and took pole for the final. Warwick started from third. It wasn't quite good enough and, in the atrocious conditions, he could not get on terms with his rival. After MacLeod spun, he finished second.

Daly accepted his trophy from James Hunt, and immediately marked himself as a star of the future. Sadly, Warwick's frustrating afternoon was to get much worse.

"My wife was pregnant at the time, and while I was up on the rostrum, obviously not very happy after finishing second, I saw an ambulance go along the back of the grandstand. It stopped and I realised the driver was waving to me. It transpired that my wife was having a miscarriage. I jumped off the podium, leaped over the fence, and we went off to hospital. We went flat out, but there was a lot of traffic from the race. The driver was trying to put a bit of a show on and I've never, ever in all my life heard so much swearing as I did from this driver going through the traffic. Poor Rhonda was five months pregnant, and she lost the baby."

This family tragedy took priority and it was only later that Derek was able to reflect on the meeting: "I was disappointed, sure. We were quick enough to have won, and when you've won 32 races in a year, you deserve it. Derek got the BP money for F3, and I was always a little bit peeved by that, because the Festival does carry a lot of kudos."

Did he ever get to the bottom of the brake saga?

"Derek Daly was my 'security guard' and, by coincidence, Derek Daly won the final! I always wondered who did it, because for sure I couldn't have done practice and so on without it, as there was no joint there at all. In my mind I've always – maybe correctly or maybe incorrectly – blamed it on Derek, or at least one of his fellow 'Paddies' who were eating, sleeping and drinking in Southend!

"Many years later, Derek and I met at an airport in America. By then he'd had a massive Indycar accident, and was now a born-again Christian. I thought it was the ideal opportunity for him to come clean. But he didn't, or wouldn't. He didn't have an explanation, or didn't know who did it. So it remains a mystery." M

BROOKLANDS

GRANDIOSE IN CONCEPTION AND BOLD IN CONSTRUCTION, IT HASN'T HOSTED A RACE FOR OVER 60 YEARS – YET REMAINS AN ICON. GORDON CRUICKSHANK EXPLORES WHAT REMAINS OF THIS MOTORSPORT LANDMARK

photography by Ian Dawson

There is no need to proffer a history of Brooklands here – that story has been told by someone better qualified than me. Everyone knows what Brooklands is, thanks to WB, the Brooklands Society and the Museum which brings thousands of people to see it. Yet many who visit may not realise just how much of the world's first racetrack still exists beyond the museum compound.

Today the bulk of Brooklands is an industrial estate, with factories and supermarkets inside and housing nibbling at the edges. But it is still enclosed by, defined by The Track – a concrete Coliseum where technology was tested and heroes made. Built only a few years after Victoria died, it's been abandoned for twice as long as it was open; yet maybe three-quarters of it still stands. Some of it is invisible behind industrial units or dense foliage. Much of it is closed to the public. But its substantial construction has so far dissuaded developers from demolishing it – amazingly only the Members end is listed – and that's our good fortune.

It's an irony that Hugh Locke-King, the man who erected this Circus Maximus of motor racing, didn't drive. This was his country estate (his house, now a college, stands to the north); yet he turned it over entirely to a new sport and a new industry, spent £150,000 (£25m today), and ruined his health fighting battles over planning and local opposition.

It was a stupendous engineering project. Stand by the Clubhouse and look towards the Members Hill. If the soaring 70ft of the Test Hill doesn't impress you, look at the height of the cutting above the straight. It dwarfs the huge hangar where bombers were once built. They removed half a hill to force this track through. Across the top sweeps the Members Banking, a tidal wave of concrete rearing over you. Imagine the impact: the sudden bellow of the Birkin Bentley erupting from behind the ➠



National Motor Museum

'Tim' Birkin's Bentley flies over infamous bump at some 130mph





Track's scope is breathtaking: Members is the smaller banking. The Finishing Straight emerges just ahead of bridge



Bill Boddy

WB was here: press office restored to former glory, as are pit bays behind

hill at 130mph, an explosion of sound, the car in plan view way above your head.

Remarkably, the 30ft-high wall, almost too steep to climb, is only some 6in thick. 200,000 tons of concrete went in to this steel-reinforced eggshell, 2.75 miles round, which aimed to be "safe at 120mph, and reasonably safe at higher speeds"; though Indianapolis and Montlhéry followed its lead, Brooklands for years hosted the fastest racing in the world. At 143mph, John Cobb's all-time lap record in the brutal Napier-Railton wasn't matched at the Brickyard until 1955, though long eclipsed at AVUS. Remember that its all-banked form was to give Britain an endurance testing facility to rival France or Italy; the fact that it spawned its own unique cars was a consequence of that. And since Brooklands behemoths were big, heavy and fast, we could not think of anything more appropriate to take to Weybridge than a brand-new Bentley Continental T.

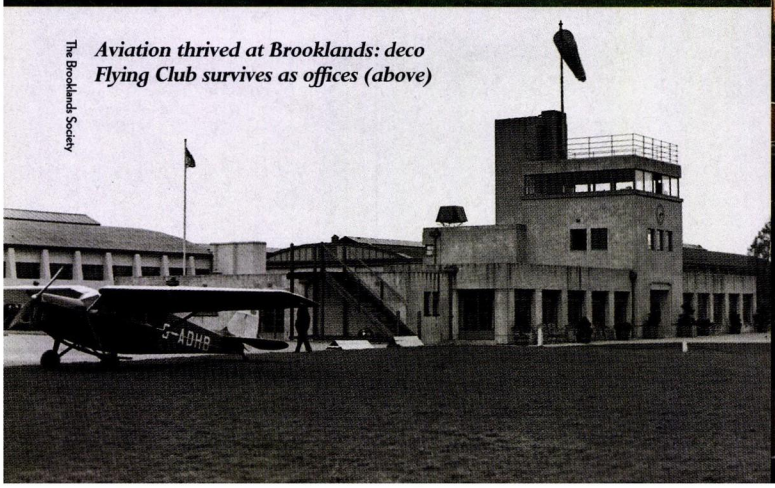
With it perched under the Members Bridge, the banking seems to run out of sight both ways. In fact it cuts off abruptly at both ends. To the east, it was demolished to allow the Gallahers tobacco company to build its HQ; but don't hiss too loudly, for a wartime workshop had already punctured it, and in return Gallahers leased the 30 most crucial acres to the Museum Trust, allowing the long-projected museum to become a reality. Then Gallahers blotted their copybook by removing the concrete from the only non-listed section of the Members Banking. Hiss here.

To the west, the huge concrete wall stops dead for physics, not finance. Here the track once leaped the meandering River Wey on the Hennebique Bridge, named after the company which built it. This was an Edwardian high-technology achievement: to follow the track's line it had to be curved, concave and slope downhill. Only the new ferro-concrete could handle this complex form, and the result was in effect a monocoque 170ft long, where the track itself was the structure, supported only by concrete piles. It was the settling of these foundations which produced the infamous bump that caused the massive Outer Circuit cars to leave the ground as they careered round at 130mph or more, creating the archetypal Brooklands photograph – Birkin or Cobb off the deck in two tons of machinery. But deterioration and the threat of collapse caused the bridge to be demolished in the '60s, and now a grove of tall trees closes the vista.

Right across the river, though, the circuit continues: you can drive along the potholed runway and pick it up where the

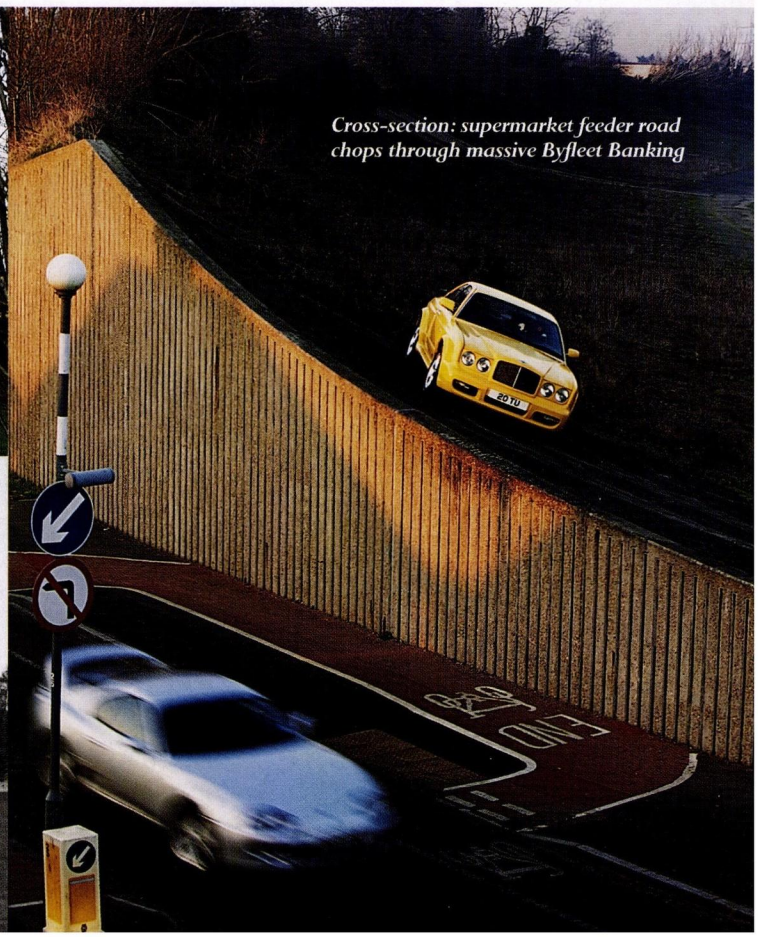
'The archetypal Brooklands photograph – Birkin or Cobb off the deck in two tons of machinery'



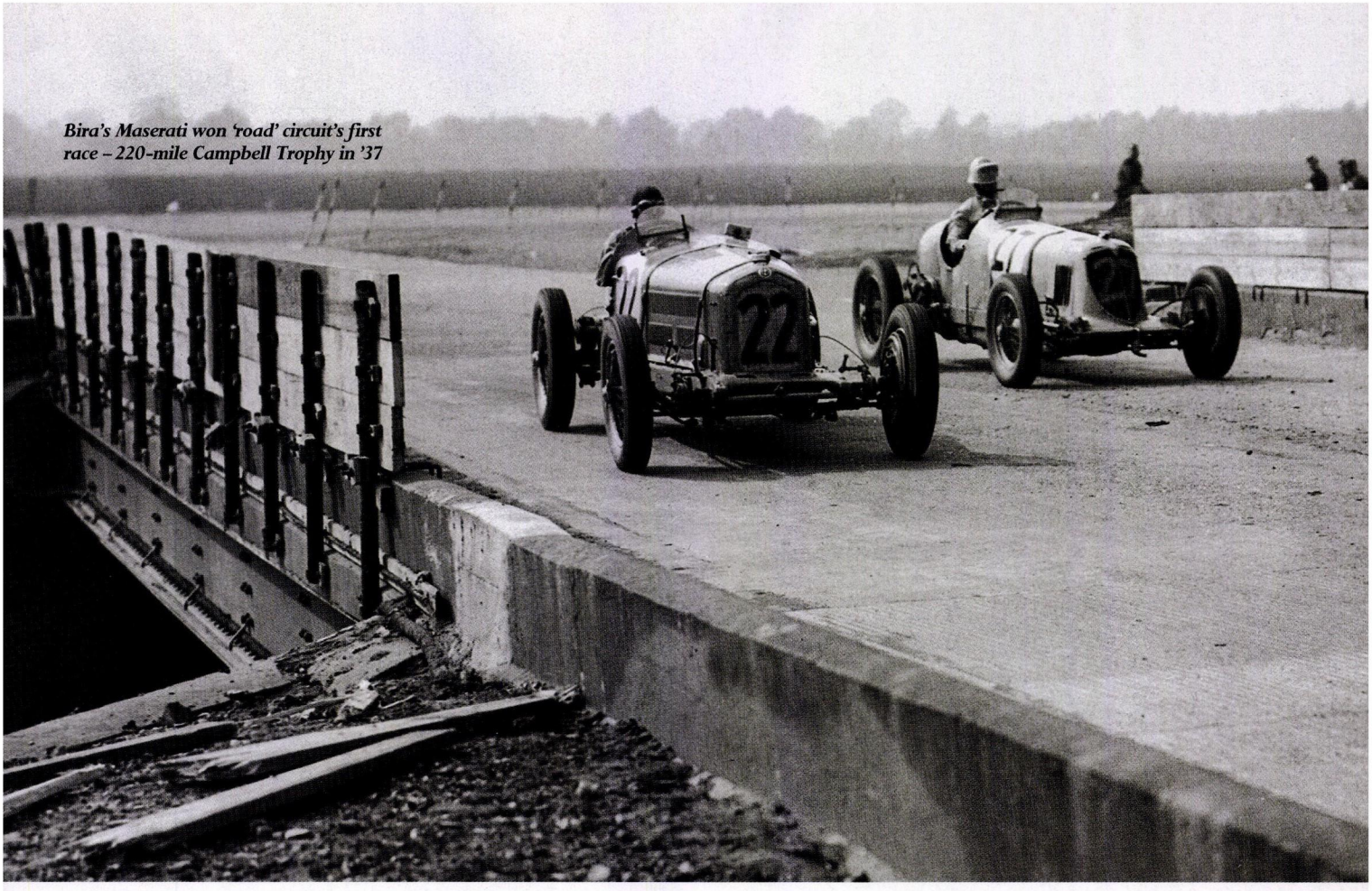


The Brooklands Society

Aviation thrived at Brooklands: deco Flying Club survives as offices (above)



Cross-section: supermarket feeder road chops through massive Byfleet Banking



Bira's Maserati won 'road' circuit's first race – 220-mile Campbell Trophy in '37

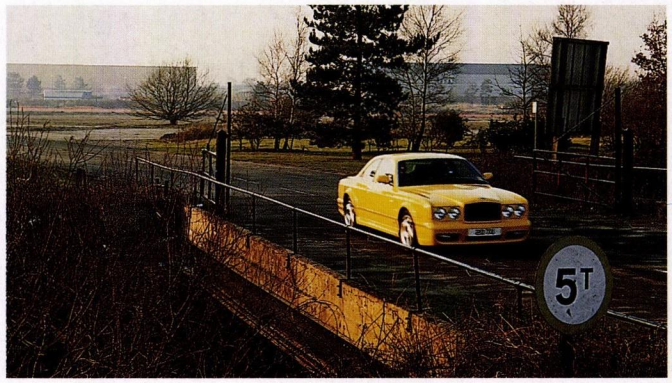
'All the while looking up and left over the screen to try and keep within your private artificial horizon'

banking eases down into the Railway Straight. Stand with your back to the missing bridge and a broad apron of pink concrete stretches ahead; even though since WWII a hangar has blocked the straight, the line of it is obvious by the trees. Behind them runs the railway line – imagine sitting on the 11.15 as Parry Thomas careers past only yards away at three times your speed. The track is astonishingly wide – 100ft: it's like the M1 without a central reservation. Plenty of room to keep out of Sir Malcolm's way as you buzzed along at a foot-flat 69mph in your tuned Austin Seven.

They could drive eight abreast for half a mile towards the Byfleet Banking; we have to trickle between a parking pound and a motorcycle training slalom to regain the straight beyond that obstructive shed. Here the ancient concrete is a parking lot for buses; we divert again, this time through smarter industrial areas. By poking the Bentley's mesh-screened snout down every possible side road, we hit pay dirt again: right behind AC Cars, home of the Cobra, a rising lip of green moss-covered concrete marks the beginning of the Byfleet Banking.

Not so high as the north end but even grander in scale, this section swept the cars in one relentless plunge through more than 180 degrees to fire them back towards the Hill. It must have been arm-aching in your friction-damped Bentley, the chassis jouncing and thumping for endless seconds as you fought to balance gravity and centrifugal force, all the while looking up and left over the screen to try and keep within your private artificial horizon and not collect any of the tiddlers down below.

We have the opposite problem. Our modern Bentley weighs perhaps a ton more than a 4½ and we have only the static adhesion of its fat Goodyears to keep it plastered to the banking. There are two gaps in the Byfleet section, and all we can do, once a security gate is unlocked, is creep up the mossy slope and perch on the edge of the first. Here, just where the Byfleet Bridge once led in to the Flying Village, a new road slices through the track to feed customers into a supermarket. To their credit, the road builders have made a dramatic sculpture of this, a concrete prow emphasising the 21ft height of the banking. The yellow Continental looks surreal hanging above passing Mondeos and Vectras. Across the ravine of the new road the banking runs another 200yds and once more stops dead – WWII again. Vickers-Armstrong took a swathe out to allow take-off clearance for the Wellingtons it ➤



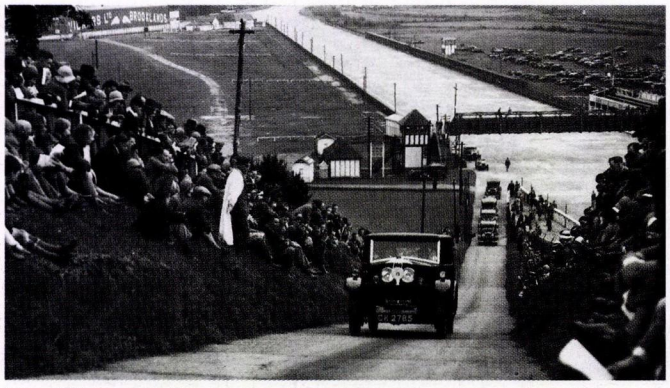
Campbell Circuit's Vickers Bridge survives. This area is soon to be built on

Test Hill's ascent as sharp as ever, but car parks have obliterated the Fork

made here. Now trees hide the fact that the track continues, but we have insider information.

We thread between scrubby bushes, and suddenly more concrete rears up and disappears out of sight to our left. Here the southern banking is flattening down, and for a moment you almost expect to see the notorious Fork ahead – but it's another dead stop. The River Wey again. This bridge, however, is intact; the track stops on the other side of the water. It's not the 1907 structure, though, for floods damaged that one, and these low steel girders date from 1933.

Sixty or 70 years back this was the hardest part of the circuit; not clinging to the steep bankings, but wrestling your machine down from the Byfleet Banking and setting up for the Fork. For



National Motor Museum

Test Hill was used by car manufacturers to prove the worth of their wares

'If you were one of the big boys, an Outer Circuit racer, you had to sweep right, shaving the big shed'

Brooklands wasn't just a bowl: this was a substantial right-hand bend. On the last lap you kept left and tore down the Finishing Straight, but if you were one of the big boys, an Outer Circuit racer, you had to sweep right, shaving the big shed of the Itala (later Vickers) works. Now, though, this is all gone. This is the biggest gap, the circuit's major amputation: there is nothing left of the lower Finishing Straight, the Fork or the Outer Circuit until you reach the museum grounds again. Instead the way is blocked by a housing estate, a new access road for the Brooklands estate, and the landscaped grounds of two company headquarters. Where drivers once made their peak-revs dash for the flag, rows of company cars now park. But among the neat lawn and shrubs there's a surprise survival: part of the pits for the Campbell Circuit.

As racing moved on in the '20s and '30s, the groundbreaking track became seen as old-fashioned, artificial, irrelevant to modern road-racing. Donington Park and a planned new circuit at Crystal Palace looked like serious competition. Innumerable track variants up, down and all ways round Brooklands, with chicanes of sandbanks or hay bales, only tinkered with the problem. So for 1937 the BARC laid out a road-circuit named after its designer, that *Boys' Own* hero, Sir Malcolm Campbell. Parts of it can still be found. The southern end, where the new layout took a U-turn left off the Railway Straight, has gone, but the pale concrete of Aerodrome Bend, Sahara Straight and Howe's Corner still show clearly, snaking round the barren runway and down ➤

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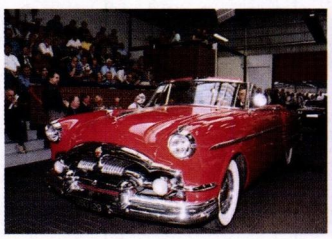
Undoubted future highlights of the auction calendar will be the special evening sales in May and July, the latter being held at the premier West Country auction centre. BCA Bridgwater. These prestigious sales are exclusively for vehicles of historic importance and prospective vendors of appropriate vehicles need to reserve their place at these sales without delay.

For further information on BCA's 2001 Classic and Historic auction programme, please contact Robin Lawton on 01252 878555 (Fax 01252 878741) or call direct on 01252 877317. To view future sales catalogues, access www.classic-car-auction.co.uk

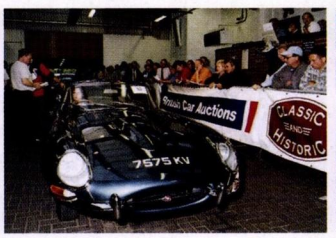
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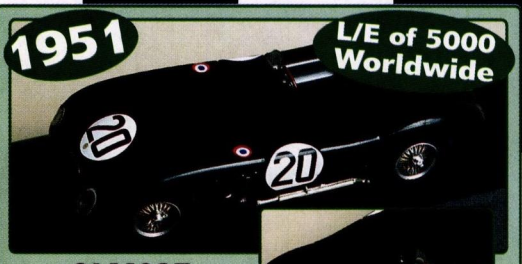


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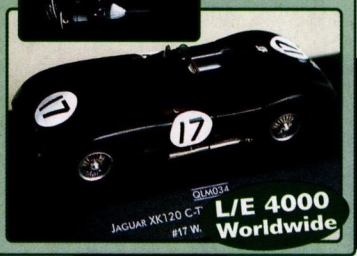


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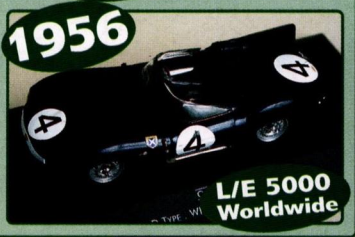
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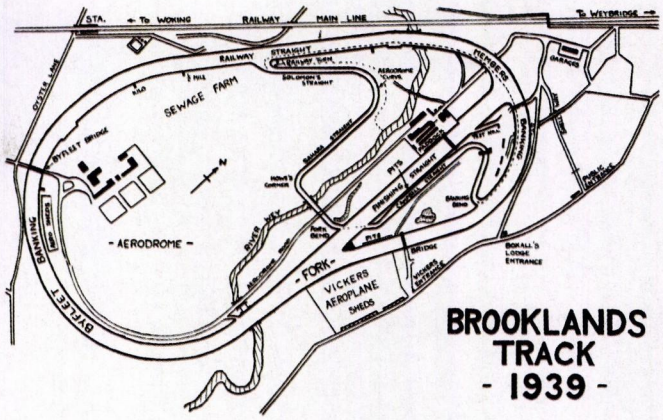
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to cross the Wey again by Vickers Bridge – still extant. Beyond, the Campbell Circuit crossed the main straight and took its own parallel line back up to the Members Hill, with a new line of elaborate pits featuring roof-top viewing. It's a section of this structure which remains in Proctor & Gamble's car park, restored by them to carry the names 'R Mays' and 'M Campbell' – an honourable reminder that ERAs and Alfas once streaked between these neat lines of Nissans and Peugeots.

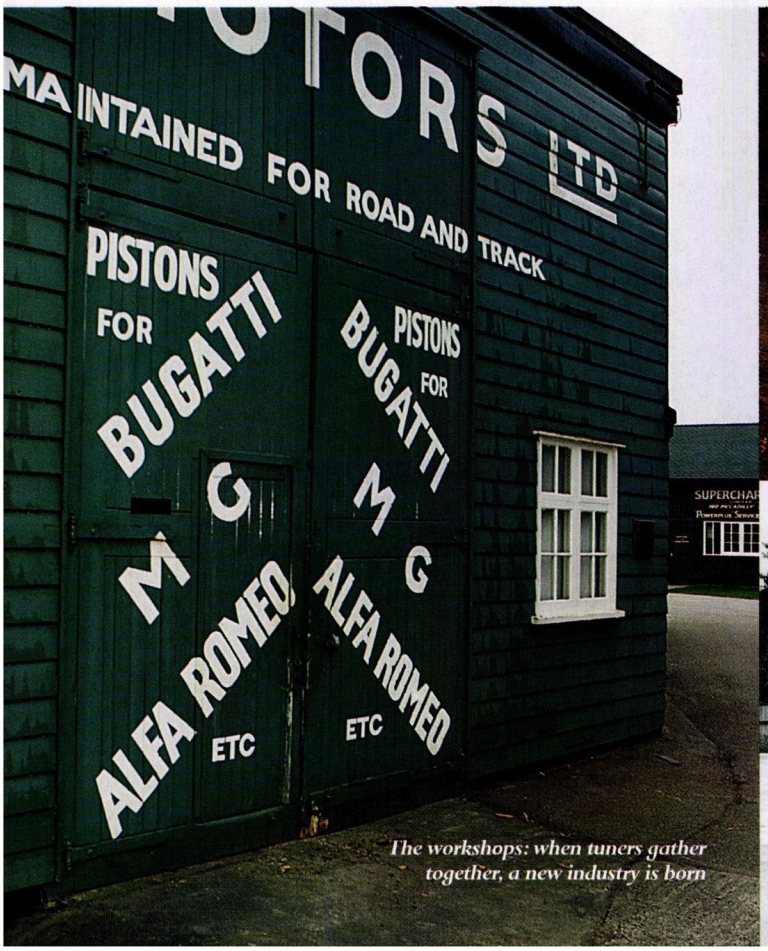
Only a wire fence separates this point from the remains of the Finishing Straight in the museum complex, but completing our lap means driving round to the museum entrance once more. Fitting, because the entrance-way takes the Bentley along the most obvious section of the Campbell Circuit, a great serpentine slice out of the base of the Members Hill which led the cars round the back and left-handed onto the banking again.

Above, on the hill, hundreds of spectators could sit in the grandstands looking down on the likes of Bira caning his ERA over the rough surface. If you weren't part of the 'in crowd' in the Paddock, you would most likely find yourself on this elevated place, having entered the precinct through a tunnel under the Members Banking – you can still peer inside the dank, gloomy burrow. Leading up from it, the track winds around the Members Hill to a little hamlet of buildings, shuttered and derelict. These were once a social centre, where you could take luncheon in the BARC members' rooms and then settle in the stands looking over the circuit. Those stands are long gone, and some of the view, too – after 90 years, the woods Locke-King felled have returned. But the Test Hill has preserved an avenue through the trees – and what an outlook. Only from here can you absorb the vast scale of Brooklands. Once highlighted by the gleaming belt of concrete, it is now the border of tall trees which leads the eye round this astonishing landmark. Despite the fringe of industrial development, the centre of the site remains largely empty, due to the risk of floods such as recently devastated the Museum. It was never good land, yet it beggars belief that this huge area should have been turned over to a vision by one prescient man.

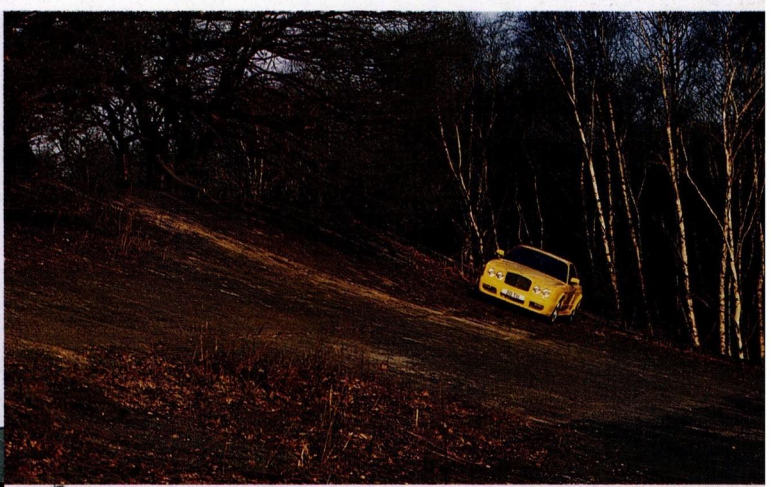


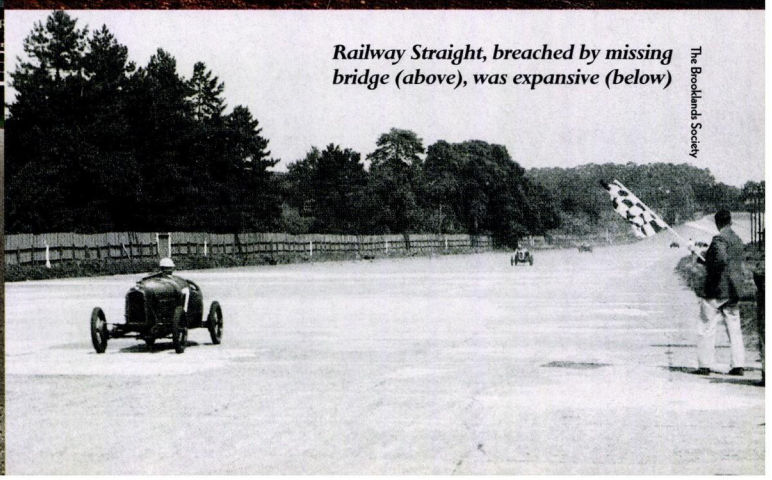
'It beggars belief that this huge area should have been turned over to a vision by one prescient man'

Down below, the Paddock looks much as it did. Despite wartime use and then aviation research, the Clubhouse has survived intact, as have many of the venerable timber sheds which once housed a variety of racing activity. Restored, the Campbell ➤



The workshops: when tuners gather together, a new industry is born





Railway Straight, breached by missing bridge (above), was expansive (below)

The Brooklands Society

Now blocked, the Entrance Tunnel once led to a noisy, exciting, magical world

and ERA sheds look as they did when Sir Malcolm was building Bluebirds here and Humphrey Cook was trying to bring British racing cars centre stage. Wooden pit bays have been built to match the originals, and the Press Office is much as WB knew it.

There's one final relic to explore: north of the Clubhouse a road still dips down to the Entrance Tunnel. It's blocked up now, but this once made a theatrical entry: you dived down under the Members Banking, then breasted the rise and the whole circuit came suddenly into view, throbbing with noise and smell. It must have been magical. Every day something was happening: testing and tuning never stopped, and at weekends it was a society venue to equal Ascot. Indeed it was strongly modelled on horse racing – not only the separate Finishing Straight, but a Paddock where competitors would parade before the event, disc-topped finishing post, elaborate handicapping and, very early on, even personal colours for drivers, aping jockeys' silks. And Brooklands would not have been the same without its gesticulating tic-tac men.



The Brooklands Society

Brooklands used every conceivable layout, including the Entrance Tunnel

'Blended of Edwardian confidence, Thirties indulgence, wartime necessity and post-war commercial inertia'

It's easy to look back and see this speedbowl as a dead end for racing, but when the only reference points were horse racing and cycle tracks, Locke-King's vision was remarkable. Today we have distinct disciplines of road-racing and banked ovals, and separate test facilities like MIRA and Millbrook; he built Brooklands to offer all of that in one place. Endurance and sprint records, two grands prix, even three Land Speed Records happened here. And though latterly much criticised, entry lists bulged right to the end.

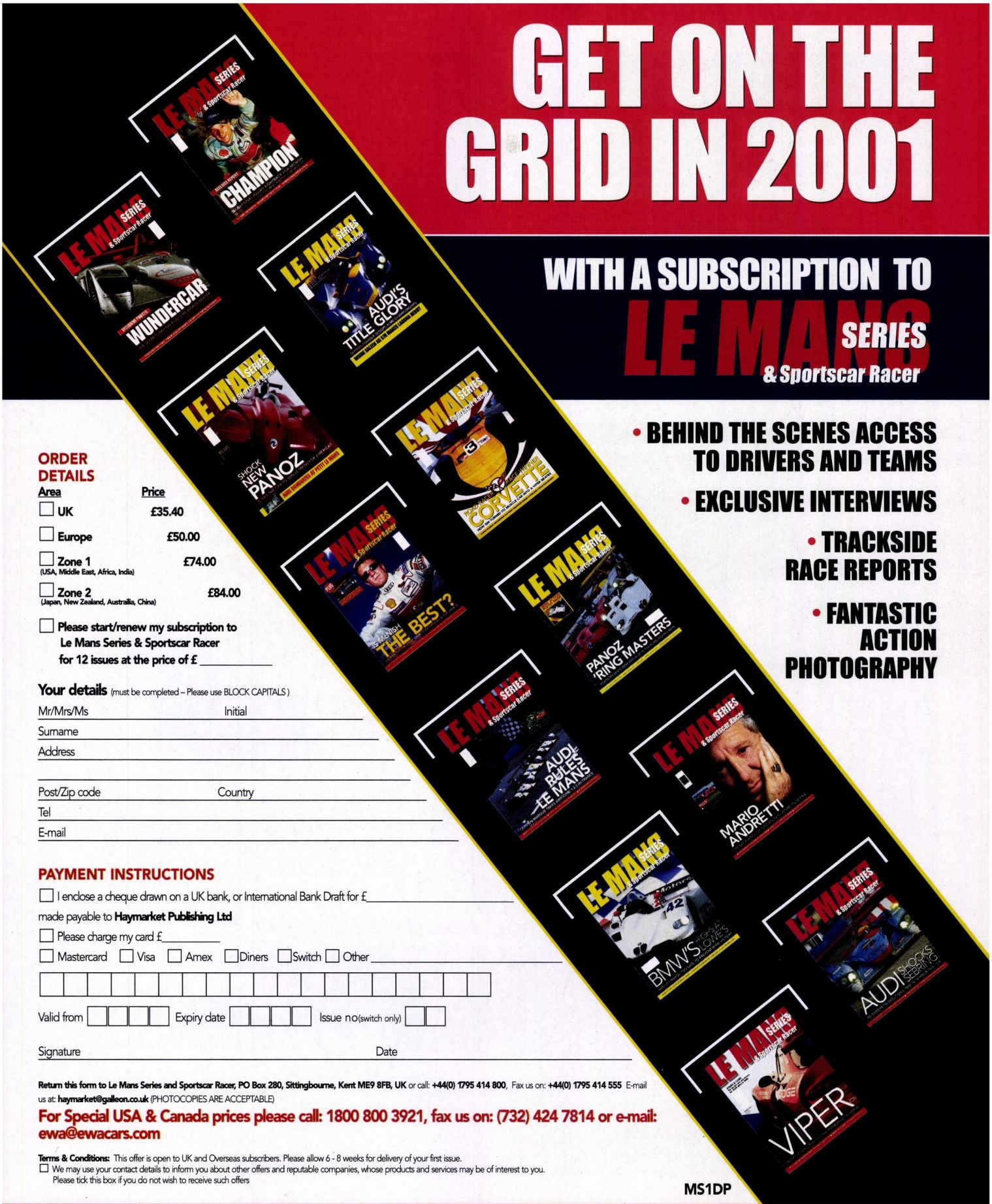
Could it have recovered from the war? Post-war banked racing resumed at AVUS and Monza, but the Outer Circuit could never have attracted international attention. Survival needed grands prix, and that meant a road circuit – perhaps an update of the Campbell track. But in a country bankrupted by war that would have been a frivolous investment when Silverstone airfield offered acres of ready-made Tarmac. Rather than face the huge task, the shareholders voted in 1946 to sell to Vickers.

Now it is an ancient monument, blended of Edwardian confidence, Thirties indulgence, wartime necessity and post-war commercial inertia. A racing cul-de-sac perhaps, but we were, and are, lucky to have it.

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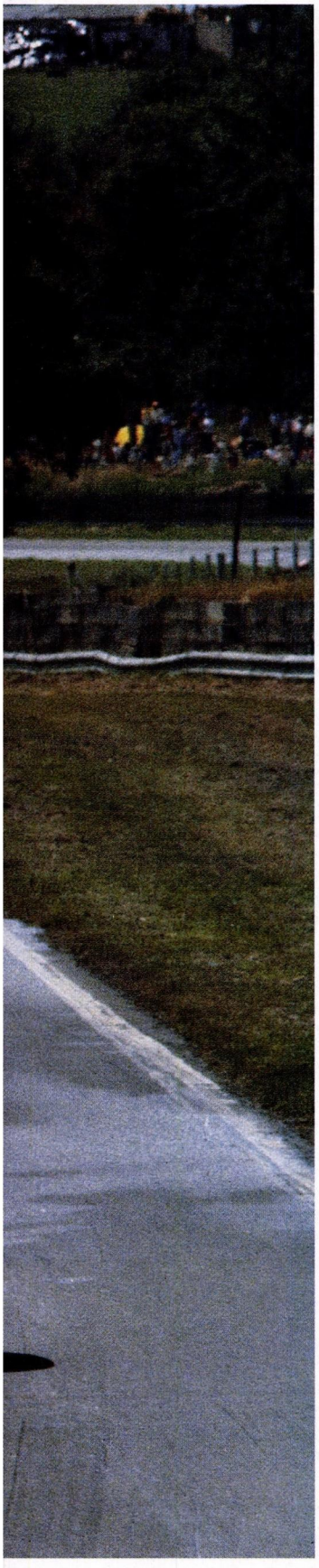
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A roll in the Park – Mallory to be precise. Bernard de Dryver's Fittipaldi leads 'bike ace Giacomo Agostini and Desiré Wilson in 1979

WHAT... IN MY BACKYARD?

Photography by LAT

THOSE WHO THOUGHT FORMULA ONE RACING AT OULTON PARK AND MALLORY PARK HAD BEEN CONSIGNED TO THE HISTORY BOOKS WERE STARTLED IN 1978, WHEN JOHN WEBB MADE THIS DREAM HAPPEN ALL OVER AGAIN. GARY WATKINS DESCRIBES THE BIRTH, LIFE AND DEATH OF THE AURORA AFX F1 SERIES

KIDS CAN BE SO GREEDY. SURELY THE spectacle of Gilles Villeneuve dragging half his Ferrari around Zandvoort and Alan Jones notching up a third straight win in the new-fangled Williams FW07 was enough for any motorsport-mad child? Not for one 12-year old, just back from his first trip to an overseas grand prix. A second fix of Formula One was clearly required that Bank Holiday weekend, especially when it was on offer just 10 miles down the road.

These days, the powers-that-be keep reminding the British motor racing fan that he has no God-given right to his annual dose of F1, whether it be at Silverstone, Brands Hatch or Donington Park. Twenty years ago, though, he could hear the scream of a gridful of Cosworth DFVs at all those venues, and a few more besides. Back in 1979, the year of my trip to the Dutch Grand Prix, Britain had its own F1 championship. And it was positively thriving.

The strength of that year's Aurora AFX F1 Championship meant I still got to see the race, even though Dad's Austin 1100 never actually beat its well-trodden path along the A2 to Brands. The race went out live, on *Grandstand*, bang in the middle of the Bank Holiday afternoon. From the sofa, I also got to watch, as they happened, the events of that year's finale at Silverstone, and then it was back to Brands for two more rounds in 1980.

The draw of Formula One cars was undeniable, even if some of those that appeared in Aurora were well past their sell-by dates. The appeal of big-banger single-seater machinery had never been lost on championship founder John Webb, then in charge of the Brands Hatch group of circuits.

"I was old enough to have seen the BRM V16s racing at Castle Combe," he recalls. "In the immediate post-war period, British motor racing gave spectators, wherever they lived in the country, the occasional chance to see an F1 car or something similarly ground-quaking."

Webb's belief that the earth should move for fans "at least twice a year" explains why he'd imported Formula A from across the Pond and created Formula 5000 for the 1969 season. Eight years on, dwindling entries had forced Webb to turn the ShellSport-backed series into what might be best termed a super-libre championship. F5000 drivers failed to win only three of the 13 races in 1976, but F1 chassis, as well as Formula 2 and Atlantic machinery, helped fill out the grids. As ex-grand prix cars increasingly outpaced the F5000s in 1977, the obvious step was to do away with the larger-capacity class and create a British F1 Championship, albeit with a secondary F2 class.

The timing of the switch was perfect, coming as it did in the middle of the kit-car era. "Formula One grids ➳

increased dramatically through the 1970s, which meant there was a surplus of second-hand cars," explains Webb. Just as importantly, the establishment of the British series proved a godsend for privateers increasingly squeezed out of grand prix racing for financial and political reasons. Emilio de Villota had endured a torrid time trying to break into F1 proper with a self-run McLaren M23 in 1977.

The Spaniard recalls: "They were trying to force out private drivers like me. We always had to work out of our truck and it was difficult for us with the allocation of pit passes." The obvious step was to cross to Aurora. "It was perfect for me," remembers de Villota, who'd cut his F1 teeth in the 1976 ShellSport series. De Villota would finish third in Aurora in 1978, but the inaugural champion was another M23-equipped driver.

Tony Trimmer, the ShellSport titleholder in a Surtees TS19 the previous season, had aspirations of breathing life into his stillborn grand prix career, but he didn't even have enough finance for a full year of Aurora. "Our budget was something like £90,000 and we'd run out of money by the end," he says. "It was very tough finding the money to run an F1 car in a national series."

That explains why grids were on the thin side in Aurora's first year, but something significant happened at the seasonal finale. A young Irishman by the name of David Kennedy, double Formula Ford 1600 champion back in 1976, turned up after two disastrous seasons of F3 in Europe.

"I was trying to resurrect a career and get to the top," recalls Kennedy. "I thought it would do me a lot of good if I could beat experienced F1 guys in Aurora and get experience at that level." He arrived at Snetterton with the same Theodore Racing Wolf WR4 that Keke Rosberg had driven in a handful of GPs that year.

As the RAM Racing boss John Macdonald, then running a pair of F2-based March 781s, remembers: "The Irishman came along to Snett' and gave us a beating."

Kennedy was encouraged by the prospect of racing against 1976 British Formula 3 champion Rupert Keegan, who was rumoured to be stepping down to Aurora after two mixed seasons in GP racing. The perception of the series was clearly changing: no longer was it regarded as a retirement



Rupert Keegan was the class of the 1979 Aurora field, and eventually he won the title he deserved, despite a controversial clash with David Kennedy in the final round



On her way to sixth in the 1980 championship, Desiré Wilson became the only woman ever to win a Formula One race

DREAM WORKS

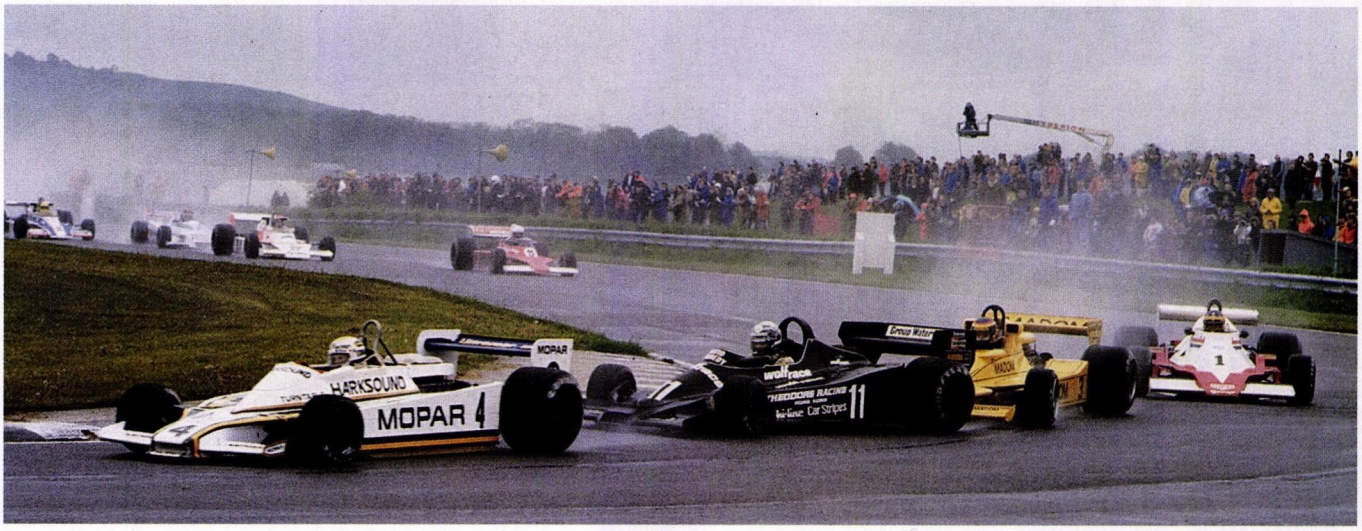
THESE DAYS JOHN WEBB RECKONS THE suggestion that the Aurora championship might attract grand prix squads wanting to run B-teams was little more than "press conference chat". It should not be forgotten, though, that the series did have works teams of its own.

The final act of the BRM story was played out in Aurora. After a disastrous grand prix season with the P207 in 1977, team owner Louis Stanley opted to regroup at a domestic level. Ex-Formula 5000 driver Teddy Pilette stayed on and at least got to start some races. The Belgian didn't finish many, though. "The idea had been to sort out the engine problem from 1977, which was put down to valve breakages," says Pilette. "I was later told that we used the same batch all the way through the next year as well."

Another GP team saw out its days in Aurora. When John Surtees pulled the plug on his eponymous operation at the end of 1978, team manager Peter Briggs kept the squad going on a hand-to-mouth existence through 1979. His estimated budget of about £80,000 included building the ground-effect version of the TS20 in which Gordon Smiley won the series finale.

The radical-looking Kauhsen of 1979 may never have started a grand prix, but it did make its only race start in that year's Aurora opener at Zolder. Even more obscure was the car that Piercarlo Ghinzani briefly drove in qualifying for the Monza race in 1980. The Cosworth-engined Dywa probably stands as the worst Formula One car of all time.

'It was very tough finding the money to run a Formula One car in a national series'



Above: Guy Edwards leads David Kennedy's sideways Wolf WR4, the McLaren M23 of Emilio de Villota and Desiré Wilson at Thruxton. Right: de Villota dives by Edwards at Mallory Park's Shaws Hairpin





home for 30-somethings who had never quite made it at the highest level. Webb's vision of it becoming "an advanced training ground for future grand prix drivers" looked for a while as though it might become a reality.

Keegan did make the switch to Aurora and he was later joined in the BS Fabrications Arrows squad by F2 refugee Ricardo Zunino. No-one knew it at the time, but the wealthy Argentinian's deal was brokered by Bernie Ecclestone, who wanted him in the Brabham GP team for the following season.

Aurora's grids expanded rapidly in 1979, drivers and teams encouraged by an increased prize fund from slot-car maker Aurora and the television coverage. An interesting addition was multiple motorcycle world champion Giacomo Agostini, whose Marlboro *lire* secured a supply of Williams FW06s for Bracey-Price Motorsport to run. Others attracted from abroad included Belgian Bernard de Dryver and Gordon Smiley from Texas.

Agostini's two-year stint in Aurora failed to produce a win, but he notched up seven podiums in the FW06. But he is best remembered, at least within his team, for culinary expertise. "Ago always cooked for us on Saturday nights," remembers Dave Price. "Once at Mallory he couldn't get the ingredients locally, so he jumped in his Morris Marina and went off to London. He knew he could get everything he wanted at Harrod's."

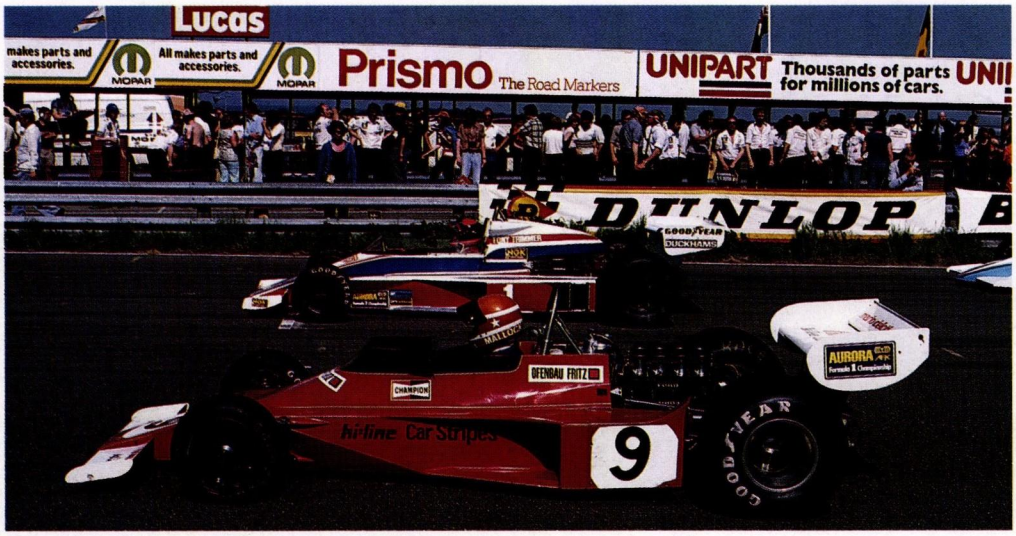
If Ago added a touch of panache, then Smiley brought controversy. The American, who would later die at Indianapolis, had signed with reigning champions Melchester Racing to drive one of two Tyrrell 008s owned by the late Brian Kreisky. Their relationship wasn't easy and finally ended in Zandvoort during one of three overseas rounds that year. Smiley had been relegated to Trimmer's old M23 after a series of crashes in the more up-to-date car. Kreisky, talking shortly before his death, said blows were exchanged.

"He'd been blaming all and sundry for his accidents. That made me lose my temper to which he responded by whacking me one," he said. "So I picked up an iron bar and hit him across the chest. I think I'd call it a score draw."

The disgruntled driver promptly jumped ship to the pseudo-works Surtees team, though the squabble didn't end there. Kreisky claimed he served the Texan with a writ on the grid at Brands Hatch, dropping it into his lap after the two-minute board. It didn't deter Smiley, who later won ➤

When the Aurora series made a rare trip abroad, to Zolder in 1979, David Kennedy prevailed over Tiff Needell (left) and Desiré Wilson

'So I picked up an iron bar and hit him across the chest. I'd call it a score draw'





The first year of Aurora, 1978, saw Tony Trimmer's McLaren M23 (far side) win the title conclusively. That was not enough to kick-start his grand prix career. The Ensign of Ray Mallock is in the foreground

Having failed to make his mark in grand prix racing, Guy Edwards became a fixture in the Aurora series, finishing fourth, fifth and third in three seasons, amassing a total of five victories on the way

a round of the series, a thrilling wet-dry climax at Silverstone into which three drivers went with a chance of taking the title. Kennedy had won the first two rounds in WR4, de Villota had taken four wins from five starts during a mid-season purple patch in his Lotus 78, and Keegan had either won or retired since joining the series in his Arrows A1B one round late. Just eight points separated the trio, with a total of 12 on offer. More to the point, and although Kennedy disputes it, he and Keegan hated each other.

"Those two bitched and argued after every qualifying session and after every race," explains Dave 'Beaky' Sims, the team manager at BS Fabs. "Rupert was better than him, and that pissed Kennedy off."

Keegan trailed the Irishman by eight points going into the finale, so even if he won and took the three bonus points for pole position and fastest lap, second place would be enough to give Kennedy the title. But the Theodore Wolf man, now in a ground-effect WR6, decided against playing the percentages and opted to battle it out with Keegan.

Sims suggests that he had an altogether different tactic in mind when he plunged down the inside at the Woodcote Chicane early in the race. "For sure, he had him off," he claims. "Kennedy knew exactly what he was doing." David maintains that wasn't his style and Keegan simply turned in on him. The upshot was that the Wolf speared into the catch-fencing, while his British rival clipped a single layer and kept going. Six points for second place, coupled with a clean sweep of the bonuses, was more than enough to give Keegan the crown.

It wasn't enough to secure him a full-time GP ride the next year, though he did get back on the grid via a privateer FW07 entered by RAM. That was a sister car to the two chassis run in Aurora by Macdonald's equipe for de Villota and Chilean Eliseo Salazar, fresh out of British F3.

Macdonald concedes he took a sledgehammer to crack a nut that year. He also admits his cars were running a dual-spring suspension set-up that negated the four centimetre ride-height minimum introduced along with a ban on sliding skirts at the start of the year. "The total deal was worth £450,000 and de Villota brought along a DFV," he explains. "The previous year we'd run two Fittipaldis on £275,000. I think we helped precipitate the end of Aurora."

Series stalwart Guy Edwards offered some opposition. But his updated Arrows A1B proved no match for the two Williams, which won eight of the 12 races. Five wins and greater consistency gave de Villota the title ahead of his less experienced team-mate. Edwards won twice while another championship regular, Desiré Wilson, became the only woman to win an F1 race when she triumphed at Brands Hatch in Kennedy's old WR4.

The other victory, in soaking conditions at Oulton Park, went to Jim Crawford in an F2 Chevron. Just five F1 cars started the race that day. As budgets went up, grids went down. With recession beginning to bite, Webb pulled the plug even though Aurora wanted to continue.

"We preferred to finish on a high rather than go into a disappointing fourth year." Webb reckoned his decision affected only seven drivers. An ignominious end to a series that had promised much. Not just to a load of GP has-beens and wannabes, but also to an F1-hungry public. M

THE CHAMPIONSHIP STANDINGS

POINTS 1978

1	Tony Trimmer (GB)	McLaren M23	149
2	Bob Evans (GB)	Surtees TS19/Hesketh 308C&E	93
3	Emilio de Villota (E)	McLaren M23/F2 Boxer 276	86
4	Guy Edwards (GB)	March 761 & 781	78
F2	Mike Wilds (GB)	Ralt RT1	43

POINTS 1979

1	Rupert Keegan (GB)	Arrows A1B	65
2	David Kennedy (IRL)	Wolf WR4 & WR6	63
3	Emilio de Villota (E)	McLaren M23	55
4	Bernard de Dryver (B)	Fittipaldi F5A	41
F2	Norman Dickson (GB)	March 792	6

POINTS 1980

1	Emilio de Villota (E)	Williams FW07/Fittipaldi F5A	85
2	Eliseo Salazar (RCH)	Williams FW07	52
3	Guy Edwards (GB)	Arrows A1B & A1G	51
4 & F2	Jim Crawford (GB)	Chevron B45	24

RACE WINS 1978-1980

9 de Villota; 5 Trimmer, Edwards, Keegan; 4 Kennedy; 3 Salazar; 1 Evans, Bruce Allison, Geoff Lees, Giancarlo Martini, Ricardo Zunino, Gordon Smiley, Desiré Wilson, Crawford

'Keegan and Kennedy bitched and argued after every qualifying session, every race'

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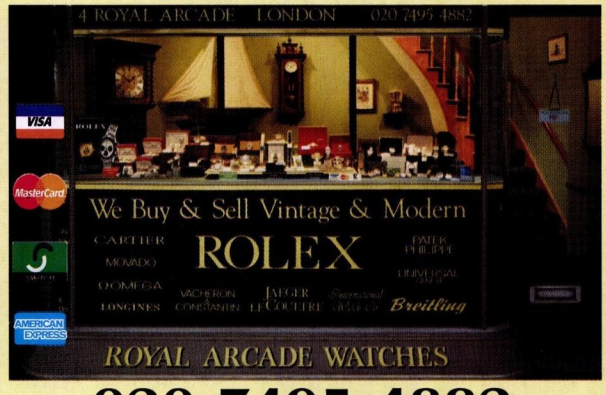


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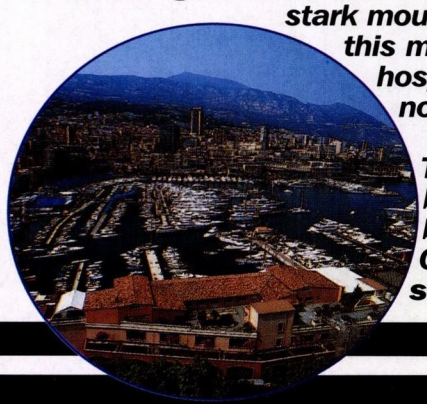
Then there's just a month to go before Easter and the San Marino Grand Prix at Imola! Tours for this race by coach and air are selling fast so don't delay your booking.



If Spanish food is more to your liking then the next race is near Barcelona! An ideal opportunity for a Spring break on the Costa Brava! If you can only manage a weekend you can fly over on Friday and spend three nights in Barcelona or on the coast in Lloret de Mar and come home with an early suntan!



The stunning Austrian circuit at Spielberg hosts the next race - stark mountains and lush green valleys surround this most picturesque of race circuits. Austrian hospitality is renowned and eating and drinking is not as expensive as you might imagine!



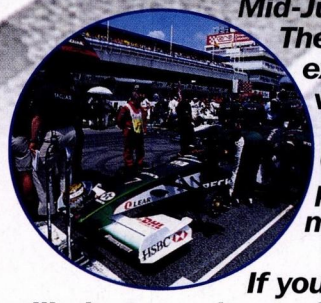
There are mountains in Monaco too! They form a backdrop to the Principality which cascades into the blue Mediterranean. The whole of the Riviera is taken over with Grand Prix and the atmosphere is incredible! ***It's at the end of May so the weather will be glorious!***

re rself...



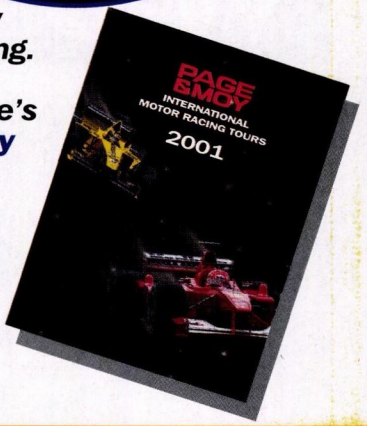


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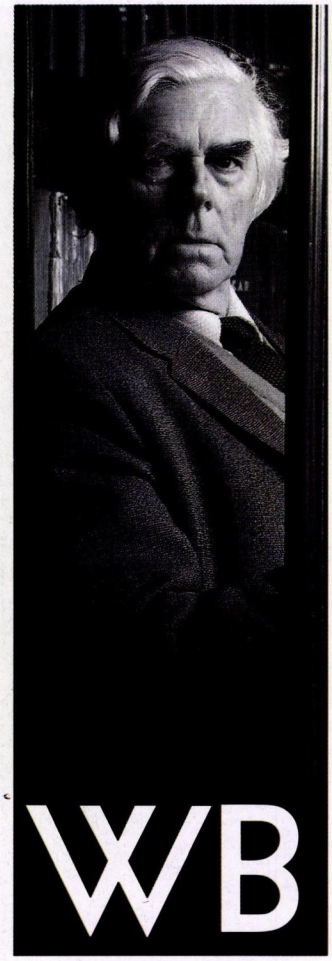
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My light vintage frolics

THE LIGHT CAR & EDWARDIAN SECTION of the VSCC celebrates its 50th anniversary this year, which is a good excuse to recall its first event. The thing was my idea, and the reason for my affinity with the smaller pre-1931 cars was a miserly one. Not only were they cheaper than a 12/50 Alvis or Lea-Francis, but I had the quite erroneous theory that light cars, however aged, would be less worn out than sportscars, because they were likely to have been driven less abruptly.

How wrong I was! My first, a 1922 air-cooled flat-twin ABC, lasted three days before it shed a conrod; in my dreams I still see the smoking big-end rollers escaping down Stokenchurch hill. The next, a 1924 ohc Rhode, had bent nails instead of cotter-pins to retain its rockers. When one broke, the errant rocker arm hit the valve cover with a loud report, and you were on three cylinders.

The VSCC had greeted my membership with the comment in its now-famous *Bulletin* that "comrade Boddy is amongst us with his £5 ABC". As I then lived in lodgings in Tooting I thought it apt; but when years later I reminded the *Bulletin* editor of this phrase, he denied having written it.

Anyway, the LC&E Section was started, a light car regarded as anything under 1500cc and developing less than about 30bhp – definitely not sportscars. The first meeting was held at Adstock, Bucks, on 14 April 1951, based at the Folly Inn. However, before that, the Lagonda Club had invited its 11.9s to an assembly at Thame, which gave rise in the pages of MOTOR SPORT to the couplet:

Three little Lags from Staines are we,
Off to join the Vintage SCC,
Pert as a light car well can be
Three little Lags from Staines.

Three little Lags who all unwary,
Come from a breaker's seminary
Fit once again for the bright and airy,
Three little Lags from Staines.

They were joined by a Bayliss Thomas, an 8/18 Talbot and a Trojan, and the VSCC Light car 'Folly' was on. The first Hon Sec was Arthur Jeddere-Fisher, and John Wrigley and Hamish Moffatt were on the committee under my chairmanship. As Arthur had an E-type 30/98, his enthusiasm was impartial, and he and his wife Marcia could take part also in



All photographs: Bill Boddy



WB played central role in light-car events: above, afloat in Talbot-Darracq; below, threading his Clyno through a gap under Jeddere-Fisher's scrutiny



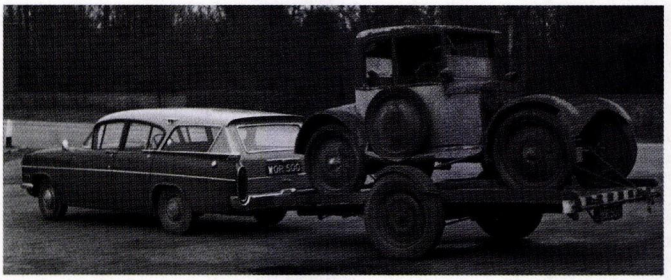
Trio of 11.9hp Lagondas, plus an Alvis, pausing at Land's End during an MCC Trial; WB is shown in foreground

their 1913 Lancia Theta cabriolet. Wrigley was a Morris Minor man, but had also an 8/18 Talbot which, one tried not to notice, had been provided with a Ford back axle to obviate the rapid demise of its beaded-edge tyres, caused by lack of a differential. As Hamish had driven from London to Cape Town in an 11.9 Lagonda, he could have looked at our efforts with some amusement.

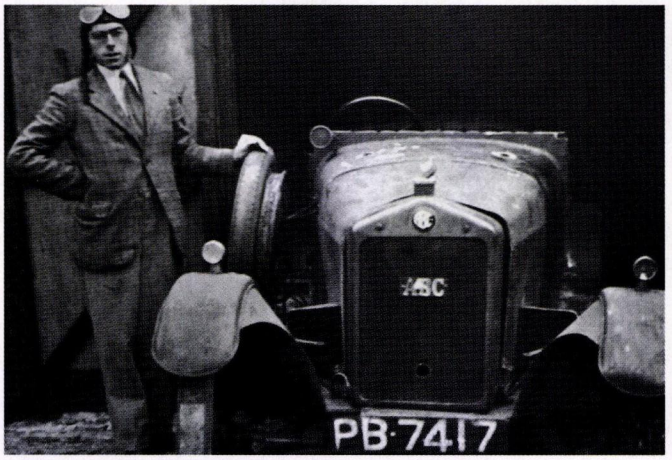
When the vintage light-carists met for the first time, Lt Naish, RN, had driven all the way from Portsmouth in his tiny Peugeot Quad, Meredith Owen from Birmingham in his neat ohc Wolseley Ten, and Marks had brought an immaculate AC from Worcester. The assembly also included a 1927 9/20 Humber, two more small Peugeots, a fabric saloon Jowett, a Riley 9 tourer, Utley's rare Woodrow with a water-cooled vee-twin Precision engine, a side-valve Riley, my 1926 Clyno and a 1919 Stellite. It was then off to Stowe School where Arthur had devised a number of tests, and a water splash.

Thus was born a new section of the flourishing VSCC. Down the years I have had quite a few appropriate cars: the 1922 Talbot-Darracq, two Trojans, three Gwynnes, a Morgan Family three-wheeler, the 12/20 Calthorpe, a Singer Junior, a Rover 8 coupé (now in the Gaydon Museum), an FN – alas, not what you may think, as it was made in Belgium – and sports, Chummy and Special A7s. Some were kept for very short periods, mostly because Jenks didn't approve.

For instance, I was driving him up Poached Egham Hill in my very original Trojan saloon, which had a lazy-tongs sunroof and was either an Apollo or an Achilles, which I could not identify until the splendid Trojan History was published. When two cyclists overtook us, Jenks said: "Bod, you must advertise it in *Exchange & Mart* and get rid of it." In fact I used *The Autocar*, and a man from Croydon rang. I thought it only kind to explain to him the oddities of the Trojan, but he got cross, saying he was an expert who could drive any car. He came, paid, and drove off in a thick fog, ignoring my advice to come again later. A few weeks afterwards, I got a postcard telling me of a rare kind of Trojan in a Croydon yard, which appeared to have hit a tram. Vintage light cars? Never a dull moment!



Rover coupé being rescued by WB; restored car now displayed at Gaydon



WB and the infamous £5 ABC – his first car, and the shortest-lasting...

miscellany

IT WAS GOOD THAT F1 WAS recognised in the BBC's Sports Personality of the Year 2000 programme with an award to young Jenson Button. But ironic, surely, that the presentation was made by Jackie Stewart who, before the season started, crudely said of Button: "He's just a puppy; he'll mess the carpet. He should go to school first", but who did not mind standing on the TV Centre's equivalent of red carpet to face the F1 driver.

* * *

THE WOMEN'S AUTOMOBILE & Sports Association, which used to hold trials and other events, faded out with the war. However, the British Women Racing Driver's Club is now busy with a biographical publication listing as many post-1944 lady racing drivers as it can contact. It has the names of 240 so far. Those who can help with *Women in Motor Sport* by Peter Tutthill are requested to contact Susan Jamieson, Little Trethinna, Altarnan, Launceston, Cornwall PL15 7SY (01566 86215).

* * *

THE BUGATTI OC IS TO FEATURE eight-valve and Brescia cars at its Prescott Classic Meeting on June 10. The British Hillclimb Championships will be held there on 5/6 May and 1/2 September, the Midlands Championships on 7/8 April and 23/24 June, the Concours *cum* picnic on 22 June, and the VSCC will hold its annual hillclimb on 4/5 August.

* * *

A LONG TIME AGO, WHEN TRULY small-engined small cars were rife, I hoped for a 60mph/60mpg target to be achieved. That hope has now slipped well into a past age, as a reader has drawn my attention to *Autocar*'s figures for the Vauxhall Corsa 1.7 DT: an overall 60mpg of diesel fuel and a top speed of 106mph.



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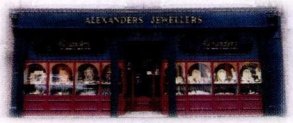
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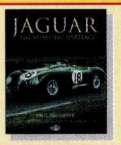
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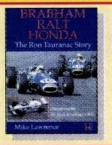
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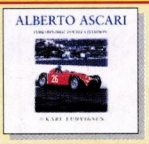
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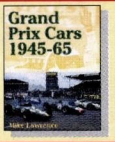


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LAT

Bert Hadley's XK120C at Le Mans in 1950. The sensational-looking sportscar would soon be available to the public

Jaguar – a leap too far?

JAGUAR ENTERED F1 IN 2000 WITH great optimism, the cars presented with a lavish release at Lords. If a podium success was not expected in the first F1 season, at least finishes were anticipated. Alas, it has been described as a year of horrors.

It is noticeable that this year's Jaguar R2 was launched at a far lower key, and it was cautiously explained that Ford's £85-million goal will take time to achieve, although it was stated that in five years time F1 promoters will need Jaguar as they today need Ferrari; spending nearly £1.5 million a race to rekindle the great Jaguar image of the 1950s shows how much Ford needs F1.

What a prestige-building era the '50s was! I remember, for instance, the 1950 Dundrod TT which Stirling Moss won so convincingly in pouring rain over this difficult circuit, driving an XK120C which looked just like those you'd soon have chance to purchase for £1263. MOTOR SPORT was as delighted as I was surprised to receive a letter from Sir William Lyons himself, saying that he had watched the race and that our description was the only one that gave a realistic picture of the event. It was not that Jaguar had been mentioned, simply that he thought it was good journalism.

Then there were all Jaguar's Le Mans victories. Peters Walker and Whitehead won in 1951, averaging 93.498mph to lead home a Talbot by 83.7 miles. And I recall how the 3.4 Jaguars of Tony Rolt and Duncan Hamilton and Moss and Walker were first and second in 1953, the speed up to 105.85mph for the 24 hours. Mike Hawthorn and Ivor Bueb won in 1955, from Aston Martin, and the same happened in 1956, with Ron Flockhart and Ninian Sanderson winning from the Moss/Collins Aston Martin. Then in 1957 there was that marvellous 1-2-3-4 finish.

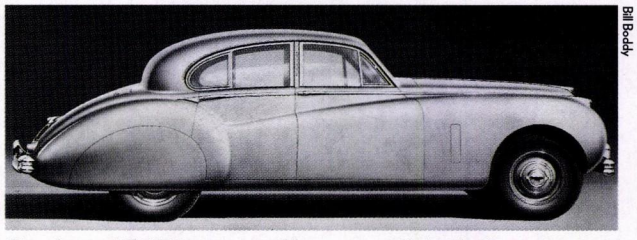
How desirable, too, were Jaguar's saloons powered, like the sportscars, by William Heynes' superb twin-cam six-cylinder engines, surely the greatest production engine of this type ever? I recall how impressed I was with these prestigious, driveable, fast, yet competitively priced cars, one of which I would gladly have owned.

Then came the fabulous E-type, a production sportscar, so eye-catching, capable of 150mph, yet docile in traffic, for £2098 in 1961. If a young sportsman could not afford a Jaguar he very likely bought a fast Ford or similar car, saving some £700. Today the least expensive Jag costs £26,700 whereas a Ford Mondeo Zetec-S costs only £17,000.

In the 1950s, Jaguar established a top reputation through sportscar successes in Europe and America, and sold its cars at exceptionally low prices. Should the Coventry firm perhaps concentrate again on winning such races, or does James Thomas, Jaguar's Manager of Motorsport, see sportscars as being too far removed from the image of a production car?

Against this, VW has built the Audi-Bentley EXP Speed 8 for Le Mans.

Is Formula One, for Jaguar, a venture too far?



Bill Boddy

Handsome MkVII Jag powered by great straight-six from sportscars

miscellany

A READER IS SEEKING PERSONAL reminiscences about the Dunham family who raced Alvis cars at Brooklands, and at various circuits after the war. Letters can be forwarded.

* * *

THE LIGHT CAR & EDWARDIAN section of the VSCC is holding a 50th Anniversary dinner in Wales on 31 March.

* * *

MARK GARFITT TELLS ME THAT the Verzons' gathering near Ledbury on the first day of what some regard as the true Millennium was attended by at least 80 pre-war cars and around 50 classic and modern supporters. The Landlord's Distance Prize went to Philip Robertson (Alvis Silver Eagle), with 180 miles from Cowbridge; the 'car I would most like to take home' award to the Brescia Bugatti of Hamish Moffatt. Rare cars included Dan Williams' 1924 Arrol-Aster coupé and in contrast to the 30/98s, an R-type 20/60 Vauxhall saloon. These meets take place every last Thursday of the month.



Rare beast: 1929 Vauxhall R-type

* * *

THE ROLLS-ROYCE EC HAS 10 of its Technical Seminars arranged for this year, ensuring that those who attend know how to keep their R-Rs in good order, whether Clouds or Spirits or Spurs. The club's top-class *Bulletin* continues to contain notable photographs of different R-R cars, much information and events reports.

Donington treats in store

THOSE WHO WERE DISAPPOINTED NOT TO see the GP Auto Union at Donington last year will be glad to know that Audi will bring their resuscitated C- and D-type cars to the HGPCA/VSCC affiliated Seaman Trophies Meeting on May 19/20.

The VSCC says the only time these fabulous 180mph 6-litre V16 or 3-litre V12 cars raced in anger in this country was at the Donington circuit; Hans Stuck must have felt a different emotion when in 1936 he hoped to take the Shelsley Walsh record with an Auto Union but was defeated by rain. The handout also has it that Auto Union won the only two GPs ever to be held in this country pre-war, which is rather harsh on both the RAC which had previously organised two British GPs, and on Delage which, like the A-Us, won both of them.


Donington's Wonderful Grand Prix

The two-day Donington event will feature not only these exciting A-U runs but also racing Audis, including its 1999 and 2000 Le Mans cars. The racing will include pre-64 GT, pre-61 sportscars and 1950s and early '60s GP motorcycles.

The new endurance race will be the Historic Seaman Memorial event. What a pity the Auto Unions, rare and valuable as they are, will not, presumably, join in this race which will have cars like those which competed in the 1937 and 1938 Donington GPs, such as Maserati, ERA, Alta and Riley.

The VSCC is proud that this will be the first time Auto Union has returned to the circuit, though Tom Wheatcroft's 1939 Auto Union is in the Donington Collection.

You can book now for this two-day festival via the VSCC (01608 644 777) or Donington (01332 811 027).

Inside story at Rover

IT IS SAD THAT GREAT BRITISH MAKES are taking on new manufacturing identities and that long-established factories such as Vauxhall's at Luton and Austin's at Longbridge are faced with closure or reduced production.

The reasons for this, in the case of the BMW/Rover calamity, are discussed in *End Of The Road* (ISBN: 0-273-65300-8) by Chris Brady and Dr Andrew Lorenz. Brady is the former business editor of the *Sunday Times*, who forecast that Rover would be sold three months before that sensational announcement, and Lorenz a director of MBA studies at London's City Business School, who interviewed virtually all the major players in the BMW/Rover camps.

Between them they disclose who the winners and losers really were and how they see the future of Rover and BMW. Subtitled *A Brand Too Far*, this revealing story costs £19.90.

obituary

Kenneth Sully

THE DEATH HAS OCCURRED OF KENNETH OWEN Sully, designer of HE cars, and son of Roland J Sully.

Born in Penarth, South Wales, in 1911, K O Sully went into the aeroplane industry, at Phillips & Powis at Woodley but, just before war broke out, he moved to the Bristol Aeroplane Co. at Filton and worked on many Bristol aircraft, from Beaufighter to Concorde, including the enormous Brabazon air-liner

When the Bristol car division was formed, Sully took on the task of engineer and test driver, but went back to aeroplanes when American engines replaced the 2-litre Bristol power units in the cars.

He retired in 1972, but retained his interest in his father's cars and was delighted to ride in John Milner's restored 1924 HE on that car's 75th birthday.

Mr Sully died at home after a short illness. Our condolences go to his son and family; his father was an avid reader of MOTOR SPORT and helped me with the articles I wrote about HEs in 1960 and '85.

Victor Gillow's Riley

MIKE FOUNTAIN, WHO HAS OWNED AN ex-Victor Gillow Riley Special since 1984, and races it at VSCC meetings (right), wants to fill in its history.

Gillow built the car with a Brescia Bugatti chassis modified at the rear so that it passed below the rear axle. Most of the rest was Riley, but the gearbox had an electron or magnesium casing, which Fountain still has.

Just before the war, G Moncrieff and HW Beverage bought the car from Gillow and raced it jointly – Beverage at Southport, Moncrieff at Bo'ness, in 1938-39. Moncrieff died and Beverage sold the car to John Brown of Eastern Motors in Edinburgh, who ran it until early '50, competing at Bo'ness in '48-49, and in sand racing at St Andrews in '49.

It is the period when Gillow raced the car at White City dirt track and is believed to have overturned it there, that is missing. The car was bought for rebuilding by Roger Andrews, before Fountain obtained it.

Letters can be forwarded.



miscellany

AS A BIT OF A PUZZLE THE January *Jowetteer*, magazine of the Jowett CC, had a front cover picture of the rear-engined supercharged single-seater Wylie Javelin racing car, from Western Australia.

* * *

THE OWNER OF THE 1961 FJ Cooper, Chassis No FJ/21/61, is anxious to trace more of its history. It was delivered new in September 1961 to Robert Boucharde in France. He had apparently raced a DB Panhard and then drove the Cooper in many races. When FJ was ended in 1963, it seems that the car was used in Zolder by a driver school and was purchased from there by Tico Martini in 1965. Any information or photographs is welcome. Letters can be forwarded.

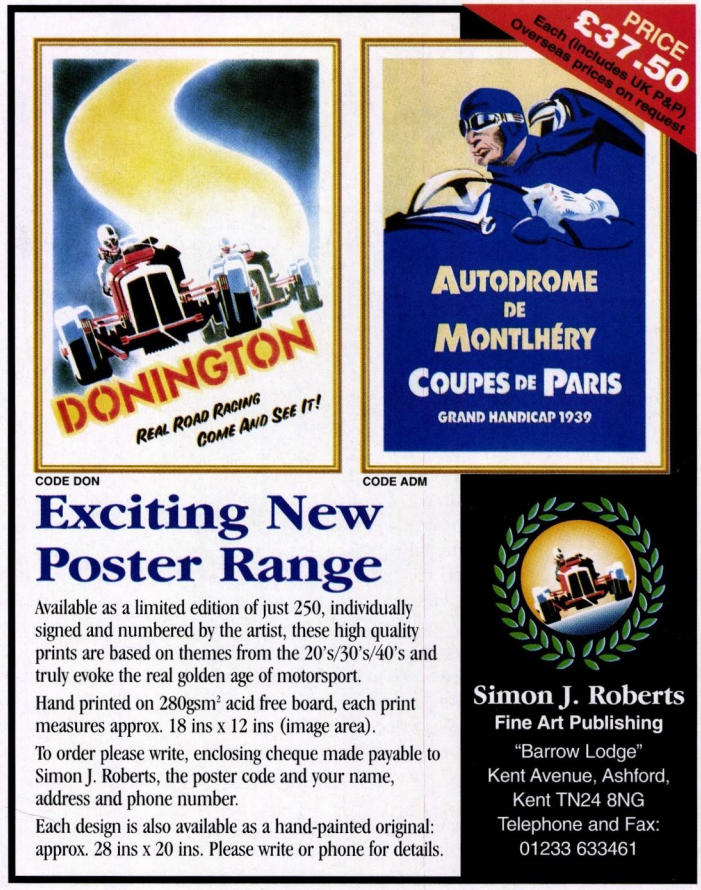
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THE RETRO RACING CLUB should have its new track for round-the-pole model car racing open now, at its North Lincolnshire base. The course measures eight laps per 500 meters. Cars are also raced at Old Warden. The club is affiliated to the Model Power Boat Association, has a quarterly newsletter, and has over 100 plans of cars from the late 1930s onwards. The sub is £10.00, the Hon Secretary Peter Hill, Ivy House Farm, Main Road, Great Carlton, Louth, Lincs NN11 8JU (01507 450325).

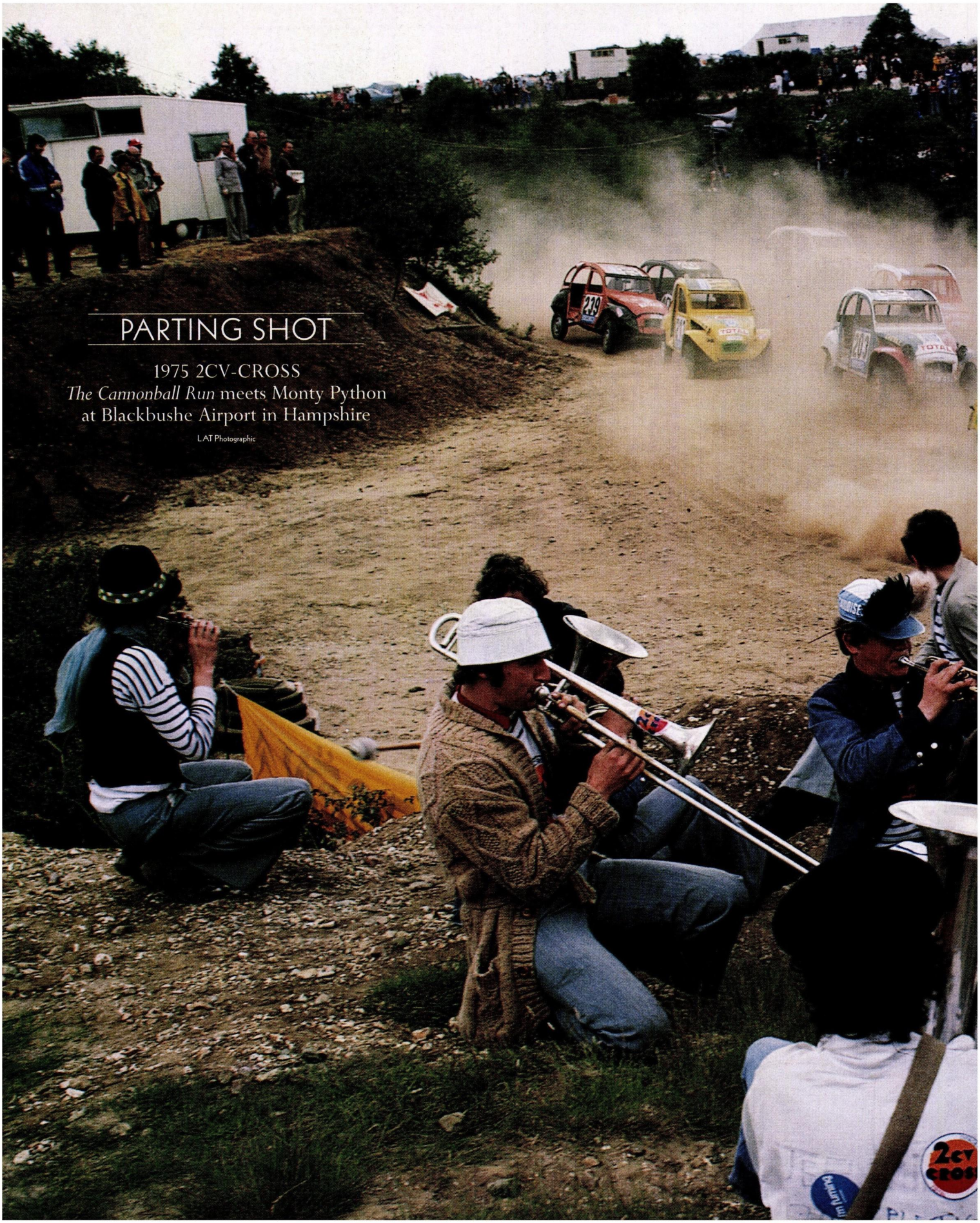
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FULL CIRCLE? IT IS INTERESTING that when the only racetrack in Britain was Brooklands one heard comments that real racing took place on road circuits. Whereas now there is much excitement about the advent of Rockingham speedbowl, although we now have much road-type racing here, such as at Donington Park only a few miles away from the new Rockingham track.


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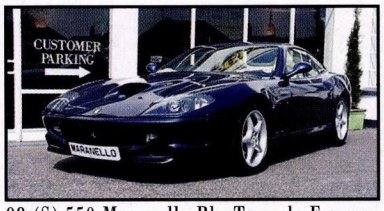
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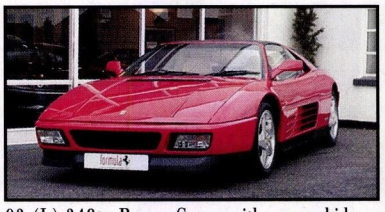
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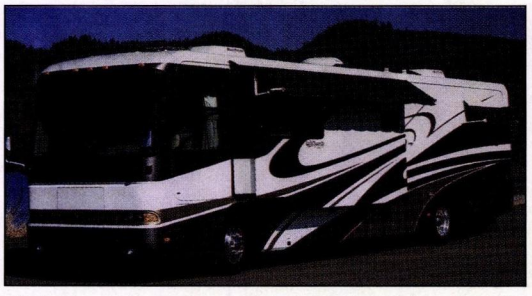
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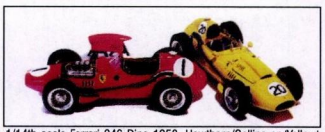


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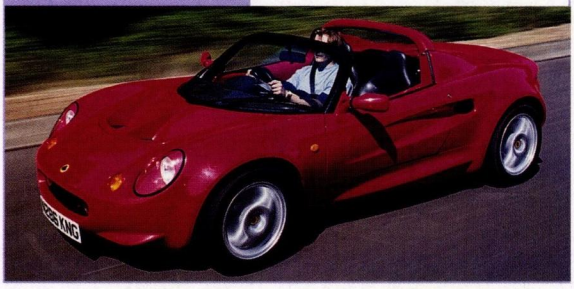
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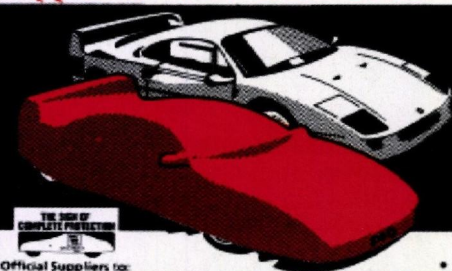


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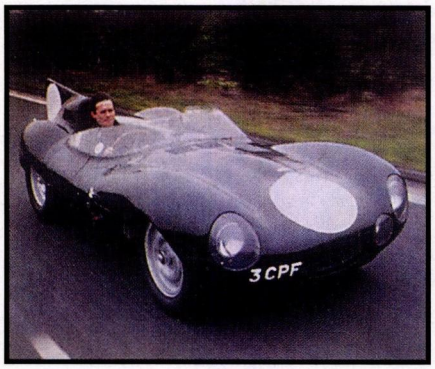
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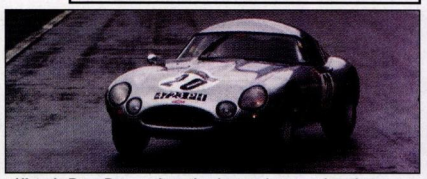
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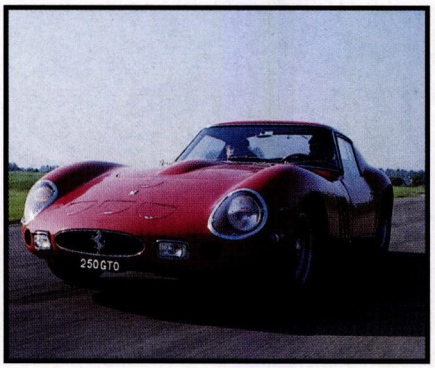
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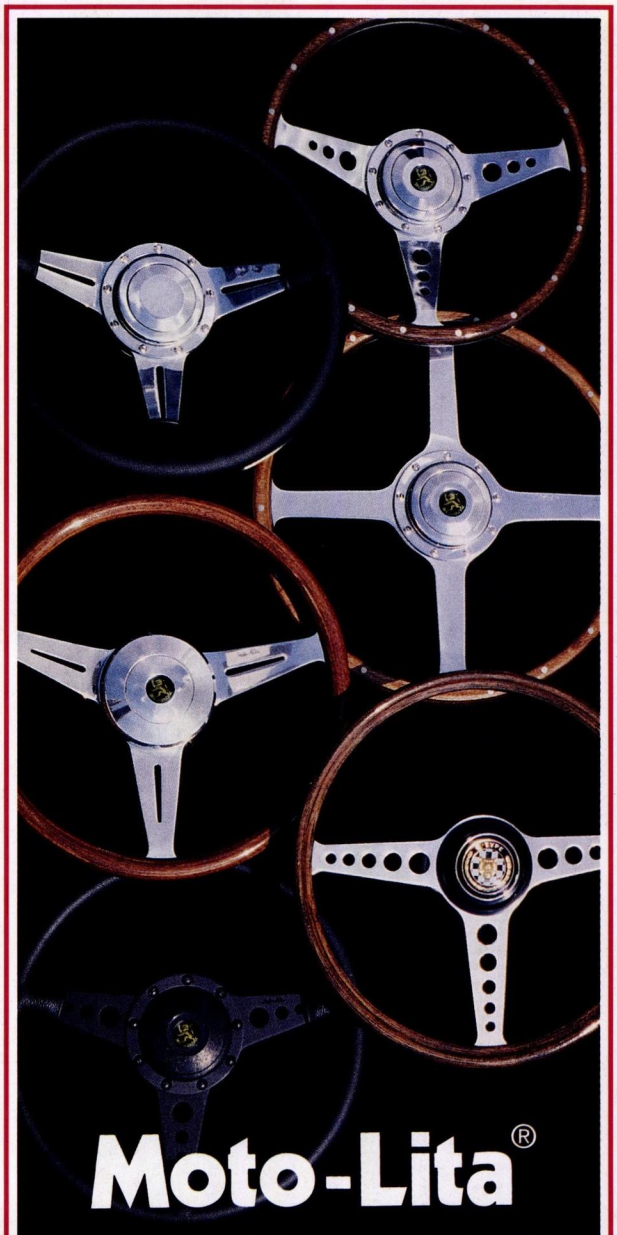
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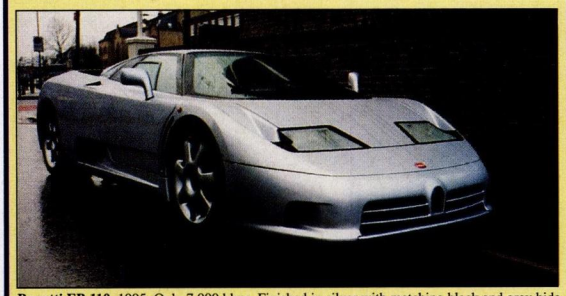
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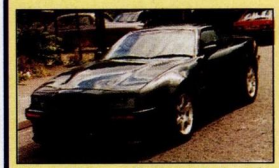
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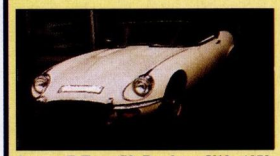
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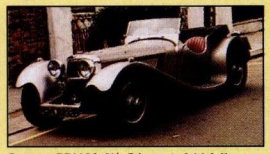
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F

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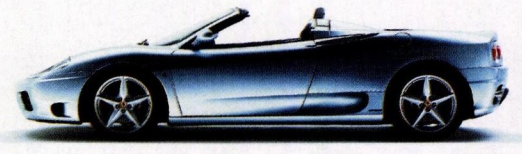
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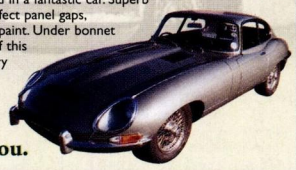
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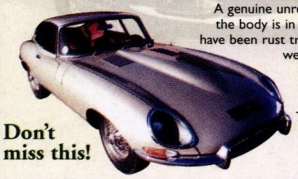
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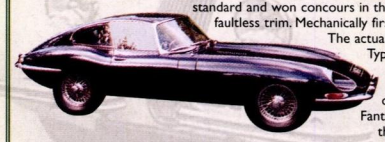


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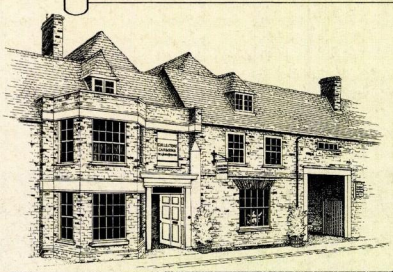
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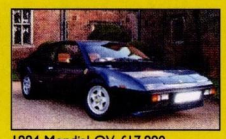
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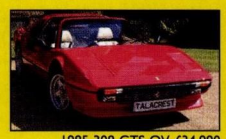
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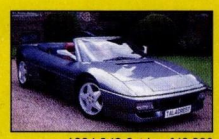
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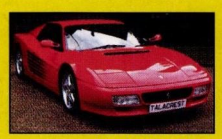
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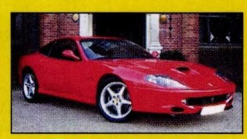
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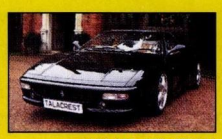
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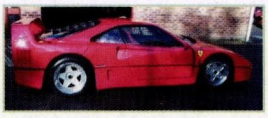
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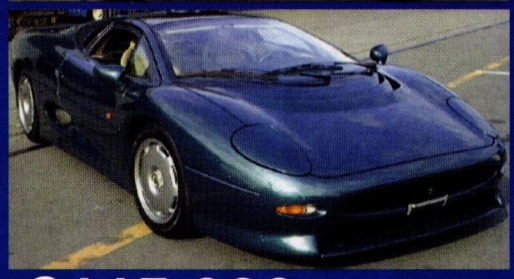
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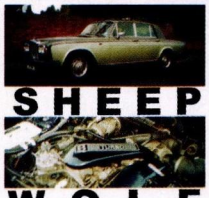
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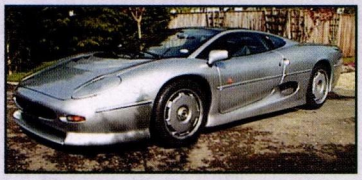
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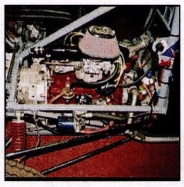
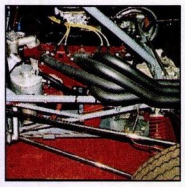
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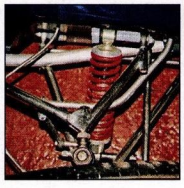
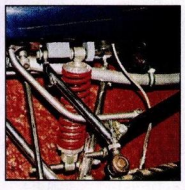
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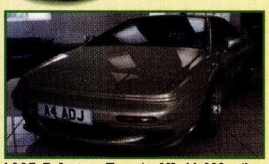
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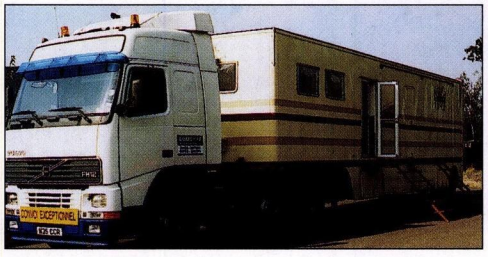
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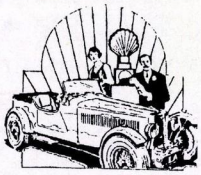
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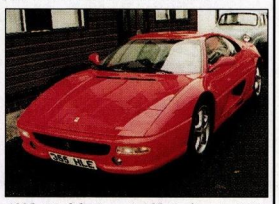
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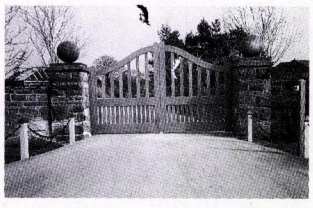
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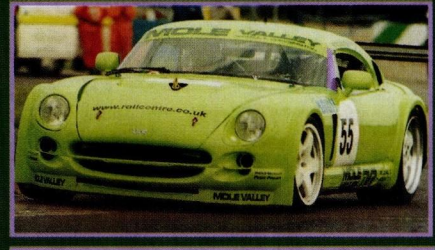
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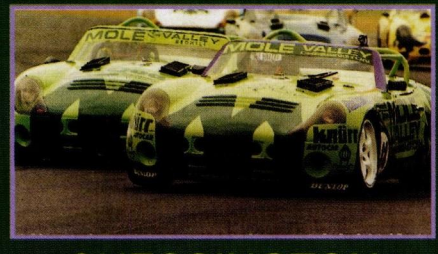
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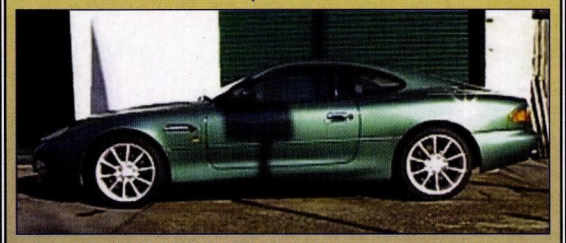




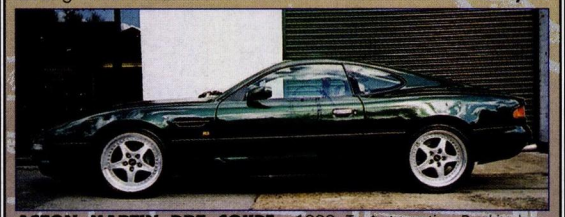
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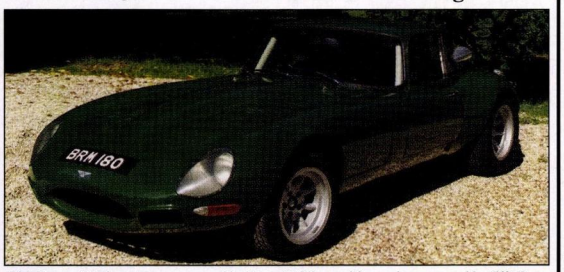
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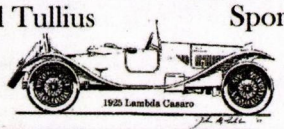
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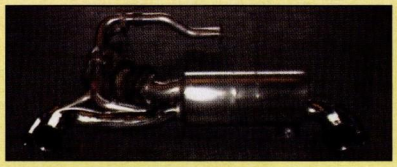
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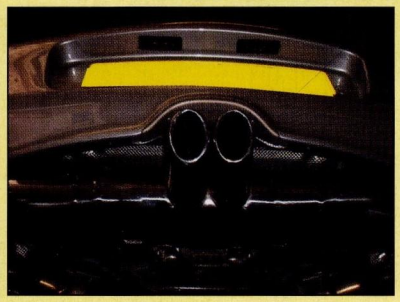
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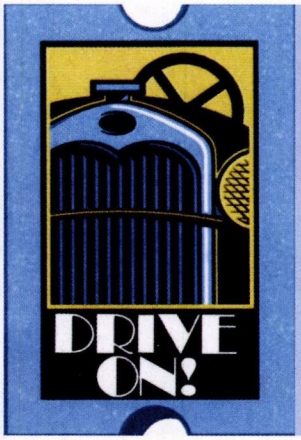
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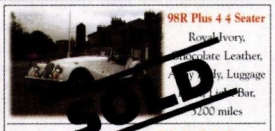
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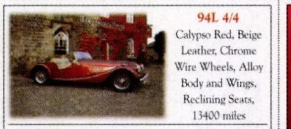
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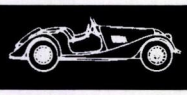
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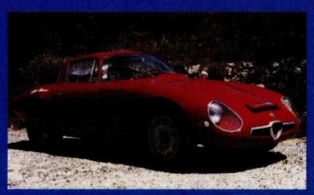
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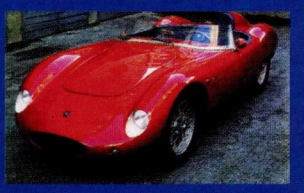

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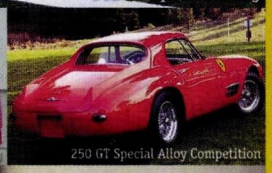
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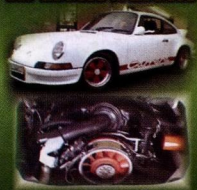
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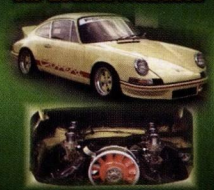
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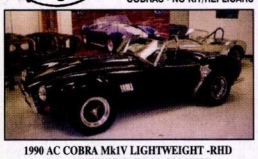
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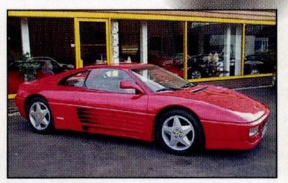


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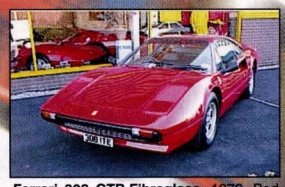
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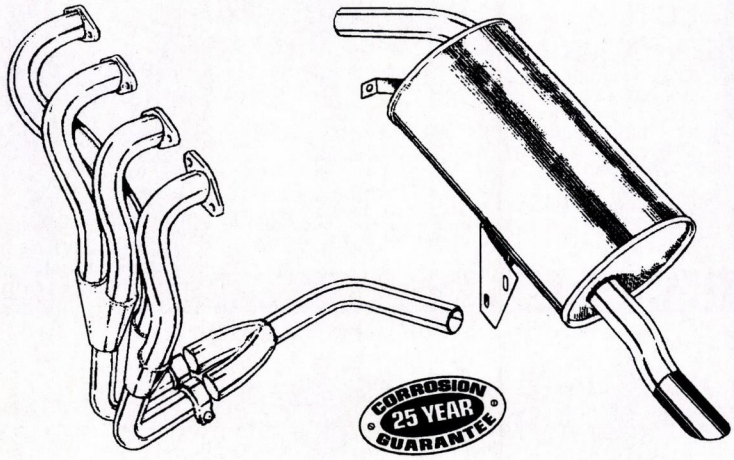
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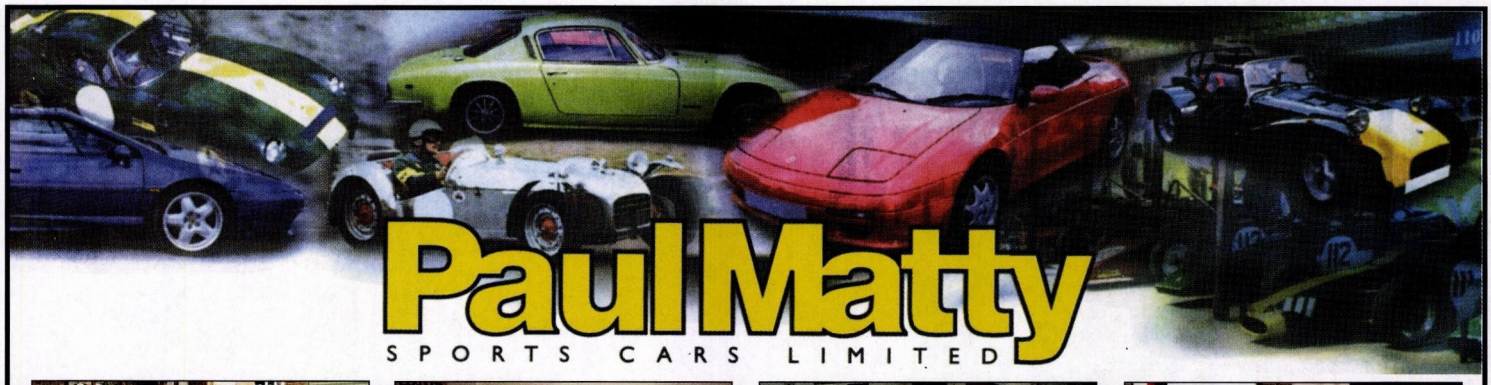
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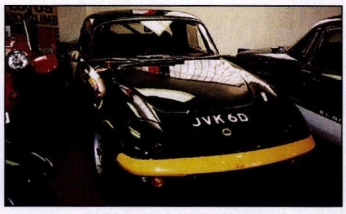
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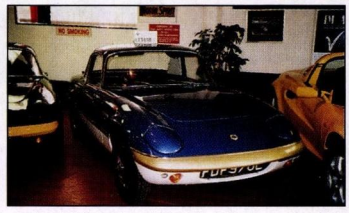
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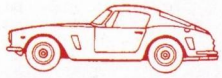


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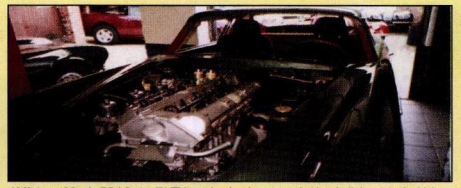
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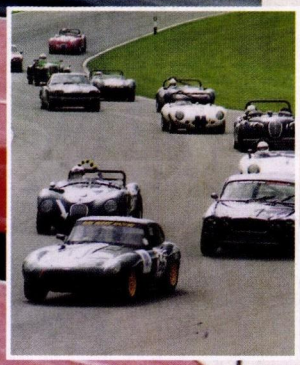
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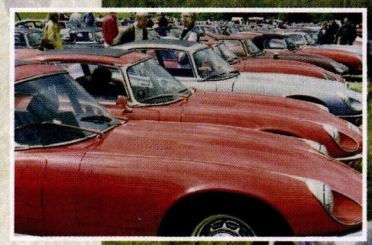
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MERCEDES E260. 1990/1 6-door limousine by Mercedes, finished in metallic black with dove grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys, very low miles, one owner, service history, mint condition throughout, choice of colours, some black.....**£17,500**



ROLLS ROYCE SILVER SHADOW SERIES II SPEC. LEFT HAND DRIVE. Finished in unmarked gleaming white coachwork, with superb hide interior. Usual extras including air cond, lambswool overugs. Superb example.....**£P.O.A.**



MERCEDES SPORTS 280SL. 1984. Finished in unmarked gleaming Signal red with superb interior - hard & soft tops - rear seat, ABS, alloys, power windows, auto, power etc, etc, 62,000 miles, FSH, totally magnificent.....**£12,750**



DAIMLER 8 SEATER LIMOUSINE. 1990 model. Left-hand drive. One of the last built. Finished in unmarked embassy black. Superb interior, walnut veneer cocktail bar, curtains to rear. Occasional seats, lambswool overrugs, air conditioning, power glass divider, power windows. Central locking, power steering, automatic transmission. Superb investment. Choice of 10.....**£39,500**



ROLLS ROYCE SILVER WRAITH SERIES II, 1980 model, finished in unmarked gleaming white coachwork. Beige hide interior piped in brown, every extra, lambs wool over-rugs, picnic tables, FSH, 79,000 miles, always garaged, totally superb, must be seen.....**£13,750**



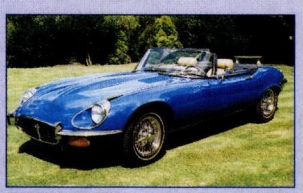
ROLLS ROYCE SILVER SPIRIT. 1983. Finished in unmarked gleaming white coachwork with superb interior. Every extra, lambswool overugs, service history. Totally in show condition.....**£14,750**



JENSEN INTERCEPTOR MK III. 1973/4. Finished in flawless Pacific blue with navy hide interior. All usual Jensen extras including full length sunroof, only 39,000 miles and two owners. Just magnificent. Last very careful owner owned this car for 22 years **£9,750**



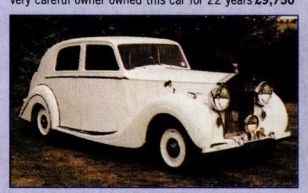
DAIMLER LIMOUSINE 8 SEATER STATE LANDAULETTE, left hand drive, finished in Embassy black with matching convertible top to rear, superb interior, walnut veneer cocktail bar, cut glass decanter set, lambswool over-rugs, glass divider, occasional seats, air conditioning, radio/stereo.....**£26,500**



JAGUAR E-TYPE V12. 1973 Convertible. Finished in Azure blue with superb hide interior, chrome wire wheels, manual transmission, usual extras, only 22,000 miles from new, bills and MoT's etc. This car is totally magnificent, always garaged, must be seen. The best.....**£35,000**



MERCEDES E260, 1991 6-door limousine by Mercedes, finished in unmarked gleaming white coachwork with grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys etc, very low miles, full service history, absolutely mint condition.....**£16,750**
Choice of 6. All one owner cars



ROLLS ROYCE SILVER WRAITH. 1949. Finished in Old English White with Cherry Red hide interior. P100 headlamps, footstalls, sunroof, picnic tables, vanity mirrors, original kneeling lady, coachbuilt by Park Ward.....**POA**



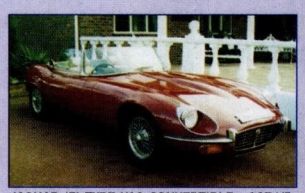
DAIMLER 8 SEATER LIMOUSINE, 1989, finished in Royal blue with superb interior, walnut veneer cocktail bar, cut-glass decantor set, occasional seats, lambswool over rugs, many more extras, LHD. We have a choice.....**£POA**



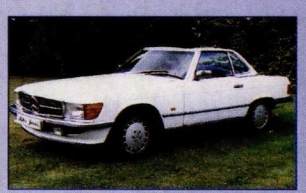
JAGUAR MK II, 1962 2.4. Finished in metallic silver with matching hide interior, manual transmission, very original and superb example, always garaged, very well maintained, none smokers car, excellent throughout.....**£9,750**



BENTLEY TURBO, 1984, finished in unmarked Turquoise blue with hide interior and piping. Alloys, twin headlights, colour coded, looks much newer. Lovely example. Service record.....**£15,750**



JAGUAR 'E' TYPE V12 CONVERTIBLE. 1974/5. Finished in gleaming Regency red with tan hide interior. Chrome wire wheels, auto, only 48,000 miles from new. Always garaged. This car is in show condition.....**£29,500**



MERCEDES 500 SL SPORTS, 1985. Finished in Glacier white with black hide interior, rear seat, power windows, ABS, alloys, cruise control, H/S tops, service history, excellent example.....**£12,750**



DAIMLER DS420 LIMOUSINE. Finished in unmarked gleaming white coachwork with superb interior, glass divider, occasional seats, Walnut veneer, cocktail bar, cut glass set, Lambswool over-rugs. Totally superb.....**£13,750**



BENTLEY BROOKLANDS. 1993 model, left hand drive, floor change Automatic. Finished in Sherwood metallic green with cream hide interior, piped green. Every extra possible. Chrome wheels. Service record.....**£39,950**



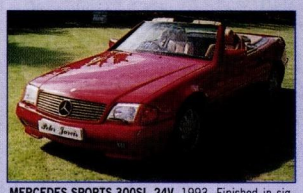
JAGUAR MKV. 1951. Three position drop head finished in unmarked metallic silver with cherry red hide interior and matching convertible top, twin sidemounts. This car is unbelievable, only 7,000 miles from new and one owner. A find of a liftetime.....**£67,500**



ROLLS ROYCE SILVER SHADOW. 1975/6. Series II spec, left hand drive, finished in two-tone blue with matching hide interior. Every extra including air conditioning, white side tyres, colour coded, front and rear headrests. Superb throughout.....**£18,750**



BENTLEY MULSANNE. 1984. Personal reg. no. Finished in unmarked vermillion red with cherry red hide interior, sun roof, alloys, twin headlamps, colour coded, looks much newer, service record, magnificent.....**£15,750**



MERCEDES SPORTS 300SL 24V. 1993. Finished in signal red with cream hide interior, rear seat, hard and soft tops, power seats, power windows, etc, etc. Only 41,000 miles from new, service history, mint condition throughout.....**£24,750**

JAGUAR E-TYPE V12 CONVERTIBLE. 1973. Finished in Old English White, black hide interior, auto, radio/stereo, chrome wheels, only 55,000 miles from new, many bills + history. Maintained to very high standard, mint condition.....**£29,500**

DAIMLER LIMOUSINE. 1990/91 model. Finished in unmarked Embassy Black. Superb interior with cocktail bar, power windows, air conditioning, lambswool overrugs, power glass divider, head restraints, cut glass decanter set, power steering, power brakes, automatic.....**£39,500**

DAIMLER LIMOUSINE. State Landaulet. Left-hand drive. Finished in unmarked Porcelain White with matching convertible top to rear. Cocktail bar, lambswool overrugs, occasional seats. Usual extras.....**£P.O.A.**

OTHER MAKES OF CARS IN STOCK

MERCEDES BENZ 8 SEATER LIMOUSINE. 1984. Left hand drive. Finished in metallic Silver and Blue interior. Headrests front and rear. Occasional seats to rear. Air conditioning, power steering, power windows, auto transmission.....**£9,750**

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It's well known that we offer the best delivery on new cars and always have a large stock of first-rate second-hand Lotus Elan, Elise and Esprit. It's also recognised that we deliver Lotus spares world wide and our Elise race packages and track days are enjoyed by many. We also have a Lotus workshop, paintshop and now we have opened a shop shop - not a lot of people know that!

The shop is an Aladdin's Cave of gifts for the Lotus lover, or even the Lotus lover's lover! Drop-in and have an informed chat with Bobby Bell, Martin Colvill or Tom Clark. Whether you are after a new Elise, Lotus clothing, tuning and tweaking goodies, or just a polished window-winder, you will always be welcome.



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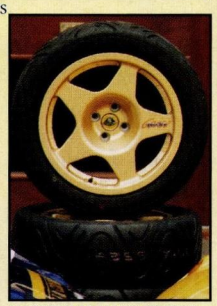
THE LOTUS340R & ELISE CHASSIS



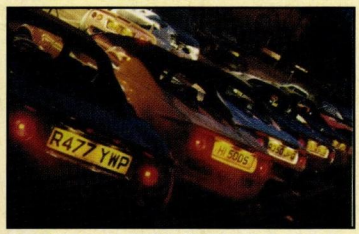
PART OF OUR LUGGAGE RANGE



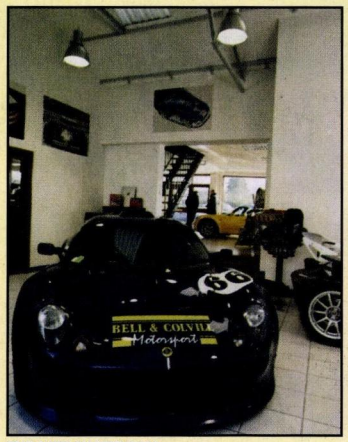
SUPERB MODEL CARS & GIFTS



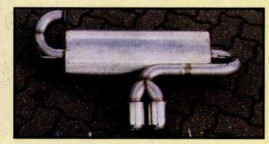
MAGNESIUM ALLOY WHEELS



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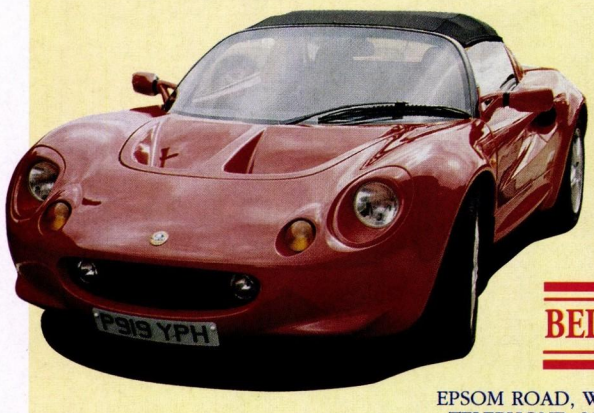
220BHP ELISE ENGINE



MOMO QUICK RELEASE WHEEL

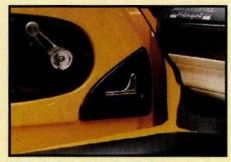


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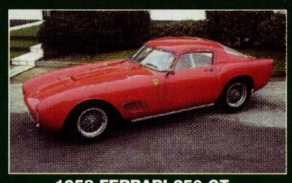
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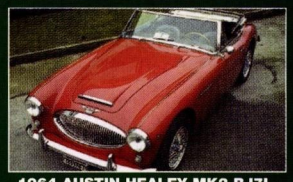
1983 FERRARI 208 GTB TURBO.
PERFECT - 6000KM ENGINE



1958 FERRARI 250 GT - SCAGLIETTI TYPE.
REBODIED.



1967 MASERATI MISTRAL 3700.
TWO CARS IN STOCK.
BOTH COMPLETELY RESTORED.



1964 AUSTIN HEALEY MK2 BJ7L.
PERFECTLY RESTORED -
OTHER MODELS AVAILABLE.



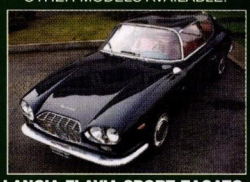
1953 PORSCHE 356 55CV DAME.
CONCOURS RESTORATION
(SEVERAL 356 A B C AVAILABLE).



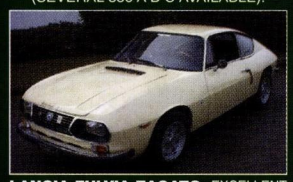
1968 FIAT DINO SPIDER 2000.
EXCELLENT ORIGINAL CONDITION



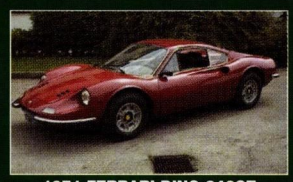
1995 ALFA ROMEO RZ V6 ZAGATO.
VERY RARE, 5,000 KM SINCE NEW.
ONE OWNER



LANCIA FLAVIA SPORT ZAGATO.
COMPLETELY RESTORED. PERFECT CONDITION IN EVERY DETAIL. THE BEST OF THIS MODEL FOUND IN THE LATEST YEARS



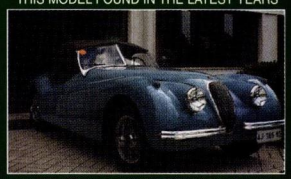
LANCIA FULVIA ZAGATO. EXCELLENT CONDITION. COMPLETELY RESTORED. EVERYTHING PERFECT. THE BEST OF THIS MODEL FOUND IN THE LATEST YEARS



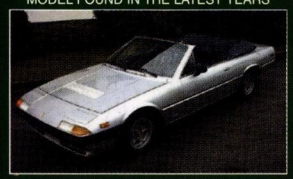
1971 FERRARI DINO 246GT



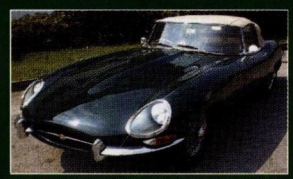
JAGUAR MK 2 3.4-3.8.
SEVERAL CARS AVAILABLE.



1954 JAGUAR XK120 ROADSTER.
CONCOURS RETORATION.



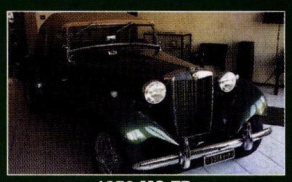
1978 FERRARI 400i CABRIOLET PAVESI.
VERY RARE AND EXCITING



1965 RHD JAGUAR E-TYPE SERIES 1.
4200CC. CONCOURS RESTORATION.
00KM. AIR CONDITIONING
(OTHER MODELS AVAILABLE).



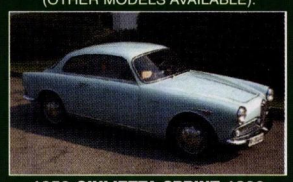
1967 FIAT 124 SPIDER 1st SERIES.
SEVERAL EXAMPLES COMPLETELY RESTORED



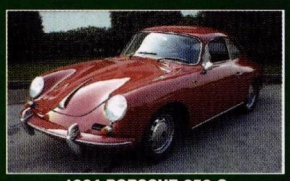
1950 MG TD.
ALMOND GREEN - GREEN LEATHER -
JUST COMPLETELY RESTORED
(OTHER MODELS AVAILABLE)



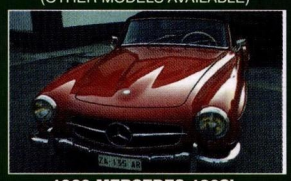
1961 TR3A
PERFECT CONDITION -
CHROMED WIRE WHEELS
(SEVERAL TR 3-4-6 AVAILABLE)



1959 GIULIETTA SPRINT 1300
SEVERAL CARS COMPLETELY RESTORED



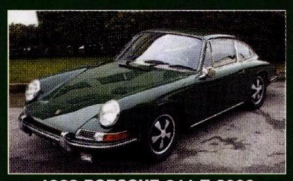
1964 PORSCHE 356 C
COMPLETELY RESTORED - SEVERAL MODELS AVAILABLE



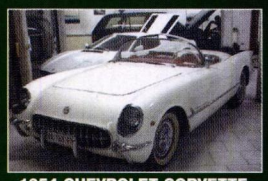
1960 MERCEDES 190SL.
CONCOURS RESTORATION - 5,000KM,
AIR CON, HARD TOP, 4 OTHER CARS AVAILABLE.



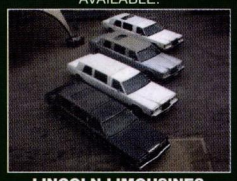
1987 MORGAN PLUS 8
3,500 kms,
2 OWNERS SINCE NEW



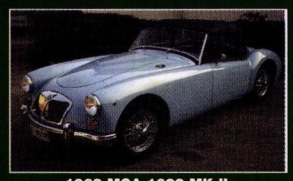
1968 PORSCHE 911 T 2000
SEVERAL 911 - ALL IN PERFECT CONDITION



1954 CHEVROLET CORVETTE.
PERFECT AND RELIABLE



LINCOLN LIMOUSINES
SEVERAL CARS AVAILABLE



1962 MGA 1622 MK II.
BRAND NEW - MANY OTHER MODELS AVAILABLE.



1948 ALFA ROMEO 6C 2500 CABRIOLET PININFARINA.
VERY RARE - PERFECT AND RELIABLE.

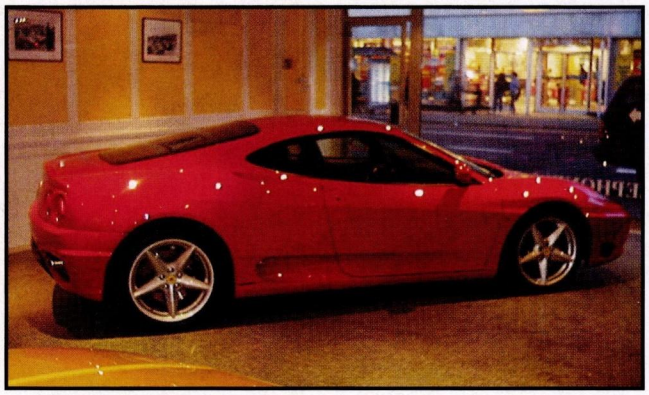
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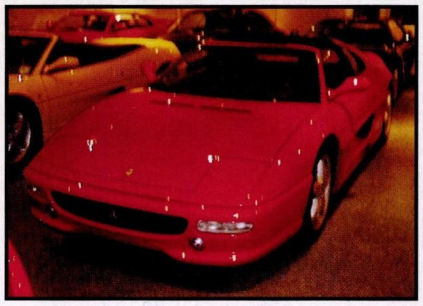
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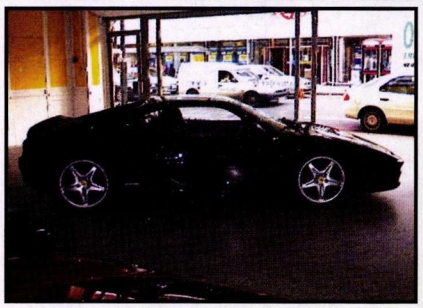




360 MODENA LHD, 2000 W, red/black, 3,000 kms **£86,000**



355 SPIDER LHD, 1997 R, red/black,3,000 kms **£86,000**



355 GTB F1 FIORANO LHD, 24,000 kms, black with red & black carbon seats **£61,500**

360 SPIDER RHD, delivery March 2001, red / black .....**£POA**

360 FERRARI MODENA, black/tan, manual, 20,000 kms.....**£81,500**

360 FERRARI MODENA FIORANO, red with cream leather, 18,000 kms **£79,950**

ASTON MARTIN V8 VOLANTE VANTAGE, Suffolk red/cream hide, 20,000 miles.....**£68,500**

BENTLEY CONTINENTAL R 1993/K, Masons black, cream hide, 73,000 miles, fsh **£64,950**

FERRARI 355 SPYDER LHD, 1997/R, red/black, 18,000 kms, fsh **£58,500**

355 GTS LHD, 1998/S, 20,000 kms, Titainism / Grey **£58,500**

456 GT 94 L, Le Mans blue with tan, LHD, 31,000 miles **£56,500**

FERRARI 355 GTB F1 LHD, 1998/S, red/black, 14,000 kms, fsh **£55,950**

355 FERRARI LDH SYPDER, 1997/P, 24 kms, red/black **£55,950**

355 GTS 1995, 33,000 kms, silver with black.....**£48,950**

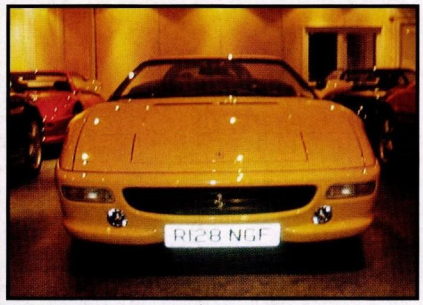
FERRARI 348 TB, 1993, rhd, black, black interior, fsh, stunning car **£39,950**

328 GTS 1987/D 26,000 miles, red/red leather, black carpets **£32,500**

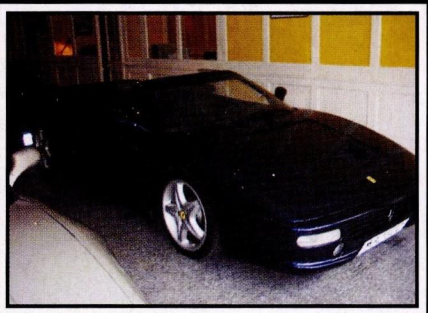
FERRARI 328 GTS LHD, 1988/E, red/tan, superb **£26,950**

308 GTS I red/tan, 60,000 miles, fsh.....**£22,950**

MASERATI 425 Biturbo, 1988/E, fsh, 44,000 miles, red **£6,995**



355 F1 SPIDER LHD, 1999 yellow with crema **£69,950**



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SS100 3½ LITRE – British Racing Green/Green hide and carpets, an original matching number car with full history, please call for full details.

JAGUAR XK 140 DROPHEAD, RHD – Dark Blue/Grey hide and carpets, Dark Blue hood, 16" chromed wire wheels, subject of a total chassis off restoration to a very high standard, updates include, J.D. Sport 5 speed gearbox, rack and pinion power steering with alternator, J.D. Sport brakes etc. STUNNING EXAMPLE.

JAGUAR XK 140 ROADSTER RHD – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD. – Black/Red hide and carpets, 16" chromed wire wheels, original right hand drive, total chassis-off restoration 10 years ago to a very good standard, nicely mellowed useable car. The rarest of all XK Jaguars.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – Dark Blue/Grey hide and carpets, 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration 5 years ago to a very high standard, many updates. Stunning.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. Red/Black hide and carpets, 16" chromed wire wheels, subject of a total chassis off restoration to the highest standards and original colour specification, rare example in excellent condition.

JAGUAR XK 150 SE 3.4 LITRE DROPHEAD, RHD. - Primrose Yellow/Black hide and carpets, black hood, colour coded wire wheels, subject of a total chassis off restoration, unique colour specification, free sunglasses included! What can I say.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD. – Racing Green/Beige hide and carpets, 16" chromed wire wheels, full matching numbers and original colour specification, subject of a total chassis off restoration 12 years ago, now nicely mellowed, superb example of this very rare car.

JAGUAR E-TYPE SERIES 3 V12 2+2 MANUAL. Opalescent silver/grey hide piped blue, dark blue carpets, chromed wire wheels, JD Sport engine, Weber carburettors, hand made stainless steel exhaust manifold and system, JD detailed engine bay, etc. Stunning example.

JAGUAR E-TYPE SERIES III V12 2+2 MANUAL. Red/beige hide and carpets, chromed wire wheels, subject of a major restoration 2 years ago, recently fitted with JD Sport Brakes and ignition system. Excellent example.

JAGUAR MARK I 3.4 LITRE SALOON SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for our director 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

THE J.D. SPORT MARK II SALOON – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...!

J.D. SPORT MK II SALOON 4.0 LITRE 5 SPEED AUTOMATIC. Opalescent Black/Sand hide and carpets, chromed wire wheels, X300 engine and gearbox, air conditioning, electric windows, central locking, modern stereo, electric seats etc. modified suspension, A.B.S. brakes. Beat our waiting list.

JAGUAR MK II 3.8 LITRE SALOON, 5 SPEED MANUAL – Opalescent Silver/Beige hide and carpets, chromed wire wheels, 5 speed Getrag gearbox, air conditioning, restored 8 years ago (not by J.D. Classics) to a good standard, very useable.

JAGUAR MK II 3.8 LITRE SALOON MANUAL WITH OVERDRIVE – Dark blue/grey hide and carpets, chromed wire wheels, an excellent original low mileage example. Recently fitted with J.D. Sports rack and pinion steering and brakes. Excellent example

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Blue/Red hide and carpets, chromed wire wheels, subject of a total restoration, updates include rack and pinion power steering with alternator, air conditioning, modern stereo etc. Excellent example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full syncromesh gearbox, J.D. Sport modifications include fast road engine, suspension, exhaust system, brakes, alloy radiator, seats, etc. Alpine stereo system, tinted glass, fully restored by ourselves three years ago. Very low mileage since. Superb detail throughout.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Beige hide and carpets. Competition chromed wire wheels, J.D. Sport seats, J.D. Sport fast road engine, J.D. Sport stainless steel exhaust system and suspension, louvred bonnet, J.D. Sport braking system, modern stereo system, etc. Restored by ourselves 7 years ago. STUNNING.

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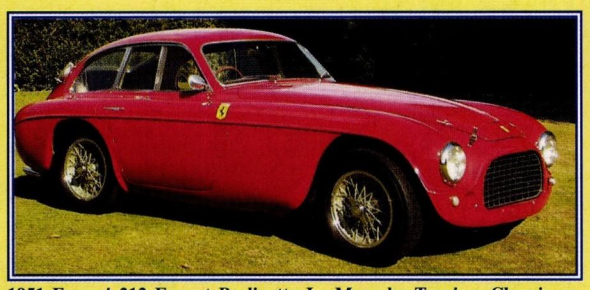
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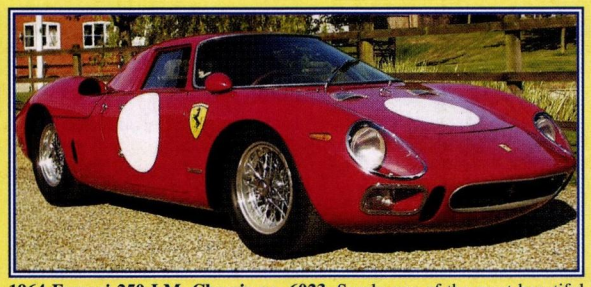
1979 Ferrari T4 Grand Prix Car. Bearing chassis no: 037. An opportunity to acquire an interesting Ferrari Grand Prix Car in magnificent condition . . . . . **£POA**



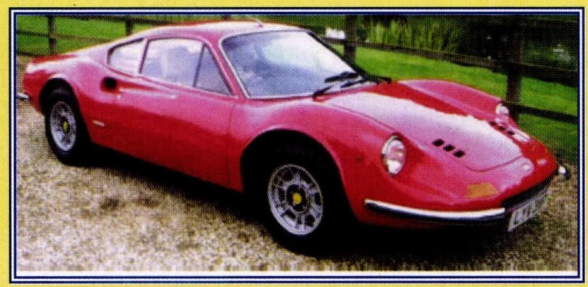
1953 Ferrari 375MM Spyder by Pininfarina. Chassis number 0362AM, a stunning and fully restored car with great provenance and eligible for all events including Mille Miglia. Please enquire for further details. **....£ POA**



1951 Ferrari 212 Export Berlinetta Le Mans by Touring, Chassis no. 0112E. A very rare and unique Ferrari. Engine size increased by factory to 225 in 1953, prior to competing in the Mille Miglia of the same year and again in 1955. Immensely fast and eligible for every rally, a true investment. **.....POA**



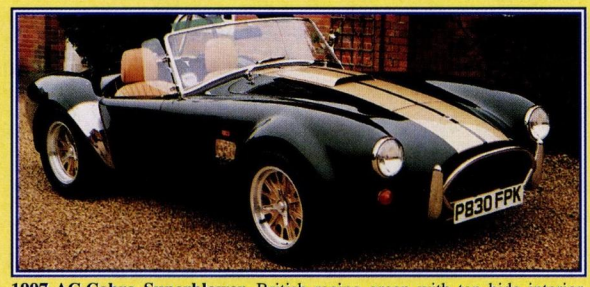
1964 Ferrari 250 LM, Chassis no. 6023. Surely one of the most beautiful and sophisticated sports racing Ferraris ever built. C/n. 6023 is an ex-Ecurie Francorchamps Team car, with an admirable and highly successful race history, including a number of famous victories. This car is in stunning and fully restored condition. Available immediately .....**£POA**



1974 Ferrari Dino 246 GT. Finished in Red with Tan leather trim, 30,000 miles only with a full service history. A rare and fine classic.....**£54,500**



1960 Ferrari 250 SWB. A fine steel bodied car finished in Giallo Fly, with black leather trim, recent restoration. For further details please call.



1997 AC Cobra Superblower. British racing green with tan hide interior. LHD, 4,000 miles only from new. One owner, full factory service history. An exceptional example of this aluminium hand built sportscar **£37,500**



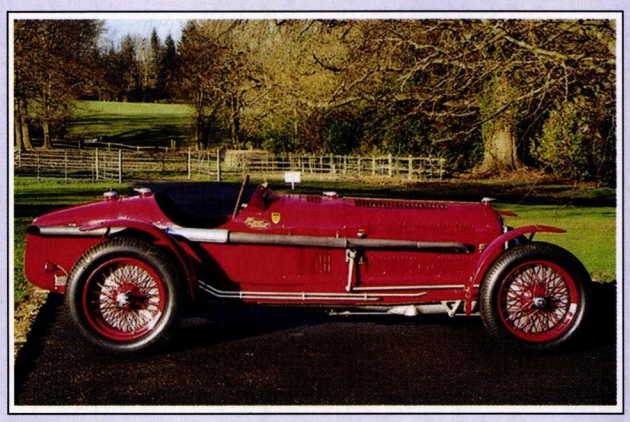
1968 Ferrari 275 GTB/4. Finished in red with black trim. RHD, 12,000 miles only. A magnificent motor car in every respect.

For further information on either of the above outstanding cars please call: Adrian J. Hamilton
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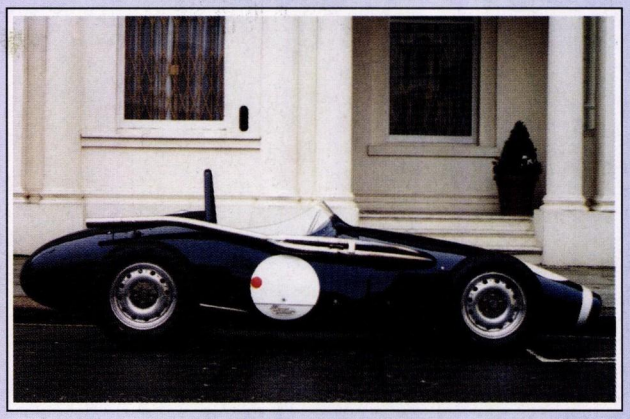
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ALFA ROMEO TIPO B MONOPOSTO (P3)



CONNAUGHT 'B' TYPE



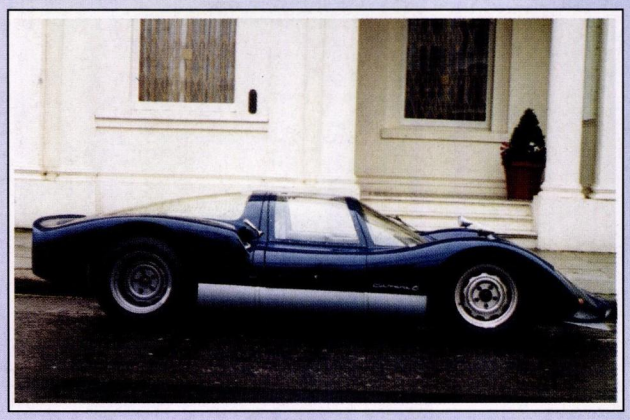
FERRARI 456 GTA 4dr ESTATE CAR



ALFA ROMEO TZ1



McLAREN F1 GTR



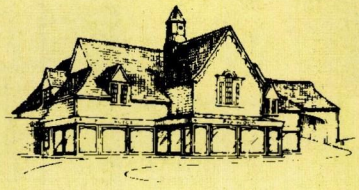
PORSCHE 906 CARRERA

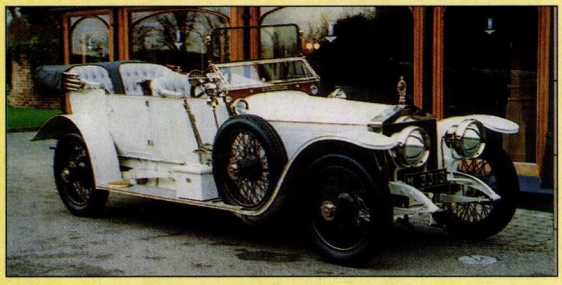
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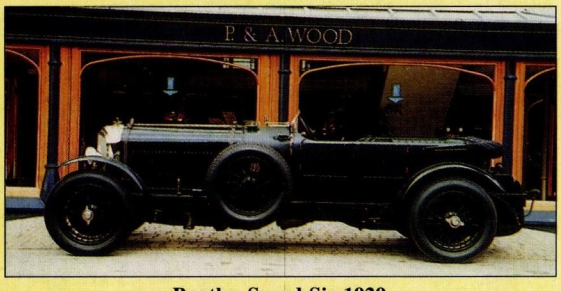




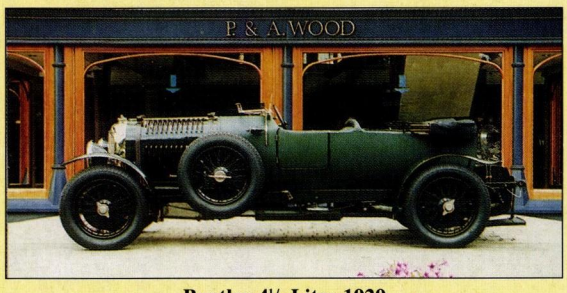
Rolls-Royce Silver Ghost 1911
Rare underslung London to Edinburgh car.



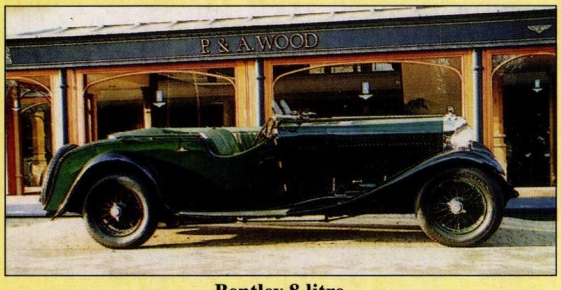
Rolls-Royce Phantom I 1928
Experimental car. Rebuilt to original specification.



Bentley Speed Six 1929
Rebuilt to team car specifications.



Bentley 4½ Litre 1929
Le Mans style open tourer



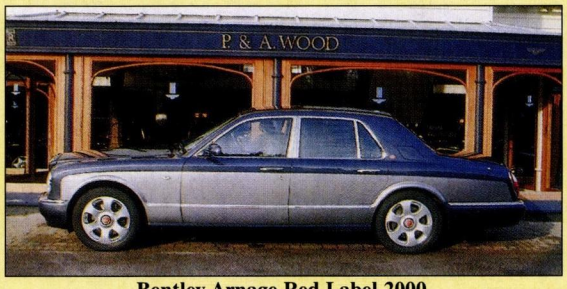
Bentley 8 litre
Vanden Plas open tourer



Rolls-Royce Silver Ghost 1925
Barker style Torpedo tourer



Bentley S1 Continental 1953
Park Ward Drophead Coupé



Bentley Arnage Red Label 2000

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1999 996 COUPE YELLOW GT3 SPEC 11,000m
1999 996 COUPE OCEAN BLUE 16,000m
1998 996 CAB ARTIC SILVER 15,000m
1999 BOXSTER 2.5 OCEAN BLUE 10,000m
1995 993 COUPE TIP IRIS BLUE 44,000m
1998 BOXSTER 2.5 SILVER 17,000m
1998 COUPE 25 TIP MIDNIGHT 13,000m
1996/7 911 TURBO 4 SILVER 26,000m
1995/6 911 TURBO 4 ARENA RED 26,000m
1997 993 TARGA MET BLACK 33,000m
1997 993 COUPE ARTIC SILVER 33,000m
1996 993 COUPE 4 SILVER 49,000m
1995 933 CABRIOLET TIP MIDNIGHT 44,000m
1995 993 CABRIOLET MET BLACK 33,000m
1994 993 COUPE IRIS BLUE 73,000m
1994 993 COUPE SILVER 34,000m
1995 993 CAB TIP MIDNIGHT 45,000m
1994 993 COUPE TIP POLAR SILVER 52,000m
1994 911 SPEEDSTER 3.6 AMAZON 31,000m
1990 911 C2 TARGA BLACK 98,000m
1990 911 CABRIOLET RED 54,000m
1989 911 SE COUPE RED 53,000m
1989 911 TURBO TARGA BLUE 29,000m
1986 911 SSE CABRIOLET SILVER 58,000m
1985 911 SE COUPE GUARDS RED 99,000m
1980 911 SC COUPE WHITE 76,500m

FERRARI STOCKLIST

2000 360 MODENA F1 SILVER 1,000m
1998 456 GTA RED 7,000m
1996 456 GT YELLOW 31,000m
1999 355 GTS F1 RED 2,000m
1998 355 SPIDER YELLOW 7,000m
1996 355 SPIDER RED 15,000m
1995 355 GTB RED 12,000m
1992 348TS RED 15,000m
1990 TESTAROSSA RED 8,000m
1990 348 TS RED 31,000m
1992 512TR RED 8,000m
1990 MONDIAL 3.4T CABRIOLET RED 34,000m
1989 412 BLACK 39,000m
1998 412i BLUE 45,000m
1988 328 GTS RED 44,000m
1998 328 GTS RED 68,000m
1986 328 GTS RED 30,000m
1982/3 GTS QV YELLOW 23,000m
1981 308 GTS CARB RED 50,000m
1979 BOXER 512 BLUE 21,000m
1974 BOXER 365 GTB4 RED 15,000m
1975 308 GT/4 RED 63,000m
1972 DINO 246 GT AZURE ONE OWNER 42,000m
1967 275 GTB4 RED 27,000m
1996 330 GT 2+2 BLUE 57,000m

AC COBRA/JAGUAR/OTHERS

1996 AC COBRA MARK III EX JOHN WOOLF 10,000m
1990 AC COBRA LIGHTWEIGHT SILVER 30,000m
1990 ASTON MARTIN VIRAGE SILVER 34,000m
1995 BENTLEY CONTINENTAL R, WILDBERRY 22,000m
1988 BENTLEY CONTINENTAL CONVERTIBLE WENDSOR BLUE 40,000m
1936 BENTLEY 4 1/4 GURNEY NUTTING BLUE 90,000m
1973 JAGUAR E-TYPE V12 ROADSTER RED 7,700m
1968 JAGUAR E-TYPE ROADSTER 5 1/2 IVORY 54,000m
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 83,000m
1961 JAGUAR E-TYPE 3.8 ROADSTER CONCOURS
1950 JAGUAR XK120 ROADSTER, BRG 48,000m

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1933 MG J2 SWEPT WING. In black with biscuit trim. A ground up concours restoration carried out in 1993. First owner Viscount Anson, a most extensive and fascinating history. Many period extras including deluxe dash. They don't come any better .....£19,995 - RHD



1965 LOTUS CORTINA MkI, APPENDIX K. The ex-Max Rostron, Gerry Marshall, Paul Haywood-Halfpenny, FIA race car. Outright winner of this years HRSR/HSCC Championship. Lap record holder just about everywhere. Vast amount of spares, wheels & tyres. Recent engine by Dick Langford, gearbox & diffs by Tony Thompson. If you want to win next year this is the car. For sale due to purchase of Lola Mk6. Price negotiable with/without spares package .....£30,000 – RHD



1963 JAGUAR E-TYPE 3.8 FHC. British Racing Green with contrasting Cinnamon hide. This exceptional example has covered only a few miles since being the subject of a £40,000, fully documented and photographed restoration, completed to the highest of standards. Specification includes CWW and an unleaded fuel conversion. Impeccable in all respects .....£29,995 – RHD



1965 SUNBEAM TIGER MKI. British Racing Green with Black trim. Ground up restoration carried out 90/95 at a then cost in excess of £25,000. C/R T10 gearbox, adjustable shocks, mohair hood, minilite wheels. A stunning early round panel example .....£14,995 - RHD



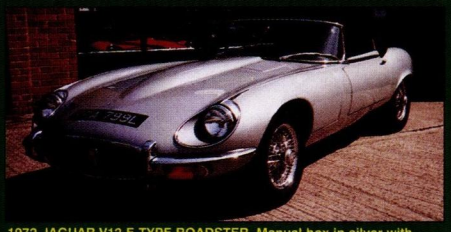
1959 AUSTIN HEALEY FROGEYE SPRITE. Just undergone a total concours restoration on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, mag. race wheels, built to Sebring spec. The finest example available .....£14,995 – RHD



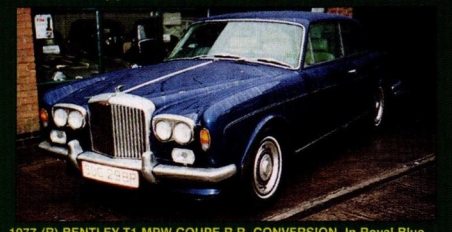
1959 MGA TWIN CAM ROADSTER. In Glacier Blue with Black trim and Black mohair weather equipment. A no expense spared three year restoration completed 1995 at a then cost of £40K, only 400 dry miles since. All engine mods and upgrades have been carried out. Equipped with CR gearbox, 4.1 diff. adjustable steering column, heater etc. Very rare and sensibly priced .....£24,995 - RHD



1965 FORD CORTINA GT MKI, 2 DOOR HISTORIC RALLY CAR. Full RAC & HRC papers. Built with no expense spared, circa £20k. One owner low mileage shell, competed successfully for the last three years on both tarmac and stage events. LSD, CR gearbox, FIA cage, fire eater system, Halda, HR rack. Plus everything you could want to compete in historic rallying .....£7,995 - RHD



1972 JAGUAR V12 E TYPE ROADSTER. Manual box in silver with black hide and black Mohair hood. Reputedly 43K miles and I am sure this is correct. Lightly restored 93/94 by John Cooke. Equipped with C.W.W. radio cassette, tracker etc. A simply stunning example, would be hard to find better .....£29,995 - RHD



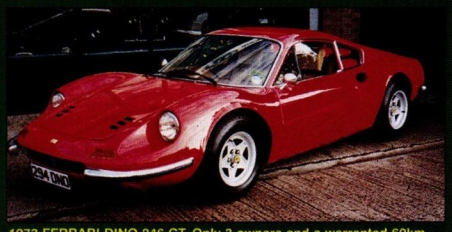
1977 (R) BENTLEY T1 MPW COUPE R.R. CONVERSION. In Royal Blue metallic with champagne hide. Electric seats and windows, air cond etc. A fastidiously well maintained example with recent check over and report by Broughtons. Celebrity owned and in impeccable condition - extremely rare .....£19,995 - RHD



1988 (F) BENTLEY MULSANNE S. Finished in Balmoral Green with Parchment hide piped Green. This example is impeccable in every respect and has a complete dealer service history. Hard if not impossible to better.....£19,995 - RHD



1964 JAGUAR 3.9 MkII AUTO SALOON. In Opalescent British Racing Green with Champagne hide. Restored and uprated to the hightest of standards at a cost well in excess of £60k. PAS, CWW, unleaded head, Koni shockers, LSD woodrim wheel, Reuters reclining seats radio, driving lamps, large capacity radiatork Kenlow fan. An English matching number, very low mileage cr that is hard to better.....£29,995 – RHD



1973 FERRARI DINO 246 GT. Only 3 owners and a warranted 60km with extensive history. Finished in Rosso Corsa with Biscuit hide. Wide wheels, elec windows and a very appropriate registration number. Recently restored incl. engine & transmission, to an exceptional standard. Little use since, outstanding.....£44,995 - RHD

1967 LANCIA FLAMINIA 2.8 3C. Convertible. Ivory with black hide. Last owner since 1972 and a warranted 25K. One of only 17 RHD out of a total production of 180. Works hard top, Nardi steering wheel, period radio. This must be the lowest mileage example available.....£29,995

1960 AUSTIN HEALEY 3000 BT7 MK1. Colorado Red over Black with Red Hide. UK car, equipped with overdrive, wire wheels, heater and motolita steering wheel. Restored from chassis up to perfection and only 2,500 miles since. They don't come any better.....£19,995

1962 TRIUMPH TR4 SURREY TOP. In Blue with Black top and trim. 415 VC is one of the most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car – July 95, TR Action etc. Winner of many concours. A very special car £19,995

1947 MGTC. Red with Biscuit hide and weather equipment. Very well restored with many period extras. A delightful example ready for this summer's rallies and shows £17,995

1966 JAGUAR 3.4 MK2 M.O.D. Warwick Grey with Red hide. Only 28K miles from new with a most comprehensive service history. CWW, period radio, reclining seats, original, unrestored and superb. Hard if not impossible to find in this condition £19,995

1964 TRIUMPH TR4 SURREY TOP. British racing green with tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours, Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example.....£15,995

1972 LOTUS ELAN S4 SE FHC. Sunburst Red with Black trim. Restored by Vegatune to the highest of standards some years ago and only 7,000 dry miles since. 150 BHP, uprated suspension and cooling system, centre lock wheels, H.R.W. and immobiliser. It would be hard to find a nicer example..... £13,995

1974 MGB GT JUBILEE. British Racing Green. Restored to the most finite detail with full photographic records. Winner of many major concours. V8 wheels, radio, overdrive etc. A very proper car £6,995

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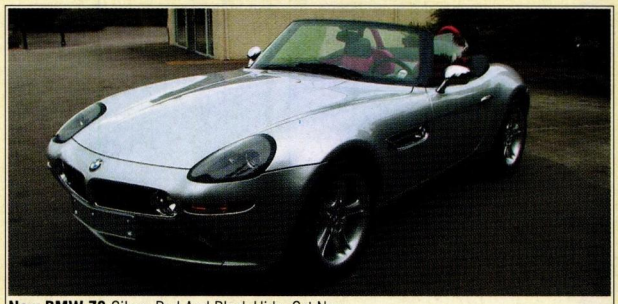
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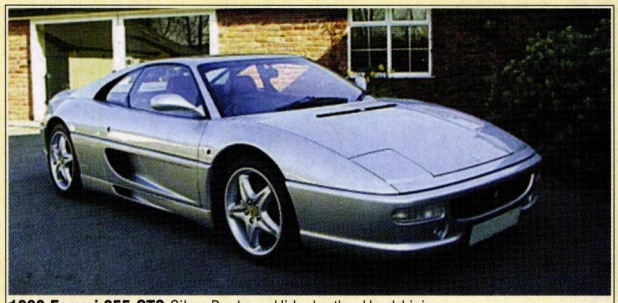
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BG DEVELOPMENTS



GREAT BRAKING

In 1961, the Beatles were still two years away from their first UK number one, Princess Diana was born - and Bob Green was working in Girling's competition department.

With forty years experience in the brake business, Bob Green is recognised by many as the UK's leading adviser on braking components and systems. In 1972, Bob left Girling to set up his own company, BG Developments, specialising in the manufacture and supply of high-quality brake components for competition and high performance systems.

His 'specialist subject', classic racing and high-performance cars of the '60s and '70s, dovetails beautifully with BGD's Dave Buchholz's knowledge of modern braking systems and encyclopaedic knowledge of AP parts. Machinist Steve Meredith looks after the modern BGD workshop at Bromsgrove.

Forty years ago, disc systems were rare in mainstream production cars - and that can be a real problem for today's classic car owners trying to source replacement parts.

'That's why we've developed and manufactured a BG caliper that replaces many of the Dunlop units,' says Bob. 'It's based on the Girling 17/3 unit which took over from the Dunlop, and which is supplied to, and available from, many of the leading Jaguar specialists.

This BG Developments 'classic' caliper is available for several other marques besides Jaguar. An alternative to the uprated caliper is to replace the original Dunlop piston/cylinder assemblies with a BG aluminium unit.

Hewn from high-grade BS2014 aluminium billet, the BG assembly is hard-anodized to deliver maximum protection, maximum corrosion-resistance - and a much longer service life than that of the old cast iron assemblies.

Again, BG Developments has taken the opportunity to improve upon the original. With the old unit there was always a potential problem with dirt and moisture ingress,' says Bob. 'So we've cured that by incorporating new wiper seals into the design.'

BGD's services include the manufacture of one-off brake discs, uprated bespoke brake conversions, disc-mounting bells (one-offs and conversions), equipment overhaul or recondition, and the remanufacture of obsolete components. They specialise in Girling and former Dunlop brake systems for the classic market.

The range of products they supply includes Goodridge high performance hose, Ferodo, Mintex, Pagid Performance Friction and EBC brake pads, and AP Racing clutches. (BGD is in fact the largest UK agency for AP Racing brake and clutch equipment).

And of course there's one more unique ingredient in the BGD success story: the huge experience of people like Bob Green.





Bob Green's work in Girling's competition department in the '60s and early '70s gave him huge F1 experience. As BG Developments he supplies brake systems for most of the historic F1 cars still racing in Europe (car pictured is Depailler's '76 Tyrell Ford P34) as well as for many of the classic sports cars campaigned at meetings like the Goodwood Revival.

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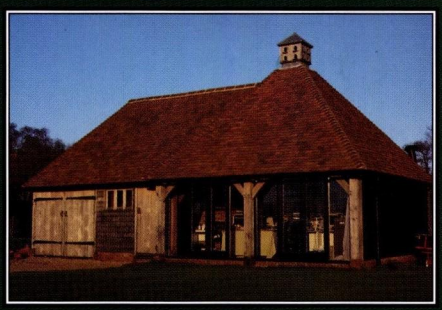
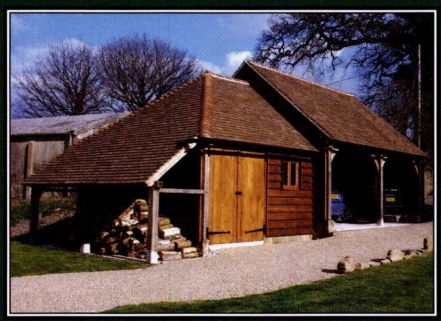
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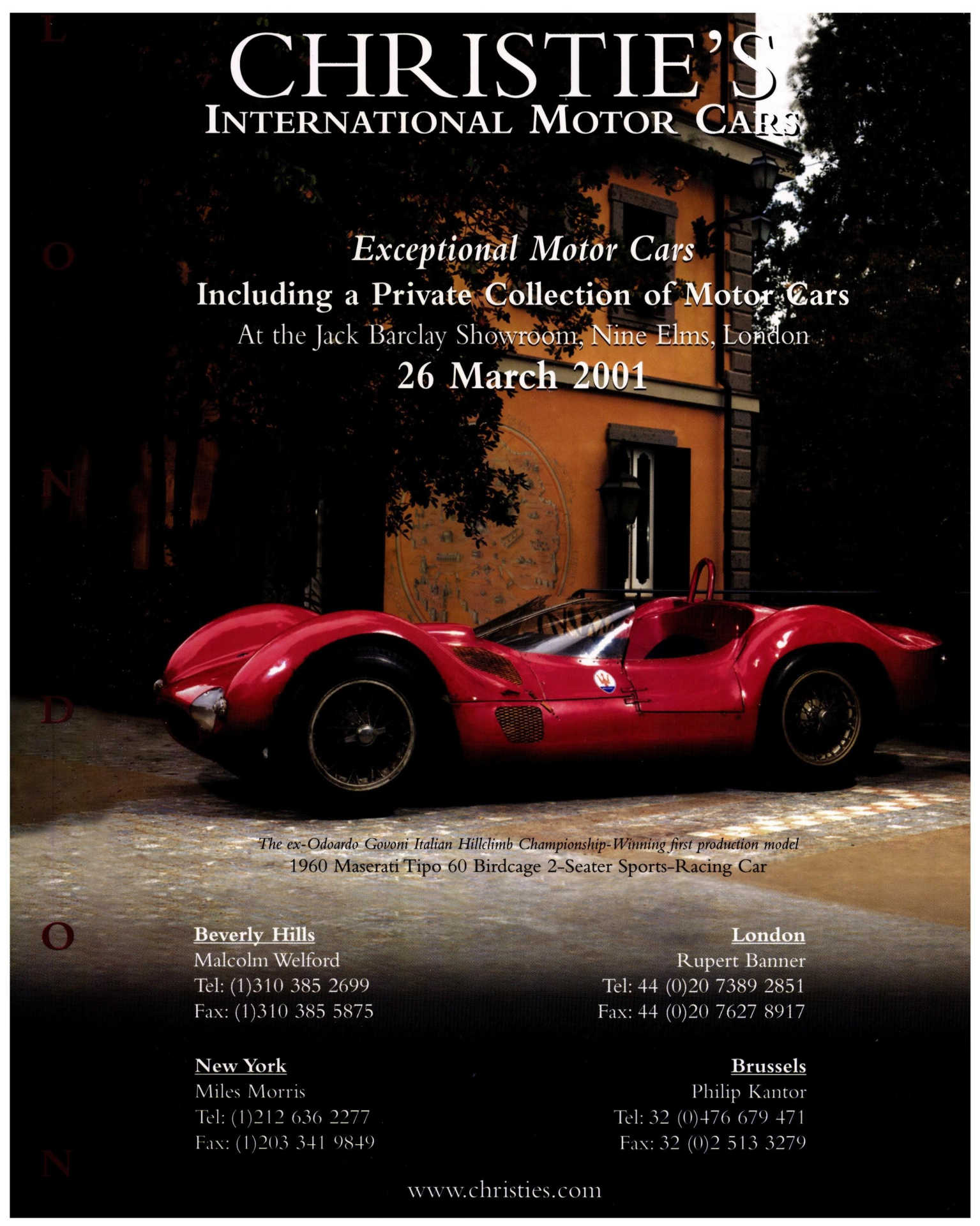
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