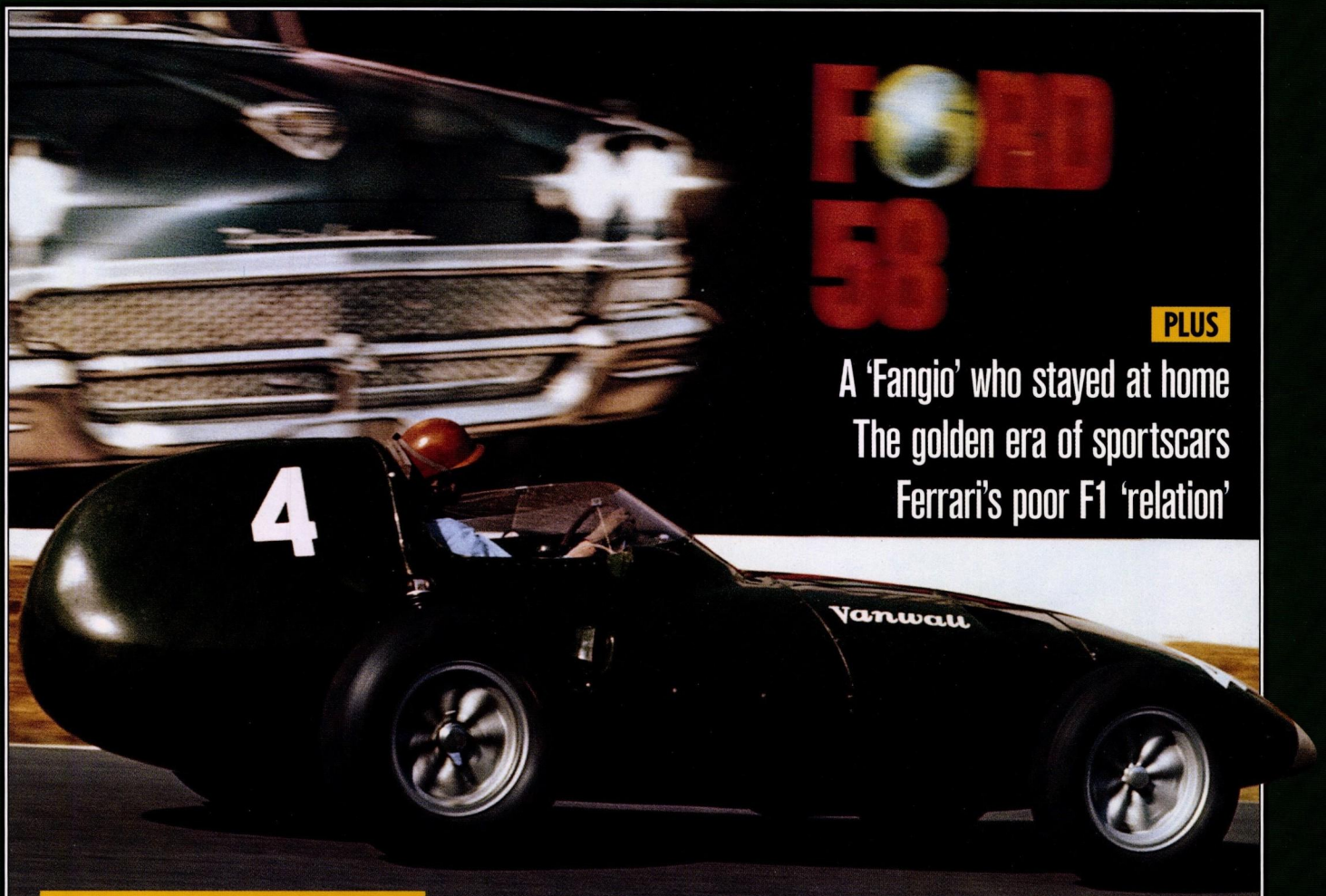
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MOTORSPORT

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FORD 53

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A 'Fangio' who stayed at home

The golden era of sportscars

Ferrari's poor F1 'relation'

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British trailblazer

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editorial



TONY VANDERVELL WOULD BE pleased: three times already Ron Dennis's McLaren has beaten those 'bloody red cars' in 2003. The founder of the Vanwall team was, in fact, a fan of Enzo and his *Scuderia*. In many ways the two men were alike – which is why their rivalry was so intense.

British success in Formula One is today taken for granted (the same can't be said for our grand prix, it seems) but in the early 1950s a GP win for a dark green car seemed as likely as a Blackpool Beach donkey trotting down the coast to Aintree and winning the Grand National.

Yet it was at this very same venue that Stirling Moss ended Britain's world championship GP victory drought in a Vanwall in 1957. It was a memorable occasion, but had not the clutch in Jean Behra's Maserati 250F exploded a 'bloody red car' would have won that race, too.

No, Vanwall truly became a world force later that year in Italy. There were two grands prix, at Pescara and Monza, and Moss won both of them. Best of all, however, was the team's qualifying domination in the latter race. The faithful had come to see Juan Fangio cap a stellar season with another victory for Maserati. Instead a late change from a 3-2-3 grid to a 4-3-4 arrangement had to be made so that he could line up on the front row alongside Moss, Tony Brooks and Stuart Lewis-Evans. A splash of red in a sea of green.

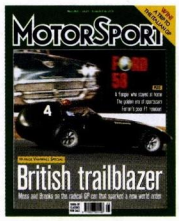
Fangio did a fantastic job in the race and was able to see off the challenges of Brooks and Lewis-Evans, but Moss proved to be a Vanwall too far on that day of days. Thanks to Stirling's association with Maserati he got a warm reception upon his victory, but no doubt the crowd filed out of the park and into the streets of Monza muttering about 'bloody green cars'.

Tony Vandervell was pleased.

Britain's 'Enzo' had a very different background to the subsequent kingpins of our domination of the sport – John Cooper, Ken Tyrrell, Ron Dennis, and Frank Williams and Patrick Head – being the boss of a large and influential engineering company, but his bullish determination and unswerving commitment provided a blueprint for his successors to follow.

In 1958 Vanwall scored six GP victories to secure the first-ever constructors' championship. Since then, barring Ferrari's 11 titles, this accolade has only ever gone to British teams. Sure, there was a very, very, very strong Australian influence at Brabham in 1967, but the team was based at New Haw, Surrey. And yes, Matra provided Ken Tyrrell with a superb monocoque – and Jean-Pierre Beltoise – in 1969, but it was Ford DFV power that supplied all 69 of its constructors points that year, of which 66 were secured by a Scotsman called Jackie Stewart. Sounds British to me.

The green has gone, but the appetite for victory has remained.



LAT

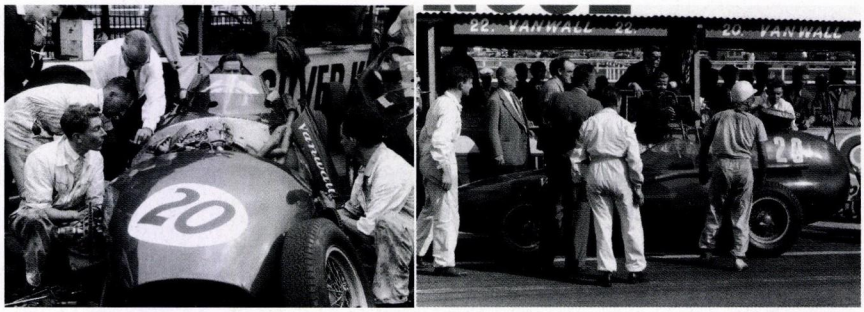
Tony Brooks's Vanwall heads toward victory in the 1958 Belgian GP at Spa.

Vol LXXIX No 5 MAY 2003

CONTENTS

SEVENTY-NINTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



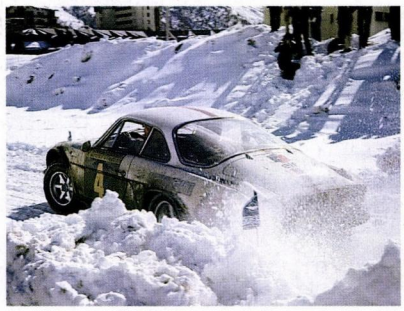
Vanwall in the vanguard *From tentative beginnings, through the successes of 1957 and '58, to the rear-engined 'Whale' – the full story of the team that made Britain great in grands prix.* *Page 25*



Tecno crates *How an unsuccessful F1 team designed three chassis in two years.* *Page 82*



Oscar ceremony *Fangio was the world's best, but who was Argentina's finest?* *Page 66*



Andersson belter *Lest we forget, the Toyota F1 boss was once a top rally driver.* *Page 50*



This Sporting Life *Photographic proof that the early '70s was the golden era of sportscars.* *Page 72*

MATTERS OF MOMENT	4
AROUND THE TRACKS	10
LETTERS	12
MODERN TIMES/*Simon Taylor*	16
SUBSCRIPTIONS	18
LEGENDS/*Nigel Roebuck*	20
NEXT MONTH	22
VANWALL SECTION	25
Tony Vandervell/*Paul Fearnley*	26
The Vanwall Specials/*Paul Fearnley*	28
Vanwall technology/*Gordon Cruickshank*	32
Stirling Moss/*Paul Fearnley*	40
Tony Brooks & Roy Salvadori/*Paul Fearnley*	43
The Lowline/*Paul Fearnley*	47
'The Whale'/*Tim Scott*	48
Ove Andersson/*John Davenport*	50
Irish Grand Prix/*Bill Boddy*	59
15 Minutes of Fame: Hayashi/*Tim Scott*	64
Oscar Gàlvez/*Tony Watson*	66
Sportscar racing, 1970-71/*LAT Photographic*	72
X-Ray Spec: Lotus MkIX/*Keith Howard*	79
Tecno Formula One /*Gary Watkins*	82
One That Got Away: David Hobbs/*Adam Cooper*	88
Murray Rainey's Cooper/*Joy Rainey*	90
BILL BODDY	94
PARTING SHOT	98

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

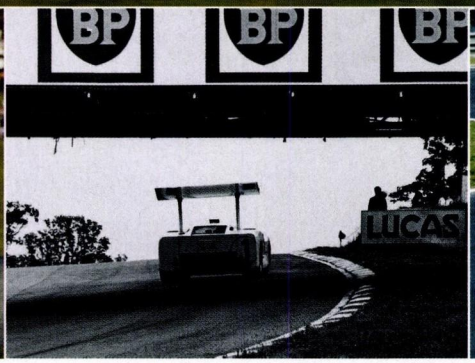
'STREAMLINER' HEADS GOODWOOD'S 2003 ENTRY LIST



Glorious Mercedes W196R Streamliner, shown here on Goodwood's press day, has not raced in Britain since '54

James Mann







all: LAT

The ex-Piquet Brabham-BMW BT52 will be back out in the Brazilian's hands; a trio of Chaparrals will be coming to Sussex; Lotus is bringing an ex-Andretti 79

THE FIRST BRITISH PUBLIC APPEARANCE SINCE 1954 of the Mercedes W196R 'Streamliner' is just one of the many highlights planned for the 11th running of the Goodwood Festival of Speed in July.

Over the weekend of July 11-13 the Goodwood hill will again play host to an unrivalled field of competition machinery, including current cars from six Formula One teams. Juan Pablo Montoya, Olivier Panis and Fernando Alonso should all be in action, and Jenson Button is expected to drive this year's BAR 005. Current Sauber driver Nick Heidfeld will be reunited with the McLaren MP4-13 in which he set the hill record of 41.6secs back in 1999.

However, for many fans the chance to see the 'Streamliner' will be the major attraction. This ex-Fangio/Moss/Kling car has just undergone a six-year restoration at Mercedes-Benz's Classic Centre in Stuttgart. Not since Silverstone in 1954 has a 'Streamliner' been seen in action in Britain.

On the home front, Cosworth will be represented at the annual extravaganza by an example of each world championship-winning chassis to use DFV power. Notable will be Tyrrell 001, running for the first time in several decades following restoration, as well as classic Lotuses, from the 49B to the ex-Mario Andretti 79 via the 72.

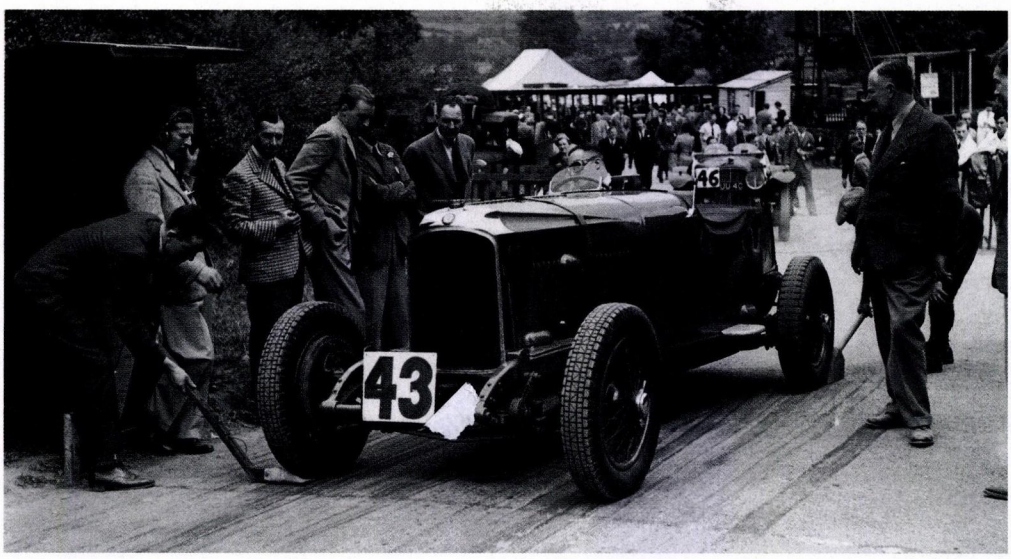
Chaparral will again feature, having been stars of the 1997 Festival, with at least three cars coming from the US along with creator Jim Hall and racer Phil Hill. Ford will also mark its centenary by re-uniting the GT40s that finished first, second and third at Le Mans in 1966.

From the National Motor Museum of France will come the 1902 Serpollet Steam Car and the ex-George Eyston Panhard, which has not run in public for many years.

Fresh from a long restoration will be the 1983 Brabham-BMW BT52 with original driver Nelson Piquet at its wheel.

With a host of past and present stars on hand, there is every reason to expect the 2003 Festival will be every bit as good as the previous 10 events.

SHELSLEY WALSH BIDDING TO SECURE ITS FUTURE



LAT

A charitable trust has been formed in an attempt to preserve the Shelsley Walsh hill-climb's long and rich history

MIDLAND AUTOMOBILE CLUB IS WORKING HARD TO SECURE the future of Shelsley Walsh beyond the expiry of its current lease in March 2004.

Negotiations are ongoing to secure a 99-year lease, not only for the famous Worcestershire speed course, but also for the paddock, car parks and nearby buildings.

The Shelsley Trust, meanwhile, has been formed and charitable status is being applied for in order to take advantage of possible Lottery and Heritage grants.

The buildings included in these negotiations are those of the farm at the foot of the hill – and the Court House. The majority of these are in need of renovation and it is hoped that they will eventually form offices, an archive, restaurant and toilets, as well as a museum dedicated to the history of the hill.

This summer a special three-day meeting will be held at the oldest motorsport venue in the world that is still operating on its original course. Over August 15-17, alongside a round of the British Hillclimb Championship, will be dedicated Ferrari and Maserati racing car classes, which should see the return of David Franklin's stunning Ferrari 212.

DONINGTON CELEBRATES ITS 70TH



Jim Haulgreave

Lea Francis duo Delaney and Green run in convoy at the anniversary event

THE 70TH ANNIVERSARY OF THE FIRST ever car race at Donington Park was marked in late March by a gathering of drivers associated with that meeting held on March 25, 1933.

Tom Delaney, 92, competed in his Lea-Francis in the circuit's first season, and is still racing the same car 70 years later with the VSCC.

Also driving a Hyper Lea-Francis was historic racer Willie Green whose father, WH Green, conducted the first assessment laps in the car prior to the inaugural meeting.

Also present at the reunion – hosted by the circuit's owner Tom Wheatcroft – was Max Turner, who co-drove for his brother at the inaugural meeting, the pair finishing in second place in a 750cc Austin.

WIN A TRIP TO THE ITALIAN GP

MOTOR SPORT AND AIRTRACK HAVE COMBINED forces to offer you the opportunity to win an all-expenses-paid trip to this September's Italian Grand Prix at Monza.

The winner of this fabulous competition (on page 15) will fly out with a friend on an Airtrack-organised trip from London to Bergamo early on race morning.

Airtrack is also providing transfers to the circuit. Then, once at the home of Italian motor racing, the lucky duo will have reserved seats in the grandstand at Parabolica, as well as all-day hospitality.



LAT

It could be you watching the action at Monza this September

news in brief

THE WILLIAMS FW06 OF TONY Smith was damaged against the pitwall at Donington Park during testing. Smith was expected to switch to his FW07 for the opening race of the Thoroughbred Grand Prix series at Jarama in April.

* * *

IN OUR PREVIEW TO THE European historic season, published in the April issue, an incorrect date was quoted for the Circuit des Ramparts at Angoulême: the event will now run on September 20/21.

* * *

THE HERITAGE MOTOR CENTRE at Gaydon in Warwickshire will host a Henry Ford Day on May 11 to mark Ford Motor Company's Centenary celebrations in the UK. Bill Barnett, head of Ford's rally team in the 1960s and '70s, will be a guest speaker.

* * *

AUDI SHOWED ITS NUVOLARI quattro concept study at the Geneva Motor Show in March. Described as a powerful Gran Turismo of the future, the car is named in honour of the great Tazio Nuvolari. In September 1939, at Belgrade, Nuvolari was the final driver to win a grand prix in an Auto Union car.



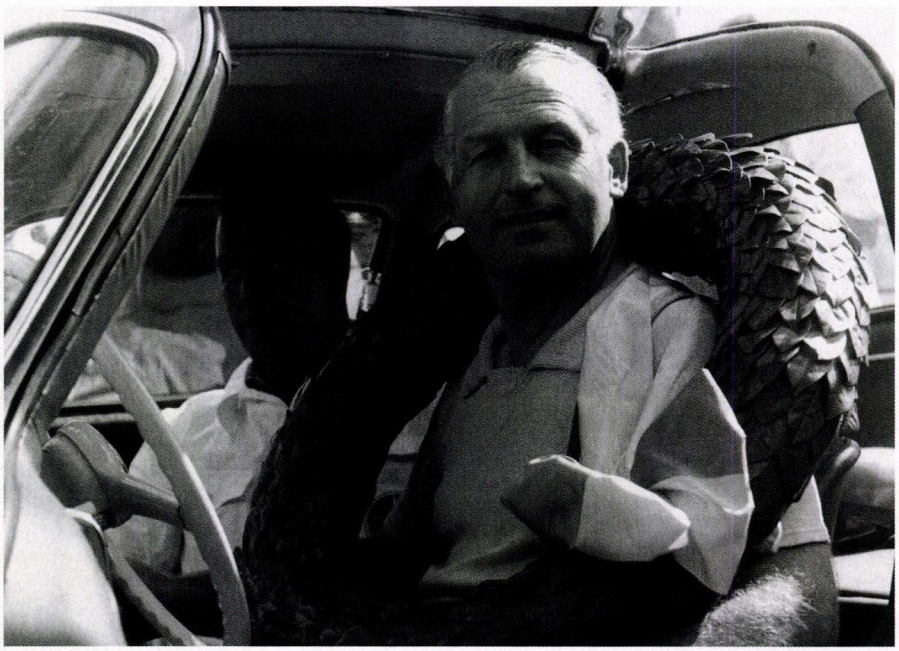
Audi's Nuvolari shone in Geneva

* * *

MORE THAN 250 ITEMS OF automobilia have been entered for H&H Classic Auctions sale at Olympia 2 on May 7. Among them is an original by Gordon Crosby depicting the MG Tigress 18/100 at Brooklands in 1930. It's expected to sell for more than £20,000.

obituaries

Karl Kling



Ludvigsen Library

Kling's sportscar successes in the 300SL won him a place in Mercedes' Formula One squad for 1954

THIS TEAM-MATE TO JUAN MANUEL FANGIO AND STIRLING MOSS IN THE 1955 Mercedes grand prix team has passed away at the age of 92. Initially a successful sportscar racer with the Stuttgart marque, he went on to become its head of motorsports.

Kling's career began in hill-climbs before WWII while working for Mercedes as a clerk. Despite a serious back injury, he resumed competition after hostilities ended and was German sportscar champion in 1948-49, before switching to Formula Two.

That led to a chance to join the Mercedes sportscar team and, in 1952, he won the Carrera Panamericana in Mexico and finished second in the Mille Miglia in a 300SL Gullwing.

He briefly moved to Alfa Romeo, but when Mercedes re-entered GP racing in 1954 Kling was brought back and contested 11 world championship races for the team. Second to Fangio in that year's French Grand Prix at Reims in the W196 proved to be his best result, but he did win the non-points Berlin GP at Avus.

With Fangio and Moss in the team in 1955, Kling was less prominent. The year's highlight was shadowing his team mates home in the British GP, part of a crushing Mercedes 1-2-3-4.

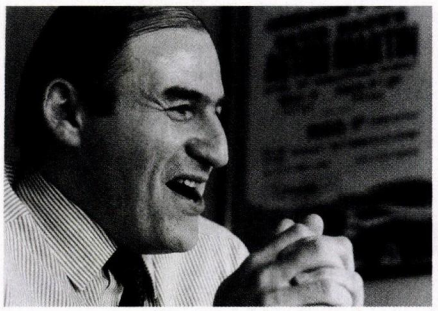
Kling, aged 40, then moved into team management, taking over from the legendary Alfred Neubauer, and he oversaw rallying activities for Mercedes until his retirement.

Victor Gauntlett

BRITISH MOTORSPORT LOST A STAUNCH SUPPORTER WHEN VICTOR GAUNTLETT died suddenly, aged 60, at the end of March. His passion led him to race a Bentley in historic events, back Nigel Mansell in his early years and, as the boss of Aston Martin, twice take the Newport Pagnell marque back to the Le Mans 24 Hours.

A former RAF pilot who made his fortune in petro-chemicals, Gauntlett first invested in Aston in 1980 and took the reins the following year. In '82 he part-funded Robin Hamilton's Nimrod team and his Pace Petroleum company sponsored Viscount Downe's example of the Aston Martin-powered Group C car.

At the end of the 1980s Gauntlett launched a more ambitious return to racing but, having sold Aston to Ford, the project didn't survive the Blue Oval's take-over of Jaguar at the end of '89.



LAT

Gauntlett's passion took Aston back to Le Mans

Jean-Luc Lagardère

THE FORCE BEHIND THE MATRA AUTOMOTIVE AND AEROSPACE COMPANY HAS died at the age of 75.

Lagardère built Matra into a major motorsporting force, winning the 1969 F1 world title with Jackie Stewart and then Le Mans three years running from 1972.

He had quickly expanded Matra after taking over Bonnet in the early 1960s. Its in-house racing team disappeared equally swiftly after its third Le Mans win. But Matra continued – supplying F1 engines to Ligier until 1982 – only to close earlier this year.

Ian Connell



Brooklands Society

Connell's career spanned a variety of machinery

HE NEVER PRETENDED TO BE ANYTHING OTHER THAN AN AMATEUR, BUT HE raced some exotic machinery at the highest level during a career that took him took him all over Europe either side of the war.

Connell, a contemporary of Richard Seaman at Cambridge, first raced at Brooklands in an Austin during 1934 and his maiden year of competition encompassed the Le Mans 24 Hours and Alpine Rally! He quickly moved up to a Vale Special sportscar, which he raced in the BRDC 500 at Brooklands in 1935, and then ERA R6B.

The latter car was used through the 1937 and '38 seasons. He claimed second behind Prince Bira in the '37 London GP at Crystal Palace and finished a creditable eighth, with Peter Monkhouse, in the '38 Donington GP. He also raced a Darracq and shared Rob Walker's Delahaye at Le Mans.

Post-war, Connell bought ERA 'Remus' and competed until 1948, after which he concentrated on a successful business career.

Sammy Packard

THE FINAL SURVIVOR OF THE 1947 MEETING AT DAYTONA BEACH THAT LED to the formation of NASCAR has died at his home in Florida at the age of 83. After a career as a stock-car and sprint-car racer, he became a car-builder and team owner.

Fermin Velez

THIS ACCOMPLISHED SPORTSCAR DRIVER, WHO CLAIMED A SERIES OF MAJOR titles, has died after a long illness. He was 43.

The Spaniard graduated to the international sportscar scene in 1986 and claimed Group C2 honours with Gordon Spice the following year. He repeated the feat with Chamberlain Engineering two years later.

In America he became one of the leading drivers of Ferrari's 333SP, winning the outright IMSA title in 1995.



1793
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1971 Ferrari 365GT 2+2
1974 Ferrari 365GTB/4 Daytona
1983 Ferrari 512BBi
1952 Jaguar XK120 Roadster
1935 Lancia Astura Limousine
1952 Mercedes-Benz 300b Cabriolet D
1956 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300d
1963 Porsche 356 Carrera GT
1998 Porsche GT1

Monaco 26 May

For further information on this most glamorous of sales, please call Simon Kidston, Marco Leuenberger or Benoit Gilles in Geneva on +41 (0) 22 300 3160 or email simon.kidston@bonhams.com, marco.leuenberger@bonhams.com, benoit.gilles@bonhams.com

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1970s Capris, Magnums and Dolomites are set to race again

all: LAT

BIG GRIDS FOR BTCC HISTORIC SALOONS

SERIES CREATOR ROGER BENNINGTON HAS REPORTED massive interest in the Heritage Grand Touring Car Challenge that will feature on the support race programme at a number of British Touring Car Championship meetings this year.

His Heritage Racing Support organisation has received inquiries from more than 60 teams hoping for a place on the 30-strong grid.

A series of sprint and mini-endurance races will be held at six BTCC meetings, starting at Thruxton in late May.

Saloon cars from the 1960s, '70s and '80s will be in action, with a number of their former star drivers taking part. Among the tin-top heroes will be Jackie Oliver, Gerry Marshall and four-time BTCC champion Andy Rouse.



Peterson leads Fittipaldi in 1974

LOTUS 76 RETURNS

AMERICAN RACER JIM BENNETT IS PLANNING TO RACE his ex-Ronnie Peterson Lotus 76 on European circuits this year. This was the car of which Peterson said at its inception that it was "better than the Lotus 72, but not better enough".

The John Player Special-liveried car, albeit not with its original electronic clutch, is expected to contest several rounds of the FORCE Classic Grand Prix series, with support from Classic Team Lotus.

SHEENE AT BRANDS

THE NEW CONFIGURATION OF THE DINGLE DELL CORNER AT BRANDS Hatch is to be named Sheene's Curve in honour of the late Barry Sheene, who succumbed to cancer in March.

A faster, sweeping corner has replaced the old Dingle Dell chicane on the Grand Prix layout.

"Barry's first race was at Brands Hatch. We feel this is a fitting tribute to one of the best entertainers ever seen in the world of bike racing," said Michael Browning of Octagon Motorsports UK.



Motorbike great Sheene will live on at Brands

EVENTS OF NOTE

APRIL

18-20 DIJON (F)
International Supersports Cup kicks off in France.
Tel: 01785 281113

20/21 BRANDS HATCH (GB)
Opening race in FORCE F5000 series runs on Indy circuit. Tel: 01306 730517

24-26 ISLE OF MAN (GB)
Popular Three Hills Challenge offers hill-climbs on three sections of closed roads. Tel: 01624 670150

27 CADWELL PARK (GB)
HSCC meeting in Lincolnshire. Tel: 01327 858400

MAY

2-4 SPA-FRANCORCHAMPS (B)
Thoroughbred GP cars headline at the Belgian track.
Tel: 01621 892814

3 KIRKISTOWN (GB)
BRDC Historic Sportscars top 50th anniversary celebrations at the Irish track. Tel: 01327 857271

3-5 DONINGTON PARK (GB)
FORCE Classic Grand Prix cars join a host of Top Hat racing. Tel: 01926 885835

4 CURBOROUGH (GB)
VSCC sprint season opens at Midlands venue.
Tel: 01608 644777

3/4 EPYNT (GB)
Welsh Historic Rally includes round three of Armajaro MSA British Historic Rally Championship.
Tel: 01594 810821

11 WISCOMBE PARK (GB)
Devon hill-climb venue plays host to the VSCC.
Tel: 01608 644777

17/18 SILVERSTONE (GB)
VSCC and HSCC combine and include BRDC Historic Sportscar Championship. Tel: 01608 644777

23-25 MONZA (I)
Coppa Inter Europa includes the FIA historic series.

24/25 ROCKINGHAM (GB)
MG CC hosts a packed weekend of classic racing.
Tel: 01235 555552

25 MALLORY PARK (GB)
HSCC championships are in action in Leicestershire.
Tel: 01327 858400

25/26 SILVERSTONE (GB)
Races for Group C and Supersports alongside F3 and GTs mark BRDC's 75th year. Tel: 01327 857271

25/26 THRUXTON (GB)
Heritage Grand Touring Challenge action is on BTCC programme. Tel: 01508 536239.

JUNE

30-JUNE 1 PAU (F)
Grand Prix de Historique hits famous street circuit.

31 BUILTH WELLS (GB)
Mutiny Historic Rally is round four of Armajaro MSA British Historic rally series. Tel: 01594 810821.

31/JUNE 1 ZANDVOORT (NL)
Dutch seaside track hosts FIA historic championships.

Bonhams 1793

Goodwood Festival of Speed
10 - 11 July

A Sale of Important Sports, Competition & Collectors' Motor Cars, F1 Memorabilia, Automobilia, Watches and Toys & Models

Entries are now invited



Already Entered:
(above) Ex-Rob Walker 1954 Connaught B-Type GP Single-Seater. Tony Rolt at speed in Chassis 04, 1955 British GP at Aintree.

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

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

For further information and to enter a motor car please call:
Tim Schofield, Nick Lumby, Marcus Ross, James Knight or Malcolm Barber on 0207 393 3822 fax 020 7393 3915 or Stewart Skilbeck on tel / fax 01757 638 894 or email cars@bonhams.com.

Automobilia and Toys & Models enquiries contact Toby Wilson or Jonathan Vickers on 020 7393 3857 or email automobilia@bonhams.com.

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GOODWOOD FESTIVAL OF SPEED

BRDC SILVERSTONE

SYTNER STARTS HIS YEAR WITH A DOUBLE TOP



Frank Sytner (left) leads away from Linney and Williams (99)

TWO VICTORIES FOR FRANK SYTNER'S Cooper Monaco in the BRDC's Historic Sportscar Championship kicked off the historic racing season at Silverstone in late March.

Sytner's first win was won the hard way, the former champion chasing Nick Linney (Lister-Jaguar) for the first five laps as well as battling with John Harper's similar Cooper. As the Coopers upped their pace, Linney's lead was whittled away and Harper pounced in the stadium. Sytner followed him through and made his bid for the lead just a few laps later. Sytner duly won, despite concerns about the transmission that could have kept him out of the second race.

Not only did Sytner make it to the grid for part two, but he went on to dominate. The drama kicked off at Becketts when Alan Minshaw (Maserati T61) touched the Lister-Jaguar of Gary Pearson and spun in the pack. Everyone else missed the 'Birdcage' and Minshaw charged back into the race, with Pearson's crumpled Lister keeping its place. Up at the front, Sytner led Harper but John's challenge came to an end when backmarker Robert Mills (in the ex-Ron Gammons Lotus XI) spun at Becketts and Harper, with nowhere to go, clipped him. The damage led to Harper's retirement and allowed Sytner an easy victory.

Minshaw's progress, meanwhile, put him up to second after Linney also retired. Then Minshaw and Ted Williams (Cooper Monaco) touched approaching Brooklands with two laps to go and spun out of the race, allowing Pearson to take second and Mark Clubb (Cooper Monaco) third.

Sytner also won the HGPCA rear-engined grand prix car race, his Brabham BT4 dicing with Rod Jolley's older Cooper after Richard Attwood's Brabham fell sick. Jolley took second, while Barry Cannell drove well in his ex-McLaren Cooper T53 for third.

Honours in the HGPCA drum-braked sportscar race went to the rare Farrellac of Tony Bianchi after John Clark's Cooper hit throttle problems and finished on the ignition switch. **PL**

● EDWIN JOWSEY TOOK THE SPOILS in the AMOC Millers Oils Formula Junior Championship at Mallory Park in early March. The teenager's Lotus 22 eased clear from Simon Diffey's similar car. Paul Smeeth and Mark Green completed a 22 clean sweep.



Above: Sytner wins in his BT4. Below: Bianchi's Farrellac heads for victory



all: Jim Houlgrave

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LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-Mail (please include address):** motorsport@haynet.com
The Editor reserves the right to edit all letters

WHAT GOES AROUND...

SIR,

With regard to the heading on Michael Stark's letter (April 2003 issue) I would suggest that it is not so much history "standing still", more a case of history repeating itself. Compare the run-up and first race of 2003 with the same period in 1958.

On each occasion a five-time world champion turned out with an old car left over from the previous year, put it on pole and finished fourth. In both cases the governing body had introduced some late changes to both the technical rules and the weekend format. The causes of these changes included a loss of public appeal, the blight of team orders and an escalation of costs. Then as now the changes proved extremely controversial and the managements of the two leading British teams of the day were to be the most vociferous.

Another similarity: the collapse of a British team during the previous season was preceded by the failure of a French-owned equipe to survive to the start of the year.

Four different drivers, including the reigning world champion, led the opening race and, even though two team-mates finished in the top three places, it could not be said that any particular marque dominated the events. The best-known and most experienced British driver won both times from a middling position on the grid. And their respective cars had not always been fully competitive the previous season, although Monaco provided a notable exception each time.

And in both 1958 and 2003 the wins have been credited to superior tyre strategies, coupled by the early retirement of one of the Ferraris and various handling problems for another.

See what I mean?

I AM, YOURS ETC,

DAVID COLE, OAKHAM, RUTLAND

* * * *

MORE IRWIN MEMORIES

SIR,

Thank you for the article about Chris Irwin in your March edition, and thank you also to Mike Gardener (Letters, April 2003) and the many people from all over the world who read it and took the time and trouble to send me a message. And I see I have popped up again, in the Keith Greene interview. All this fame could go to my head!

Poor Keith, he was well and truly lumbered with a snivelling stranger after Chris's accident at the Nürburgring. I do recall Frank Gardner, who was driving the other car, coming to the hotel in Bonn and, in an effort to distract me, offering to race anyone who cared to challenge him in swimming across the Rhine. Luckily no-one did.

But to paraphrase Mr Dickens, it was the best of times as well as the worst. Chris knew exactly what he was doing and would not have changed it for the world.

I watch today's drivers swanning around the world, and while I envy them for their money, they don't look as though they have half the fun we did. I can think of several additions to your '100 Things That Made F1 Great' (April 2003), but enough of wallowing in nostalgia.

I AM, YOURS ETC,

LOTI IRWIN, STAINES, MIDDLESEX

* * * *

GREENE AND PLEASANT LAND

SIR,

It was a very pleasant surprise to see the article on Keith Greene (April 2003). We lived in the same Essex village in the 1950s. My father had a small garage and engineering business, and I knew Keith just as he was starting to compete. He raced a road-legal Lotus XI and was kind enough to give me a short ride in it while I was still at school.

I watched Keith and his father compete in the Stapleford hill-climb in the '50s. I remember him as a very pleasant person, always having time for a chat with mere mortals like us.

Keith was a few years older than me and we went our separate ways as one does in the heady days of youth, but I suppose it is partly due to Keith that I became interested in motorsport and now compete in hill-climbs in a Ginetta G17.

I AM, YOURS ETC,

LISTER NOBLE, DISS, NORFOLK

* * * *

'BOXES OF TRICKS

SIR,

Thank you for the marvellously evocative shot of three Ferrari 312PBs (April 2003). It is without doubt my favourite racing car. I witnessed three years of 312P power at the Nürburgring and Spa and they were an unforgettable sight and sound.

Unfortunately, the caption that comes with your photo is wrong. The picture wasn't taken during practice for the Osterreichring 1000Km but in the old Monza paddock. The 1972 Monza 1000Km was held on Italy's Liberation Day which meant the race would be run on Tuesday. Very unusual.

At the end of the first lap of practice each Ferrari driver came in with the same bemused question: what's wrong with the gear ratios? It soon transpired that fourth gear was fitted where fifth should be and fifth where fourth should be. The cause, as Schenken described it, was "a misunderstanding".

The picture shows three Ferrari drivers – Ronnie Peterson, Arturo Merzario and Clay Regazzoni – anxiously waiting for their practice to restart, with Merzario biting his nails. Team manager Peter Schetty has a lot of explaining to do, while the mechanics are working frantically to change gear ratios on all three cars.

Race day brought lots of rain, causing Peterson to spin off during warm-up. As there wasn't really time to repair the car Schetty went to the organisers and simply told them to postpone the start of the race – which they did! Those were the days.

I AM, YOURS ETC,

HARM KRUITHOF, OOSTERBEEK, NETHERLANDS

* * * *

TRANSPORTER OF DELIGHT

SIR,

I wonder if any readers can help me with a rather obscure query. I am looking for information about a race transporter used by BMC to take the works MGAs to the 1955 Le Mans 24 Hours. I believe its registration number was LBL 405.

Any details, especially photographs, would be very much appreciated.

Many thanks in anticipation.

I AM, YOURS ETC,

DEREK HARRIS, 1 RANSLEY GREEN, RUCKINGE, NR ASHFORD, KENT, TN26 2NX

* * * *

RESTORATION CRUSADE

SIR,

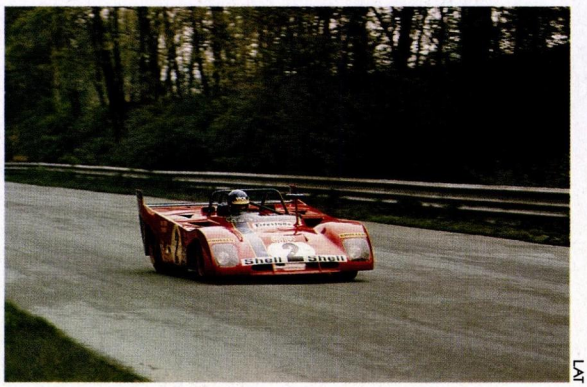
I was delighted to see your recent article on the Clan Crusader works rally car. The car featured is RR001, but there was another works rally Clan: RR004. This was built from the lessons learnt from the first and was to have been used by Andy Dawson in the 1973 season.

Before this could happen, however, Andy left Clan to move to Datsun. RR004 was then sold to a Scottish rally driver, Donald Heggie, who used it in the 1973 season and achieved a best result of first in class on the Jim Clark Memorial Rally.

The car subsequently had a chequered history before ending up on the hills with the back of its monocoque cut off and an upright Imp engine fitted. It is now owned by my brother who is slowly restoring it to hill-climb specification. Eventually it is hoped that the necessary parts and time can be found to return it back to rally spec.

I AM, YOURS ETC,

EDWARD NEWMAN , CAMBERLEY, SURREY



LAT

Peterson started at Monza '72, but only after the race was put back

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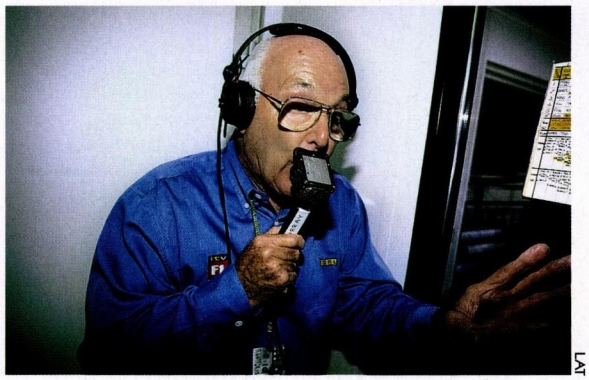
LETTERS FROM READERS

MISSING MURRAY MAGIC

SIR,

I have been a regular reader for the past 40 years, greatly enjoying my MOTOR SPORT in many different corners of the world. A couple of articles in the April issue have prompted me to write – at last.

Your 100 Things That Made F1 Great (April 2003) was a super selection and how right you are about slicks and driver aids having a major impact on Formula One. But surely Murray Walker's infectious enthusiasm merits inclusion. Nowhere was it more apparent than the golden era when James Hunt provided the laconic corrections to Murray's gaffes. What a shame that pairing was taken from us in its prime.



We were very much mistaken – we omitted Murray from our Top 100

LAT

Elsewhere in the same issue I was reminded by Nigel Roebuck's Legends piece on Jim Clark of that never-to-be-forgotten Sunday afternoon when the unbelievable news came over the public address as we were filing out of Brands Hatch after the BOAC Six Hours, where Clark would have been driving but for some oil or tyre contract obligation. The death of my schoolboy hero – who could forget his Lotus Cortina at Snetterton's Esses? – came as a shock of the same proportions as the assassination of John F Kennedy a few years earlier. I can still recall the chilled silence that descended over the crowd.

I AM, YOURS ETC,

JOHN PRESCOTT, LEIDSCHENDAM, NETHERLANDS

* * * *

BRANDS LAMENT

SIR,

I enjoyed your 100 Things That Made F1 Great, some of which were in my time and some which were not. I, too, could not see why F1 abandoned the wonderful sweeps and curves of the full Brands Hatch circuit for the sterile flat of Silverstone.

But how could you leave out something that is so sadly missed today by all us who, for whatever reason, can only watch Formula One from the safety of the sofa – the infectious, engine-shrieking commentary of Murray Walker? All the more missed since the only man who came close is your own Simon Taylor. His presence on ITV's ad-strewn coverage is sorely missed.

I AM, YOURS ETC,

PETER GIBBS, WESTBOROUGH, NOTTINGHAMSHIRE

* * * *

UNSUNG HEROES

SIR,

Your recent 100 Things That Made F1 Great was delightfully arbitrary, often contrary and thoroughly commendable. But you forgot one vital component. Throughout the history of Formula One, and indeed before, there is one group of people whose contribution is always unforgettable in any era. Stoic, humourous, often freezing cold and occasionally in danger, rarely paid but always enthusiastic, they are surely both number one and number 101 on the list. So, let's hear it for all the marshals who have kept the show on the road since the beginning.

Nobody can race without them.

I AM, YOURS ETC,

MICHAEL KAVANAGH, UCKFIELD, EAST SUSSEX

* * * *

STAR FILM

SIR,

Just finished watching the *A Hard Day's Fight* video (April 2003). What a brilliant film! I cannot believe that there exists a better record of sports-car racing in the1960s. This is an absolute classic.

Thank you for making it available. Are there any more gems in the pipeline for us?

I AM, YOURS ETC,

CHRIS KEEBLE, SOUTHEND-ON-SEA, ESSEX

* * * *

GODIVA LAID BARE

SIR,

I enjoyed reading of the completion of the Kieft Formula One car (March 2003) and to learn that it had been rightfully united with the Coventry-Climax Godiva engine. Judging from the photos it looks a task well done. Such a pity that it never raced in the era for which it was intended.

I should like to point out, for sake of historical accuracy, that the engine fitted to the Shannon Formula One car at the time of the British Grand Prix in 1966 did not burst. After qualifying it had been decided to fit pannier fuel tanks in anticipation of running the full distance. Unfortunately, it was a rushed job, with fuel-line connections not being checked properly. As a consequence, Trevor Taylor retired the car on the first lap soaked in fuel.

Following this debacle Paul Emery removed the engine from the Shannon and fitted it into the John Willment-owned BRP F1 car. John Campbell-Jones drove this in the 1966 Oulton Park Gold Cup where he was black-flagged for dropping oil. Lack of funds meant that the project had to be abandoned, so the engine was removed and the chassis returned to Willment.

When the engine was enlarged to three litres, the crankcase, which housed wet liners, was bored to accept Jaguar liners and pistons. Unfortunately, there was insufficient space to fit the required sealing rings to prevent coolant passing into the crankcase, which meant a liquid sealant was used. Although the engine did very limited racing mileage it did a fair amount of private testing, both on the track and the dyno. As far as I am aware, the anticipated problem did not arise. I remember Paul Emery being more than happy with the results of the dyno tests. The power figures produced were as expected and he was confident of improving them with further development.

The engine as used in the Shannon was fitted with Técalémit-Jackson fuel injection, not SU, although it was initially run on Weber carburettors in early tests. The exhaust system was four-into-two on each cylinder bank. But due to insufficient time prior to the Oulton Park meeting, stub exhausts were fitted when the engine was used in the BRP chassis. It was intended that a full four-into-two-into-one system be fitted had the project continued.

I hope this clarifies the history of the engine while it was in Emery's hands.

I AM, YOURS ETC,

BOB MITCHELL, ACTON, LONDON

* * * *

RECORD FIND

SIR,

The letter from David Stick (February 2003) concerning the audio masterpieces by Stanley Schofield Productions reminded me that I own a number of motor-racing records, and an hour's rummaging in the loft unearthed four examples.

Two are 45rpm EPs produced by Schofield. One is a recording of the 1958 Grand Prix d'Europe at Spa, with a commentary by John Bolster.

The other is of the 1958 British Grand Prix at Silverstone. The commentary is, as before, by Bolster and the record includes interviews with Mike Hawthorn and Peter Collins, who finished in first and second places.

The third record is titled *Motor Racing with Stirling Moss*, which is also an EP, but this one is a Fiona Bentley production issued by HMV in 1960. The record includes a sequence of Moss describing a lap of Aintree from the car.

The fourth – and my favourite – is a 33.3rpm LP of the 1959 Monaco Grand Prix, also produced by Schofield. Included are interviews with the likes of Fangio, Moss, Brooks, Brabham, Phil Hill, Schell and Maria-Teresa de Filippis. The record has some fine sound effects and captures well the atmosphere of the event.

I AM, YOURS ETC,

TONY DEWYNTER, ORPINGTON, KENT

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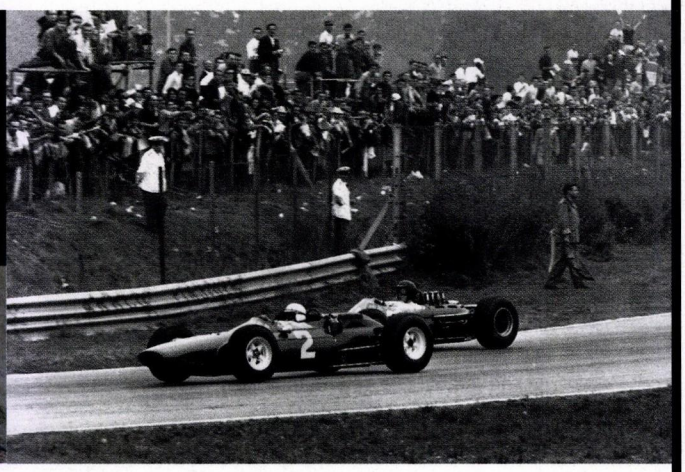
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both: LAT

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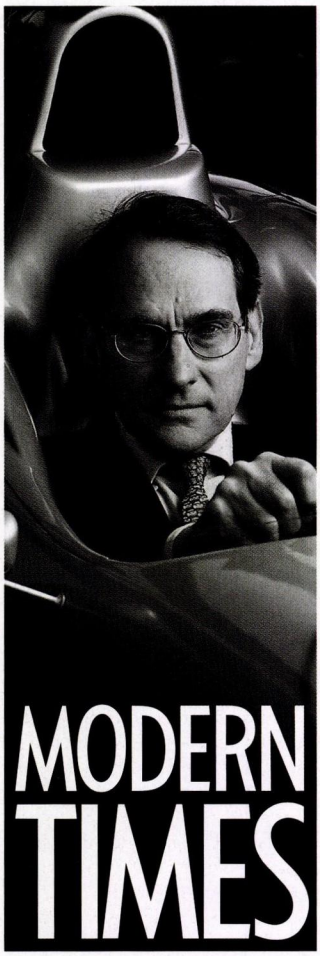
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MODERN TIMES

AFTER MAX MOSLEY'S COMPREHENSIVE revamp of Formula One's regulations, some cynics have been talking about New F1 in tones they normally reserve for New Labour. But they can't deny that the first three grands prix of 2003 have been dramatic, exciting, unpredictable, and chock-full of good old-fashioned motor *racing*. Inevitably, however, they've also been chock-full of controversy, some of which has not always shown F1 in a good light.

For example the latest tyre rules, in the interests of financial economies, oblige the tyre companies to take just one type of wet-pattern rubber to each race. Mysteriously, both Bridgestone and Michelin chose to arrive in the meteorologically uncertain climes of Interlagos with intermediates only. This potentially very dangerous error must not be allowed to reoccur.

Meanwhile, the same FIA that threatened to drop Silverstone from the F1 calendar because of its poor car park drainage was able to pass Interlagos as fit to run a grand prix, with drainage that carefully funnelled rainwater onto Turn Three, producing a veritable river across the track. The river continued to flow even when the rest of the circuit was drying, and helped the world champion and five more of the world's top drivers to aquaplane off the road. This, remember, is the same circuit where overhead advertising hoardings have fallen into the path of the cars passing underneath. The cost of the dead car park piled up at Turn Three must have been rather more than the cost either of flying a few more tyres to Sao Paulo Airport, or building a better drain.

Some, at least, of Mosley's brave new rule initiatives seem to work rather well. But there is a general consensus that the ban on refuelling after qualifying is wrong. You'll remember that each car now has to start the race with the same fuel it had on board for qualifying. So different race strategies produce different qualifying weights during the single lap that counts.

This may help to shake up the grid, but it has diminished qualifying as a spectacle, because it is no longer a straight contest or a meaningful comparison. The fault in my view isn't with the single-car qualifying itself, but with the lack of a level playing field during the Saturday afternoon process. Once refuelling is allowed before the race, single-car qualifying should start to work perfectly well.

Enough of the politics: what of the racing? Uncertain weather muddled Ferrari's thinking in Australia, and a driver error by Schumacher in the first corner hobbled Ferrari's race in Malaysia. Then Interlagos gave this team its first race without a point for more than three years. McLaren, by contrast, has won three races on the trot. Williams has continued to flatter to deceive, but Renault is coming on strong and now lies second in the constructors' championship. And Jaguar and Jordan are starting to show useful glimmers of form.

For the Brazilian nation, and for Rubens Barrichello's friends and fans everywhere, the real story of Interlagos was the cruel luck which forced Rubinho's ninth consecutive retirement in his home grand prix. He drove a highly intelligent, controlled race, paced himself perfectly, and stayed calmly on the track when his team leader fell off. This time he'd really got this race won. He wanted it so badly, and just about everyone else wanted it for him too. When did a Ferrari last suffer a fuel system failure, for heaven's sake?

Might-have-beens have never meant much in motor racing but, quite apart from Barrichello's misfortune, we had plenty of them in Brazil. Giancarlo Fisichella, driving the race of his life, slithered bravely past Kimi Raikkonen's McLaren to take the lead for Jordan. Then Mark Webber and Fernando Alonso had their horrifying accidents, and the race was stopped. But a fairy-tale victory for Fisi (it would have been his first), and for Eddie Jordan's sorely cash-strapped team, was snatched away by the confusing countback rule, which takes the positions at the end of the lap before the incident that caused the red flag.

There were more: Jenson Button, driving a strong race for BAR and once again outpacing team-mate Jacques



both: LAT

Catchfence as catch can: Wilson Fittipaldi's Copersucar was one of the many victims of the 1975 Silverstone deluge



Both Coulthard and Barrichello deserved to win in Brazil. Neither did

Villeneuve, was running ahead of eventual winner Raikkonen when he fell foul of the Turn Three water. (The ever-petulant Jacques got in a dig at his team-mate afterwards by saying the conditions weren't that bad, it was the driving that was incompetent.)

Webber was in many ways the hero of the weekend: Friday's weather helped him to be fastest in first qualifying, but he turned this into a strong third place on the grid. Until his accident he'd driven an impressively fast, consistent race, and Jaguar's strategy had him refuelled to the end ahead of all the cars in front of him. But for his accident, this could have been a podium for Mark.

Alonso must have had his head well down when Webber's crash happened, and perhaps his radio wasn't working, for the flags had been waving for some time when he cannoned into the Jaguar's wreckage. Instead of standing on the third step of the podium, he left the circuit on a stretcher. But this 21-year-old Spaniard, the youngest driver in F1, is a real talent. His Malaysian race was superb: pole position, and third place with raging 'flu and a dodgy gearshift. His third place in Brazil was just as special, for it included two extra visits to the pits, one for a stop-go because in his enthusiasm he passed under a yellow flag, and one because Renault gave him the wrong tyres during his routine stop.

The might-have-been closest to home, however, is David Coulthard. After winning in Australia, he almost certainly would have won in Malaysia, but for an electrical failure early in the race. And in Brazil he drove a typically mature, controlled race, always very quick, always on the limit – although his Michelin intermediates coped less well with the drying track than Barrichello's Bridgestones – and he was leading comfortably when he took his final routine stop. The three cars ahead of him still had their stops to come when the race was red-flagged, turning 10 points for him into five. Now he's 11 points behind his young team-mate, and unsurprisingly he's not very happy about that.

David's loss was Kimi's gain, and either way Ron Dennis was all smiles. It's not the first time that McLaren has come out ahead in a red-flag situation. For me, the rain-induced chaos of Brazil conjured up memories of the 1975 British GP. During a wet-and-dry afternoon the Silverstone rain abruptly returned on lap 54. Within two laps 13 cars had slithered off into the wire catchfences, which were then the latest thing in safety provisions. Some cars were so wrapped in fencing that their drivers were trapped: a couple were concussed by the poles, one of which flew into the crowd and injured a spectator. Emerson Fittipaldi was declared the winner for McLaren – deservedly so, for he'd stayed on the track. The next four finishers, Pace, Scheckter, Hunt and Donohue, had already crashed, but kept their places on the countback rule.

At Monaco in 1984, at the point when clerk of the course Jacky Ickx decided the soaking conditions were too dangerous and stopped the race, Alain Prost's McLaren was leading. He was being rapidly caught, as we all remember, by Ayrton Senna's Toleman, but even more rapidly, as is often forgotten, by Stefan Bellof's Tyrrell. Actually, the rain was easing. But Prost, in big trouble with the McLaren's brakes, said afterwards that he would not have tried too hard to hold Senna off. If the race had lasted another two or three laps, Senna would have scored his first F1 win – or Bellof his only one.

As today's teams return from Brazil for the first European race at Imola, Max Mosley has called two meetings – one with the team managers and technical directors, and one with the team principals – to discuss the new rules. He stresses that no actual rule changes will be permitted. This is just to establish if all the new procedures are working properly. But Max will be aware of Bernie Ecclestone's surprisingly heated outburst to a Brazilian reporter after qualifying in Malaysia, which he found: "Horrible. They aren't driving on the limit, yet they don't have the chance to beat a driver who has bettered their time. There's no fighting – the excitement of qualifying is gone." Overt disagreement between FIA President Mosley and FOA President Ecclestone is rare: if they differ on this, a battle between them is an intriguing prospect.

But not as intriguing as the continuing battles on track between the old guard, Schumacher and Coulthard, and the new talent, Raikkonen and Alonso, with Barrichello, Montoya and Fisichella desperate to make up for their disappointments, and more surprises from the likes of Webber, Button and even Wilson. And, on their home ground at the *Autodromo Enzo e Dino Ferrari* at Imola for the San Marino Grand Prix, Ferrari will at last field the F2003-GA, its new car.

Whether because of Mosley's new rules, or despite them, this seems to be turning into a vintage season. M

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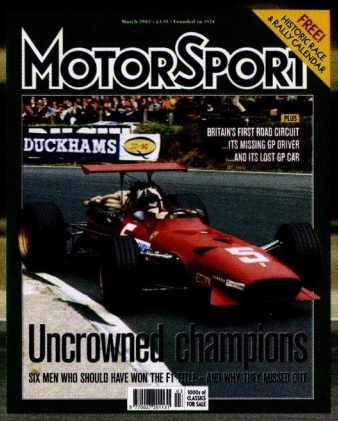
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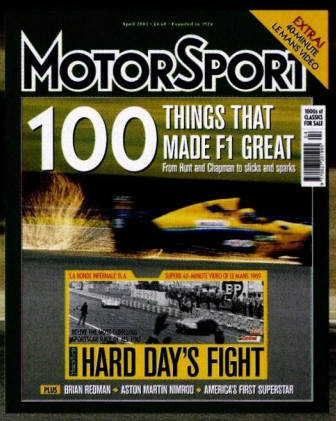
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LEGENDS



Kling caused a sensation in the 1954 German GP by dicing with Fangio

KARL KLING

KARL KLING, WHO DIED RECENTLY, MAY never have been a great racing driver but he was certainly one who had his days. I interviewed him only once, appropriately close by the *Nordschleife*, in 1996. He was close to his 86th birthday but there was no hesitancy in his walk, and his speech was crisp, his memory sharp. As we sat down in a motorhome, rain streaming down the windows, there was no impression of talking to an old man.

Forty-four years earlier Kling had been chosen as Germany's Sportsman of the Year following his famous victory in the Carrera Panamericana in a Mercedes-Benz 300SL, this the greatest success of a career abbreviated by circumstance.

"The Carrera was the longest road race of the time and Mercedes entered with the newly developed 300SL. Seven prototypes were shipped to Mexico and we then drove the race cars to the start in Guatemala. We had a top speed of about 150mph, which came not from horsepower but from the excellent aerodynamics.

"Everything was going well until, all of a sudden, my windscreen went bang and my co-driver, Hans Klenk, was hurt. He almost lost consciousness but told me to go on until the next depot. There was a really nasty stench and, honestly, I thought he'd shit in his trousers – but it wasn't the case. This vulture, which had come through the screen and hit him in the face, was lying dead in the back of the car, and that was what stank so much!

"At the next depot we put some small steel rods across the screen, mounted vertically. They had to be bent a little, so I got a barrel and bent them round that. These were to prevent other birds from hitting us, and it almost happened again – although not with a vulture. But anyway, we won all the stages after that and won the race overall."

Like many other drivers, most notably the great Hermann Lang, Kling lost what would have been perhaps his best years to WWII.

"I started off on motorbikes, and then did some sportscar races in 1947-50 with a BMW 328 and a Veritas. Later I did one race in an Alfa Romeo, and another in a Porsche; otherwise, my entire career was with Mercedes. I started as a mechanic in 1927 and I retired as competitions manager in 1970, when I was 60 years old."

The links endured and through the 1990s Kling attended many races as a guest of Mercedes. "I still love watching Formula One," he said. "Until a few years ago I went to every race in Europe, but today I prefer watching on TV because I can see the race better... and, at home, I can have my glass of wine and watch at my leisure."

The *Nordschleife* always kept a place in his heart, not least because it was there, in 1954, that he drove perhaps the best race of his life. He did not win that German Grand Prix but remembered it with particular satisfaction.

"I had to start from the back of the grid because my car lost a wheel in practice before I'd been able to set a time. In the early part of the race I passed a lot of drivers and eventually got up to second place, behind Fangio. If the main thing was that *Mercedes* should win it was quite correct that the team orders should be in Fangio's favour, because he had the best chance to win the championship."

In the pits, therefore, there was consternation when Kling not only caught Fangio but went by him, at which point legendary team boss Alfred Neubauer began hanging out pit signals.

"I was not really trying to race with Fangio," Kling said. "From quite early on I had a fuel leak and knew I would have to stop for fuel – which was unusual because, in those days, we used to do the whole race on one tank and one set of tyres.

"Of course, we had no radio contact with the pits then, so Neubauer and the others didn't know of my problem. I drove like a madman that day, quite honestly; our normal rev limit with the W196 was 8500rpm, but that day I used 9000 most of the way, and I didn't care about it! After a time I began to worry about the rear axle, too – the mounting had broken on one side.

"The Nürburgring was my home track and I covered many kilometres of testing there. And that day I was faster than Fangio. Of course, in the final analysis, I wouldn't have attacked him, but I had to go flat out to make up the time I knew I would need for refuelling, and to get the axle mounting repaired. Then I went back into the race, but the car wasn't really perfect any more."

In the end Fangio won; Kling came away with fourth place, and the fastest lap. "I didn't win, no, but I had a lot of pride that day, to drive the whole race flat-out at the Nordschleife. At that place, you know, I would look at my room as I left each morning and wonder if I would see it again."

After an absence of 15 years Mercedes had returned to racing a month earlier, at the French Grand Prix. There Fangio and Kling stunned the F1 establishment by qualifying first and second, and immediately clearing off into a race of their own. For the Reims circuit, with its long straights, the streamlined W196, with its all-enveloping bodywork, was ideal, but generally Kling preferred the open-wheel car, which made its debut at the Nürburgring.

"At normal circuits it was much better because it was so much easier to place precisely in the corners. But for the faster places like Reims and Monza, though, it made sense to use the streamliner, which obviously had a higher top speed."

It was in this car, in the autumn of 1954, that Kling won his only F1 race, against minimal opposition in the Berlin Grand Prix at Avus. When I mentioned it, he sniffed derisively.

"The Nürburgring was a complete driver's circuit, with no safety precautions, and I really loved it – every driver did. There was a lot of satisfaction there, but Avus... Avus was not interesting at all."

For 1955 Fangio and Kling were joined in the team by Stirling Moss, for whom Karl had the highest regard: "Moss was very fast, and much better at setting up the car than Fangio, who tended just to drive it as it was. I had a very good relationship with Moss – in fact, after the war, all the relationships between the Mercedes drivers were good."

Not so before the war, then? Kling made a face. "Hmm! I worked in the sport department before the war and I knew all the drivers. Rudolf Caracciola was dominant until Lang and Auto Union's Bernd Rosemeyer came along. At first Lang was not allowed to drive as fast as he could... you could write a novel about what went on in those times! Some would be flattered by it and some would not – but I'm not writing it! People said that von Brauchitsch hated Lang, but they had a much better relationship than Caracciola and Lang – or 'Caratsch' and Fagioli, for that matter.

"In the 1950s the contact between the drivers was more friendly, perhaps, and certainly more so than today. Everything was less commercialised, more gentlemanly than now.

"The other thing that has really changed, of course, is that in my era nobody gave a thought to safety – even in the development of the cars. Safety simply wasn't in the concept of the car. In those days nobody ever mentioned it."

Kling refused to say which of the drivers he considered the greatest – "I wouldn't presume to do that. And anyway, I don't think you can compare different eras." Very clearly, though, one individual stood out in his memory.

"Rudolf Uhlenhaut was an exceptionally good driver and he always wanted to race, but the Mercedes directors wouldn't let him because he was too valuable in the development of the cars. He was, in my opinion, the best engineer that Mercedes-Benz has ever had, and it would have been a waste to have had him as a driver."

On the subject of Neubauer, the legendary team manager, Kling was rather more reticent.

"A genius on strategy and on motivating the drivers? Yes and no. I mean, he stood there with his stopwatches, but the more important man was Uhlenhaut, not Neubauer. He was a very quiet sort of person; he would sit in the pits and tell Neubauer, 'Now you have to refuel. Now you have to change tyres. And now you have to change drivers!'

"But Neubauer was good at promoting the company, for sure. He would have made a very good actor! I could tell a lot more stories, but these people are not alive, and should rest in peace..."

When Mercedes-Benz pulled out of racing at the end of 1955, it never entered Kling's head to drive for any other team. "No, no, not at all. We were all surprised and saddened by the announcement that they were going to stop racing, but I was an old Mercedes man and I didn't want to leave.

"I never regretted my decision." ■



Ludvigsen Library

Hermann Lang (left) listens in as Kling debriefs Mercedes tech chief Rudi Uhlenhaut at the Nürburgring in 1952

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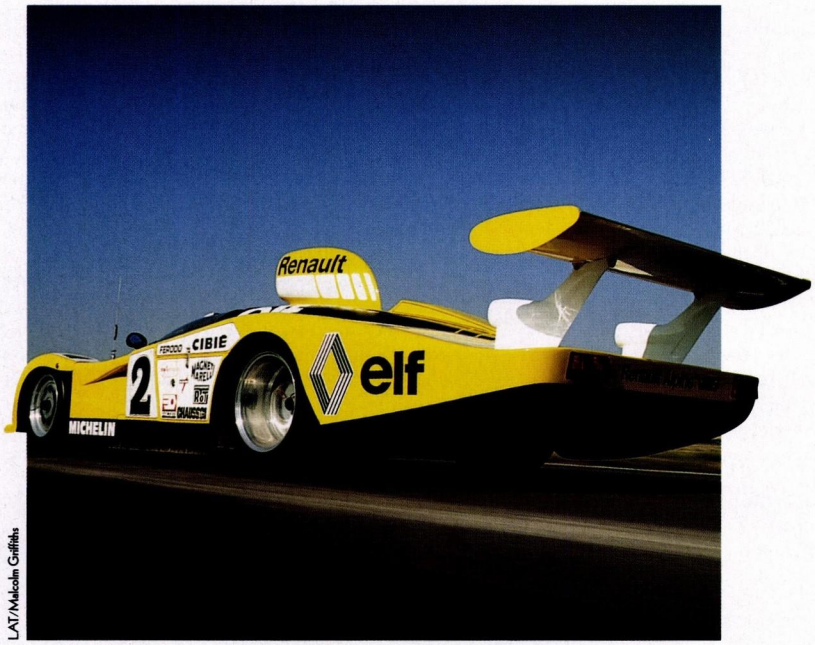
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Why F3's most successful driver never graduated
Britain's first GP win remembered – 70 years on
Paris-Madrid: British tales from the 'Race of Death'

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Hand autographed by Nigel Mansell O.B.E

The 1990 Ferrari 641/2



We are very excited that one of the most popular British racing drivers of all time, Nigel Mansell, has signed a limited edition of just 200 replicas of his Portuguese Grand Prix winning Ferrari 641 from 1990.

When Nigel joined Ferrari in 1989, he had already finished second in the World Championship on two occasions.

He went to Maranello with the highest of expectations and in the first race of that season he won in Brazil. But for the rest of that year unreliability dogged him as it did the following year when he shared No1 status with Prost.

When the car finished in 1990, Nigel scored strongly; two second places, a third, a fourth, and a victory in Portugal but all too often he found himself on the receiving end of a problematic gearbox or faulty engine.

Victory in Estoril

In Portugal, Mansell took pole from Prost by a mere 0.02 seconds, just 0.04 seconds ahead of Ayrton Senna.

A disastrous start dropped him to third, a mistake when he went wide and it was fourth!

After a round of stops, he moved back up to second. On lap 50, he stormed past Senna. The race was stopped on lap 61 and Nigel scored his only victory of the season.

As ever, the Tifosi went mad and around the circuit could be heard cries of 'Il leone! Il leone!'.

Mansell drove in a manner that caused fans around the world to take him to their hearts. Always a racer, never one to give up, Nigel was one of a kind, a veritable lion at the wheel.



Exoto's Ferrari 641/2

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But the real 'coup de grace' on this particular car is in the cockpit which features Nigel actually tearing off one of his disposable visor strips. We've never seen anything like it.

Signed by Nigel, this presentation has exclusivity written all over it. Nigel was the 'Old Man's' kind of driver. If the car had been reliable, Nigel undoubtedly had the speed and skill to bring the championship to Italy. As it was, he had to wait until 1992 with Williams. The price for the signed Ferrari 641/2 is **£199.99 (GP8642S).** The unsigned Ferrari 641/2 is priced **£139.99 (GP8642)**

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'Teardrop' Vanwall makes its debut in the International Trophy of 1956. Alongside pole-sitter – and eventual race winner – Stirling Moss is his team-mate Harry Schell, the Ferrari of Juan Fangio and Mike Hawthorn's BRM

John Ross

THE GREEN LIGHT

WE INVESTIGATE THE NO-NONSENSE TEAM WHICH KICKSTARTED BRITAIN'S GRAND PRIX DOMINATION





TONY VANDERVELL

'THE GUV'NOR' HAD A BEE IN HIS BONNET – AND BRITISH TEAMS HAVE BEEN BUZZING EVER SINCE

FOR SIX DAYS, SO THE STORY GOES, HE PLONKED himself on the sofa in the reception area at the Cleveland Graphite Bronze Company, Cleveland, Ohio. Guy Anthony Vandervell was a determined man. Eldest son of the founder of the vast CAV electrical empire, his early years bore the tell-tale marks of a wealthy, overactive underachiever: good at games, at Harrow; a speed freak on bikes and in cars, racing both; seemingly disinclined to follow his father's footsteps.

He did steady down, but it was bhp, not amps and ohms, that interested him, and his imaginative approach to technical problems allowed him to steer the O & S Oilless Bearing Co, a small subcontractor of CAV, through the Depression.

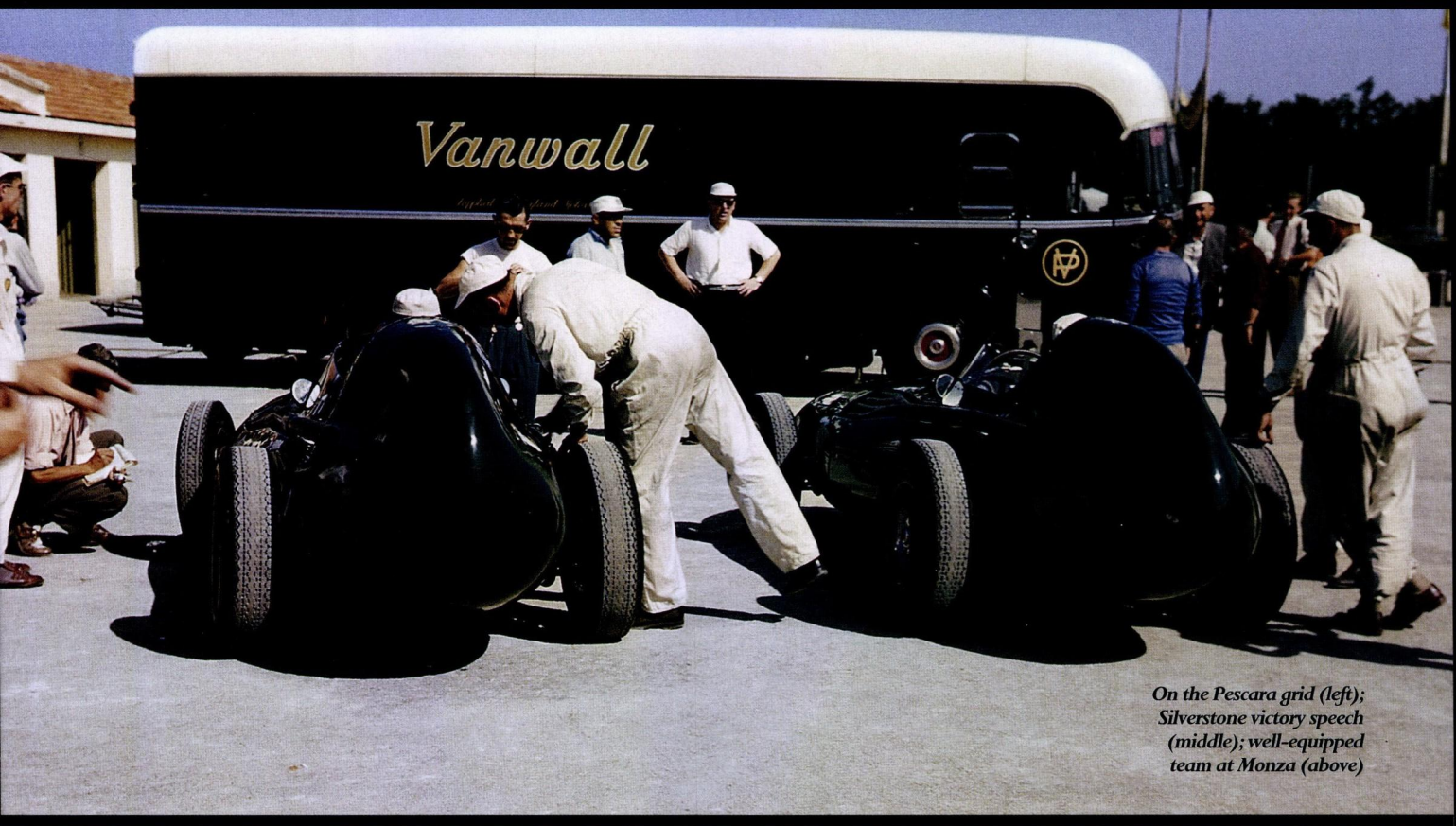
At that time big-end and main bearings were heavy, expensive, difficult to fit and quick to wear. Which is why, when GAV got word from America of a new bearing system that would revolutionise this aspect of engine design and build, he high-tailed it across the Atlantic in 1931. He desperately wanted the European licence for this product – hence the aforementioned sit-in.

This stubborn streak, intuitive grasp of the technical and eye for the future ensured that Vandervell Products expanded rapidly on the back of the success of the Thinwall bearing. And after the cessation of WWII, the self-same characteristics were manifest in GAV's racing team.

He was one of the keenest supporters of the BRM project. But he was a doer, a seer-through and, as such, he soon became one of the most vociferous critics of this tortuous programme. Adamant he could better, his Ferrari-based Thinwall Specials spent four seasons going head-to-head with the V16 in minor British events. But he had bigger fish to fry: he wanted to create an all-British outfit that was capable of beating the Continental teams in their own backyard. To this end the first Vanwall Special appeared in 1954. But there was still a lot to learn and a long way to go, and it wasn't until '57, at Pescara *and* Monza, that this ambition was achieved.

The following year his team rubbed it in by scoring six victories to Ferrari's two to win the first constructors' world championship. By which time GAV was done-in. He had put his heart and soul into the project, to the detriment of his health. Driver Tony Brooks can remember only one meeting during his 1957-58 stint with the team that GAV did not attend, practice and race. And he was no dilettante permanently ensconced in the VIP tent – he was in the pits, he was warming-up his cars, he was resting his belly over his

GP Photo, Ludvigsen Library



On the Pescara grid (left); Silverstone victory speech (middle); well-equipped team at Monza (above)

Brian Joscelyne, Ludvigsen Library

beloved engines, he was in the thick of it. His gruff manner caused people to tread warily around him, but his all-or-nothing approach instilled immense respect within his workforce, whom he showed a fatherly affection.

"We were treated well," says mechanic Derek Wootton. "We were put up in good hotels. Money was no problem – especially where the cars were concerned. He would fly things out to races at short notice if necessary. I remember riding along on the back of a Lambretta, carrying a jig that was needed to strengthen the de Dion tubes, looking for a small workshop in Monza.

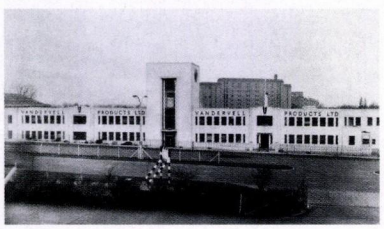
"I also remember him telling me, straight after a Monaco Grand Prix, to go to Modena to buy one of Maserati's five-speed 'boxes. I said, 'They've only got three.' He said, 'See what you can do.'

"I drove down there, still in my overalls, saw Orsi [Maserati's owner] and told him what GAV wanted. Orsi said, 'How will you pay?' At that point GAV phoned; he had a knack of ringing at crucial times – and you had to have your answers ready. When I told him that Orsi was querying payment, he let fly. I was holding the phone at arm's length."

GAV got his gearbox and had Wootton plonk the oily, just-removed-from-a-Maser item on the carpet of his posh hotel room. "He looked over it – one of his 'engineering studies'. But I don't think he copied anything from it!"

Racing had become an obsession; key team members were often phoned by GAV deep into the night and subjected to an interrogation on a matter that simply could not wait. But they let it ride because they could see that he was working as hard, if not harder, than they were.

"He was an autocrat like Enzo Ferrari," says Brooks. "But he was nothing like him in his manner. What he said, went – but that was good because BRM had proved that you can't create a successful team by committee. If we, or he, made a mistake, he ensured that every step was then taken to put it right. We had a consistent strategy and we all knew where we stood; everyone knew what their job was and we all understood the structure of the team.



The Vandervell Products factory in Acton

"Sometimes GAV meddled a bit, but he was a fantastic motivating presence. He was great for a driver because he put a lot of faith in you – and looked after you. Which is why he was so badly affected by the death of Stuart Lewis-Evans [in the 1958 Moroccan GP]. He returned to racing after that, but I don't think he ever recovered. Even though he retained me in 1960, he kept introducing me to a Harley Street dentist friend of his [Brooks had trained as a dentist], and I think this was his way of convincing me to stop racing."

After 1958 Vandervell was under doctor's order to throttle back. He maintained a skeleton presence on the scene over the next three years – his cars contesting just four races in that time – before the doors were finally closed for good.

Six years later, aged 68, GAV was gone, too. British motor-racing had lost its Winston Churchill. But more than 30 years on the British grand prix 'many' still have much to thank GAV's 'few' for. His Vanwalls were, indeed, the end of the beginning.

THE EARLY CARS

AFTER SIX SEASONS WITH FERRARI-BASED THINWALL SPECIALS, IT WAS TIME TO GO IT ALONE...

YOU CAN IMAGINE GAV'S FOUL MOOD WHEN the organisers of the 1954 Swiss Grand Prix at Berne rejected his entry. They had plenty of cars, thank you. Their dismissive attitude to this new British car was, however, partly GAV's fault. He eschewed PR to such an extent that the official programme for the BRDC International Trophy meeting in May, scene of the debut of his 2-litre Vanwall Special, carried no more information about this important car than its name, its entrant and its driver, who was Alan Brown. Tony Vandervell had seen the folly of the fanfare that surrounded the V16 BRM and was determined not to fall into the same trap.

He had also seen BRM delay and delay and delay. GAV was much more up and at 'em, firm in the belief that the only way to learn was to compete – when he was allowed to, that is. The Swiss snub, however, would be just one of many hiccups over the next two seasons. GAV's team *was* learning, but it was learning the hard way.

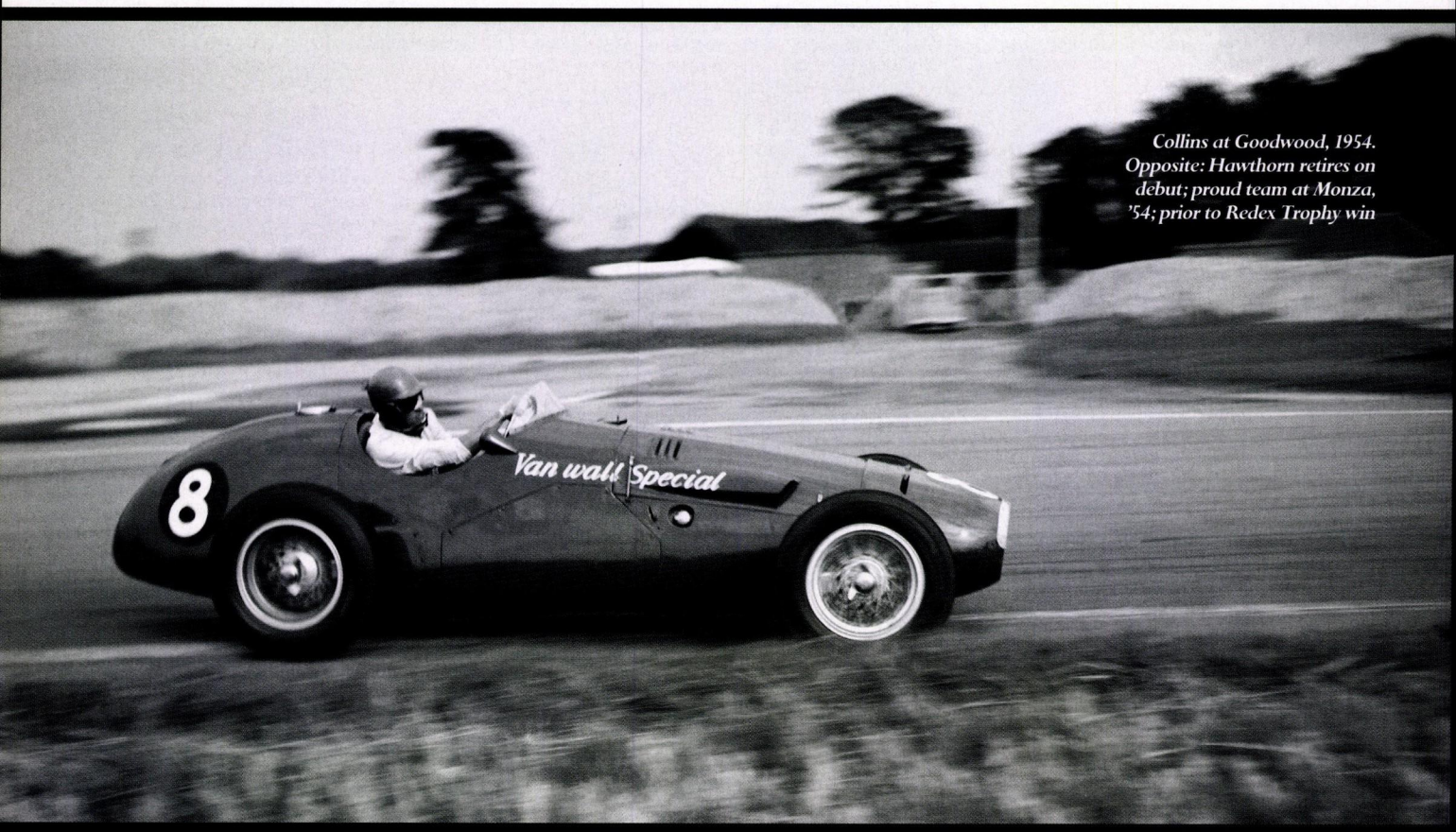
Surrey's Alan Brown, a driver not of the highest order but a man in demand because of his testing skills – and availability – drove the 'mysterious' Vanwall Special on its debut. He did well to qualify on the front row for the first heat and finished sixth. In the final, however, he retired with a broken oil pipe when running fifth.

These performances received a great deal of favourable comment. The doubters, however, were misled by the car's two-litre engine and low-key exhaust note, dismissing it as a Formula Two car that had missed the boat. In fact, the car had been designed with the new 2.5-litre formula in mind and the team was working flat out on the next phases of the engine's development. Peter Collins used an interim 2.3 in the British GP at Silverstone (he retired after 17 laps with a cylinder head problem) and the Italian GP at Monza (where the car finished seventh after a stop to mend a broken oil pump). The 2.5 finally turned up at Goodwood's Autumn meeting – as did Mike Hawthorn, who drove the car to fourth in the Formula Libre Woodcote Cup; Collins had earlier finished second in the Goodwood Trophy for F1 cars.

The results were beginning to come, albeit in sprint races, and GAV's plans were taking shape. Hawthorn and Collins, in fuel-injected evolutions of the car, was his dream team for 1955. He was, however, getting a little ahead of himself.

The team ended 1954 on a down note,

Klemantaski Collection



Collins at Goodwood, 1954. Opposite: Hawthorn retires on debut; proud team at Monza, '54; prior to Redex Trophy win

Collins writing off the car in practice for the Spanish GP at Pedralbes. The young man from Kidderminster would then further queer GAV's plans by signing for BRM but not having the courage to tell 'The Guv'nor' to his face. Instead he gave Vanwall's lawyer the runaround. A homesick Hawthorn took little persuading to sign on the dotted line, but by time the 'Collins Affair' had run its course, there were no top-ranking drivers left on the market. The all-round talents of Ken Wharton plugged the gap. And to think that GAV had considered running three cars in the grands prix of 1955.

In many respects, the second season proved tougher than the first: expectations were higher, but reality bit.

Wharton was burnt in his first race for the team, Silverstone's International Trophy, and Hawthorn soon became disenchanted with the handling of the reworked car. His mood darkened further when GAV "buggered" the clutch while driving the car from the hotel, through traffic, to Spa before practice for the Belgian GP. With a face like thunder Mike trudged to the pits on foot when the unit let go on his first lap out. He retired from the race, too, after just nine laps, because of a gearbox oil leak. Heated words were exchanged, and Hawthorn and Vanwall went their separate ways.

It's true that Vanwall were now without a proven race-winner, but on reflection this was perhaps a good thing. A dose of Harry Schell press-on geniality was just what the doctor ordered. Plus the team was now able to learn the ropes without the pressure of expectation.

Schell made a spirited debut with the team in the British Grand Prix at Aintree. He lined up an encouraging seventh, only to fluff his start and finish the first lap way down in 19th place. Furious, he charged through the field to be 11th by lap five. He then proceeded to pass the Ferrari 555s of Maurice Trintignant – and Hawthorn! He was running eighth on lap 20, which is when it happened – Harry snapped the throttle pedal off at its root!

'A dose of Harry Schell press-on geniality was just what the doctor ordered'

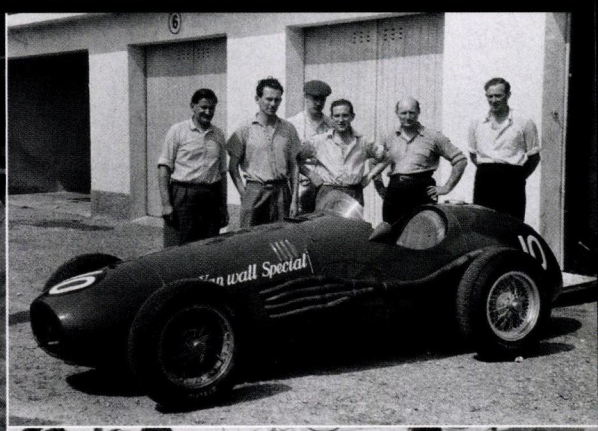
That first win did come, though, Schell prevailing in a heat at Crystal Palace before finishing second in the final in July's BARC International Trophy. There was more. In the Redex Trophy at Snetterton in August, Schell and Wharton finished 1-2, comprehensively beating the Maserati 250F of Stirling Moss, who had his hands full that day with the cheeky Cooper 'Bobtail' of Jack Brabham.

Schell would score two more wins that season, the F1 and Libre races at Castle Combe in October. However, the real proof of the pudding was the Italian GP at Monza, where both Schell (suspension) and Wharton (fuel injection pump brackets) were out before 10 laps had passed.

Progress had been made but it was clear that there was still a large gap to span between Vanwall and the GP-winners. The engine was GAV's only real love and he was confident that it was powerful enough to do the job. It was the chassis that was letting the side down. Something had to be done. Something radical, because catching the pace-setters was not enough, they had to be overtaken.

all LAT







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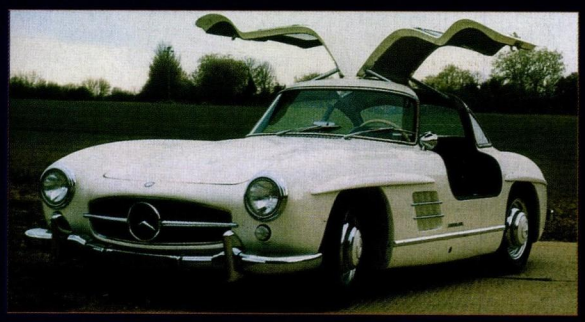
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Late in 1953 Maddock's chassis arrived, a conventional ladder-frame with wishbone front and de Dion rear, using transverse leaf-springs, with the disc brakes developed on the Thinwall.

This Vanwall Special promised much but was never quite there through 1954; partly it was engine teething problems, but the team knew its chassis wasn't the best. Vandervell even bought a Maserati 250F for inspiration. For '55 four new chassis had coil springs up front and inboard discs at the rear, but the results still didn't come.

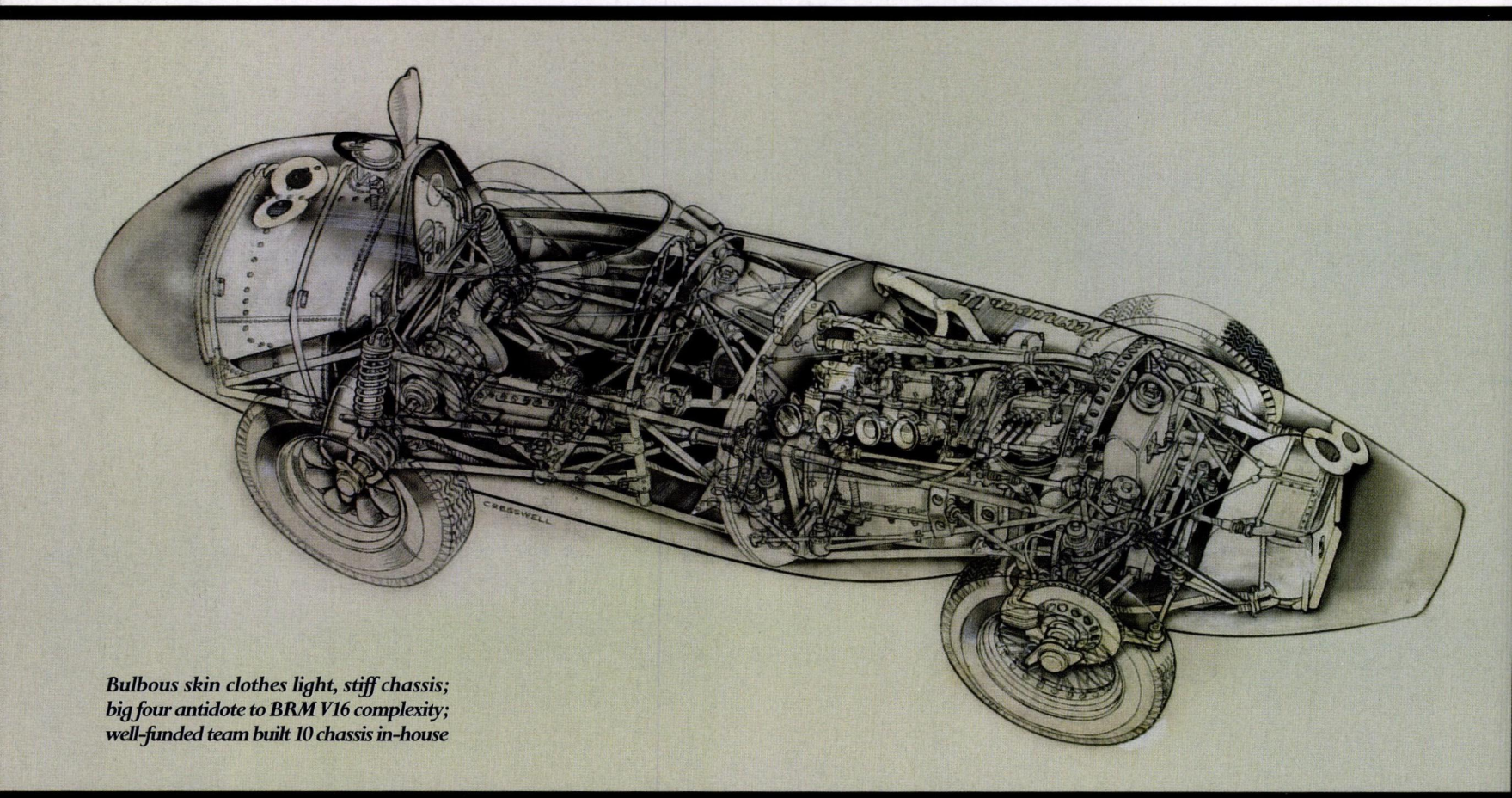
It was Derek Wootton who saw the answer. "I knew Colin Chapman and Frank Costin from 750MC days," he recalls. "I said to Frank, 'We need you, and Colin too'. But I was only a mechanic, so I got [team manager] David Yorke to ring Costin. Frank was not impressed by the chassis, and he suggested that Tony call Colin."

Soon the Lotus designer was scrutinising the Vanwall chassis. GAV asked him to retain the suspension, but gave him a clean slate otherwise. Chapman, a proponent of soft springing on a stiff chassis, came up with a much more rigid spaceframe, located the de Dion tube with a Watts linkage and added an anti-roll bar at the front, to promote understeer and make the car more predictable.

attempt at slimness, using a chubby but smooth teardrop shape to keep the airflow attached to the body, with a wraparound screen shrouding the driver. And it was streamlined underneath, too, from its tiny nostril to its tapering tail. A NACA duct fed the air intakes, and the 4-1 exhaust was recessed. Radiator air escaped under the engine, while cold air for the inboard rear discs was sucked from the flanks and dumped into the cockpit – hence the asbestos-grimed faces of Vanwall drivers.

Costin worked purely from theory, with full-size drawings on his floor at home. But he got it right: at the fast circuits the fat green cars had a clear speed advantage, reaching 165mph with little lift. Barring some cockpit cooling vents, the design would barely alter.

For 1957 Chapman improved high-speed handling with coil springs and negative camber aft, and new dampers, finally making the Vanwall a serious rival to Italy's best. And for that title-winning year, '58, the car saw few changes: a smaller tail tank (races were shorter and Avgas gives better mpg), lighter 'wobbly web' wheels, softer rollbar, and Dunlop's R3 instead of Pirelli's Stelvio. Mere fine-tuning to a design which began right and just got better.



Bulbous skin clothes light, stiff chassis; big four antidote to BRM V16 complexity; well-funded team built 10 chassis in-house

THE ENGINE

FOUR NORTONS AND A ROLLS-ROYCE: UNLIKELY INGREDIENTS WHICH gave a small team, driven by a big man, nine grand prix victories.

While Tony Vandervell was modifying Ferraris into Thinwall Specials, it became clear that improvements in engine breathing were negating the advantages of supercharging. Frustrated by the BRM mare's nest, he foresaw that a simple, unsupercharged four could offer torque and reliability to wrong-foot the complex, peaky unblown V12 Ferrari. As Norton was part of Vandervell Products, he also knew that Joe Craig, Norton's engine wizard, was getting 50bhp from a 500cc single, and saw that four of these would make a strong engine for the forthcoming 1952 2-litre F2 formula.

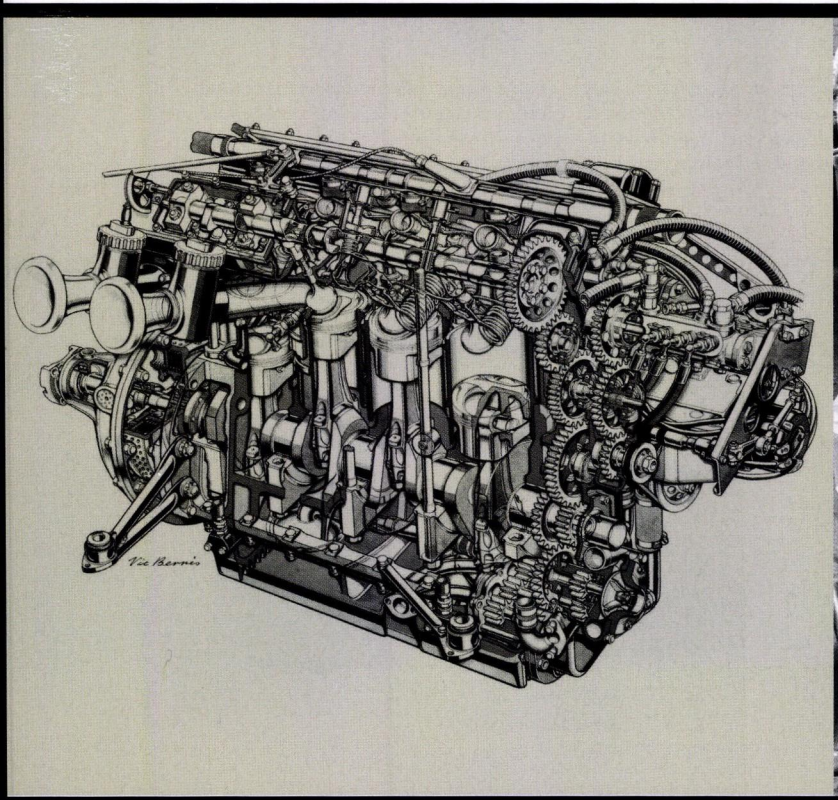
Vandervell had all the resources in house and soon assembled his ingredients for the V254 engine, ordering many through Norton for secrecy. The tough, deep crankcase came from the Rolls-Royce B40 military engine, though cast in alloy. Ten long tie-rods clamped iron barrels between head and crankcase, the outer casing serving mostly to keep the water in. This rigid structure was to help deal with the vibration inevitable with a flat-plane crank. Instead of the 'bike's bevel-drive, a train of gears spun the camshafts, and Norton's roller crank bearings were replaced with shell bearings, but the deep-breathing combustion chambers and exposed hairpin-spring valve gear were pure Norton. Water cooling released more power than the 'bike version, but temperatures in the thin-walled head were critical, so GAV insisted initially on a large temperature gauge for careless drivers.

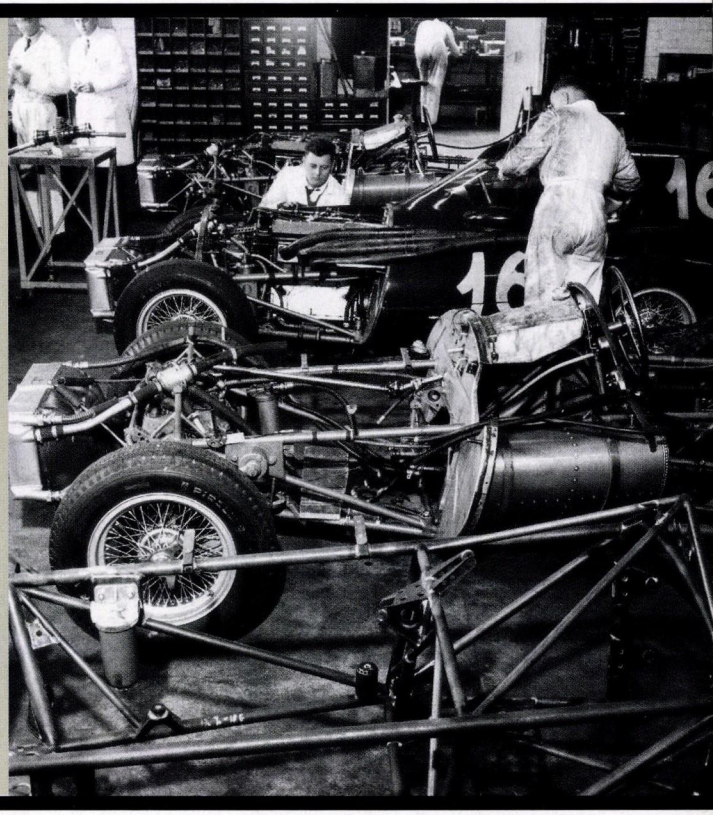
GAV, who loved engines, had a particular belief in fuel injection and investigated low-pressure American systems before asking Bosch to make their first four-cylinder system. He also approved of the slide throttles in Amal carbs, as they left a completely clear throat, and retained this mechanism for his race engine. Drive for the injection pump and Bosch magneto came from the cam gear train up front, with indirect injection into the intake tracts.

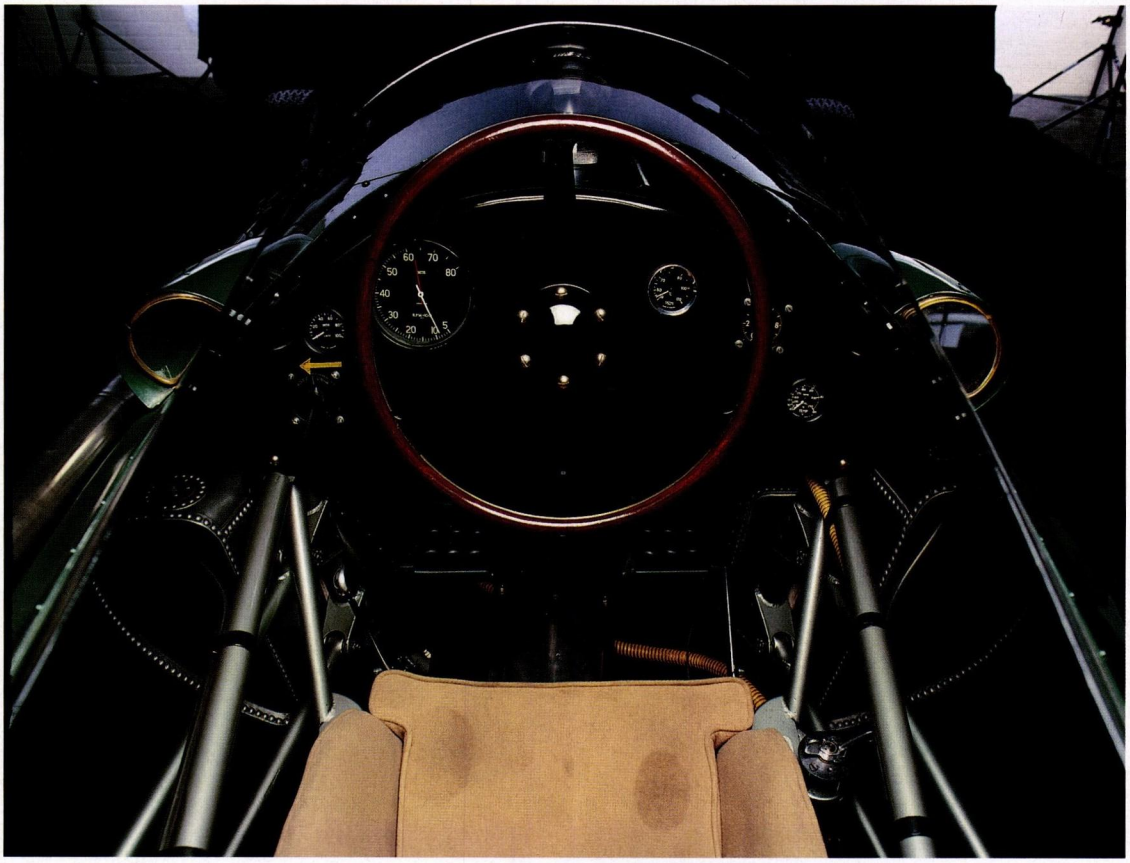
During 1953 Vandervell sold Norton, but Leo Kuzmicki, Craig's aide, moved to Vanwall and late in '53 the chunky four spluttered into life for the first time. Vandervell claimed 235bhp for the 2-litre, but it was already redundant under the new rules and a 2.5-litre version soon appeared, sporting five bearings over the original four. Though the big unit was powerful from the start, the team struggled to defeat recurrent problems throughout '54 and '55. Injection pipe breakages caused by the harsh vibrations stopped when flexible pipes were used, but the fragile valve springs broke frequently when larger, heavier sodium-cooled valves arrived.

In the end Vandervell's extremely high-quality engineering (like BRM, only everyone was pulling the same way) and obsessive 15-hour 'running in' of every spring brought the reliability. Helped by tuning guru Harry Weslake, output by '57 reached 285bhp on methanol, or 295 on nitromethane. But when pump fuel (in the form of Avgas) became compulsory for '58 this fell to 265, and the engine struggled to match the more modern Ferrari V6. Luckily, three years' honing – and two brilliant drivers – told in the end. ➳

LAT, John Ross



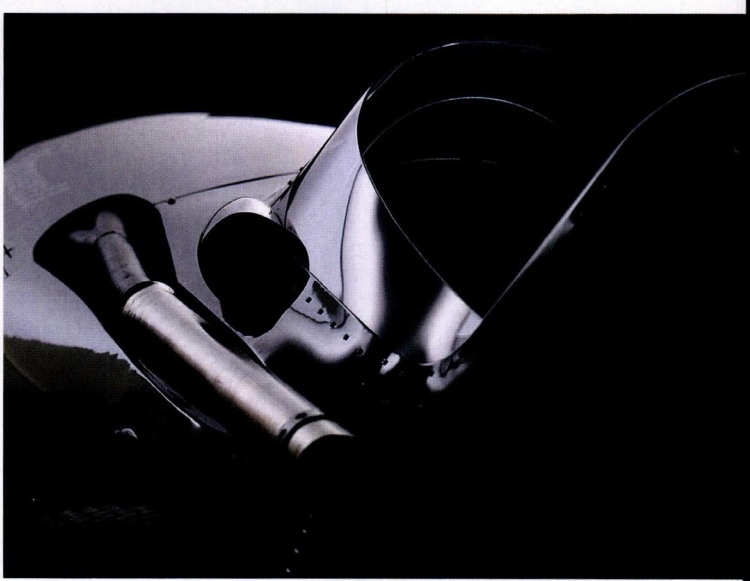




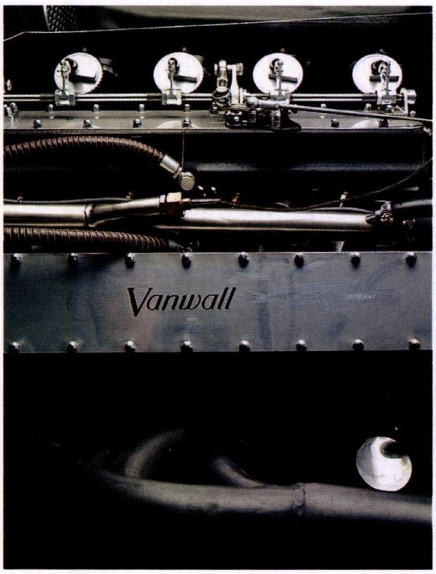
Above: No floor to aircraft-style body, just heel-trays; pannier fuel tanks centralised mass at cost of width; five-speed 'box had luxury of synchromesh, but heavy in action



Below left: To improve the high-speed handling for 1957, Chapman fitted tall coil springs and new CV joints for more wheel travel, plus 3deg negative camber



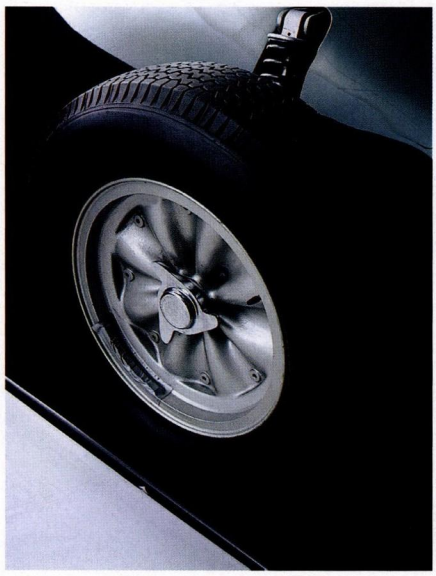
Below right: 1958 car has more recessed exhaust due to revised 4-2-1 manifold to aid running on Avgas; mirrors include air ducts to cool notoriously hot cockpit



Above: Elliptical cross-section avoids lift – Costin's aircraft origins. Small intake enough – air expands and slows over radiator, escapes underneath car

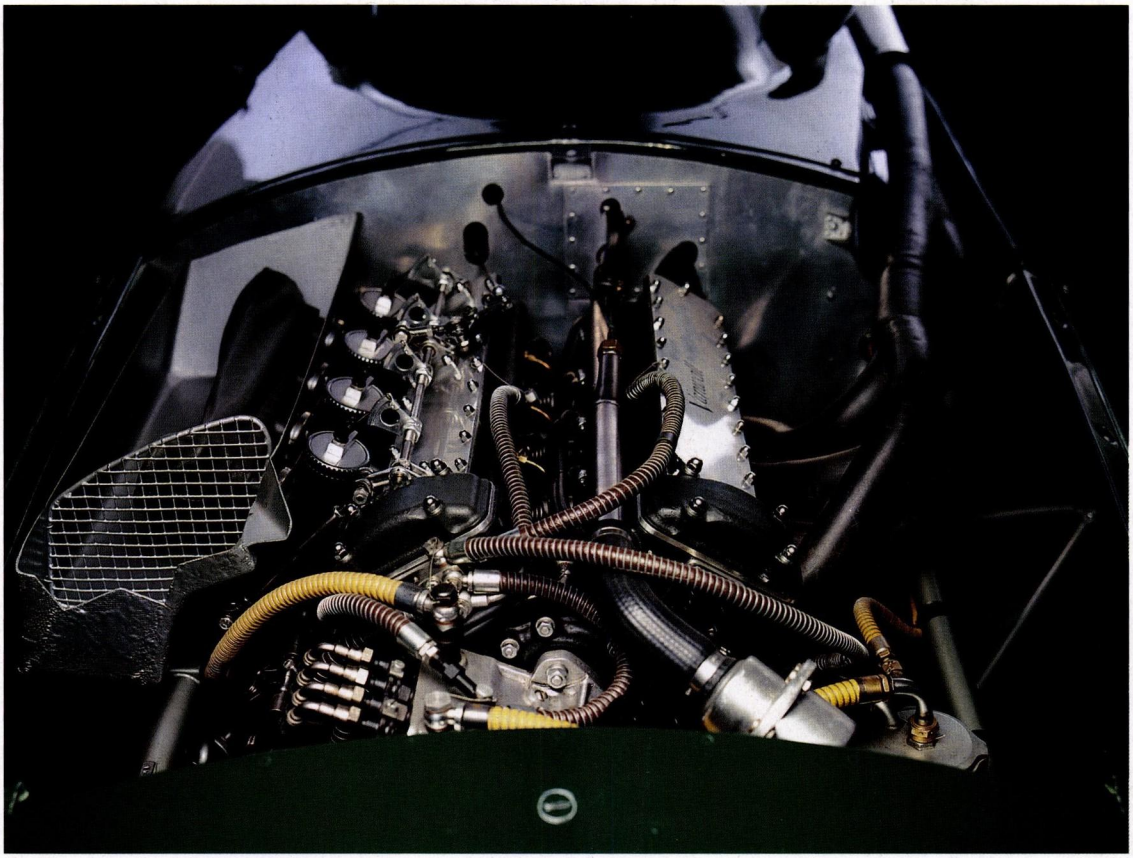
Left: Separate camboxes and exposed valve springs looked dated even in '50s; hairpin springs were the fashion, but troublesome, as Ferrari also found

Right: Light alloy 'wobbly web' wheels helped to reduce unsprung mass of weighty de Dion axle; discs inboard for same reason, though hard to cool

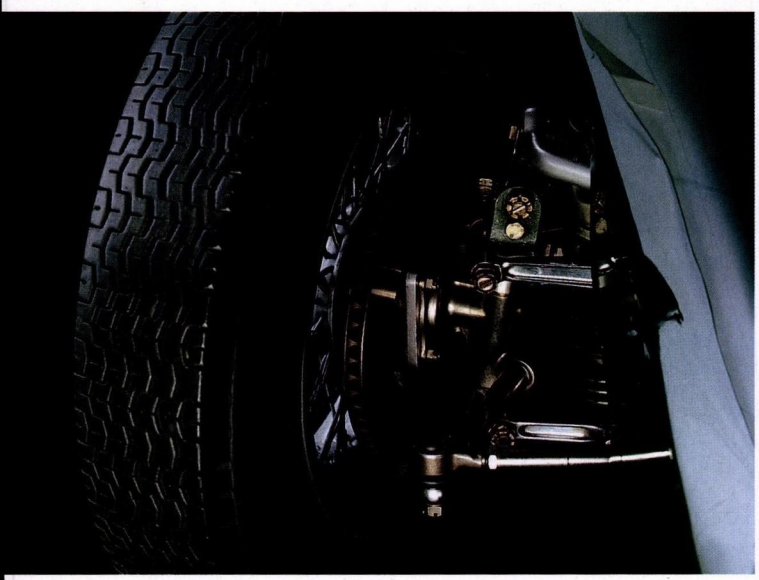




Wraparound screen reduced cockpit drag, but spoiled sightlines of shorter pilots; tapered rising tail reflects today's diffusers



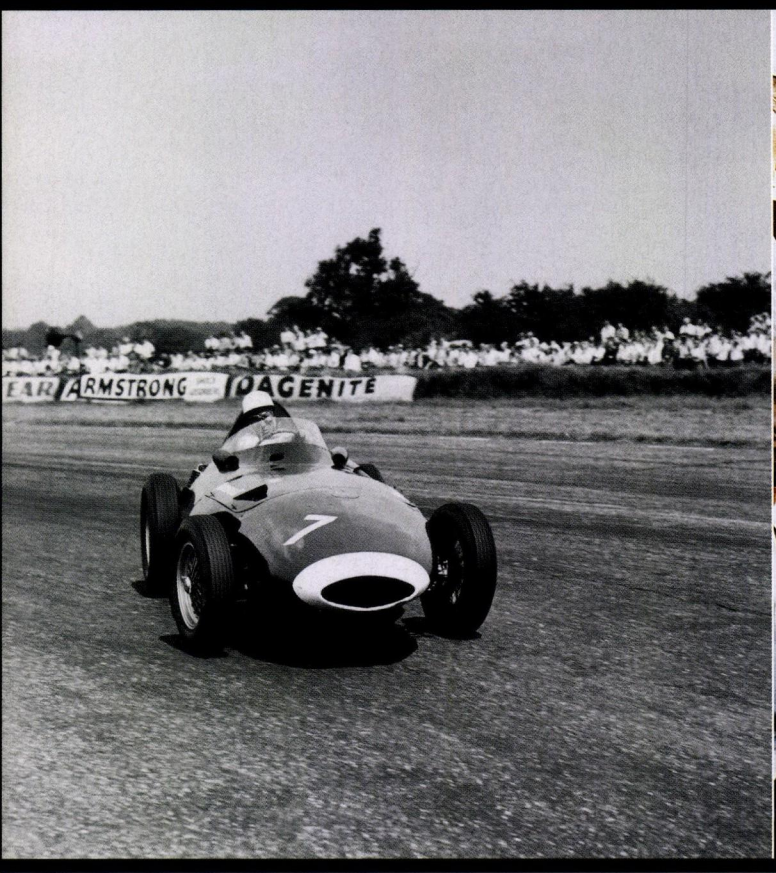
Above: Vandervell retained Amal carb bodies for their slide throttles; intakes fed from NACA duct; injection pump on front of block suffered from engine vibrations



Below left: Vandervell's own disc brakes were major plus – note radial drilling; wishbones carried over from Thinwalls, but braced with Chapman's leading link



Below right: Vanwall four pulled fewer revs than rival sixes; team struggled to get injected unit to burn Avgas but '58 engine reduced persistent mid-range flat spot





STIRLING MOSS

HIS FERVENT DESIRE WAS TO WIN A GP IN A BRITISH CAR. HIS WISH WAS ABOUT TO BE GRANTED

THIS ARCH PATRIOT HAD ALMOST GIVEN UP hope. His patience had been sorely tried. He called a press conference to explain that he had looked high and low, driven some dogs in the process, and come to the conclusion that if he was to win a grand prix it would not yet be at the wheel of a British racing car. Which is why a private Maserati 250F was on its way for the new 2.5-litre formula of 1954.

"There was nothing around," bemoans Moss. "John Heath's HWM, the team I had started with in 1950, had done some commendable things but it never had the budget to go to the next level. BRM had ruined everything. It had got British industry and the public very excited, and had then let them all down. They had spent a fortune and got nowhere. There really was a feeling that a British car would never win a grand prix."

Three years later, however, a dark green car did just that. And Moss was at its wheel.

"That Aintree win was very, very special. It was big news worldwide; my scrapbooks prove that. Nobody on the Continent expected us to win. We'd finally shown them."

Moss's first run in a Vanwall had come when he sampled the Cooper-designed car at Oulton Park and Silverstone in November, 1955. He hadn't given up; his eyes were still open. He was not sufficiently impressed, however, to pass up the chance to drive a works Maserati in '56. But he had seen enough to wangle a drive in Vanwall's new car at the International Trophy of May that year. He plonked it on pole, too. And won. Going away. In his wake lay the Lancia-Ferraris of Fangio and Collins, and Britain's other great green hopes – BRM and Connaught.

"That victory was a tremendous surprise," admits Moss. "It was a striking car and very well engineered, and it was clear that, at last, here was a British car capable of beating the best in the world."

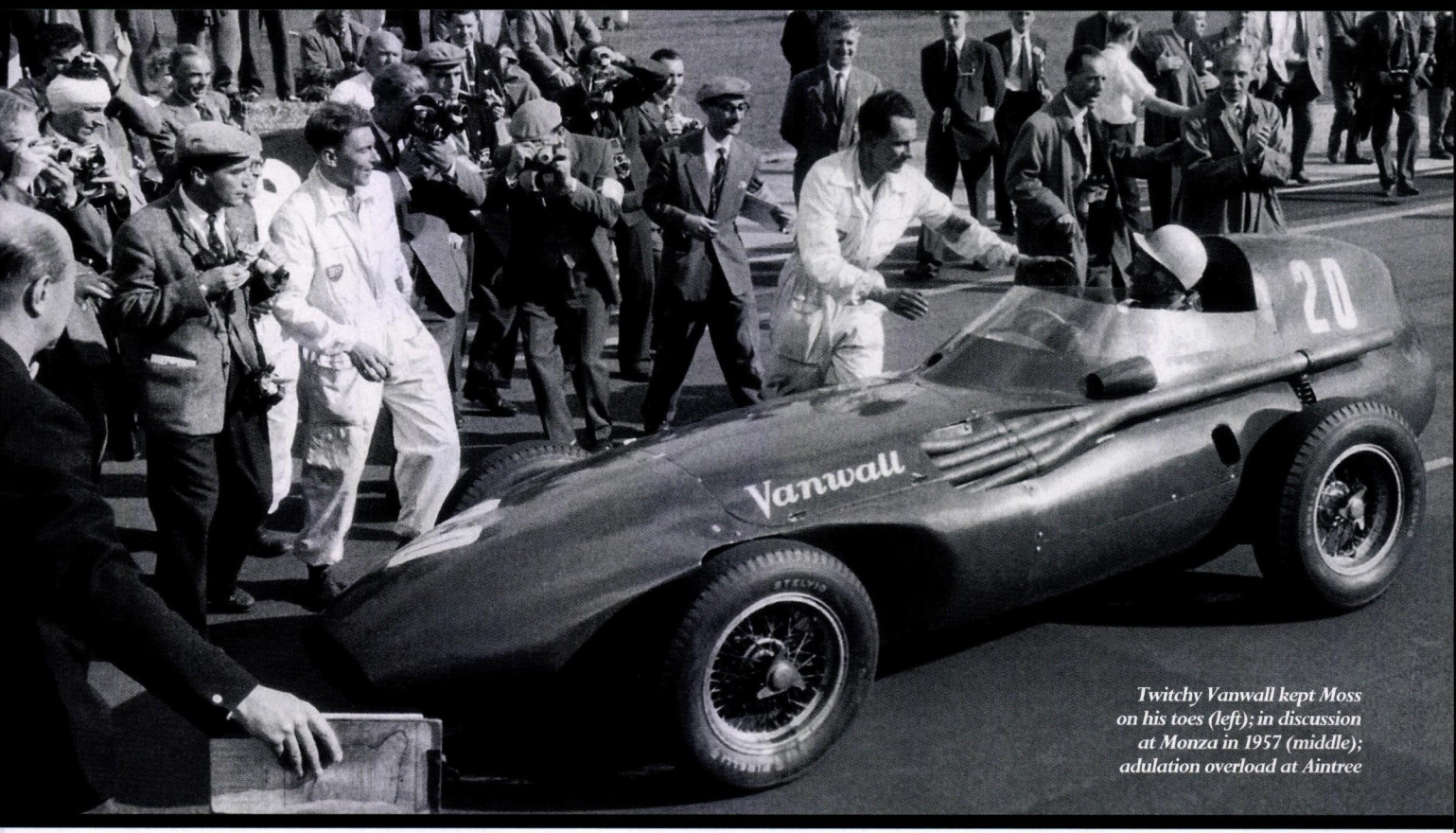
Moss was further convinced by Harry Schell's performances over the remainder of that year. "He was a competent driver, but not of the top rank, yet on occasions he and the Vanwall were a threat for victory."

LAT, GP Photo

Maserati was keen to keep Moss on for 1957 to create a superteam alongside Fangio. It was a tempting offer: "I had no problems with having the world's greatest driver as my team-mate. It was not that which swung my decision to join Vanwall, it was the fact that the Vanwall was British." Arch patriot Tony Vandervell had landed his home-grown ace.

Moss's decision was not without sacrifice: "Winning races in a British car was a huge thrill. But I did not take much pleasure from driving the car itself. It was dramatic to look at, quick, and I had faith in the team, but it was difficult to drive. It would basically understeer but could snap to oversteer. That was a typical Chapman design trait – until about 1962.

"And it was difficult to set up, too. For its day it was very sensitive to small changes in



Twitchy Vanwall kept Moss on his toes (left); in discussion at Monza in 1957 (middle); adulation overload at Aintree

Ludvigsen Library

tyres pressures and spring rates. You had to concentrate all the time if you wanted to get the most out of it. There were areas where it was better than the Maserati and Ferrari – the brakes [Goodyear-derived discs] for instance – but there were areas where they were better than us.

"The Vanwall is a very important car in the history of British motorsport, but I tend to think that the team that ran it, and the drivers who drove it, were perhaps better than the car itself."

So how good were his team-mates?

"I always think of Tony [Brooks] as the best driver that only the enthusiasts know about. Michael Schumacher is clearly the benchmark of today, but whoever you personally consider to be the next best would be doing very well indeed to be better than Tony.

"Stuart [Lewis-Evans] was very quick, too, but seemed to lack the stamina for a race. On occasion I think he went quicker than was necessary. Of course, every driver goes as fast as he can, but to improve you need to learn how to slow the processes down without reducing your speed. I don't think poor Stuart ever learnt how to do that."

And the team?

"It was a nice squad to be part of, and it had some very good people involved, but I don't think I am being derogatory when I say that we were simply less amateurish than Ferrari. Vanwall wasn't a patch on Mercedes, which was far more organised and efficient. But that's to be expected, because there's a big difference between an industrialist doing his own thing and doing his best and a car manufacturer going motor racing.

"As a driver with Mercedes you never had to worry. If there was a problem it would be fixed overnight – even ones requiring lots of engineering. It was all very daunting for the opposition. Even before the race had started they would be talking about how best to finish second. Vanwall was good, but I don't think Ferrari ever felt like that when it was racing against us."

Early Moss/Vanwall progress in 1957 was hindered by niggling mechanical problems, a crash at Monaco and illness. But that Aintree victory opened the floodgates, Stirling upstaging Maserati and Ferrari on home ground at Pescara and Monza. Surely 1958 would be the year in which he finally became the world champion.

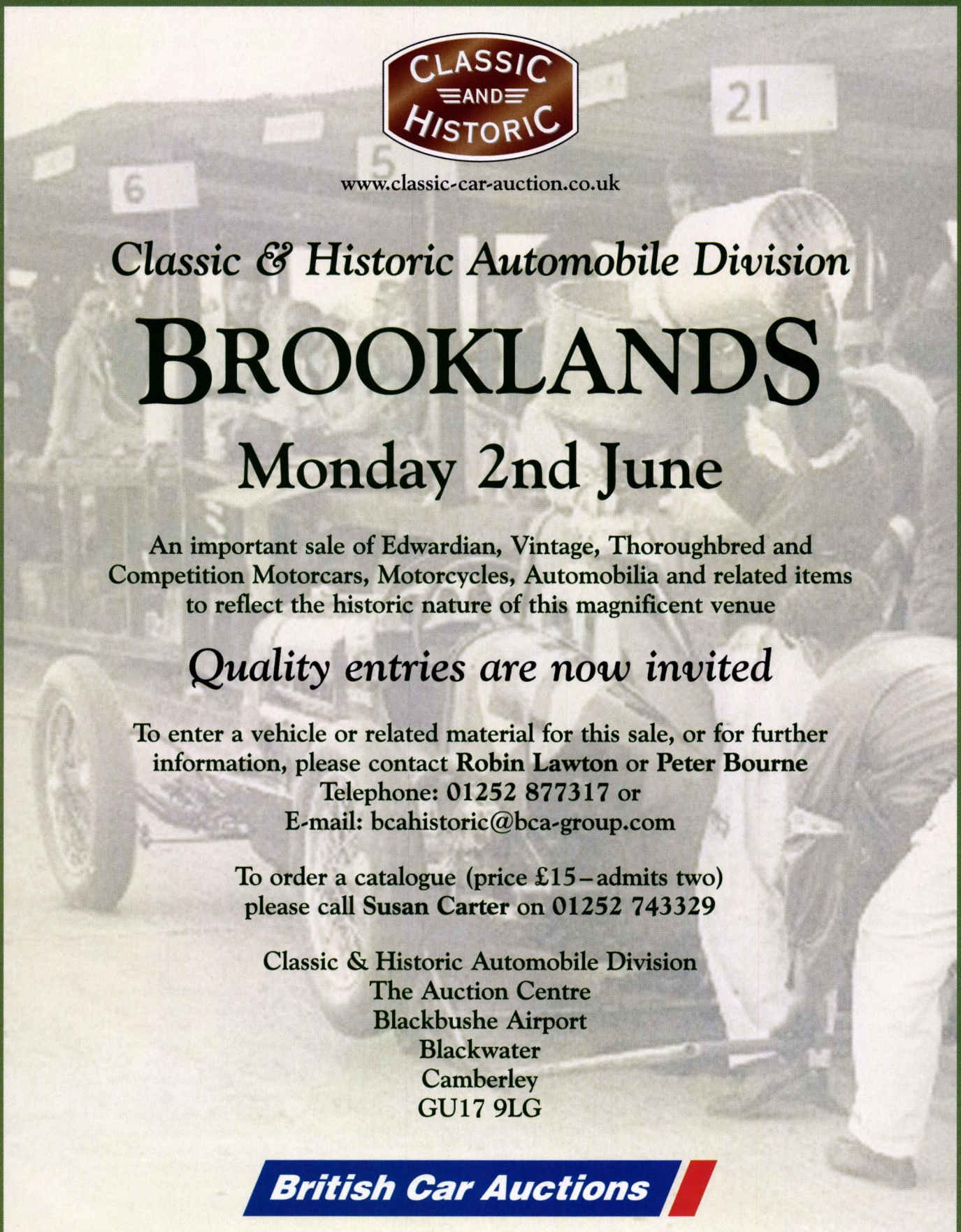
'I tend to think that the team and drivers were perhaps better than the car itself'

It wasn't to be, of course, although his three wins – Holland, Portugal and Morocco – were vital in Vanwall's successful bid for the first constructors' championship. Mike Hawthorn, had pipped him by a point to the drivers' title. Bitterly disappointed and aggrieved initially, this near-miss proved to be a turning point for Moss. Happy-go-quickly 'privateerdom' Rob Walker-style beckoned.

"I had enjoyed my time at Vanwall but I never got the same pleasure from it as I did driving for Rob Walker. That was a different thing altogether."

Moss had come to terms with his four consecutive runner-up slots in the championship. He had realised that he didn't need to win the championship for the world to know that he was the best driver around.

If this was a mellowing (it was far from a slowing-down) of the super-professional Moss, it was perhaps only possible because Vanwall had given him the opportunity to shake that winning-Brit-car monkey from his back. And it was certainly only possible because Vanwall had proved to the likes of Cooper and Lotus that the overseas team were distinctly beatable.


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Problems at Monza in 1957 (left) and success at Monza in '58 (right)

TONY BROOKS

HE MAY HAVE MADE IT LOOK EASY, BUT DRIVING A VANWALL AT 10-TENTHS WAS A TOUCH CALL

CHARLES ANTONY STANDISH (HE MUCH prefers Tony) Brooks would never say that he was self-effacing. He's far too self-effacing for that. For instance, as we wander through his and wife Pina's stylish but (not unexpectedly) understated apartment, he explains how recent address confusion has forced him to readopt his home's rather grandiose title. His embarrassment is tangible. Here is a racing driver distinctly not of the 'great I am' variety.

He's 71 now, a little hard of hearing courtesy of race-engine din, but sprightly. This adjective, I know, has patronising OAP connotations. But in Tony's case 'sprightly' refers to him being barely a few pounds (if any) above his 1950s racing weight. Time has been kind in other words.

But enough of him (he would agree). What about the car he drove to second place in the 1957 Monaco GP, shared with Stirling Moss in that breakthrough world championship success at Aintree, and guided to victory on three occasions – at Spa, the Nürburgring and Monza, no less – in '58?

He carefully prepares the ground for his answer. "It produced the results." Hmm, guarded. "Anything I have to say about the Vanwall is not meant to knock it." That is understandable, for it was GP racing's class act from the midway point of 1957 to the end of '58, and provided Britain with its first world title. But the fact that the 'teardrop' machine was sufficiently tricky to drive for even he to admit to such speaks volumes.

A seat at Vanwall was an exciting place to be, but it was no sinecure, especially with a perpetual-motion, constantly striving, ultra-competitive team leader like Moss alongside you. Tony's mettle was severely tested. And he was not found wanting.

"It's fair to say that the Vanwall wasn't easy to drive. It was the antithesis of the Maserati 250F in that it didn't like to be drifted. It could be made to drift, of course, but it was an effort. Its steering was heavy by the standards of the day, and its gearbox was pretty awful. That unit may have had Porsche synchromesh, but its movement was heavy, ponderous and long. And with its lever being on the left-hand side of the cockpit, and because most circuits run clockwise with lots of right-hand bends, it used to dig into your leg under the g-loads. Hardly ideal."

'It was the antithesis of the Maserati 250F in that it didn't like to be drifted'

He's not complaining, mind you, just telling us how it was. The fact is, he never complained. Never, ever. At Monaco in 1957, after almost 100 clutch-less laps (24 gear-changes per laps) his "left hand looked like a piece of steak by the finish. Not that you needed an excuse to finish second to Fangio." At the Nürburgring that same year, while still recovering from his Le Mans injuries, he was physically sick because of the battering the too-stiff Vanwall dished out – yet he finished the race. "I drank 15 cups of tea straight after the finish." A very British way of rehydrating. Very Tony.

"The engine had lots of torque – but it also suffered from a flat spot. It got better ➤

LAT, John Ross

during 1958, but it never went completely. It just would not pull smoothly through the rev range. We had to modify our driving style to fit around that problem." And this was a problem that did not disappear when the four-pot chimed in fully. "Despite the Vanwall's smooth shape it didn't have a higher top speed than the Ferrari; Mike Hawthorn's Dino blew past me on the 'Ring's long straight in '58. Stirling reckoned they were 15mph faster. We definitely lost out to Ferrari with that switch to Avgas [for '58]."

Clearly, though, it can't all have been bad. It wasn't. "The disc brakes were very good and the road-holding was better than the Ferrari's," Brooks explains. But it's also clear that only the best of the best could extract the maximum from these bulbous cars.

"If you went into a corner too quickly in a 250F you could adopt a wider angle of drift; in the Vanwall you just understeered, and all you could do was back off. That made you into a very accurate driver, but it could be very frustrating, too, because you couldn't adjust the car's attitude on the throttle. You had to be patient with it. Be very smooth.

"That, of course, was one of the Vanwall's strengths, too. Don't forget, spectacular cornering nearly always means slower cornering. The Vanwall went round on a much more geometric line than its rivals, the theoretically ideal line, if you like. Get it right and it was quicker than the 250F. But stray from that line and you had some problems. You had less options, basically."



LAT

Source of pride: Brooks wins '58 Belgian GP

Always difficult, occasionally frustrating, but extremely rewarding when done correctly. Moss, the master of any car in any situation, is rightly regarded (by Brooks, too) as the Vanwall benchmark. That Tony ran Stirling so close, and occasionally beat him, puts him right up there – especially when you take into account the circumstances of their partnership.

'Mike Hawthorn's Ferrari Dino blew past me on the 'Ring's long straight in '58'

"Stirling called the shots: he got the engine with the most power and the best-handling chassis. He'd always do more running than me as well. In fact, David Yorke [the team manager] used to restrict my amount of laps, calling me in once I had done a time that was competitive. He wasn't trying to hamper me, just trying to keep his cars fresh for the race."

It was not unusual, however, for Tony to start the race in a different 'fresh' car from that in which he qualified. "Stirling was constantly swapping cars. He was number one and was entitled to do so; I had signed as number two so I knew what to expect. But it did make it difficult for me at times. But if I'd been number one I would have done exactly what Stirling did."

There was a synchronicity between this pair: Moss, pushing, cajoling, leading from the front; Brooks, adapting, smoothing, and right at his leader's shoulder. He was the wingman that fighter aces dream about. He was Chataway to Moss's Bannister. That is to say, without their *combined* talents Vanwall would not have broken British motor-racing's four-minute mile: that first world title.

ROY SALVADORI: STAND-IN VROOM ONLY

VANWALL'S TWO-RACE 'SUBSTITUTE' OF 1957 TALKS ABOUT A SUPERB TEAM AND ITS CAR THAT WAS HARD TO LIKE

VANWALL CAME A BIT UNSTUCK IN THE MIDDLE OF 1957: BROOKS HURT HIMSELF WHEN HE ROLLED HIS Aston in Tertre Rouge's sandbank at Le Mans, and Moss caught sinusitis while indulging his passion for water-skiing. Their places in the French GP at Rouen and the following weekend's non-championship Reims GP were taken by Stuart Lewis-Evans and Roy Salvadori...

MS: What was it like joining the Vanwall team?

RS: "I was well aware that I was only coming in because Tony and Stirling were out of action, and that the extent of my stay was going to be one or two races. But I had no problems settling in: I fitted the car and the team's organisation was first class under David Yorke. The mechanics were super, too."

MS: What was the Vanwall like to drive?

RS: "It had good power and torque. It had a higher maximum speed, I would have thought, than any of the other cars at that time – you could easily pass on the straights. But you could not throw it around; you had to be precise. I liked to have a car moving all the time and feel that I was in control of that movement; I didn't get that same feeling with the Vanwall."

MS: In the records you're listed as retiring because of valve spring problems at Rouen...


GP Photo

Salvadori sets out to practice VW1 at Rouen

RS: "No, it was oil spewing all over the circuit. There's no doubt of that at all, because poor old Ron Flockhart had a big shunt in the BRM when he spun on my oil. It was breather trouble, my wheels were spinning like hell and I was covered in oil."

MS: Lewis-Evans led the race at Reims, but you seemed to struggle...

RS: "I was quite happy with the car at Rouen, but Reims caught me out. I knew the circuit and felt that I'd go extremely well there. But the team put me on some larger wheels, and the car seemed to be using all the road in the corners and weaving on the straights. It could have been the tyres, or perhaps their pressures, I don't know – it was still too new to me. Whatever it was, I was uncomfortable all the way through that race. And it was a bloody long race."

MS: What were your thoughts upon leaving Vanwall?

RS: "I hadn't got the buzz from it that you might think. When I was in the Coopers I was encouraged when racing against the Vanwalls because I was thinking, 'They're not easy to drive.' Okay, they got away with it with Moss and Brooks because they were two of the best of the day – two of the most stylish you could ever find, in fact. In inferior hands, though, I don't think it was that great a car."

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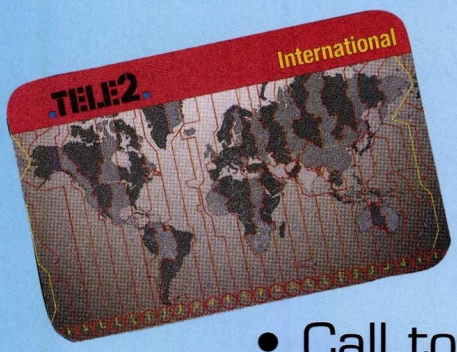
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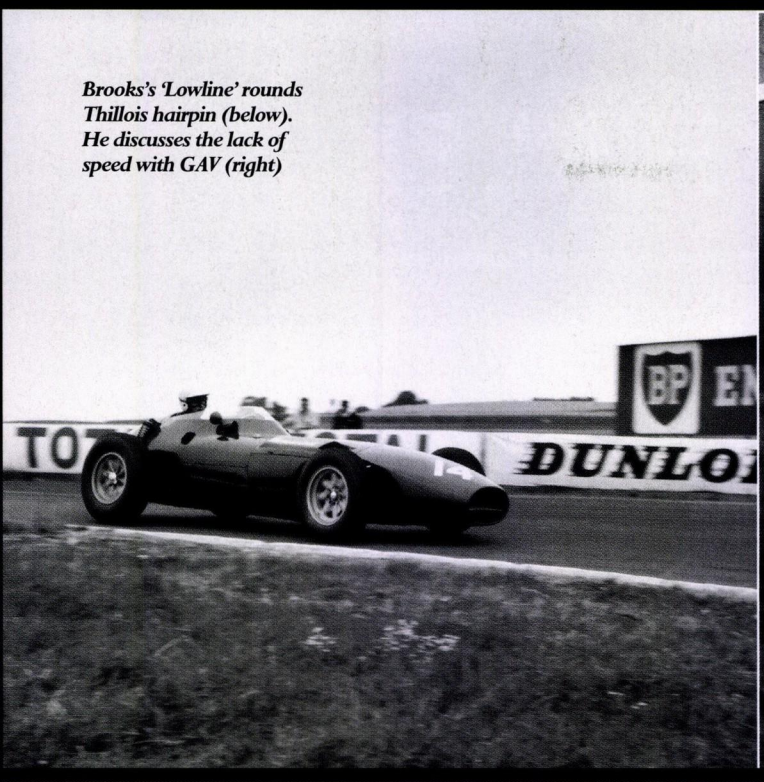
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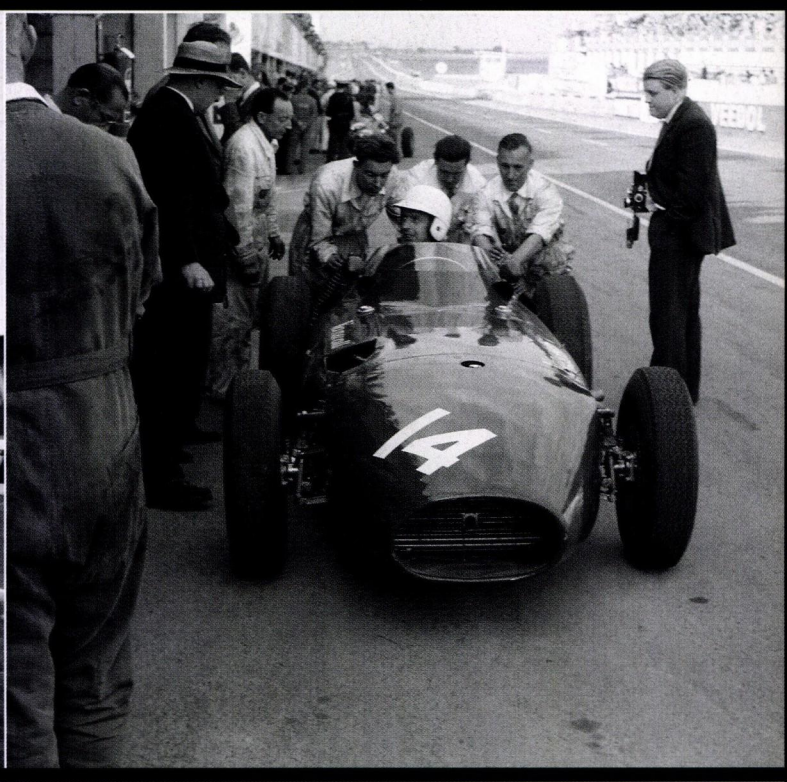
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Brooks's 'Lowline' rounds Thillois hairpin (below). He discusses the lack of speed with GAV (right)



LAT, Klemantaski Collection

'THE LOWLINE'

VANWALL WENT BACK TO FRONT-LINE RACING IN 1960. SADLY, THEY GOT IT A BIT BACK-TO-FRONT

TONY BROOKS WAS "THRILLED" TO RE-SIGN WITH Vanwall for the 1960 season. It suited his new circumstances very well. Having just bought a garage in Weybridge he needed to spend more time at home while he learned the business. But there was more to it than that: he was also convinced that Vanwall would provide him with a race-winning package.

"I signed to drive a rear-engined Vanwall," explains Brooks, "to be based around a Lotus 18. What I thought I was going to get was a beefed-up, properly engineered Lotus with a Vanwall engine in the back that was more powerful than the Climax motors the other British teams were using."

What he actually got was the last knockings of the front-engined era.

Brooks drove a lightened 'teardrop' car at Goodwood's Easter meeting. While Innes Ireland's Lotus 18 ushered in a new era, he three-wheeled his recalcitrant mount round, comforting himself with the thought that things at Vanwall could only get better.

They did, too. But by nowhere near enough.

At Reims for the French GP in July, Vanwall finally turned out its new car. It was low, svelte, well-made – but still front-engined. Italian firm Colotti had designed a new rear end and gearbox for GAV's beloved machine, which now boasted independent rear suspension and a five-speed 'box mounted behind the diff. Brooks was dismayed, but duty-bound.

"It perhaps would have been kinder for me to tell him that he was wasting his time with this approach. But I had a good relationship with him and didn't want to spoil that. I was doing my best to please the guy."

His best was a qualifying time of 2min 23.3sec – just a tenth quicker than he had gone in 1958. Jack Brabham's 'Lowline' Cooper was on pole with a lap in 2min 16.8sec.

"The car looked beautiful, but it was still too big and heavy. It didn't have the manoeuvrability or road-holding of the new Lotus and Cooper. There were some big advances made that season by those cars." Brooks knew this from experience, GAV's stop-start programme having forced him to race a year-old Cooper for the Yeoman Credit outfit. "The pace of change was increasing and here was Tony thinking that there still was mileage in the front-engined car. When I signed I thought he had seen the light. Maybe he couldn't bring himself to run a Lotus chassis. I don't know, I never discussed it with him."

'It perhaps would have been kinder for me to tell him that he was wasting his time'

GAV's motor racing had started as a hobby, become a business and now appeared to be ending as a hobby. The man who'd been so focused, driven, now seemed to be tinkering.

Brooks retired the 'Lowline' at Reims after a handful of laps, unsettled by an untraceable vibration and braking woes.

"That Colotti gearbox must have been better than the old unit but, to be honest, not a lot of features about that car are seared on my memory."

What of the Lotus-Vanwall? It was entered for Brooks at Snetterton's Lombank Trophy in September. He practised it (at promising speeds), but engine ills meant it did not race.

'THE WHALE'

JOHN SURTEES TALKS TO TIM SCOTT ABOUT VANWALL'S SHORT-LIVED FINAL PROJECT

IN THE END IT CAME TO SIGNIFY NOTHING MORE than an epilogue, but the 'Whale' moniker that's been stuck on Tony Vandervell's short-lived rear-engined creation is rather unkind – and perhaps misleading. Although clearly lacking the sleekness and grace of a Lotus 21 or Cooper T53, the sole race outing of VW14, in the hands of John Surtees, was promising enough to discredit suggestions that it was heavy and cumbersome.

The creation for 1961 of the ill-starred Inter-Continental Formula for cars of up to 3 litres, an FIA-sanctioned sop to the British teams irked by the new 1.5-litre Formula One rules, offered Vanwall's proprietor a chance he could not resist.

Surtees: "Tony rang me in 1960 and said: 'If I built you a car, would you drive it?' I said yes, so Tony replied, 'Right, I'll buy a Lotus 18, and stick my engine in'."

Surtees and Tony Brooks both tested this hybrid during 1960, but Vandervell was unwilling to entrust his drivers' lives to such a fragile car.

"I'd driven that Lotus a couple of times," relates Surtees, "and then Tony said, 'I'm not going to risk you in that, I'll make one'.

"The design was largely taken from the Lotus – the tubes of the spaceframe chassis were all around the skeleton of the 18 – but it was substantially remodelled and strengthened, with all-independent suspension and a five-speed gearbox. The engine was enlarged to 2.86 litres, and was slightly heavier than a Climax. But it wasn't an enormously heavy car. It was distinctive. It was a Vanwall."

Built in February '61 the car was to run in the four-round British Inter-Continental series. It missed Goodwood but, after a couple of tests, it was ready for May Silverstone.

Tony said to me, 'I'm not going to risk you in that [Lotus], I'll make one'

"We had troubles all practice, so we only scratched in the odd lap," remembers Surtees. All the more impressive, then, that he qualified sixth, only 1.4sec off Bruce McLaren's pole-sitting T53, and ahead of Brooks's BRM and Jim Clark's Lotus 18.

Race day brought a downpour and Surtees excelled, passing Moss's T53 for second place before a spin at Abbey on lap 13.

"That was my fault, but the power characteristics didn't help – it just wasn't as smooth and user-friendly a delivery as a Climax."

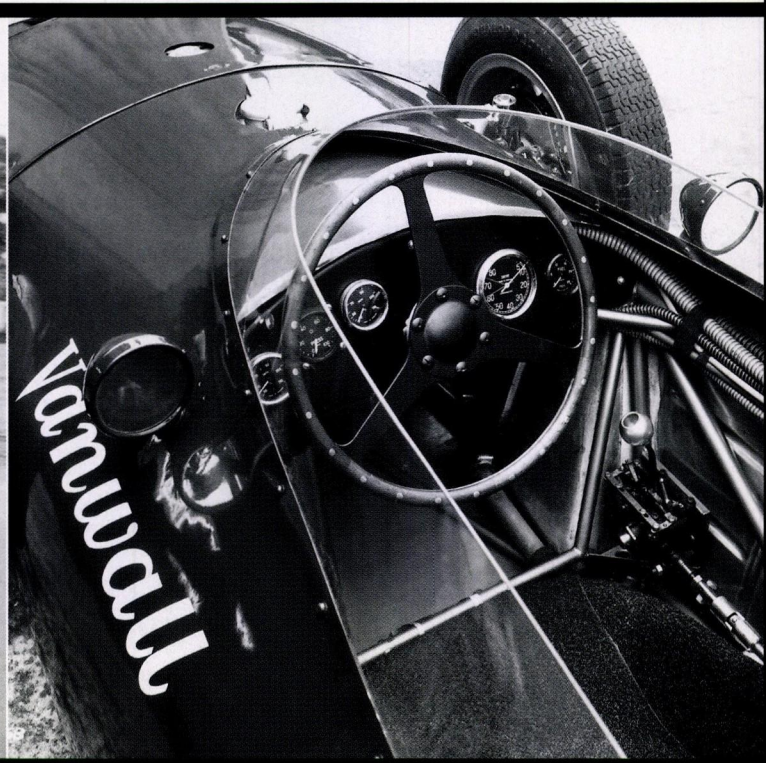
After a long stop he rose to finish fifth. It proved to be the rear-engined Vanwall's only outing, as Inter-Continental quickly died.

Surtees sums up: "We went out and tried an unproven car against machines which were perfected, and I think it was pretty impressive. It perhaps wasn't the best car that's ever been built, but there's a lot of emotion tied up in it: Vandervell and I put everything into that car. And when you look at that little department at Vanwall, producing something this good, it makes you wonder..." M

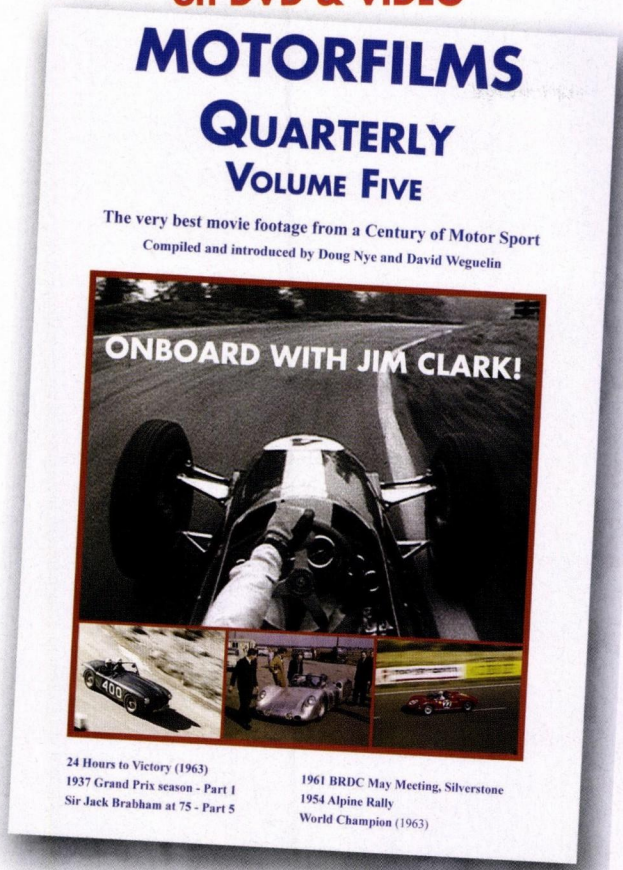
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After a spin Surtees made up several places to finish fifth. Here he leads Daigh's Scarab. Chassis was based on Lotus 18



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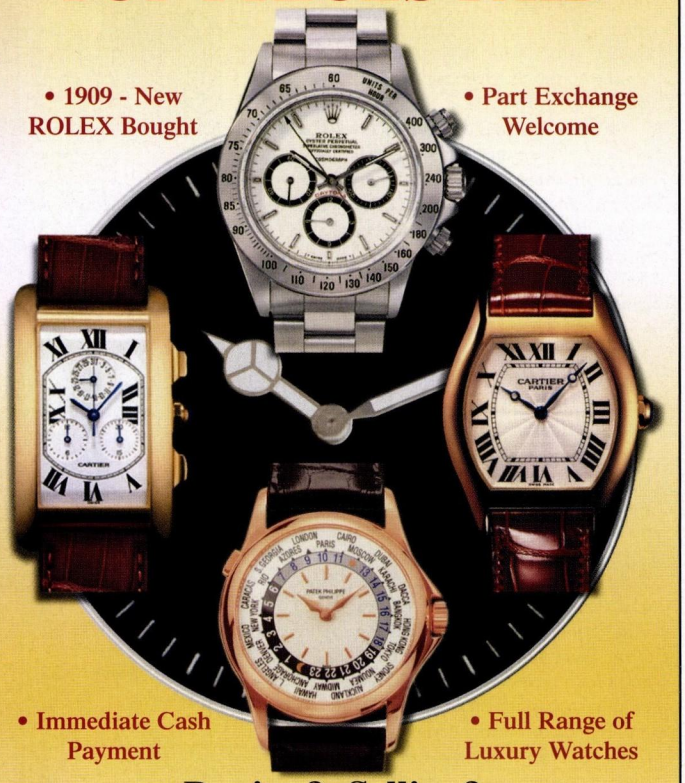
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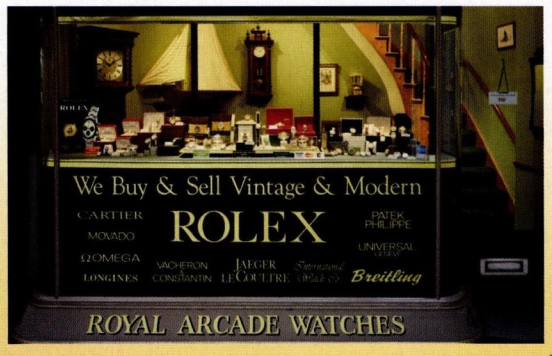
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IT CANNOT HAVE ESCAPED YOUR NOTICE that several successful rally men have migrated to the world of Formula One in recent years. Ferrari has two, its president and its sporting director, while BAR is now guided by a former rally world champion. But, so far, this exclusive list contains men who were co-drivers. Only one of the ex-rally exponents running an F1 team is a former driver, and that is Toyota boss Ove Andersson.

Over the past four decades the Swede's credentials as a team manager have become immense, being the guiding force behind Toyota Team Europe as it collected seven world rally championship titles in the 1990s. But the story of TTE and of Andersson's own career goes back much further.

In 1961 Andersson, then aged 23 and running a small garage in Sweden, began rallying his own Saab. He was then introduced to the Mini importer for Sweden, which led to a year driving a Cooper S in his homeland, the highlight being a fifth place on the Swedish Rally. He was making an immediate impact and the establishment was taking notice.

"I was actually leading that Swedish Rally," recalls Anderson, "but all the older guys really psyched me out. The next stage was very dangerous, they said, people were always flying off the road here and I had to be careful. I was *so* careful I dropped too much time to keep the lead."

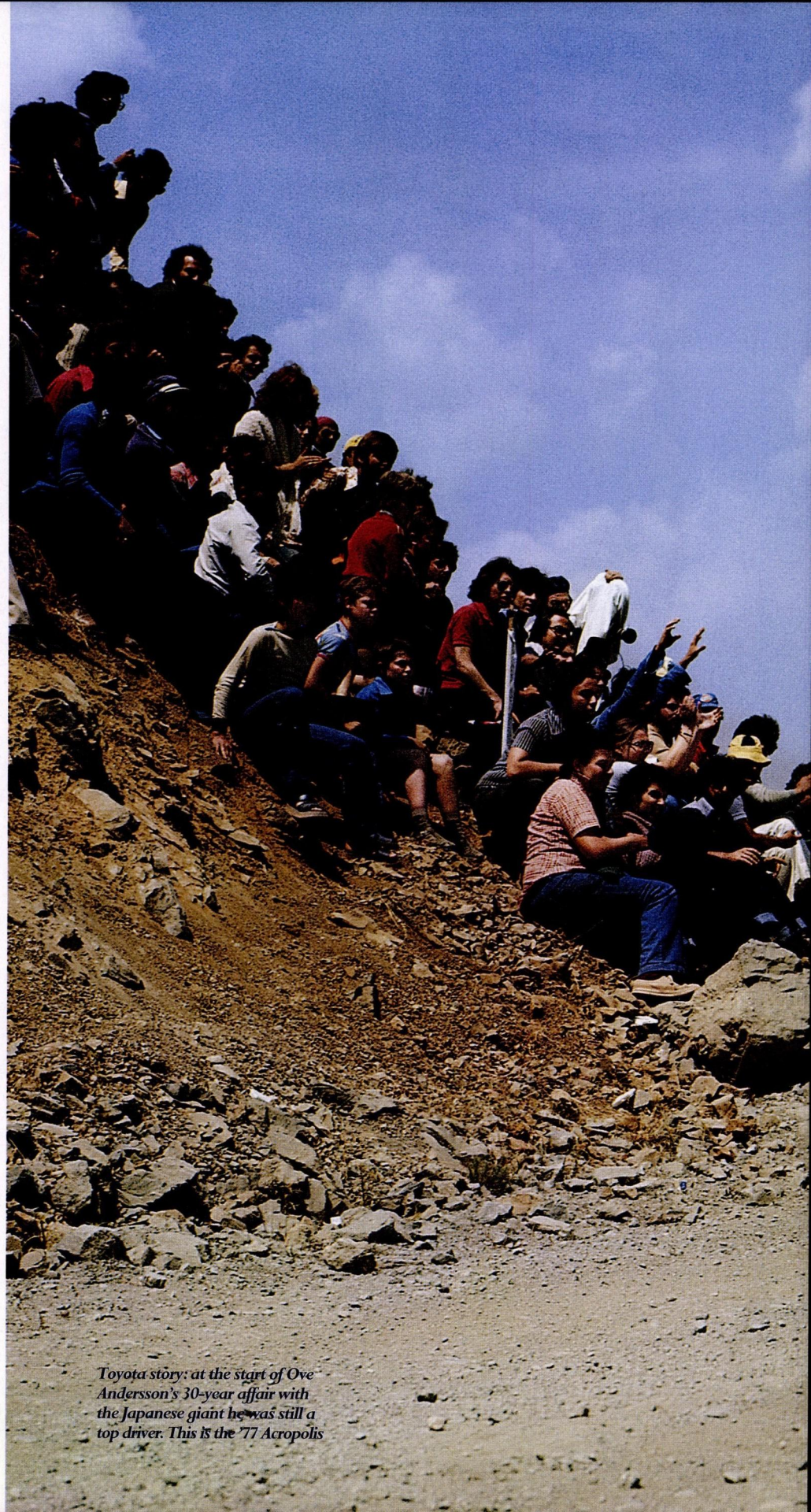
His good drives in the Mini landed him a deal for 1964 with Saab. Erik Carlsson's multiple successes had given the Swedish manufacturer a reputation to live up to. So it needed to cultivate up-and-coming drivers and the lanky, bespectacled Mr Andersson fitted the bill perfectly. At first it was just Swedish events, but then he got a drive on the Acropolis. He finished 10th and followed that up with fifth on the Swedish and seventh on the 1000 Lakes.

By 1965, however, the 841cc Saab was being eclipsed by the Mini Coopers and Ford Cortinas. At the end of the season a friend suggested to Andersson that Lancia was looking for drivers.

"I wrote to Cesare Fiorio at Lancia. Nothing happened. I did the rest of my rallies that year with Saab. I was pretty low. Then, in December, I got a telegram from Italy. 'I want to talk to you. Fiorio'."

Ove flew to Italy almost immediately and just over 24 hours later was a Lancia driver. On his first event at Monte Carlo he finished third in a Flavia coupé. It was the year of the lighting scandal which led to the disqualification of the Minis, Cortinas and Imps, but for Lancia, still a young team with no official status within the company, it was a glorious result.

With the new Fulvia coupé Andersson was third in San Remo behind his ➤➤

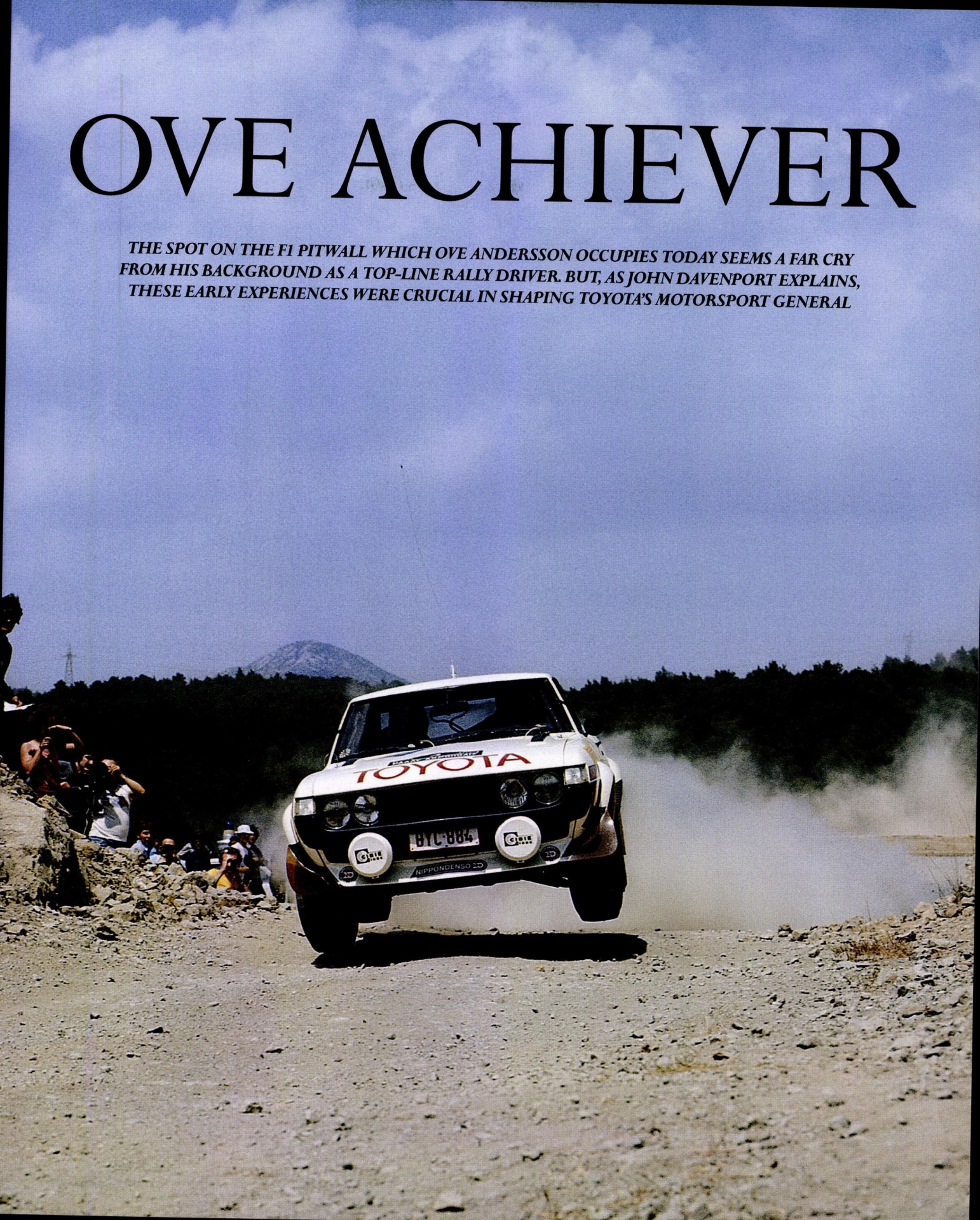


McKlein

Toyota story: at the start of Ove Andersson's 30-year affair with the Japanese giant he was still a top driver. This is the '77 Acropolis

OVE ACHIEVER

THE SPOT ON THE F1 PITWALL WHICH OVE ANDERSSON OCCUPIES TODAY SEEMS A FAR CRY FROM HIS BACKGROUND AS A TOP-LINE RALLY DRIVER. BUT, AS JOHN DAVENPORT EXPLAINS, THESE EARLY EXPERIENCES WERE CRUCIAL IN SHAPING TOYOTA'S MOTORSPORT GENERAL



victorious team-mate Leo Cella, and went on to take fourth place on the Acropolis and seventh on the RAC Rally. The latter event was one on which this writer was Andersson's co-driver: he gave me a good example of the mechanical knowledge and ingenuity, allied to a deep-seated patience, which were becoming his hallmarks as a driver.

On that RAC we retired definitively several times, only to get going again each time. On the first occasion Ove cobbled together a fix for a broken oil cooler using two dozen washers to space out the untapped part of the bolt threads. The final 'rescue' involved him replumbing the feed from the petrol tank using a breather pipe and my Waterman fountain pen barrel as a connector!

With the new 1300 Fulvia available for 1967, results were not slow in coming. Andersson missed out on a win in Monte Carlo by only 13sec, followed this up with third in San Remo, second on the Acropolis and first in Spain. But his Lancia contract had never been exclusive, and outings for Ford were also becoming more regular.

It came to head for 1968 as both marques fought for Andersson's services. Lancia had its new 1600 engine and five-speed gearbox, but Ford was about to launch the Escort Twin Cam. In the end the Swede opted for the Blue Oval, and it was Andersson that took the Escort to third place on its debut in San Remo.

Looking at his results that year it would seem that the season was progressing well, but in fact Andersson was setting out on a voyage of bad luck that was to last almost three years. Mechanical failures restricted his success, and the next two years with the Escort TC yielded few results, the only win coming on the Welsh Rally.

During 1969 Stuart Turner returned to head up the Ford Competition Department. He made no secret of his admiration for Timo Mäkinen and retained the Finn for the 1970 season, alongside Hannu Mikkola, Roger Clark and Jean-François Piot. Ove found himself out in the cold.

"I asked Stuart in 1969 about next year and he said everything would be okay. But when I came home I had a letter from him saying that he didn't want me after all."

He did get two rallies through Ford Sweden but, in general, 1970 was a desert for the man now being called 'the Chris Amon of rallying'.

But then Andersson got a call from



McKlein



LAT

Above: While at Ford, Andersson (seated right) shared a Cortina Mk2 with Roger Clark (left) on the 1968 London-Sydney Marathon, but was also entrusted with the Escort's debut. Below: At the Toyota F1 helm

'The final rescue involved Ove replumbing the feed from the petrol tank using a breather pipe and my fountain pen barrel!'

Jacques Cheinisse at Alpine-Renault. The marque was in with a chance of beating Porsche to the International Makes' Championship, but it had little experience of the RAC Rally. Cheinisse asked Andersson if he'd assess an Alpine on the TAP Rally in Portugal, which had plenty of dirt roads and rough going similar to the British forests. Despite being probably the tallest man ever to drive an A110, Andersson acquitted himself well. He was impressed with the car and the result was that he and his wife, Liz, joined the team for the RAC Rally. Sadly, the Andersson luck was not yet fully changed as their Alpine stalled in a mid-stage mudbath and was then hit by Tony Fall's Datsun, eliminating both cars.

Cheinisse added Andersson to his team for 1971 and was amply repaid. Aboard the 1600cc A110, Andersson won the Monte Carlo, San Remo, Acropolis and Austrian rallies so that Alpine stormed to a comfortable victory in the IMC. It was a year of perfection – that would always be a hard act to follow.

And so it proved. Alpine used the 1800 A110 for 1972 but did not, at that point, upgrade the gearbox. That component failed Andersson on the last night while leading the Monte, and twice more before the season was out. This was followed by more bad news: "Late in the year Cheinisse told me that Alpine was being bought out by Renault and it was his opinion that I would have little hope of a contract for 1973, as I was not French."

But the year had been a highly significant one, because it presented Andersson with his first contact with a Japanese manufacturer, when he drove a Datsun 180B to 12th overall on the Safari Rally.

I never saw Ove's patience more severely tried than when I was sat next to him on that event. The Datsun was pretty standard in many respects, but the most standard thing was the wiring loom. The slightest overload on the system and the plastic covering of the wires would melt with the heat and they would short out. The best moment was early one morning when we were stuck on a 45-degree rock face going up the Tot Escarpment with the clutch mechanism inoperative and all the electrics shorted out. Ove wired the petrol pump and coil directly to the battery, stuck it in first gear and bump-started the thing uphill by putting a screwdriver across the starter solenoid terminals. That last bit was my job and since he ➳



Björn free: the success of Waldegård and the turbo Celica on the Safari was TTE's calling card. This is the hat-trick win of '86

McKlein

could not stop until the top, I had to ride up Tot under the bonnet!

His Datsun contact was just the beginning. "At that time, at the end of '72," says Andersson, "David Stone called me to say that Toyota was looking for a driver for the RAC Rally. I did not have the faintest idea what its car looked like. So I said that I'd like to see the factory and the car before I drove it. A week later I had a return ticket to Japan. At the time it didn't seem like very much..."

The RAC went well and Andersson won his class – and finished ahead of Rauno Aaltonen's Datsun. Toyota was delighted and asked him to do more rallies in Europe, where it was just getting its products on the market. With a few guys at home in Dannemora as his team, Andersson competed in four rallies in 1973. But in '74 came the fuel crisis and Toyota got cold feet despite ever-improving results.

"Toyota really wanted to stop, but in February 1975 I went to Japan. By the time I came home I was the proud owner of $250,000 of spare parts, several cars and a garage they had bought outside Brussels. I moved three of my mechanics down from Sweden to a motel and we were in business."

Andersson was still principally a driver and not all of his rides came with the newly founded Toyota Team Europe. He notched up a famous victory on the Safari Rally in 1975 in a Peugeot 504, defeating Björn Waldegård in a Lancia Stratos.

But TTE was growing, and when Hannu Mikkola won the 1000 Lakes in a 1600 Corolla, its future was sealed. Toyota Japan now understood that it could win at the highest level and promptly started to make TTE a bigger, stronger organisation with its own engineering resources. Andersson's driving decreased before he finally hung up his helmet in 1980.

His next career, that of team manager, was now in full flow. As the rally world whizzed up the yellow brick road into Group B, following Audi into the wonderful world of four-wheel drive, Toyota opted for a rather conventional two-wheel-drive car, the Celica Twin-Cam Turbo which appeared at the beginning of 1983. Juha Kankkunen wrestled one to sixth on the 1000 Lakes, while Waldegård won the African Bandama Rally, and showed where its true potential lay. Over the next three years this duo took the ungainly Celica TCT to three Safari Rally victories. It was this hat-trick, on a rally which was probably more important to the Japanese than any other, that enabled TTE to take the next quantum leap, although in the event it did not happen quite as had been planned. Just as GpB was running into fatal trouble, TTE was ready with a 4WD turbo car.



LAT

Above: Andersson's nationality cost him his place in the Alpine team, but he finished second in a one-off return on the '73 Monte with Jean Todt (left). Below: TTE met with much WRC success in the early 1990s



McKlein

'Toyota really wanted to stop, but by the time I came home I was the proud owner of $250,000 of spares and several cars'

"We were all ready to go with the 200 production cars and we had the rally version under test," remembers Andersson. "In any case, we had a high-volume production car in pre-production test based on the 200-off GpB car. So when GpB was banned it became a matter of simply homologating that into Group A. Of course, that first Celica GT-4 did not have any of the right competition bits on it, but at least we were rallying competitively by the middle of 1988."

The rest is history: Toyota won four WRC drivers' titles with Carlos Sainz, Juha Kankkunen and Didier Auriol, plus three manufacturers' titles.

Then TTE changed tack altogether, for the first time becoming a racing team, masterminding Toyota's biggest-ever effort to win Le Mans in 1998-99. It was a giant step for both Toyota and Andersson, but not as great as the next – to head into F1.

As a manager, Andersson has made the transition appear seamless. "I think the basic philosophy of what you do in motorsport is much the same in all these disciplines," he explains.

He recalls with some amusement how his team hit the road running in Formula One: "Most of our mechanics have been with us since the rally times. There was a pile-up at the first F1 race in Australia. Allan [McNish] was stuck but Mika [Salo] came round to our pits with a rear wheel pretty much hanging off. There was no discussion, the guys just got stuck in and changed the upper wishbone. Out he went and won us our first point. The guys in the other teams said that if that had happened to them, they would have pushed the car straight into the garage and retired."

For 25 years Andersson ran Toyota's rally activities, fostering a unique relationship with his Japanese masters. He sees his own rally experiences as giving him the patience to take TTE through that long period of growth between 1973 and the first title in '90. His achievement was to keep Toyota sufficiently interested and rewarded to invest in the next level.

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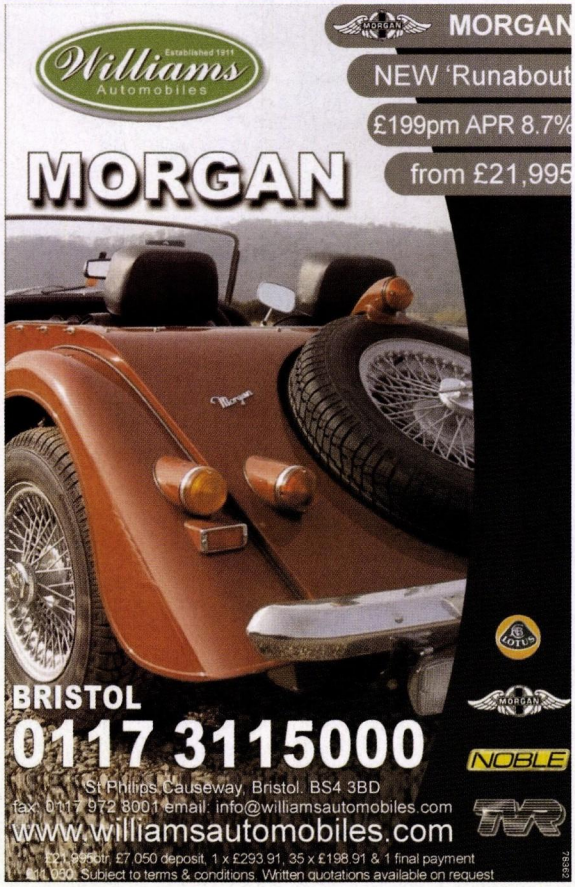


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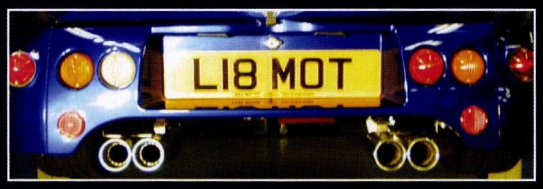
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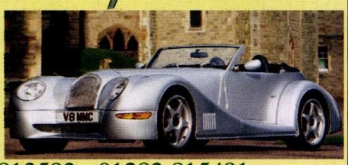
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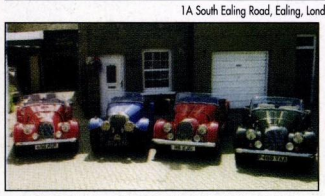
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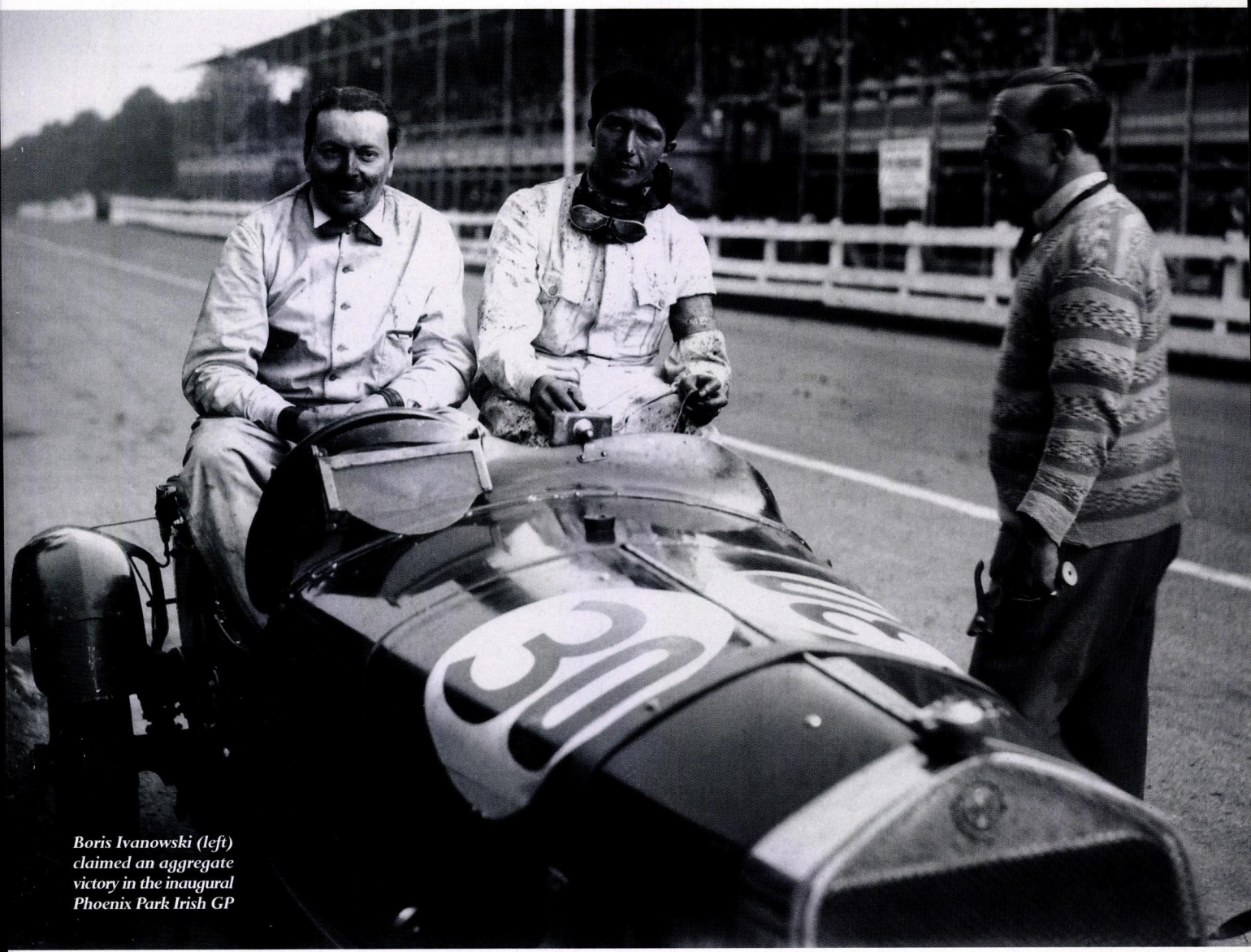
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photography by LAT



Boris Ivanowski (left) claimed an aggregate victory in the inaugural Phoenix Park Irish GP

THE ULSTER TT OF 1928 (MOTOR SPORT, March) was a truly memorable event, a veritable battle of production-type sportscars over a difficult, demanding circuit outside Belfast normally used by public transport – closed roads being a luxury denied the mainland, then as now. If Ulster could hold such an interesting and informative race Dublin had to show that it, too, could organise one of like calibre.

The Ulster RAC TT continued to be a very important and interesting contribution to the sportscar racing scene until a fatal accident and increasing traffic, making closure of ordinary roads impractical, caused it to be abandoned after 1936. Until then, what an impressive race this TT was, a continuation of the touring and racing car contests of 1905-1922, the winners being John Napier (Arrol-Johnston), the Hon C S Rolls (Rolls-Royce), F Courtis (Rover), W Watson (Napier-Hutton), K Lee Guinness (Sunbeam) and Jean Chassagne (Sunbeam), on the hilly Isle of Man circuits.

Following the initial Ulster TT, won by Kaye Don in a Lea-Francis from a FWD Alvis, came the stupendous drive in the rain in 1929 by Caracciola, driving a 7100cc s/c Mercedes-Benz to win from Campari's Alfa Romeo, with Frazer-Nash's Austin 7 third. The '30 race was a 1-2-3 victory for the team of 1750cc Alfa Romeos, and in '31 it was Norman Black's blown MG Midget that beat Borzacchini's 2.3 Alfa Romeo to the chequered flag. Crabtree's s/c baby MG was third. The Riley Nines of Whitcroft and Eyston were first and second in '32, beating Eddie Hall's MG Midget, and in '34 Dodson's MG Magnette beat Hall's 3.5-litre Derby Bentley and Thomas Fotheringham's 1.5-litre Bertelli Aston Martin, with superchargers now banned. The battle for the first three places in '35 was between the great Freddie Dixon's 1.5-litre Riley, Hall's Bentley and the Bugatti of Earl Howe. It ended, sadly, in '36 with Dixon and Dodson sharing the winning 1.5-litre Riley, Hall's now-4.25-litre Bentley second, ahead of AFP Fane's Frazer Nash-BMW, with all races handicapped. The TT then moved on from Ards to Donington, Dundrod and Goodwood.

Back to 1928, Dublin was busy with a race to show that it could organise one as Belfast had just done. The Royal Irish Automobile Club was able to obtain permission for the intended race to be run the following year in Phoenix Park, a place of tourist appeal dating back to 1747, once the property of the Duke of Ormonde. It had been used for speed-trials in 1903, in spite of the enormous and famous Phoenix Park Memorial causing an unwanted obstruction. This does not seem to have hampered Fernand Gabriel, who drove his Mors along the road at 84.09mph – faster than the existing LSR.

By 1926 the Irish road-closing bill of Professor O'Sullivan was passed and the course thus made legal for circuit racing. Segrave and K Lee Guinness had inspected the proposed circuit in 1924, noting that the monument would need to be moved back from the road centre at Gough Corner. That such a formidable task was accomplished for a motor race is significant. Top prize money included £1000 for the winner of the main event, while among the trophies was a 20-inch high silver replica of the Phoenix Park Monument and Lord Wakefield's handsome cup as the Team Award.

The actual course was no rival to the TT's genuine road circuit, consisting of a two-mile straight, from which drivers would arrive at full speed to the tricky



Garda and Boy Scouts attempt to extinguish Field's burning T43 Bugatti in race two, as Birkin's Bentley passes

90-degree Mountjoy Corner. A narrower, winding, cambered section flanked by trees took the cars past the zoo and Garda depot to the double right-hand turn at Gough Corner. The course was, on average, 30ft in width, though it measured 40ft on the straight, for easy overtaking. A subway wide enough for cars gave access to enclosures inside the course, where the pits and a huge scoreboard faced the main grandstand. The lap distance was four miles and 450 yards, and the rules followed those governing sportscar racing but closed cars were not accepted. Hoods, while compulsory, were not to be erected and screens were not required.

Where the race differed from other sportscar contests was in a two-day division; Friday's race for two-seater cars of up to 1.5 litres, Saturday's for cars of over 1.5 litres up to unlimited engine size. The first race was the Saorstat Cup, the other the Eireann Cup. The RIAC had rather audaciously labelled the combined affair as a grand prix, a title which to the opinion of most should be confined to top classics for true racing cars. The grand prix prize was awarded for the combined best performance from the two races.

The 1929 Irish GP came after such races as the Brooklands Six Hours, Le Mans and Double-12 Hours, and before that year's TT. Race duration was 300 miles (70 laps) and a credit handicap was used so that the onlookers could see the faster cars closing on smaller ones. Non-supercharged 750cc cars had 17.2 miles fewer to do than s/c ones, non-s/c 1100cc cars had a 6.8-mile advantage over s/c class-mates, and for the 1.5-litre division (and subsequent classes) the gap was 4.3. 'Aspirated' A7s had to cover 59.2 miles less than the total distance.

It had cost some £7000 to ready the park for motor racing. Admission cost 2/-, or 25/- for a seat in the stands, while vehicle charges varied – £2 for charabancs. For competitors customs officials were lenient and number plate restrictions were eased, with no charge for Free State driving licences. Race commentaries were made on Dublin and Belfast radio.

The final entry list numbered 44 cars: four Austin 7s, one Triumph Super Seven, eight Riley 9s, one Amilcar, one Lombard, one BNC, two Astons, one Marendaz, one Alvis, seven Alfas, four Lea-Francis, one Mercedes-Benz, seven Bentleys, one Du Pont, one Chrysler, one Sunbeam, three Bugattis, two Austro-Daimlers, two OMs and three Lagondas – but there were quite a number of non-starters.

In practice Thistlethwayte's privately owned 36/220S Mercedes-Benz went round at 78.7mph, Sir Henry Birkin's Bentley at 76.3mph, the quickest 1.5-litre Alfa Romeo at 74.8mph, the best Aston Martin at 70.4mph, the quickest LeaF at 70.6mph, an Austro-Daimler at 68.2mph, a Riley at 67.6mph, and one of the s/c Ulster Austin Sevens at 65.5mph.

Amid keen anticipation and with every vantage point lined with enthusiasts, the first of these international Irish GPs started in blazing sunshine on July 12, 1929. Of the 22 cars Ramponi's Alfa Romeo was soon leading, from the Lea-Francis' of Green and Jimmy Shaw. The ex-Russian Imperial Guards officer Boris Ivanowski was fourth in an Alfa Romeo. Already Bertelli's Aston Martin was sick with clutch slip. Soon Ivanowski was slipstreaming Ramponi, and *The Autocar's* Sammy Davis was next. But the smaller cars led, courtesy of the handicapping, Gunner Poppe's s/c Austin 7 being chased by the Riley 9s. Melting tar caused much skidding at Mountjoy Corner.

Below: Don's Riley, leads Fronteras's Alfa Left: Lea-Francis unit took the Team Award. SCH Davis with pipe





After an hour and a half Frazer-Nash led in a non-s/c Austin, but later had to change a headgasket. The little Triumph retired. The Lombard was out, boiling furiously, and Kaye Don was left without gears. Ramponi crashed and Ivanowski went on to win at 75.02mph, ahead of Davis's Lea-Francis, with Green third, Eyston's Riley fourth, Shaw fifth, the rest flagged off. Austin, Riley, Alfa (1.5 *and* 2-litre), Bentley and Austro-Daimler took the class wins.

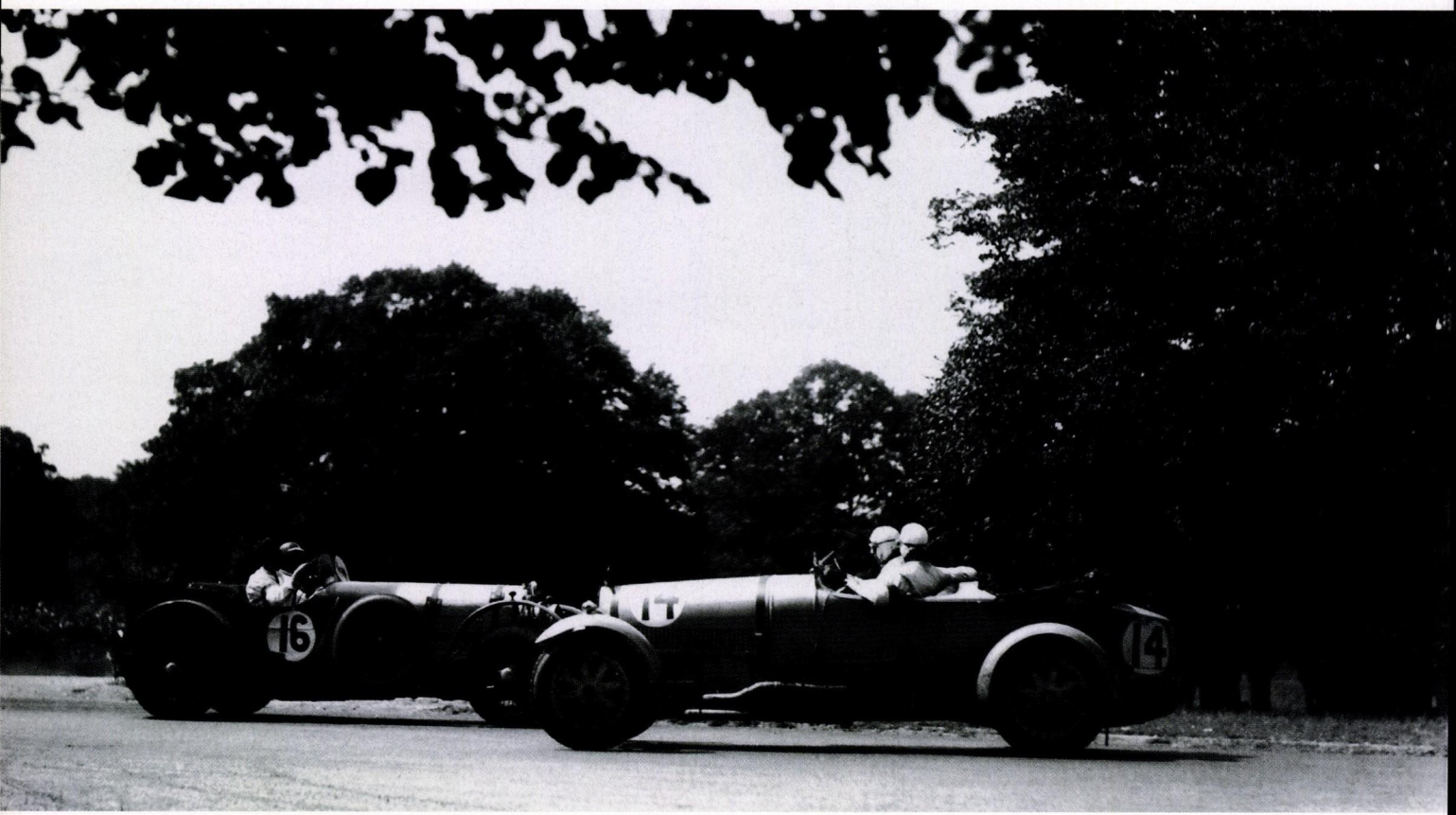
Saturday's race for the big cars was even more enthralling, 18 starting, flagged away by President Colgrave. There was a battle between the Mercedes-Benz and Birkin's Bentley, but it was the team of 2-litre Alfas that dominated, Ivanowski again driving an impeccable race, supported by Headlam and Dr Benjafield. Skids and gyrations were rife. Campbell's s/c 3-litre Sunbeam retired with various problems, Field's T43 Bugatti caught fire, Headlam's good run ended with steering failure and the Austro-Daimler needed much water. Then, after 27 laps, the Merc stopped, with reported gasket trouble, after making the fastest race lap of 83.8mph. The Bentley pitwork was advantageous and enabled Cmdr Glen Kidston to finish second in the blower 4.5, but it was the Russian in the two-litre Alfa Romeo who won again, 0.48sec ahead at 76.4mph. So a walkover for these delectable two types of Italian cars. The Bentleys were second, third (blower 4.5s), fourth and fifth, Benjy's Alfa next, followed by two more 4.5-litre Bentleys, those of W B Scott and Bernard Rubin, Robin Jackson's Lagonda and Higgin's 19/100 Austro-Daimler. The results of both races gave Ivanowski overall victory. He took away six silver trophies; Lea-Francis won the Team Prize.

The Dublin event was even more convincing in 1930, when it attracted the support of Stuttgart, Mercedes-Benz sending the great Caracciola with a 38/250hp SSK two-seater with which he drove a superb race in the rain, to win at 85.88mph from Campari's Alfa Romeo and the Mercedes-Benz of Earl Howe. 'Rainmaster' indeed: the German racing champion was to do this again a month later, winning the Ulster TT.

Money, however, was running out, the RIAC having lost £3000 on the 1929 race and £1485 on the '30 race, which had cost £75,000. That meant '31 was the last year of the so-called grand prix in Phoenix Park. Norman Black's MG won at 64.76mph, from the MGs of Ron Horton and Major Goldie Gardner, the winners of each race being Black, from Birkin's Alfa Romeo and Horton, and the Alfa of Birkin, from Campari's Maserati and the Roesch Talbot driven by the Hon Brian Lewis. The overall result was again obtained from the average of the two races.

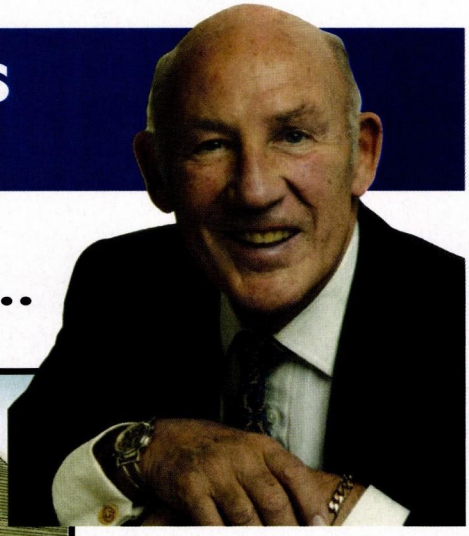
Though the park was now left in peace for the Governor General in his residence, the Private Secretary in his Lodge, and the public enjoying the zoo, the woods and the Apostolic Nunciature, it was not entirely over, because lesser race meetings were continued there from 1932 to 1939.

British drivers Ivan Waller (Alvis), Manby-Colgrave (MG), Chris Staniland (Multi-Union) and Michael May (Alvis) were winners, and in 1937 Raymond Mays' ERA beat Prince Bira's Maserati in the 100-mile scratch race, the Maserati having finished second to H W Furey's MG over 200 miles in '36 and in '37 to D Yule's CMY over 100 miles. Lou Fontes (Alfa Romeo), Major Tony Rolt (ERA), Ian Nichol (MG), Reggie Tongue (Aston Martin) and Wilson McComb (MG) were among those well placed in these races. ■



Melting surface caused numerous spins – here Eyston's Bugatti T43 rotates in front of the Austro-Daimler

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LATENT ORIENT

HAYASHI: MACAU GRAND PRIX – NOVEMBER 15, 1981

JAPANESE CARS AND DRIVERS TEND NOT TO TRAVEL WELL, BUT 22 YEARS AGO A LITTLE-KNOWN MARQUE FROM THE LAND OF THE RISING SUN BEAT THE FAVOURITES AT MACAU. BY TIM SCOTT

Only two Japanese-built single-seaters have taken victories in major international events outside the Land of the Rising Sun. Honda's Formula One triumph in the high altitude of Mexico City in 1965 has stamped its mark on racing history. But the sole victory of a long-forgotten company in the Macau Grand Prix has most certainly not.

Even at the time little attention was paid to the Hayashi squad when it turned up at the Portuguese enclave's prestigious end-of-season street race, two of its Formula Three chassis beefed up to fit in with the Formula Pacific (aka Atlantic) rules to which the event was run at the time. All eyes were on the high-profile teams running big-name drivers in benchmark products from Ralt and March. And yet, three days later, an extraordinary sequence of events had conspired to allow American Bob Earl to secure top honours for the Japanese marque.

As surprised as anyone by the success was Earl himself, who had run the first tests of the Hayashi 220P in California earlier that year, and come away far from impressed: "It really wasn't a very good car actually, so I suggested a number of modifications and that was it."

This unlikely liaison was just beginning then however, for Hayashi was ambitious and hungry to break into the international chassis market. Set up in 1970 by aluminium wheel manufacturer Masakazu Hayashi, the company had begun to make headway midway through the decade by producing a popular Formula Junior 1600 chassis from its base close to the Suzuka circuit.

Hayashi's cousin, Minoru, founded the well-known Dome Cars company around the same time, and the duo colluded on Hayashi's first F3 design in 1980. After that Hayashi's team, which included Masao Ono – the man behind the Kojima grand prix cars – designed and built its own F3 cars. The 320 made an immediate impact in 1981 when Osamu Nakako won the Japanese F3 title, and it was this car, with an alloy monocoque, that evolved into the 220P Formula Pacific that was intended to take Hayashi onto the international stage.

The connection with Earl, at the time a rising star with Galles Racing in US Super Vee racing, came through an American friend of his who imported Hayashi's junior cars for school use. Eager for an experienced driver to develop the new car, Earl was offered the chance to lead the company's Macau assault. He arrived at Suzuka in late October to race the sister car to Nakako's in a Japanese Formula Pacific race as part of the Macau build-up, but things did not start well.

"When I travelled to Japan, the car had been redesigned completely, a lot of it according to what I had suggested," explains Earl. "But it was still not very good. I'm an engineer as well as a driver, and to me it felt like the rear end of the car was not communicating with the front. So I had them draw out the car for me on the wall. I found out the front roll-centre was about two feet under the ground, the rear one was about six feet off it! So I changed it completely."

Earl finished in fourth place at Suzuka, but his contribution wasn't necessarily going down well.

"They didn't speak English and the designers didn't like the fact that I was engineering the car. But my mechanic was a really good guy, and a hard worker; we communicated through drawings and sign language for what I wanted on the car."

The suspension wasn't hard enough to work well at Suzuka, and that, allied to a seat problem, left Earl with broken ribs as they set off for the notoriously bumpy Macau circuit. Yet there its soft suspension suited the track, and the Toyota engine had enough power to make it something of a missile on the long start-finish straight.

In the first qualifying session Earl was a surprise sixth-quickest, and when the team finally agreed to modify the front suspension as he wanted, he popped in a lap just 0.4sec slower than pole-sitter Geoff Lees in a Theodore Racing Ralt-Ford RT4 to start on the outside of the front row. The world suddenly sat up and took notice. It would surely be a different story in the race, though.

Theodore had Ralts for Jean-Pierre Jarier and Roberto Moreno, too, while Japanese hotshoes Kazuyoshi Hoshino and Masahiro Hasemi were aboard Team Dah March-Nissan 81As. Moreno, however, crashed his car in qualifying and ended up starting the race in a 10-year old March! One potential winner was already out of the way.



Hayashi came out of the shadows to win at Macau

Reigning European Formula Two champion Lees bogged down at the start and Earl swept into the lead. The Englishman quickly caught up but, on lap two, put off by a lurid moment from Earl, he crashed into the sea wall.

For lap after lap Earl led, his car wayward on the twisty sections but strong on the straight. Hasemi, though, was on a charge.

"We had a lot of horsepower, and we'd taken all the wing off, too," Earl enthuses. "There was no way Hasemi could catch me on the straight. But I knew I couldn't hold him off forever, so I had to figure out a way to outsmart him.

"At the tight hairpin, if you don't go to the very outside of the road and go all the way round on full lock, you don't make it. Hasemi was chomping at the bit, so I left the door open and braked early, hoping that his adrenaline would make him go to the inside. That's just what happened. He had to stop and reverse, and that gave me a 6sec lead again."

Hasemi now had a red mist. He quickly caught back up, but then missed a gear and blew his engine. Earl was now able to cruise to a famous victory, and the ecstatic team was left to savour its finest hour.

For the Japanese company such heights would never be reached again. Earl arranged to use the car in Formula Atlantic trim for the Long Beach GP the following April, but was horrified to discover that Hayashi had sent a completely new design, the 230A.

"We were quickest in the first practice session, and everyone was really worried about the new Hayashi versus the Ralt," remembers Earl. But in the race the bolts in the bulkhead sheared and Bob had to park up. "That hurt Hayashi over in the US, because that car showed up and fell apart, and then the name was completely forgotten."

Hayashi's attempts to expand abroad continued, however, with Nakako doing a handful of European F3 rounds in the 322 chassis in 1982, but his results were modest. More domestic success followed – another Japanese F3 title in '84 – but as the wheel business struggled, so did Hayashi Racing. Its doors closed at the end of '86.

The Hayashi family may yet complete unfinished business, however. For 2003, Minoru Hayashi's Dome concern has entered the F3 market in conjunction with Lola. Maybe a Japanese-designed car will once again triumph at Macau. M



A surprised but delighted Earl stands by the winning car. His victory was a blend of luck, cunning and a high top speed

THERE'S NO RACE LIKE HOME

DISCUSS WHO IS THE GREATEST DRIVER OF ALL AND FANGIO WILL SOON CROP UP. YET THERE WAS A MAN WHO MATCHED HIM IN ARGENTINA, BUT WHO DID NOT RACE OUTSIDE SOUTH AMERICA. THE INTRIGUING STORY OF OSCAR GALVEZ IS TOLD BY TONY WATSON

Two drivers polarised Argentina's motor-sport scene during the 1940s: one of them went on to claim five world championship drivers' titles; the other stayed at home, but also became one of his country's legends. One was Juan Manuel Fangio; the other was Oscar Alfredo Gálvez.

Moments after winning the second round of the 1947 Argentinian Temporada on the Retiro street circuit in Buenos Aires, Luigi Villoresi told the local press that, barring mechanical failure, he would not have been able to catch up with Gálvez, whom he defined as being a great driver. The latter had been leading when his pre-war Alfa Romeo 308 minced part of its differential. Villoresi's succinct appraisal of Argentina's hugely popular driver speaks for itself, but it does not seem to have transcended the frontiers.

When, after a 14-year lapse, Formula One returned to Argentina in 1995, the venue was, as usual, the Buenos Aires circuit, which had been renamed the Autódromo Oscar Alfredo Gálvez almost six years earlier. At the circuit's media centre, during the days leading up to the GP weekend, some of the visiting journalists wanted to know more about Gálvez, a man who had never raced beyond Latin America. A few wanted to know why the track was not named after Juan Manuel Fangio. The fact was that Fangio already had a circuit bearing his own name, since 1972, on the outskirts of his home town, Balcarce. There was another reason, though: Gálvez's racing exploits and considerable success on home ground caught the imagination of the nation.

Born of Spanish immigrants in Buenos Aires, months before the start of WWI, Gálvez was the middle of five brothers. Before reaching his 20s, he began buying and selling well-used cars, gradually honing the art of rebuilding and tuning them, something that would serve him well during his competition career.

About to turn 24, he decided to have a go at racing and entered a two-year-old Ford in the long-distance 1937 Gran Premio Argentino. Right from the start in Buenos Aires he drove the car as fast as it would go, through the night, and was leading the race until slowing his pace so as to make the car last. This meant he was sixth at the end of that first leg, northwest in Santa Fé, but still in the company of the country's top drivers. He had already hit the headlines.

Leg two was a long haul northwards and Gálvez continued to run with the leaders – until he was caught out by a drainage ditch. Fortunately, he was thrown clear of the car in the subsequent accident. His race was over, but his 27-year career on home soil had only just begun. It would be a career of glittering success which – with the possible exception of his brother Juan – none of his countrymen have equalled.

In the following year's Mil Millas Argentinas, a one-day, 1000-mile 'sprint' on the roads of Buenos Aires province, Gálvez – now accompanied by Juan – placed fourth after more than 16 hours of non-stop racing. Nearing the end of the season he had another go at the (13-day long) Gran Premio Argentino. It was on this occasion that he and Fangio met in competition for the first time. The latter was meant to be the riding mechanic of Luis Finochietti, but ended up driving the car during most of the event. Fangio finished seventh while the Gálvez brothers retired after overturning during one of the later legs.

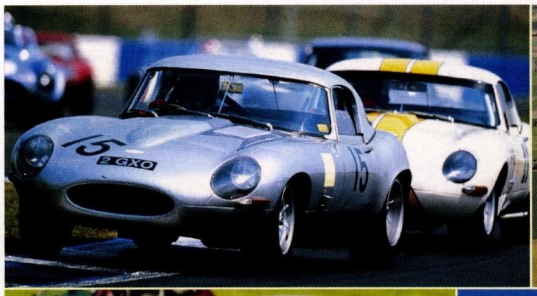
The first Gálvez victory would come in 1939, when he easily won the Gran Premio Argentino. That year the event had to be divided into two parts after monsoon conditions led most of the competitors to retire mid-race. Not Gálvez, though. Days later, after most of the bogged-down cars had been rescued from the mire, he again clobbered the opposition in the second part – the Gran Premio Extraordinario – of the event. Fangio's Chevrolet was fifth on this occasion. The rivalry was hotting up. ➳

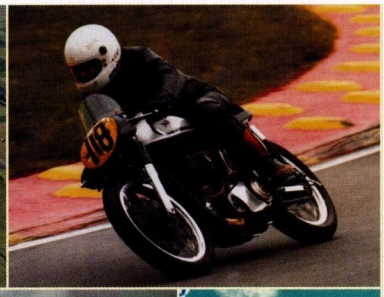
'Villoresi told the local press that he would not have been able to catch Gálvez'

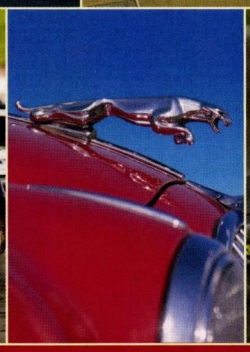
Courtesy: JM Fangio Museum



Fierce rivals but close friends, Gálvez and Fangio became legends in Argentina, albeit via very different career paths









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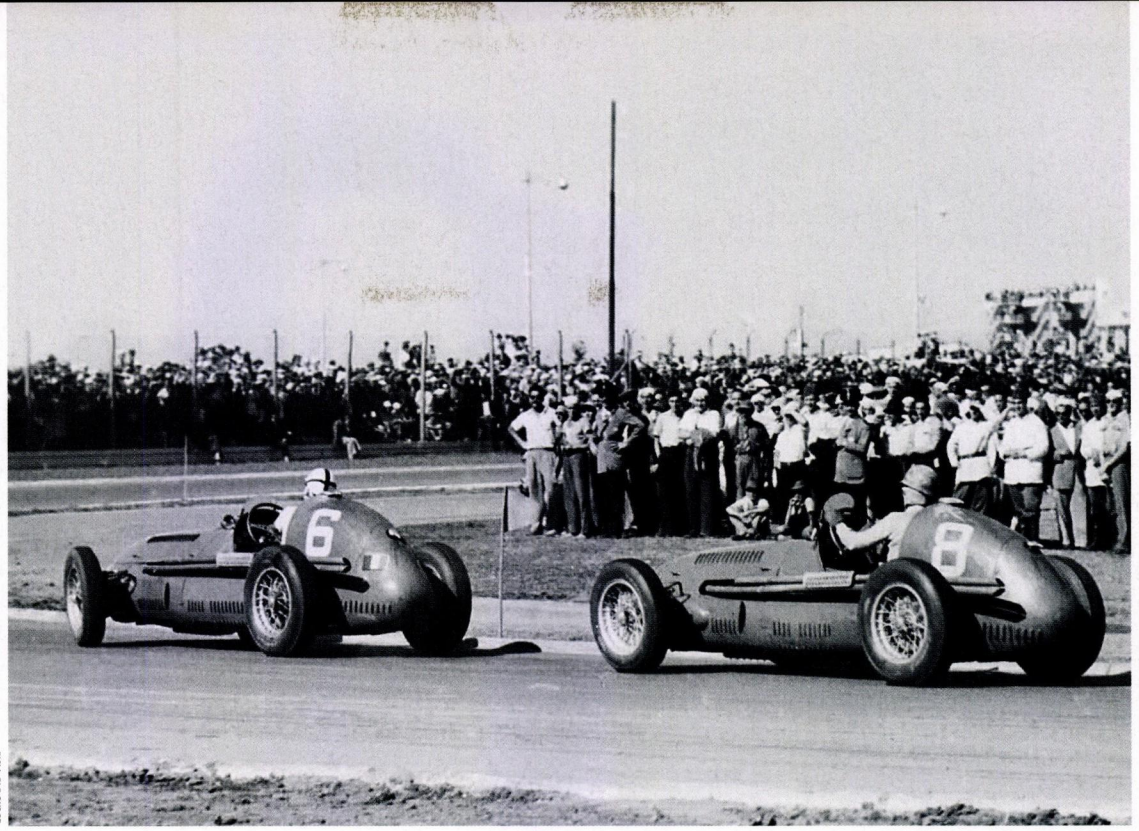
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Coche a la Vista

Gálvez (8) chases his team-mate at Maserati, Felice Bonetto, in the Argentinian GP of 1953

The 1940 Gran Premio Internacional del Norte consisted of 13 legs, from Buenos Aires to Lima – and back. No less than 5800 miles. Gálvez and Fangio were among those fighting for the lead until, nearing Lima, Gálvez was delayed by engine trouble. He clawed back to third place but, on the return from the Peruvian capital, at night, he plunged over a cliff when his car's lights failed. Both he and Juan escaped serious injury, but they were out of a race in which Fangio scored his first victory.

The end-of-season Mil Millas Argentinas saw Fangio clinch his first Turismo Carretera title, although Gálvez, in fourth, finished way ahead of him in this final race. Fangio went on to claim his second – and last – Turismo Carretera title the following year, shortly before the ripples of WWII called a halt to the sport in Argentina in 1942. No spares, no tyres, no races.

Restless as usual, when racing resumed in South America, Gálvez sought a new challenge to add to those endless open-road runs, in which he continued to be a leading figure. So began his brief sojourn in single-seaters. During 1946 he had heard of an Alfa Romeo GP car for sale a mere half-hour drive from his workshop. He did not take long to acquire it, and he and the Alfa reigned supreme between 1947 and '49 on the local front.

It was with this car that he also became the first local driver to trounce the visiting stars in one of the Argentinian Temporadas, his opposition in '49 including notables such as Villoresi, Alberto Ascari, Giuseppe Farina, B Bira and Reg Parnell. On that occasion, February 6, Gálvez scored a memorable victory by taming the powerful Alfa on a soaked, tricky and bumpy Palermo street layout in Buenos Aires (the same one on which Jean-Pierre Wimille had crashed fatally just nine days earlier). Fangio, aboard a Maserati 4CLT, placed second.

There wasn't much cloth to cut between the performances of Fangio and Gálvez in Turismo Carretera, but it is hard to establish a comparison between them aboard single-seaters because so rarely did they meet at the wheel of similar machinery. At a national level, approaching the end of the '40s, Gálvez won at places like Bell Ville, Mar del Plata and Necochea – Fangio finishing fifth (twice) and third in these events aboard his Volpi. But there was no comparing Fangio's Rickenbacker-, and later Chevrolet-engined Volpi with the 3.8-litre Alfa of Gálvez. The fact is that, apart from the 1948 and '49 four-round Temporadas (one win each for them), they met aboard similarly competitive grand prix machinery on very few occasions.

In the two-race Temporada of 1951, on the Costanera street circuit, Fangio – together with Hermann Lang and Karl Kling – was part of a team of pre-war Mercedes-Benz GP cars. In the first round, he was third, with Gálvez right behind him at the wheel of a borrowed Ferrari. The following weekend they both retired.

Two years later, at his home event, Gálvez briefly returned to single-seaters to make his one and only world championship appearance, forming part of the works Maserati team, with José Froilán González, Felice Bonetto and Fangio as his team-mates. The latter two were soon out with transmission trouble, while Gálvez motored on to fifth behind Ascari, Villoresi, González and Mike Hawthorn; Gálvez was on the same lap as the latter three.

A fortnight later, in the non-championship Buenos Aires GP, he drove the Maserati to sixth, while Fangio again retired. And that was Gálvez's single-seater career over and done with.

It appeared as if Fangio was more at ease expressing himself at the wheel of a car. No doubt he was the quieter of the two; Gálvez was much more of an extrovert, arms in the air when explaining things, his high-pitched voice very penetrating. But despite their differences and rivalry – the Ford versus Chevrolet factor helped – in all those Turismo Carretera marathons there was always respect and camaraderie between them. During ➤

'There wasn't much cloth to cut between the performances of Fangio and Gálvez'



Coche a la Vista

The Gálvez Ford leaves Catamarca parc fermé in 1954. Oscar preferred right-hand-drive cars

the 1948 Gran Premio de America del Sur, a 6000-mile marathon, Gálvez was the first to arrive at the scene of Fangio's accident, rescuing him from his battered car after it had rolled down an embankment at night. Their career paths separated a year later, after the 6800-mile Gran Premio de la Republica. This was Fangio's last such outing, and he provided the meat in a Gálvez sandwich, Juan beating Oscar on this occasion.

With Fangio away conquering Europe, the Gálvez brothers continued their winning ways in the division. Oscar, who had already claimed the 1947 and '48 Turismo Carretera titles, added three more to his tally: '53, '54 and '61. Juan Gálvez went even further, amassing an unequalled total of nine championships (1949-52, '55-58 and '60).

Had Fangio continued racing at home he would have undoubtedly been chasing – and possibly winning – some of those titles during the '50s. But what might have occurred had Oscar Gálvez followed Fangio to Europe?

"Oscar was very quick with that Alfa Romeo of his," says González. "Yes, in single-seaters, I think he could have done very well competing abroad. Apart from his driving talent, he used to put so much effort into all the things he did. Also, he had loads of physical stamina, which would have come in useful in those (3-hour) grands prix.

"And, by the way, in those Turismo Carretera cars, he was the greatest driver I have ever seen."

Gálvez *did* go over to Europe with Fangio. They were part of a delegation sent on a brief reconnaissance tour in mid-1948 by their country's motorsport authority, which had set its sights on forming a team – Equipo Argentino – in '49. After watching Gálvez race during the '47 and '48 Temporadas, Achille Varzi had only months before offered to put him in contact with several European teams, in case he should someday want to further his career abroad. So, once in Europe, Gálvez suggested to Fangio that they attend the Swiss Grand Prix and see Varzi at Berne. This they did. Then, unfortunately, the Italian ace was killed during qualifying for the event.

That weekend, out of the blue, a close acquaintance of Varzi apparently came up and offered Gálvez some drives in Europe until season's end. He jumped at the idea. But the days went by, the initial project seemed to evaporate, and it all came to nothing. He returned to Argentina disillusioned, and elected to continue his career at home, never wishing to speak much about his decision. Not something common in a person as determined as him. Retirement was not a word in his vocabulary.

On the morning of March 3, 1963, however he was dealt a very big blow. The week prior to the Vuelta de Olavarria – which Oscar did not enter – he had recommended his brother not to contest the event. Juan decided to go, though, and was leading when he overturned at nearly 100mph and was killed.

Still Oscar continued to race. Indeed he was lucky to escape death only a few months later when a tyre burst while he was leading a relatively short (420 miles) race. The following year he finally called an end to his lengthy and brilliant career.

He went on to be one of the leading lights in Ford's racing programme, developing factory-supported Falcons for Turismo Carretera. One of the team's drivers in 1968 was a certain Carlos Reutemann. Gálvez slotted well into his new role and the public still idolised him, roaring their approval whenever he attended a race at Buenos Aires during the 1970s and '80s.

In 1989, however, his health deteriorated and, several months after an operation, he passed away. He was 76. Just three months earlier his name had been given to the Buenos Aires track. Which meant that *Aguilucho* – Young Eagle, as he was known to his hundreds of thousands of fans – would continue to soar over them. M

'In those Turismo Carretera cars, he was the greatest driver I have ever seen'



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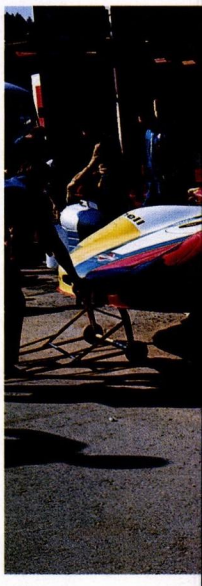
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BEST TWO SEATS IN THE HOUSE

WE LOOK BACK TO WHEN SPORTSCAR RACING WAS STILL SOMETHING FORMULA ONE DRIVERS DID ON THEIR WEEKENDS 'OFF', WHEN THE CARS WERE BEAUTIFUL AND AS SPECTACULAR AS THE PRE-WAR SILVER ARROWS, AND WHEN SPA HAD A 160MPH LAP!

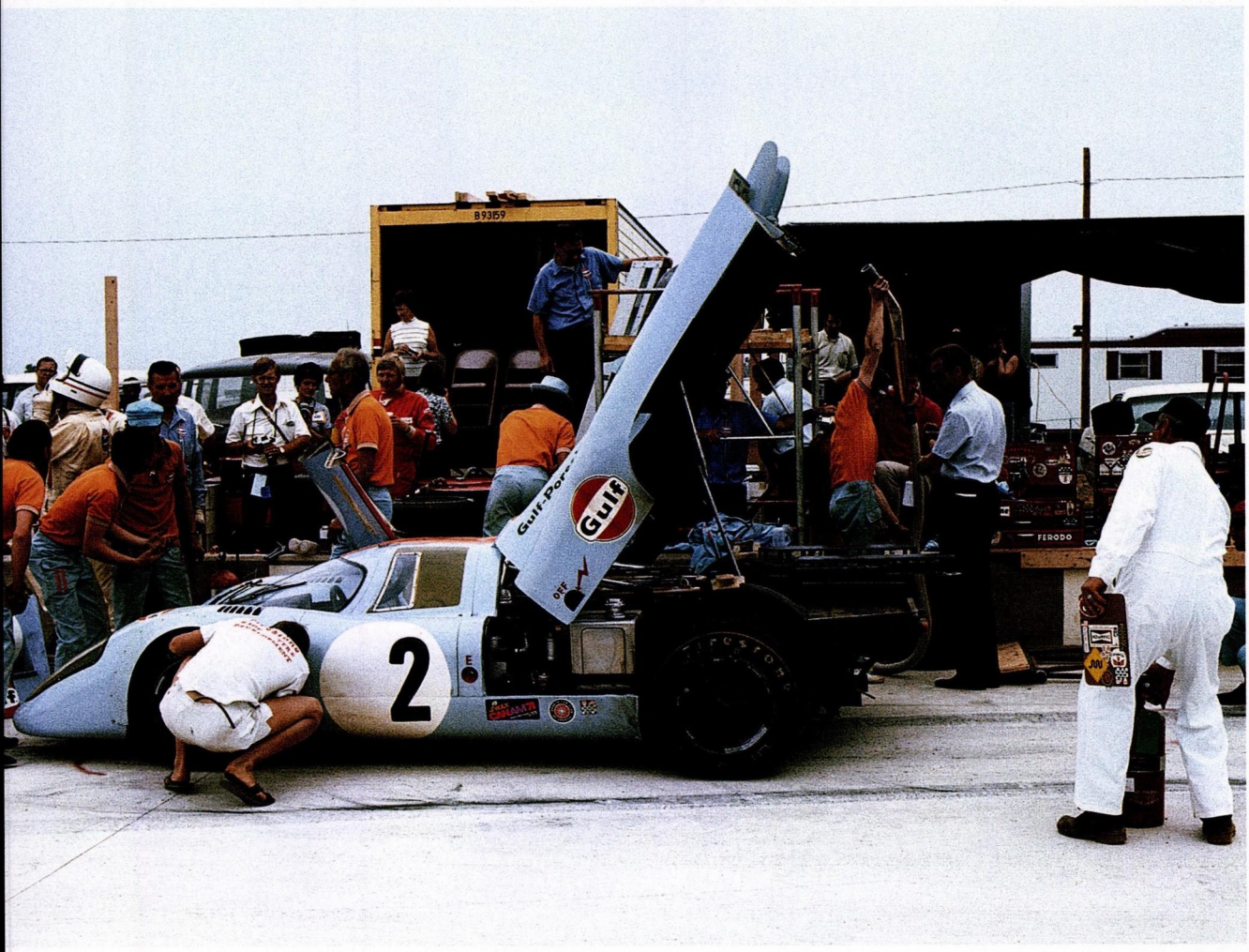
photography by LAT



Far left: The Nürburgring 1000Km of 1971 was a glimpse into the future, works teams running the more nimble 3-litre Gp6 cars rather than the 5-litre Gp5 machines, soon to be phased out. The Ferrari 312PB of Jacky Ickx (15) led until engine trouble set in, and the win went to the Martini Porsche 908/3 of Vic Elford/Gérard Larrousse

Left: Hans Dieter-Dechent's Martini team ran Porsche 908/2s in 1970 – and almost won the last race of the season, the Osterreichring 1000Km. Larrousse/Rudi Lins (5) were classified third, but the winning 917K of Jo Siffert/Brian Redman crept home with a damaged engine, and the second-placed Alfa T33/3 failed to cross the line

Below: Porsche dominated 1970, but the internecine stuggle between JW team-mates Siffert and Pedro Rodriguez meant the season was far from dull. The Watkins Glen Six Hours was a case in point, the pair of them colliding on several occasions. After 308 laps Rodriguez/Leo Kinnunen (2) pipped Siffert/Redman to the spoils

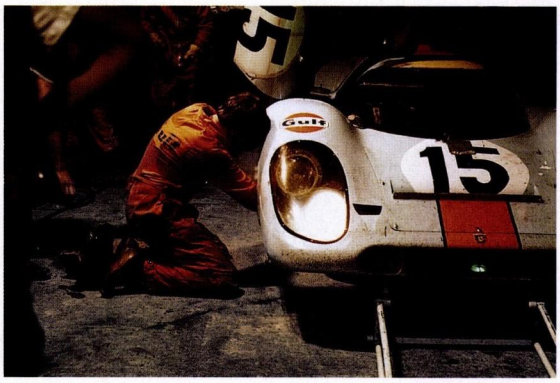




Above: It wasn't just Porsche versus Ferrari. With one eye on the new regs for 1972, Alfa Romeo ran its Gp6 T33/3 during '71. Here Toine Hezemans jumps in for Rolf Stommelen at Brands Hatch. But for a blown engine they would have finished second in this race – behind the sister Autodelta-run car of Andrea de Adamich/Henri Pescarolo

Right: Nino Vaccarella wrestles his works Ferrari 512S around the Nürburgring in 1970. He was unhappy with its handling, but John Surtees, his co-driver, worked wonders to charge to third in the closing laps. First and second on this occasion were the Porsche Salzburg 908s of Elford/Kurt Ahrens and Hans Herrmann/Richard Attwood

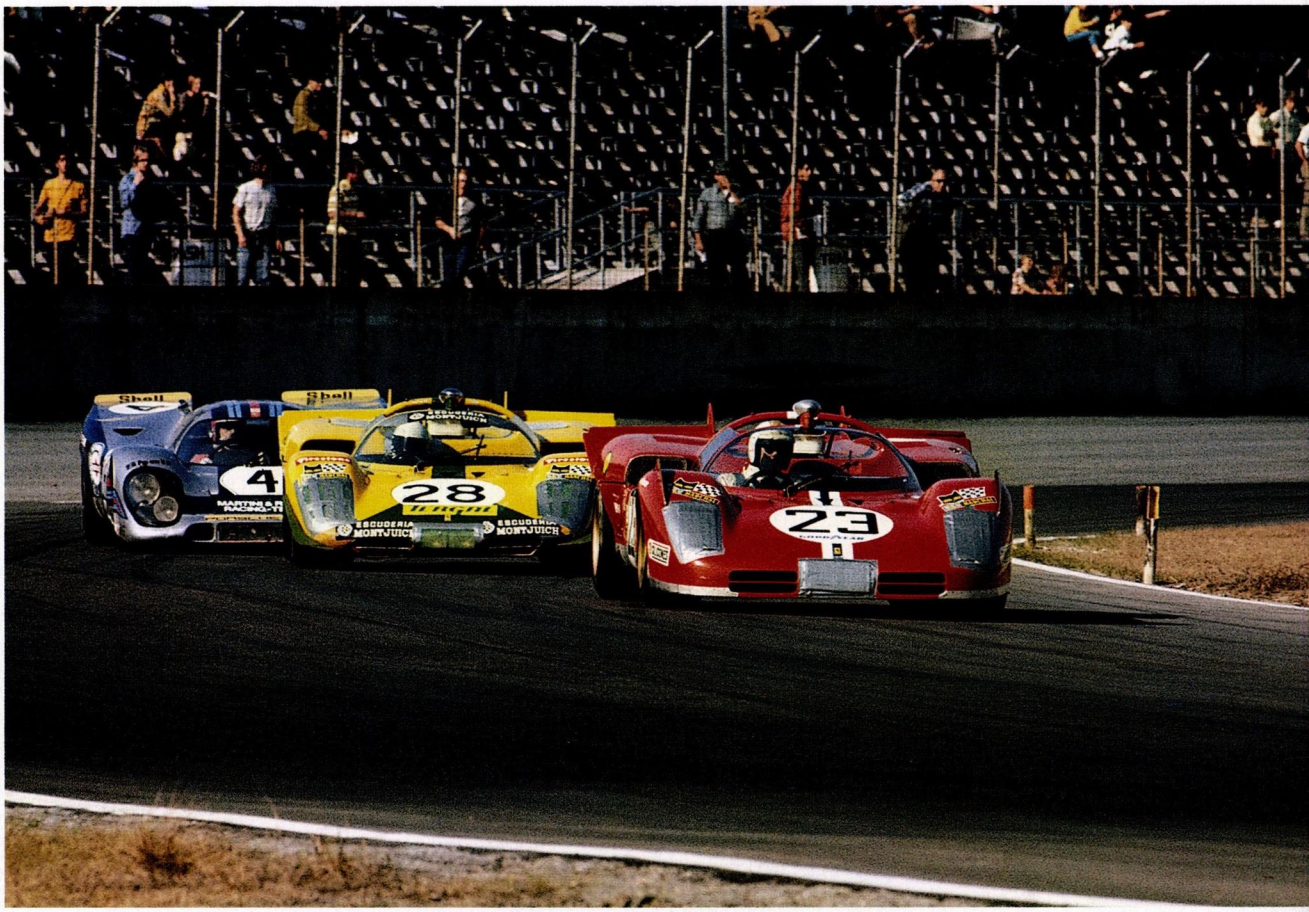




Left: The normally reliable JW Porsche 917s had a tough time of it at Sebring in 1970. Car 5, driven by Rodriguez, Kinnunen and Siffert, lost time with a puncture and accident damage. Yet it still might have won – but for hub failure in the final hour. Instead the victory went to Ferrari, courtesy of a brilliant drive from Mario Andretti

Below: The eyes have it. Rodriguez gathers his thoughts before his thrilling performance in the 1970 BOAC 1000 at Brands Hatch. The Mexican was black-flagged early in the race for passing under a yellow flag. Thereafter he left the sodden crowd spellbound as he made the rest of the field look second-rate. His JW-run 917 won by five laps





Above: NART's Ferrari 512S, driven by Ronnie Bucknum/Tony Adamowicz, leads the 512S of Arturo Merzario/José Juncadella and the 917K of Elford/Gijs van Lennep in the Daytona 24 Hours of 1971. Car 23 almost won the race when the JW Porsche 917K of Rodriguez/Jackie Oliver lost over an hour while its gearbox was repaired



Right: Dan Gurney discusses his 1970 Daytona situation with Ferrari designer Mauro Forghieri. This 24-hour race in Florida marked the debut of Ferrari's 512S, one of which was entered by NART and co-driven by Gurney and Chuck Parsons. Plagued by oil leaks, this all-American pairing retired after 464 laps because of gearbox failure

IAN GUY

THE MOTORING ARTIST

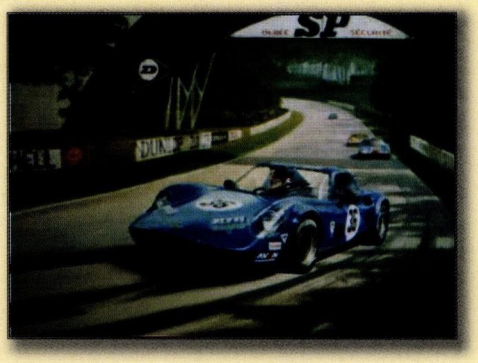
"I started drawing cars as a kid, and never stopped," says Ian Guy. Nowadays, he is a prolific professional artist, specialising in cars of every imaginable type. For anyone with a cherished car, an Ian Guy original can be bought for less than £100.

From his studio in a converted stable in rural Monmouthshire, Ian does most of his business by mail order, using his website to reach out to car lovers across the UK and overseas. He doesn't mind what type of car he paints, in fact he has a particular reputation for painting affordable classics and much of his business is focussed on cars like MGBs, VW Beetles and Minis, as well as kit cars, modern sportscar and racing and competition cars. If you drive it, Ian will paint it!

Customers simply supply a photograph of their chosen car, with some ideas of the type of background setting they would like. Ian does the rest, providing a unique painting for each and every customer.

Prices currently start at just £95 for an 8 x 10 painting, and that includes framing and postage and packing. Ian can paint up to any size, and there are absolutely no hidden extras, for example the most popular size is 12 x 16 which will only cost you £175. Also available are classic car prints and cartoons from a truly versatile artist.

For more details, simply visit **www.motoringartist.com** or call **Ian on 01600 891264.**



THE MG GARAGE

A particular favourite of Ian's is the MG Garage, a montage he created for a commission by a Mrs Ellis, who wanted a painting for her husband to celebrate five of the classic cars he had owned.

Ian came up with the idea of a fictional garage setting, and included a number of personalising touches.

"The Riley, for instance, was the car they went on their honeymoon in, so I added ribbons as a fun detail," explains Ian. "The MG TC was placed in the foreground as it was his favourite."

Mr and Mrs Ellis appear in the TC, their son is the petrol attendant and their daughter is stood by the Austin A35. "Mr. Ellis, it seems, always hankered after his own garage, so I thought it the ideal setting!"

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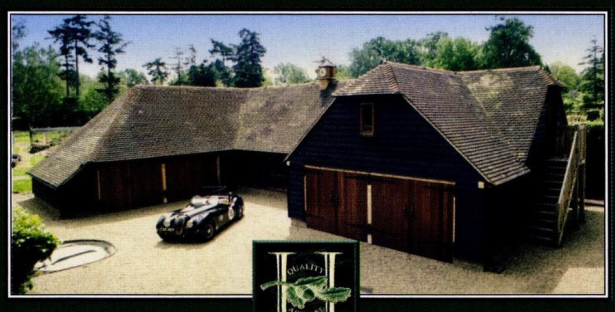
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SOLENT VINTAGE ENGINEERING

The Lotus 23 is undoubtedly a timeless classic. Of all the designs created by the brilliant Colin Chapman, the sleek 23 sports-racer has stood the test of time as one of the finest, both aesthetically and as a versatile and successful racing car.

For a design created more than 40 years ago, the 23 is still a head-turner and Chapman's work continues to be perpetuated in the Xanthos 23, a faithful reproduction of the original car. Now, production of the Xanthos model has been added to the established work of Solent Vintage Engineering, a family-run business with an excellent pedigree and reputation in the world of vintage and historic cars.

From its base at Lymington in the beautiful New Forest, Solent Vintage Engineering is continuing to produce the Xanthos 23 in the way that Colin Chapman originally designed the 23; even down to the bronze braising of the chassis. From a range of components to a complete rolling chassis, the Xanthos can be specified to suit every taste. Cars can also be fitted with a wide range of engines, and are perfect for road, track day and competition use.

The acquisition of the Xanthos project is an ideal fit for Solent Vintage Engineering. Both companies are well-established, with excellent reputations, and the facilities and experience available at Lymington are first-class. Both companies now operate together from a 6000 square foot workshop under family ownership, with aeronautical and electronic engineering experience at hand.

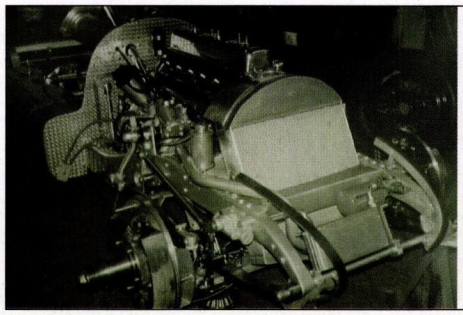
However, it is a passion for cars, particularly the Lotus marque, that led to the acquisition of the Xanthos brand. The company also restores and rebuilds examples of many other marques, and fabricates components for a range of vintage cars, using in-house experience and facilities. SVE wishes to develop its racing chassis portfolio, and has historic Lotus in its sights. Earlier race car work includes several vintage specials including a well known supercharged 4.3 Alvis race car.

"We specialise in small production work, with all in-house operations made by hand," says a company spokesperson. "This allows us to take control over each cut and ensure that the final product is exactly as required. We are, therefore, able to turn around small jobs quickly, cheaply and to a very high standard."

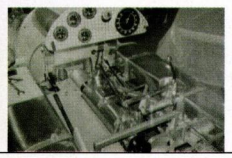
The machine room at SVE is impressive. It is fully equipped with all the necessary machine tools and includes a specialist welding area for ferrous and non-ferrous materials, a heated paint room and shot blasting equipment.

That expertise has led to SVE working on a wide array of marques, including AC, Alvis, Aston Martin, Bentley, Daimler, Ferrari, Maserati and Rolls Royce. For the Lotus owner, the company is particularly experienced in cars from the late 1950's and early 1960's, including the 22, 23, Elan S1/S2/S3/S4 and the Elite, and is pleased to work on any cars from the 6 on.

Now, added to its portfolio is the gorgeous Xanthos 23. From supplying a complete rolling chassis to just a few parts and components, SVE is able to meet customer requirements. Notably, the parts and spares supplied are direct replacements for original Lotus 23s with many parts also fitting other car types.







SOLENT VINTAGE ENGINEERING

XANTHOS SPORTS CARS

For more details about the company, its capabilities, and the Xanthos 23 in particular, call 01590 671303 or visit: www.solentvintageengineering.com

ADVERTISEMENT FEATURE

X-RAY SPEC

LOTUS MkIX

THIS CAR WAS COLIN CHAPMAN'S FIRST SINCE HE'D TURNED PROFESSIONAL. HIS THEN-TECHNICAL DIRECTOR MIKE COSTIN GUIDES KEITH HOWARD AROUND IT

AS ALL OF US BORN IN 1955 WILL ATTEST, IT WAS a good year. In the case of Lotus Cars for 'good' read 'transitional' – in the sense of growing up. Until then Lotus had been a part-time enterprise for founder Colin Chapman, who still had a day job at British Aluminium. Likewise, the unsung group of enthusiasts who worked alongside him – the likes of Mike Costin, Peter Ross and Gilbert 'Mac' Mackintosh – had done so for the buzz.

From 1955 that would begin to change. Secure jobs elsewhere began to be traded for less certain but more exciting ones at Hornsey. Chapman opted to work full-time at Lotus alongside chief mechanic – and soon to be technical director – Mike Costin, who had chucked in his job at de Havilland's.

Two Costins were to play a central role in early Lotus successes: Mike and his aerodynamicist brother Frank, who for the time being remained at de Havilland. Efficiency lay at the heart of Chapman's design philosophy, aerodynamic efficiency no less than mechanical. For a wind-cheating advantage he looked to Frank, who knew nothing of racing car aerodynamics to begin with but methodically turned it into a precise science.

Frank Costin would later offer up the prayer, "Save me, oh Lord, from the statement: what looks right is right." Aesthetics were of no concern to him; that a car's form should follow its aerodynamic function was. So you can understand the trepidation with which Chapman watched the Mark VIII, the first Lotus to be shaped by Costin's calculations, taking form. With its manta-ray front end, spats over the rear wheels and large tail fins, it looked so outlandish that Chapman began to doubt that he could sell it – until, famously, someone showed him a picture of the new Mercedes W196 Formula One car.

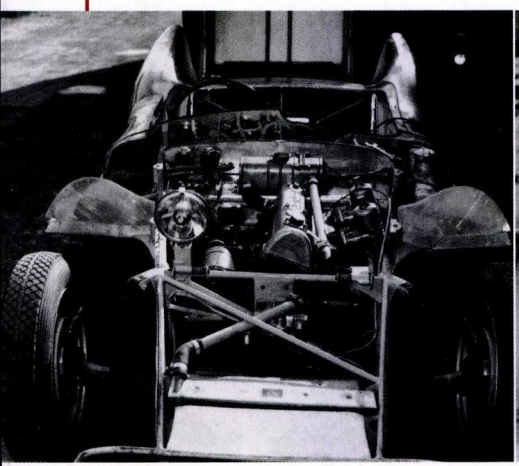
Chapman ordered a more flexible, more practical development of the Mark VIII for 1955, to be called (of course) the Mark IX. Superficially similar and requiring only refinements to Costin's shape, it had improved rear suspension and offered easier access under its enveloping bodywork. It would become one of the notable early Lotus success stories.

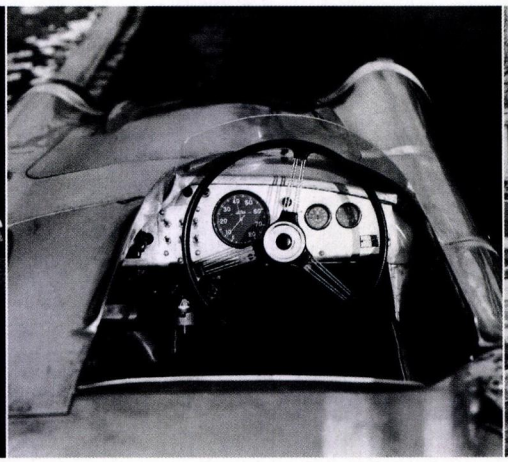
Part of its appeal came from the range of specifications on offer. If your pockets were deep enough you could have a Coventry Climax FWA engine, de Dion rear suspension and, eventually, disc brakes. If finances were tighter you could still be competitive in club events with a Ford 10 engine, Ford live axle and Girling cable brakes. Those who admired the Mark IX's revelatory handling and aerodynamics but craved more oomph asked for a car able to accept a larger engine, and were duly rewarded with the Mark X.

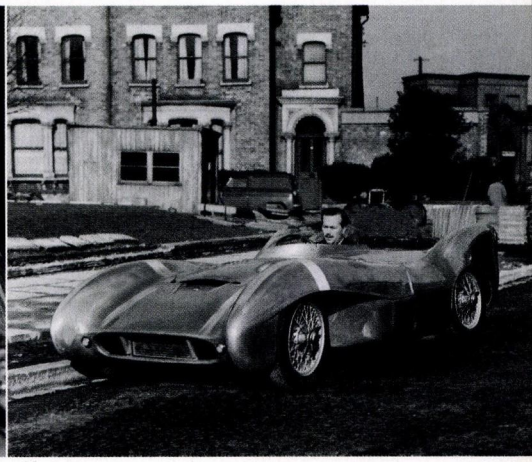
Frank Costin died in 1995, but his brother enjoys a busy retirement. Curiously for a man who was a lynchpin at Lotus until he left in 1962, he candidly admits: "I've got no interest in motor cars at all, and never did have. That was work, remember. All my life I've been interested in engineering and things technical, it doesn't matter what they are. It just struck me that with aeroplanes you never saw the whole thing, whereas with a car you could get involved from start to finish." ➤

all: LAT

Aesthetics were no concern of his, said Frank Costin, but Chapman was worried that the outlandish shape of the Mark IX wouldn't sell. Below left: The spaceframe has been eulogised as a work of art. Below centre & right: The shape of the characteristic cutaways behind the front wheels was honed during a Heath Robinson aerodynamic test which involved Frank Costin being strapped to the bonnet of the car



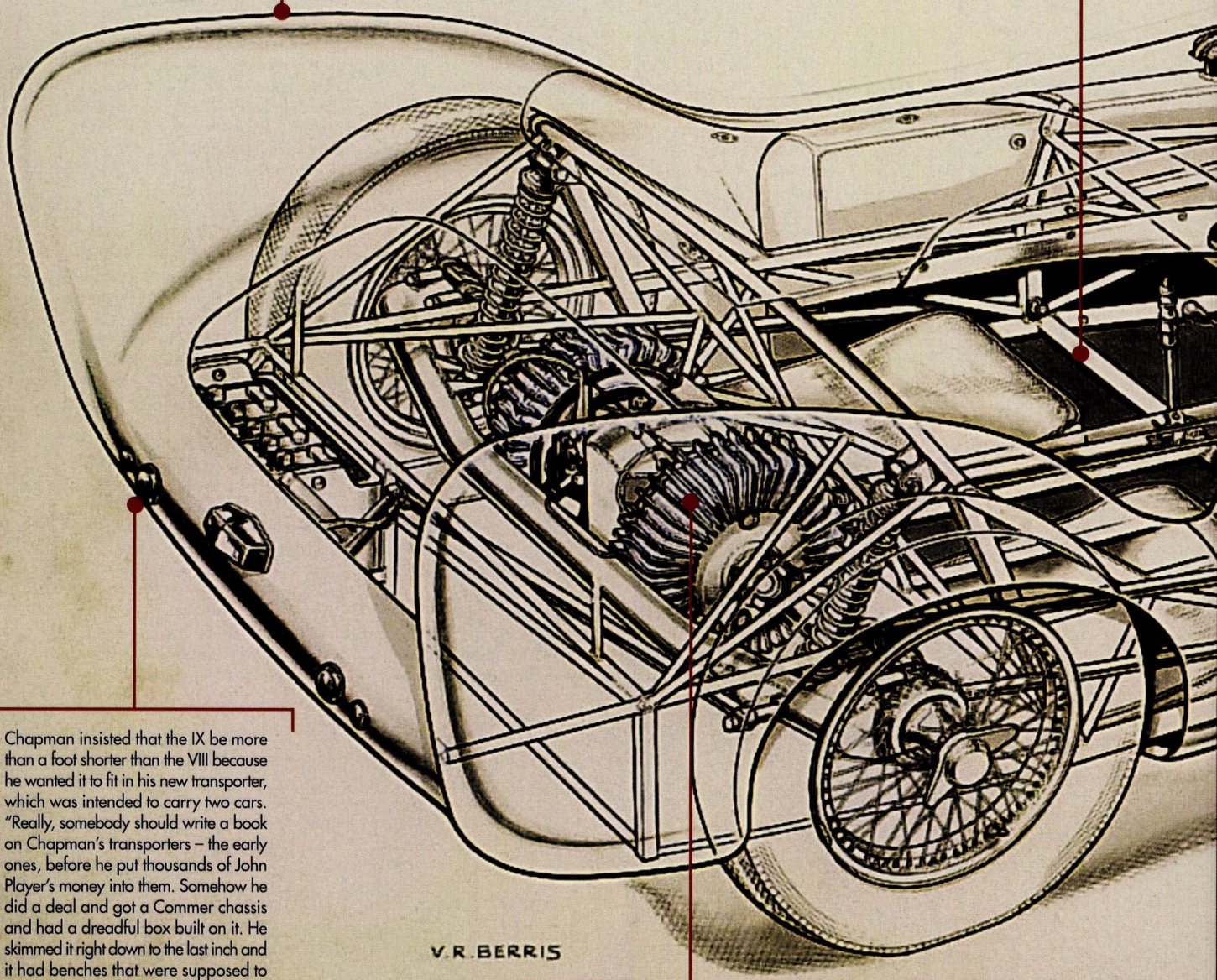




X-RAY SPEC: LOTUS MkIX

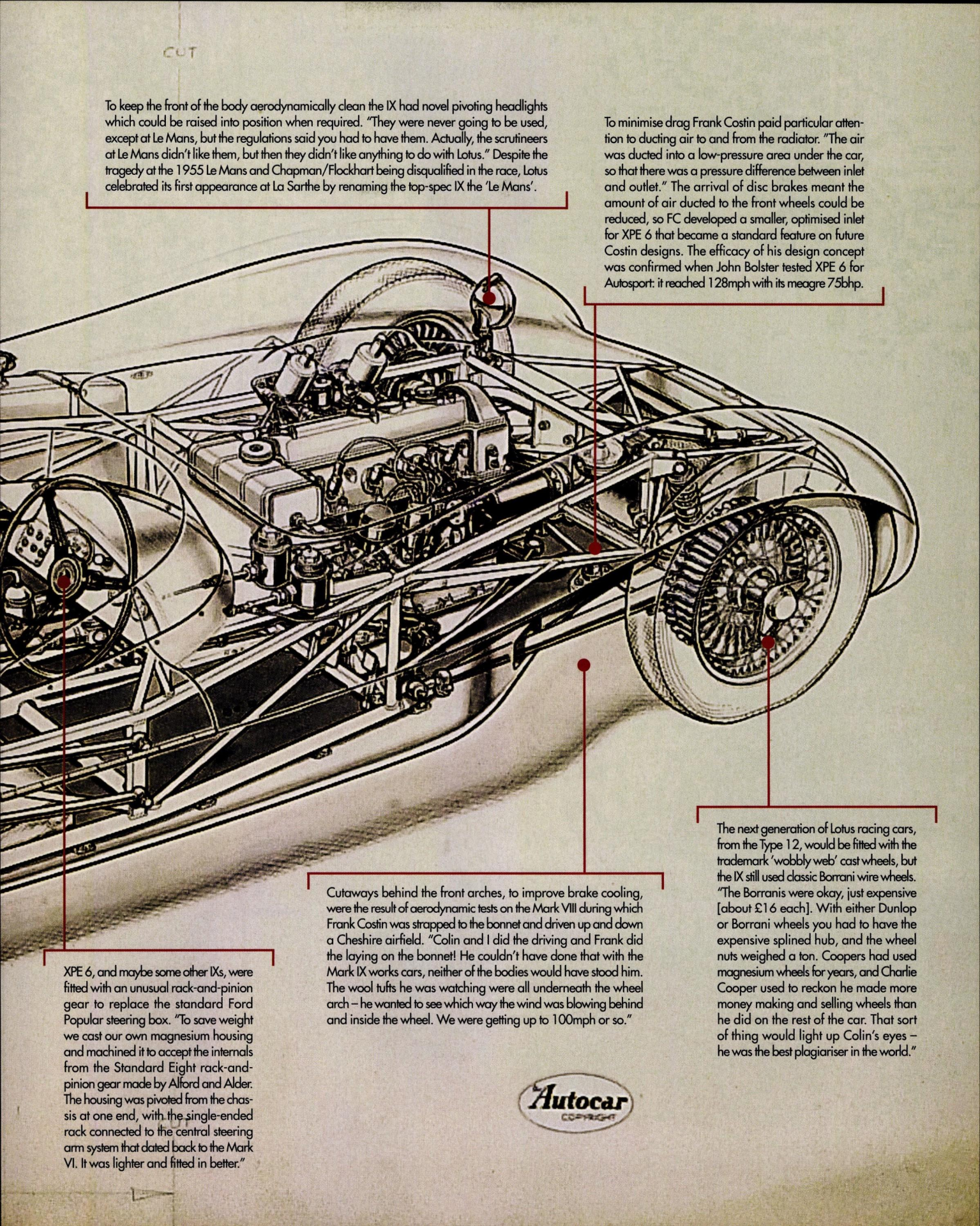
Both the works Mark IXs – 9 ENX and XPE 6 – had lightweight bodies. The MG-engined car, 9 ENX, was the only IX built with magnesium panels, while the Climax-engined car, campaigned by Chapman himself, had aluminium of a thinner gauge. "I think the body was 20 gauge rather than 18 gauge, so it weighed 25 percent less – a saving of 15lb," explains Mike Costin. "Many of the drivers were no lightweights and should have taken a stone off, too."

Although the Mark IX's spaceframe has been eulogised as an exemplar of the art, Mike Costin (who co-wrote the 'bible' on the subject with David Phipps) doesn't regard it as exceptional. "Chapman never solved the problem of the driver compartment," he says. "If you'd had diagonals to complete the structure in that area you could have done better, but it was virtually impossible to accommodate the driver and meet the dimensional requirements. You had to comply with these for the internationals. I remember that a scrutineer at Le Mans wanted to kick us out for having incorrect dimensions but I measured his piece of wood and it was the wrong length. I cut the end off and said, 'Now try that!'"



Chapman insisted that the IX be more than a foot shorter than the VIII because he wanted it to fit in his new transporter, which was intended to carry two cars. "Really, somebody should write a book on Chapman's transporters – the early ones, before he put thousands of John Player's money into them. Somehow he did a deal and got a Commer chassis and had a dreadful box built on it. He skimmed it right down to the last inch and it had benches that were supposed to carry one car above another. It never worked – we never took two cars in it."

Although XPE 6 was fitted with Girling disc brakes from the outset and they later became a standard factory fitment on top-spec IXs, Lotus had developed its own highly effective drum brakes, mounted inboard at the rear to reduce unsprung mass. "We'd had problems with front brake cooling on the VIII because it had narrow Alfin drums, so we developed wider cast magnesium ones with cast-in steel liners. They were very good brakes. The idea of the radial fins was to centrifuge air from the centre and fling it toward the outside to take heat away."



To keep the front of the body aerodynamically clean the IX had novel pivoting headlights which could be raised into position when required. "They were never going to be used, except at Le Mans, but the regulations said you had to have them. Actually, the scrutineers at Le Mans didn't like them, but then they didn't like anything to do with Lotus." Despite the tragedy at the 1955 Le Mans and Chapman/Flockhart being disqualified in the race, Lotus celebrated its first appearance at La Sarthe by renaming the top-spec IX the 'Le Mans'.

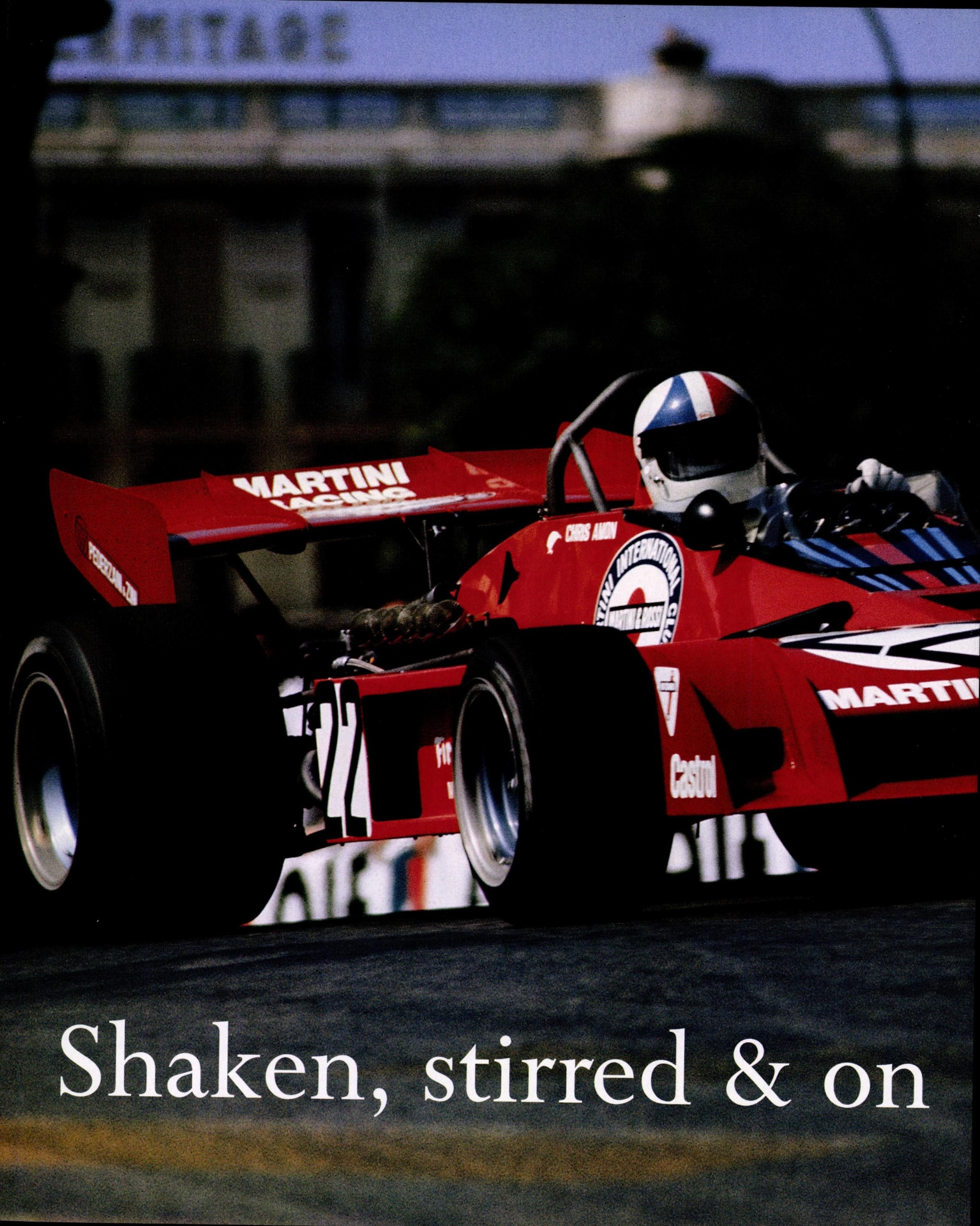
To minimise drag Frank Costin paid particular attention to ducting air to and from the radiator. "The air was ducted into a low-pressure area under the car, so that there was a pressure difference between inlet and outlet." The arrival of disc brakes meant the amount of air ducted to the front wheels could be reduced, so FC developed a smaller, optimised inlet for XPE 6 that became a standard feature on future Costin designs. The efficacy of his design concept was confirmed when John Bolster tested XPE 6 for Autosport: it reached 128mph with its meagre 75bhp.

XPE 6, and maybe some other IXs, were fitted with an unusual rack-and-pinion gear to replace the standard Ford Popular steering box. "To save weight we cast our own magnesium housing and machined it to accept the internals from the Standard Eight rack-and-pinion gear made by Alford and Alder. The housing was pivoted from the chassis at one end, with the single-ended rack connected to the central steering arm system that dated back to the Mark VI. It was lighter and fitted in better."

Cutaways behind the front arches, to improve brake cooling, were the result of aerodynamic tests on the Mark VIII during which Frank Costin was strapped to the bonnet and driven up and down a Cheshire airfield. "Colin and I did the driving and Frank did the laying on the bonnet! He couldn't have done that with the Mark IX works cars, neither of the bodies would have stood him. The wool tufts he was watching were all underneath the wheel arch – he wanted to see which way the wind was blowing behind and inside the wheel. We were getting up to 100mph or so."

The next generation of Lotus racing cars, from the Type 12, would be fitted with the trademark 'wobbly web' cast wheels, but the IX still used classic Borrani wire wheels. "The Borranis were okay, just expensive [about £16 each]. With either Dunlop or Borrani wheels you had to have the expensive splined hub, and the wheel nuts weighed a ton. Coopers had used magnesium wheels for years, and Charlie Cooper used to reckon he made more money making and selling wheels than he did on the rest of the car. That sort of thing would light up Colin's eyes – he was the best plagiariser in the world."

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Shaken, stirred & on



Amon and the Italian-built Tecno tiptoe through Casino Square in 1973. They would retire due to overheating

Rainer Schlegelmilch

the rocks

FERRARI WASN'T THE ONLY ITALIAN TEAM IN DISARRAY IN 1973: MARTINI-BACKED TECNO, IN ONLY ITS SECOND SEASON, HAD TWO DIFFERENT CARS – MADE BY TWO DIFFERENT FIRMS – ON THE GO. GARY WATKINS EXPLAINS

NO DOUBT THERE WERE OCCASIONS WHEN DEREK BELL secretly wished for an engine failure and an early bath. Perhaps in the middle of a dark, dank night at Le Mans, his name languishing down the order after innumerable delays. But on the first run of a brand new Formula One car? Surely not.

It may sound unlikely, but when Bell travelled to Italy in December 1971 for the maiden test of Tecno's first grand prix contender, that was exactly how he was thinking. In his defence, he had already been offered a Brabham drive when first approached by David Yorke, his team manager at the JW Automotive Porsche sports-car squad that year.

Yorke had been retained as a consultant by Martini & Rossi to take the drinks company into F1. His plan to spend its *lire* with Brabham went out of the window when the chance to get involved with a home-grown operation building both chassis and engines looked too good to turn down. Rather than teaming up with old Formula Two sparring partner Carlos Reutemann, Bell was to be a Tecno driver alongside Nanni Galli in 1972. Unless, perhaps, the new package wasn't quite what the Rossi brothers were hoping for…

"The thing kept being delayed; it should have been ready weeks before," remembers Bell. "Finally we got the call to fly out to Italy. We arrived at Pirelli's test track to find a delegation from the Rossi family but no car. First I was hoping it wouldn't show and, when it did show, that it wouldn't start. I'm convinced that if Tecno had had a disaster that day, I would have been off to Brabham. It was an icy cold day and the team poured hot water in the engine, fired it up and it ran and ran. We couldn't believe it. David had to concede that it was a remarkable showing for a first test."

It was the start of an F1 adventure for Tecno that spanned the following two seasons and three chassis designs, yet resulted in just 10 grand prix starts and yielded a single world championship point. How a company that had come from nowhere to dominate Formula Three on the Continent, and went on to secure the European Formula Two Championship, proved to be such flop at the sport's pinnacle is a tale dominated by intrigue and infighting.

Some believe that a company which should be regarded as the Dallara of its day took a step too far, others that the political battle for control of the project between Yorke and Tecno boss Luciano Pederzani ➤

doomed it to failure. Mauro Forghieri, who had been instructed by his boss Enzo Ferrari to offer a helping hand, reckons Tecno "lacked technology". Perhaps that's not surprising for a constructor that graduated rapidly from karts to motorcycle-engined Formula Four cars and, by 1966, to an F3 chassis. Even as late as '72, when designer Allan McCall arrived at Tecno, he found a complete lack of machinery in its Bologna workshops.

The decision to build its own engines *à la* Ferrari was certainly a brave one. Clay Regazzoni, F2 champion with Tecno in 1970, recalls urging his former boss to take the conventional route of the time. "I told him to buy a Cosworth," says the Swiss. "The team tried to do too much by building the chassis and the engine."

Problems with both the F2-inspired panelled spaceframe and the flat-12 delayed Tecno's F1 debut. The car Bell and Galli tested on that cold winter's day near Turin was merely a *muletta* that had to be reworked to conform to the F1 rule book. The engine, meanwhile, was suffering from lubrication and overheating problems that would blight it throughout its life. Four races were missed at the start of 1972 before the Tecno PA123 showed up at Nivelles for the Belgian Grand Prix. It was hardly a startling debut. Galli qualified 24th, more than 3sec off the pace, and made it 53 laps into the race before retiring. The reason for his non-finish? A clash with none other than Regazzoni.

But why he chose a company set up by a designer of dumper trucks and a journalist to produce the car is a mystery Yorke took to his grave.

Gordon Fowell was an old friend of Yorke's, but his only involvement in motorsport up to that time was as an amateur driver and partner to journalist Alan Phillips in a company that released audio tapes of racing engines. Goral Engineering was their next venture.

Pederzani, meanwhile, wasn't to be outdone and decided that he would also produce a monocoque car. He touted around a number of British-based designers and ended up recruiting McCall, whose Tui Formula Two and Atlantic machinery had shown promise over the previous couple of seasons.

"Luciano was offended because Yorke had suggested that Italians couldn't do monocoques," says McCall. "My car was intended as nothing other an exercise to show that he could build his own tub."

Work on the McCall Tecno started on New Year's Eve, 1972. Just 10 weeks later, PA123-006 – which retained only the type number

'Luciano was offended because Yorke had suggested Italians couldn't do monocoques'





Above: Bell's fear that a Brabham would be a far better proposition than the Tecno proved well founded in 1972. Above right: Amon edges out of the Zandvoort pitlane for fruitless testing of the 'British' Tecno

Rainer Schlegelmilch, LAT

Bell got his chance in the (for the moment) one-car team next time out at Clermont-Ferrand. "In the first session I was by no means the slowest," he says. "After that I went slower every practice session and no-one could fathom out why. I remember clearly David Yorke's first words to me on race morning: 'You're not driving, son.' There were nine bolts holding the engine on and four had broken."

The Tecno's opening two grands prix set the tone for a year in which Galli and Bell completed just 126 racing laps between them in six GP starts. The highlight was Galli's third place in a poorly attended non-championship race at Vallelunga.

This lack of success explains why Yorke decided to take matters into his own hands and build a 'British' Tecno with Martini money. and the rear end of the previous design – was on its wheels. How this chassis came to be taken over by Yorke isn't clear. McCall claims that the idea to race his car came up only as it neared completion.

"When Pederzani saw the thing he suddenly got excited about racing it," remembers the designer, who corroborates press reports of the time that the car could have raced as a Tecno Tui. "He went out and found some sponsorship and asked me to find a driver."

The name McCall put forward was Chris Amon. But the former Ferrari driver's recollection of events is that he was approached by Yorke, not McCall. His return to the works March squad having fallen through in early January, Chris was glad of the approach.

"When I agreed to drive I had no idea what car I'd be driving," explains Amon, whose contract was with Martini. "Then Yorke filled me in, explaining that the McCall chassis was nearly ready and that Fowell's would be for later."

It was an awkward time. McCall claims that Yorke "rode roughshod over the Pederzanis" with the result that Luciano "felt insulted". McCall's right-hand man, Eddie Wies, recalls "the British turning ➤



Nanni Galli spun out of the 1972 British GP at Brands Below: PA123, inspired by F2 success, was late and slow

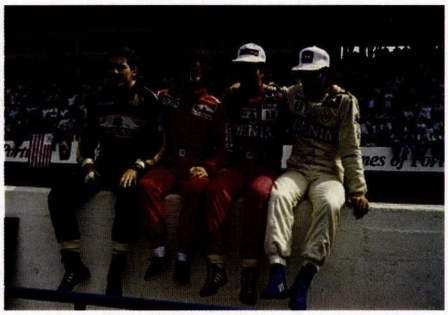


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up one day, covering our car in Martini stickers and claiming it as theirs". It was the start of an irreconcilable breakdown in the relationship between the British and Italian sides of the team.

"After that Luciano said he was only going to fulfil his obligations, and no more," explains McCall, who left Tecno immediately after his creation's first test. "His contract was to supply engines, transport and the mechanics. He'd built something like 12 engines, but no development was undertaken. He didn't even put them on the dyno."

That tallies with Amon's description of the engines getting worse through the season, and explains why he and Yorke went home for good after qualifying for the Austrian Grand Prix, claiming no engines were available.

Anglo-Italian liaisons became ever more fiery as Tecno's involvement in grand prix racing drew to a close. On one occasion Luciano Pederzani floored Yorke during an argument. On another Amon's frustration boiled over in Tecno's offices and he picked up an ashtray and hurled it across the room. A journalist had been standing outside throughout and the proceedings were reported in detail in the following morning's *Gazzetta dello Sport*.

The McCall Tecno did have its moments, however. Once again the team's season started in Belgium, this time at Zolder, where Amon qualified 15th and came home sixth despite struggling with high temperatures inside the cockpit. At Monaco, the car started 12th and was running seventh when the engine overheated after 24 laps.

"It wasn't a bad chassis at all," claims Amon. "It was a little bit too heavy, but in handling terms it was probably a match for anything around. On the tighter tracks it went well, but once we got to somewhere like Silverstone we were in trouble."

The team skipped the Swedish Grand Prix but was meant to be back for Paul Ricard. Amon and Yorke arrived from England, but the truck from Italy was nowhere to be found. By this point the Fowell chassis, known as the E731, had run for the first time after interminable delays. Bruce McIntosh, an Italian speaker after seven years with Serenissma, had been employed by Yorke to put the car together.

"We built the monocoque over here at John Thompson's place, but we never had a dummy engine," McIntosh recalls. "So I had to take the tub to Italy and work out all the systems at the rear end."

The car first ran down a back alley behind Tecno's workshops on Via Ducati. It was subsequently transported back to England and tested at Santa Pod. Both times it spewed out oil. Amon has no recollection of driving the E731 until British Grand Prix week. He briefly tried it in free practice at Silverstone, though his ultimately unsuccessful efforts to qualify for the race came aboard the old car.

The Fowell car was tried again at Zandvoort, where Amon notched up the final F1 start by a Tecno, and again at the Osterreichring. Amon claims PA123-006 was the better car, but he concedes that the Fowell chassis didn't get a fair crack of the whip: "It was a beautiful looking car, but it lacked development." Indeed the E731's potential was never unlocked, according to those involved in the project.

"Fowell was a clever guy," says McIntosh, who remained with the designer to work on Amon's own F1 car the following year. Thompson recalls the final Tecno incorporating a host of "different ideas". It was the first F1 chassis, he claims, to run a Fibreglass rear wing.

Luciano Pederzani was another talented engineer; that's something upon which both McCall and McIntosh, who were on different sides of the political divide, agree. McCall describes the Italian as "a hands-on mechanic and a real smart man". McIntosh remembers him as "an intuitive engineer".

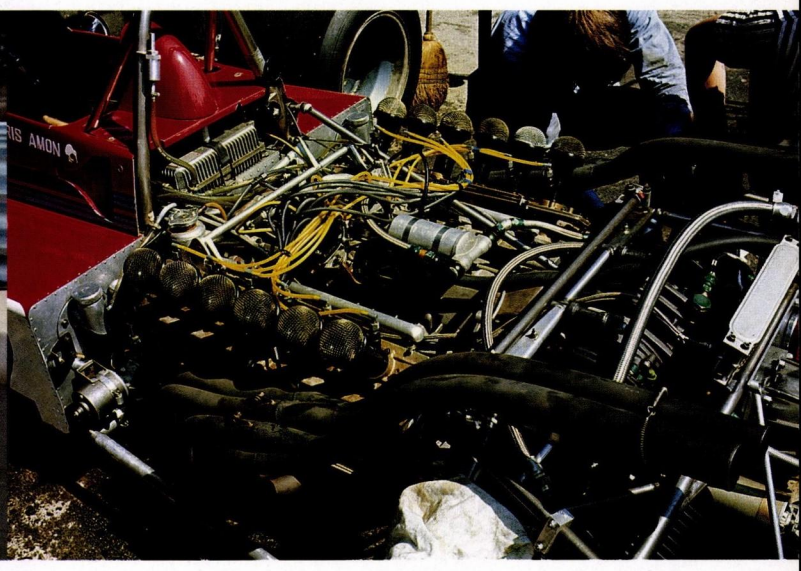
The end appears to have come at Silverstone, and explains why the team ran out of engines two races later. The story below was told to Wies by a Tecno mechanic years later...

"He told me that a very long top gear was put in our chassis. The idea was to try to make the British car look better than it was." That might explain why the Tecno did not qualify that weekend. "As soon as Luciano found out he went home and said that he would never be seen at a racetrack again." Work on a flat-eight F1 engine was immediately stopped. And it seems that Pederzani kept true to his word right up to his death in the late 1990s. M

'It was a little bit too heavy, but in handling terms it was a match for anything around'

both: LAT





Left: Bell's final races with Tecno came in the end-of-season North American GPs of 1972. They proved a disaster. Right: Home-made flat-12 was always an ambitious project, and it proved troublesome



Behind the high jinks, the Gulf drivers, (left to right) Hailwood, Oliver, Hobbs and Ickx weren't mates

dlt LAT



THE ONE THAT GOT AWAY

GULF SWING IN FORTUNE

DAVID HOBBS 1969 LE MANS 24 HOURS

EVERYONE REMEMBERS THE CLOSEST RACING FINISH AT LE MANS – BUT IT SHOULD HAVE BEEN FOR SECOND PLACE, DAVID HOBBS TELLS ADAM COOPER

LE MANS OF 1969 IS RIGHTLY REMEMBERED FOR ITS dramatic finish, but while Jacky Ickx and Hans Herrmann were the heroes after 24 hours, many other drivers felt that the race could have been theirs. That's no surprise when you consider that the winning Ford GT40 was stone last at the start and the Porsche 908 it beat had lost half an hour in the pits.

Just about every other Porsche pairing can claim to have been in with a shout, while Matra could also have won. But Le Mans is all about avoiding problems, as the lead driver of the oft overlooked second Gulf GT40 found out.

David Hobbs joined the JW Automotive team in 1968, where he was initially teamed with Paul Hawkins. The pair famously won the Monza 1000Km but were out of luck elsewhere, notably at Le Mans. "We were leading Lucien Bianchi and Pedro Rodriguez [the winners that year] pretty handily when the engine let go," remembers the Briton.

Hobbs stayed on in 1969 but had a new partner. "I got on well with Paul but he went off to do his own thing, so I had Mike Hailwood instead," he says. "We'd first met back in 1966 in South Africa when we both drove for Bernard White. Mike wasn't looking forward to meeting me because he thought I was a Formula One snob, while I thought he was a yobbo bike-type. We'd been together for about 15 seconds when we realised, 'This could be alright!' He was a very, very accomplished driver, very fast. And he was a helluva lot of fun to be with."

Reunited by David Yorke, the pair got on famously, but Hailwood was less enamoured of the star in the sister car, Jacky Ickx, who teamed up with Jackie Oliver. On one occasion at Daytona the Belgian attempted to demonstrate his reactions by chasing a butterfly around the team caravan.

"Mike was sitting reading a book. Jacky was showing off, trying to prove that he was agile and dextrous, leaping all over the furniture, including the furniture on which Mike was sitting. Mike went absolutely mad. David Yorke looked horrified. He was an unabashed, dyed-in-the-wool fan of Jacky Ickx. And Jacky could do no wrong!"

Hobbs and Hailwood led at both Daytona and Sebring, but failed to win either. Although Mike hadn't raced in the Le Mans 24 Hours until that year, the pair had high hopes. In the early stages luck seemed to be on their side.

"The GT40 was a bit long in the tooth, but it was still a great long-distance car," explains Hobbs. "It had no real vices. I leapt in and made a very good start – I've got a picture that shows I'm about the second car to have moved! It was the year of the huge first-lap crash, when John Woolfe was killed. I got through before the accident but Jacky, who had done his protest at the start, got held up. So when the race was only two laps old we were already a lap ahead of the Ickx/Oliver car. And we maintained that for a long time."

The Porsches set the pace into the hours of darkness, but both Gulf cars bowled along at the steady rate that team boss Yorke had specified.

"In the middle of the night two 908s went by me. It took them forever to really make much ground, and I could see them for several laps on the straight. Then one lap there was a blinding flash of white light – headlights – followed almost immediately by a ball of flame and smoke.

"So I anchored up pretty severely and whistled round the Kink. The road was completely obscured with flames and smoke and dust, and there appeared to be a car stuck to the guard rail on fire. Then I realised that the roll-cage and cab of a 908 was still bowling down the road. And then out of it popped the driver, who started to bounce down the road as well! I assumed he was dead as a doornail. Then you contemplate, 'Do I run into his car, which would damage my car, or run into him, which won't damage my car so much?' Anyway, I missed both and headed to the pits as it was my in-lap. I told them there had been a terrible crash.

"It turned out it had been Udo Schutz and Gérard Larrousse dicing with each other. Schutz was the one who was thrown out, and he'd just walked away. It was unreal. He was a bit of a plump boy, so I guess his fat must have saved him! That was the remains of his car stuck to the guard rail. Larrousse, who'd bounced off him, had just carried on. Talk about better to be born lucky than rich."

Although the Porsche army was gradually being depleted, Hobbs soon had problems of his own.

"On my next stint I was charging down to Mulsanne Corner when the brake pedal went to the floor. I pumped furiously, went down the escape road – the road to Tours – did a U-turn and drove back to the pits.

"I told them there was a problem with the brakes, and Yorke said, 'You need new pads.' I said, 'It's more than pads.' He said, 'No, I know it's time for pads. You just sit in the car, and we'll do our job.' So they took the bodywork off, changed pads, put the bodywork on, and back I went. I got to the end of the pitlane and practically ran over the bloke with the flag. So I did a slow lap, cruised round. Off everything came again.

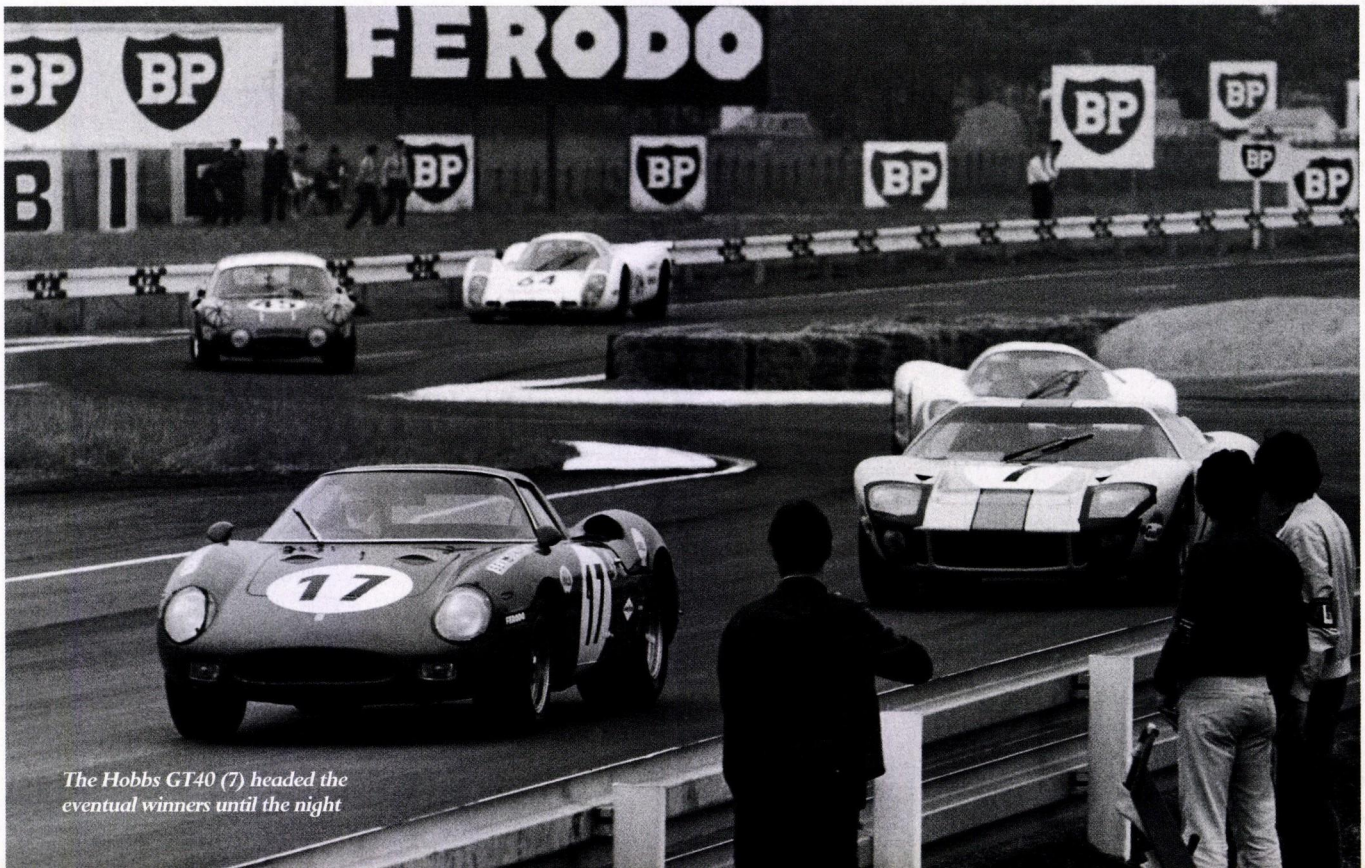
"To get from one side of the caliper to the other the fluid went through a little tube. The Firestone engineers had been told by the team not to put wheel weights on the inside of the wheels because the clearance between the wheel and the caliper was pretty marginal.

"Well, somebody had put a wheel weight inside the left rear, and it knocked a small hole in the pipe. So they had to change the pipe and bleed the brakes. And in all the argy-bargy we lost about three laps. The car ran faultlessly from then on but by now, of course, we were behind the Ickx car."

The lead battle turned out to be between Ickx/Oliver and Larrousse/Herrmann, the latter pair having been well behind during the night.

"All the Porsches dropped out until it was just Jacky and Herrmann. Ickx beat him to the line, and we came home third. Of course, everybody forgot about us! We should have been long gone. We just ran that car as sweet as a nut the whole time, and never put a foot wrong. It was terribly frustrating. All that sycophantic fawning over Jacky and his wonderful exploits – it drove me nuts!"

Hobbs would continue to race at Le Mans until 1989, but he never did win the race. "At the time it was a kick in the head," he says. "You need that stuff on your résumé…"



The Hobbs GT40 (7) headed the eventual winners until the night

CONFOUNDING THE EXPERTS

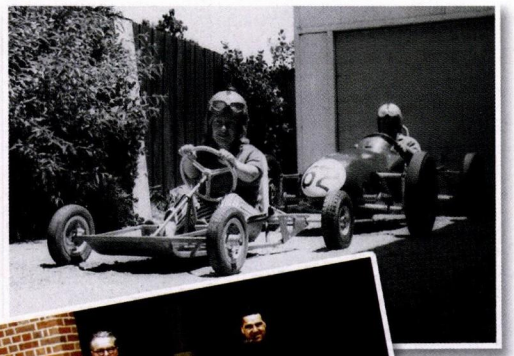
REMARKABLE AUSTRALIAN MURRAY RAINEY BUILT A REMARKABLE COOPER 500 IN THE LATE FIFTIES. FOLLOWING HIS REUNION WITH IT AFTER 42 YEARS, HIS DAUGHTER JOY REMINISCES...

I WAS JUST A KID WHEN DAD TOOK delivery of a Cooper in Australia in 1955. But when, almost 50 years and half a world later, I sat behind its wheel at Shelsley and watched him inspect his handiwork – its independent front suspension and its supercharger – my childhood memories came flooding back. I realised then that this racing car was a major contributory factor to my lifetime addiction to motorsport.

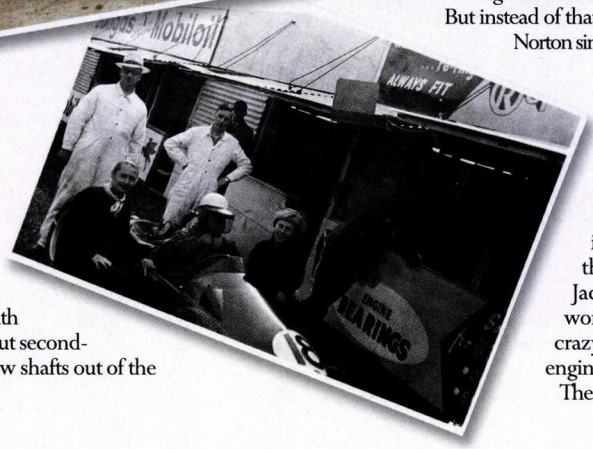
Before our new, blue Mk9 arrived my father managed to find a crashed Norton and remove its engine. This was rebuilt in readiness for the Big Day: the 1955 Australian Grand Prix at Port Wakefield. But the joy of acquiring the car rapidly turned to dismay. Its gearbox was decidedly second-hand and had to be rebuilt, all of which left little time for testing.

Luckily, its new owner was pleased with the handling – until, while lying 12th in the GP, one of the driveshafts broke. And when the rear suspension was stripped both driveshafts were found to be second-hand also. Apparently, Cooper Car Company didn't seem too bothered about the state of its cars sent out to The Colonies.

Several years later, during his first visit to England, Dad became good friends with Charles Cooper, who admitted, "We often put second-hand parts in new cars. Go and get some new shafts out of the stores if you want, boy."







"No thanks," said Dad. "I've modified the car since then. Anyway, that was four years ago!"

It wasn't all bad. Dad was unbeatable in the F3 class, breaking records at just about every hill-climb and circuit in Victoria. Phillip Island was the favourite venue for the whole family. From our fully enclosed pit we could see the racing directly in front of us, and by looking out of the rear door we could see most of the back section of the circuit. Father excelled here and rarely left without a trophy. Often the F3 race was combined with 1500cc and Formula Libre cars, when Dad would provide the spectators with plenty of excitement as he usually finished ahead of cars fitted with engines three or four times the size of his Cooper's.

By the latter part of 1957, however, Dad had decided that he needed a new challenge. F3 fields were diminishing, many competitors having fitted twin-cylinder engines which put them in another class. But instead of that, Dad had other plans: his Norton single was to be supercharged. Many attempts had been made worldwide to fit a supercharger to a single-cylinder engine, but none had been totally successful. Phil Irving, who was later involved with the design of the Repco that propelled Jack Brabham's cars to two world titles, told Dad he was crazy to waste his time on an engineering impossibility.

The main problem in fitting ➤

all: courtesy of Joy Rainey

Top: After much pestering by Joy, Dad built her this go-kart in 1960 - the Cooper Mk9 was sold in '62. Middle: Murray poses with Charles and John Cooper after the front suspension conversion. Bottom: En famille, with mechanics Ron Watson and Ron Davey, at Phillip Island



Murray and the Cooper at Templestowe hill-climb. Joy stands in the background

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Top: On the startline at Phillip Island in 1958, the Cooper now in supercharged form. Middle: Same car, same track, but this is 1957 and so no supercharger. Below: Murray and Mk9 reunited at Shelsley in 2002. Shortened induction pipe only change. Car owned by Mark Palmer

a supercharger to a single is the time lag between power strokes. Dad was able to overcome this, to a certain extent, by fitting an induction pipe from the supercharger with a capacity of at least two and a half litres. But this presented another problem. When approaching a corner and easing off the throttle, the pipe would be full of enough fuel for about five strokes of the engine. In theory, therefore, the corner could still be taken at full power. But then, on leaving the corner, a good stab on the throttle would not produce the desired effect until the pipe had refilled. To overcome *this* problem Dad designed a butterfly arrangement inside the pipe to control the flow of fuel. It worked in conjunction with a blow-off valve fitted as a safety measure.

When the engine was run in the Cooper for the first time its characteristics were amazing. It would idle at 300rpm and then produce so much power that, even with the tallest sprocket fitted, it would reach 6000 in an incredibly short distance.

Phillip Island's April 1958 meeting was looming. There had been (as usual) little time for a proper test, so the supercharger wasn't working at maximum efficiency and Dad was slow off the line. But he swiftly caught the 1500 front-runners and lowered his time to 2min 22sec, 6sec quicker than his previous best and just 5sec away from Lex Davison's outright lap record in his 3-litre Ferrari single-seater.

That June, again at Phillip Island, the supercharged Cooper-Norton gave my father the outstanding race of his career. He started from the second row, behind Tom Hawkes' Repco-Cooper single-seater, Doug Whiteford's ex-Jean Behra Maserati 300S and the Cooper-Jaguar of Ron Phillips. Hawkes took the lead and was not challenged. On lap two, though, Dad homed in on the two big sportscars. As we watched from the rear of the pits we couldn't believe our eyes – he was up to second place. Down the straight, of course, the sportscars surged past. Only for Dad to repass them on the twisty sections.

Phillips was eventually dropped, but Whiteford elbowed past by cutting a corner, showering the Cooper with stones. My father, who always rested one arm on the outside of the bodywork while cornering, was hit by one and had difficulty changing gear thereafter. Even so, he finished third – and the acclaim he received was as if he had won the race.

He had even bigger plans for 1959: the Cooper was to be taken to Europe for a season of racing. However, just before our departure, these plans were hit by a bombshell: it was announced that F3 cars would run on pump fuel in Britain; our Norton ran on methanol. The conversion was a big job, but in a short time Dad produced a petrol engine capable of high revs. This meant, though, that there had been little time for testing before shipping the car. Familiar?

At a Crystal Palace meeting my father was on the reserve list. Given last-minute permission to race, he was required to start at the back, even though he'd run fourth-fastest in practice. It was a hot day and the Tarmac on certain sections of the track was melting. While carving through the field, it was one of these sections that caused him to lose control. He was unhurt, but the damage to the front of the Cooper was severe: the chassis was bent and would require a rejig at the Cooper factory.

Next morning, Dad arrived at the workshop in Surbiton with his damaged car, to be told by Charles that they were too busy with the F1 programme and so could not possibly fit the job in. "Well, the F3 jig isn't in use," said my father. "We could do it ourselves." A couple of mechanics agreed the work could be done, but Charles still refused: "Impossible. Got to go, I'm very busy."

Dad was reluctantly about to leave, when a mechanic said: "Charlie's going away to the Dutch GP in a couple of days. Bring the car over then and we'll repair it."

Sure enough, with the boss out of the way, the job was started, but it was discovered that the transverse leaf springs required were not available in the stores. Dad had a look round and found some wishbones that would fit, so it was decided to rebuild the front suspension with coil springs, like the F1 Coopers. The mechanics were enthusiastic about this project, but before it could be finished, Charles returned early from his trip. Dad was ordered to take his car and leave, although he was allowed a couple of hours for finishing the job.

During that time, however, Charles brought several visitors to view the project and soon became so enthusiastic that he eventually told Dad to take his time and finish the work properly.

After finishing third in an F3 race at La Châtre, France, Dad took the car to Mallory Park. He scratched from the race due to an engine problem, but we stayed on to watch. Sadly, a bad crash occurred in right front of us, killing one of the drivers. "That's it," said Dad. He never raced the Cooper again, and it was sold on our return to Australia.

When Dad later came back to Britain he stuck to hill-climbing his much-modified 8C Alfa Romeo. Forty-two years on, though, he was pleased to see the Cooper again, still running the supercharger they said would never work. M



WB



Henry Alexander nears the top of Ben Nevis in his Model A Ford in 1928

LAT

Ford's peak of achievement

THE CONTINUING POPULARITY OF MODEL A FORDS IN VSCC competitions is a tribute to a car in the run-up to which Henry Ford stopped all production of the immortal Model T for something like a year. This created global speculation about what would replace 'Lizzie', and enormous crowds blocked American thoroughfares when the 'A' appeared for the first time in the showrooms of New York and other American cities.

The Autocar sent a representative to the USA and published an accurate description of the still-secret 'A' which was copied by many English daily papers. Right at the close of 1927 the car was exhibited for the first time at Holland Park in London.

The original engine size was quoted as 2033cc, but a larger engine was available and is, I presume, used in most of the Fords competing in today's VSCC events.

In 1911 Henry Alexander had conquered Ben Nevis with a Model T Ford but this had occupied several days, up a specially prepared track. In 1928 the same man used a 14.9hp Model A Ford tourer for another onslaught on the 4408ft mountain, using the normal bridle path after this had been reinforced with boulders at weak places and its surface somewhat improved at rough sections. Chains were used on the Ford's back wheels but wheelspin was still experienced on waterlogged parts of the long track, whose gradient reaches 1-in-4 in places.

After two and a half hours the Ford was halfway up. Provisions for the crew of helpers were lost when the horse carrying them panicked and rolled down a 400ft ravine and was killed – a sad incident, as it may have lain injured before it died.

A mile from the summit the Ford's transmission locked up and over an hour was lost while spares were brought up by horses from the halfway depot. The ascent was completed in a total of 9hr 30min. Next day the descent took two hours, in heavy rain. VSCC Ford drivers may find this impressive achievement reassuring when engaged in today's trials.

But Mr Alexander would have been less happy in retrospect when informed that a Mr G F Simpson had accomplished the same feat, with a passenger alongside him, also in 1928, in a much less powerful Austin 7. His climb took 7hr 23min and had then descended in about two hours. This latter achievement was claimed to be the first one-day up-and-back onslaught of Scotland's, and indeed Britain's, highest mountain.

TYNE SPEED MERCHANT

IT'S GOOD NEWS TO HEAR THAT THE ROBERT Stephenson Trust has restored its 1848 office and adjacent boiler house, occupied by Robert Stephenson Ltd up to 1904, and then by George & Jopling, motor and agricultural engineers and coachbuilders – and also Ford agents.

Arthur George took up cycle racing aged 19. He raced an Itala in 1908, was third in the 'Four-Inch' TT that year in the IoM with a Darracq, and took part in the 1914 Prince Henry Trials. At Brooklands in 1912 he was second in the 80mph Short Handicap and won the Ford race, Henry Ford himself presenting the Ford Trophy. The vee-radiator Ford, Reg No X 1911, raced on Saltburn sands. It still exists and is being rebuilt.

During the 1926 General Strike Mr George delivered the Government newspapers from Newcastle to London in five hours, driving a Vauxhall.

He was also a pioneer aviator, buying a Voisin from Moore-Brabazon in 1908. He then flew a Bleriot and built himself a biplane, exhibited at Olympia in 1910; he is said to have taught himself to fly by equipping a car with a joystick instead of a steering wheel.

The Trust intends to record Arthur George's motor-racing and flying career in its restored building. Any info would be welcome. The address is 20 South Street, Newcastle upon Tyne, NE1 3PE.

Wrong directions

READING IN CLUB MAGAZINES ABOUT how car dealers hunted their stock long ago reminds me of two rather similar episodes.

Jenks and I had gone to report the 1956 Monte Carlo Rally and, driving along the coast road from Nice, we came upon a breaker's yard with some enthralling old vehicles lined up. We stopped the Porsche. The place was shut, with an Alsatian dog on guard. In the background stood a Bedford truck, possibly a remnant of the war, and a clean SS1 tourer.

The ancient cars included a pre-1914 Sizaire-Naudin, a vast Edwardian Renault landaulette, a pair of Panhard-Levassors of a similar age, a curious four-seater Phanmobile with engine above its single front wheel, and quite a smart 7.5hp Cloverleaf Citroën, hood up. Intrigued, I took a photograph, which I later used in MOTOR SPORT.

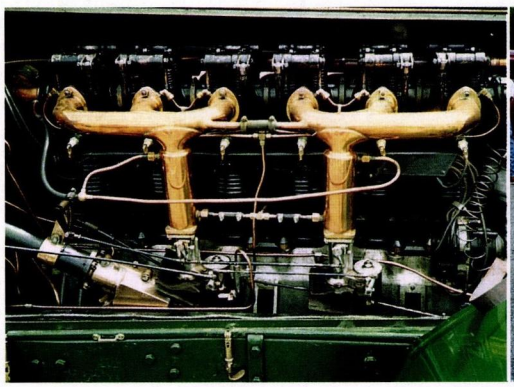
The day after publication our telephonist was absolutely swamped with calls from dealers asking where this treasure trove lay. I could not resist telling her to inform them I wasn't sure, but if they drove up the A1 to Inverness, found the first village after that town, turned left and right again, three villages on, the breaker's *could* be on that road. I visualised dealers all over the country hastily getting out tow cars and trailers, maps and cheque books, and setting off. I now feel rather guilty and apologise to any who did this.

Before this, while in Harrogate during the war, I saw an advert in a paper for an Alvis, claimed to be a famous Brooklands car, capable of an impossibly high speed, with price to match, driven by a driver I had never heard of. The ploy was to ring and say that I wanted to race when the war ended, and this seemed just the job. Could they let me see the car? This agreed, we gave the address of a mansion a few miles away, and that evening Tom Lush and I set off in his Austin Ruby to see what would happen.

After a while a very bogus Alvis arrived on tow at the big house and several unsuccessful attempts were made to start it. It was then towed up the drive and parked outside the front door. A servant opened it, and we saw from our hideout that he was indicating that they had the wrong address, pointing out another mansion some miles on. Here the ritual was repeated. They then gave up.

We rang them next day, asking crossly why I had not been shown the car, as promised. "We couldn't find your house." So another address was given to them, to which they presumably went. Nothing more was heard of them. But if anyone bought this Alvis, and hopefully restored it, it would be nice to hear about it.

Chitty-Bang-Bang II thunders on





After recent references to Zborowski's Chitty-Bang-Bang II it is good to know that it looked in fine order when it appeared at a recent Open Day in Maine. Its 18.8-litre engine is the type used in the Blitzen Benz described last month

miscellany

THE MORRIS REGISTER IS LUCKY to have such an expert historian as Harry Edwards. In its spring *Journal* he has a long article on the beginning of Morris cars in 1913, with pertinent info about problems, personalities involved, etc. The photographic cover of the *Journal* depicts a splendid early post-WWII street scene – with congestion! The Register Secretary is Roger Bird, PO Box 47, Woking, Surrey GU22 8WE.

* * *

THE PROTOTYPE V12 LAGONDA drophead coupé (ARD 246) has survived long spells in various barns but is now being properly restored by a member of the Lagonda CC. His father owned one of the last V12 saloons, used by W O during the war; before that it was a Press test car, possibly the one I had for a brief wartime appraisal with Battle of Britain dogfights overhead.

* * *

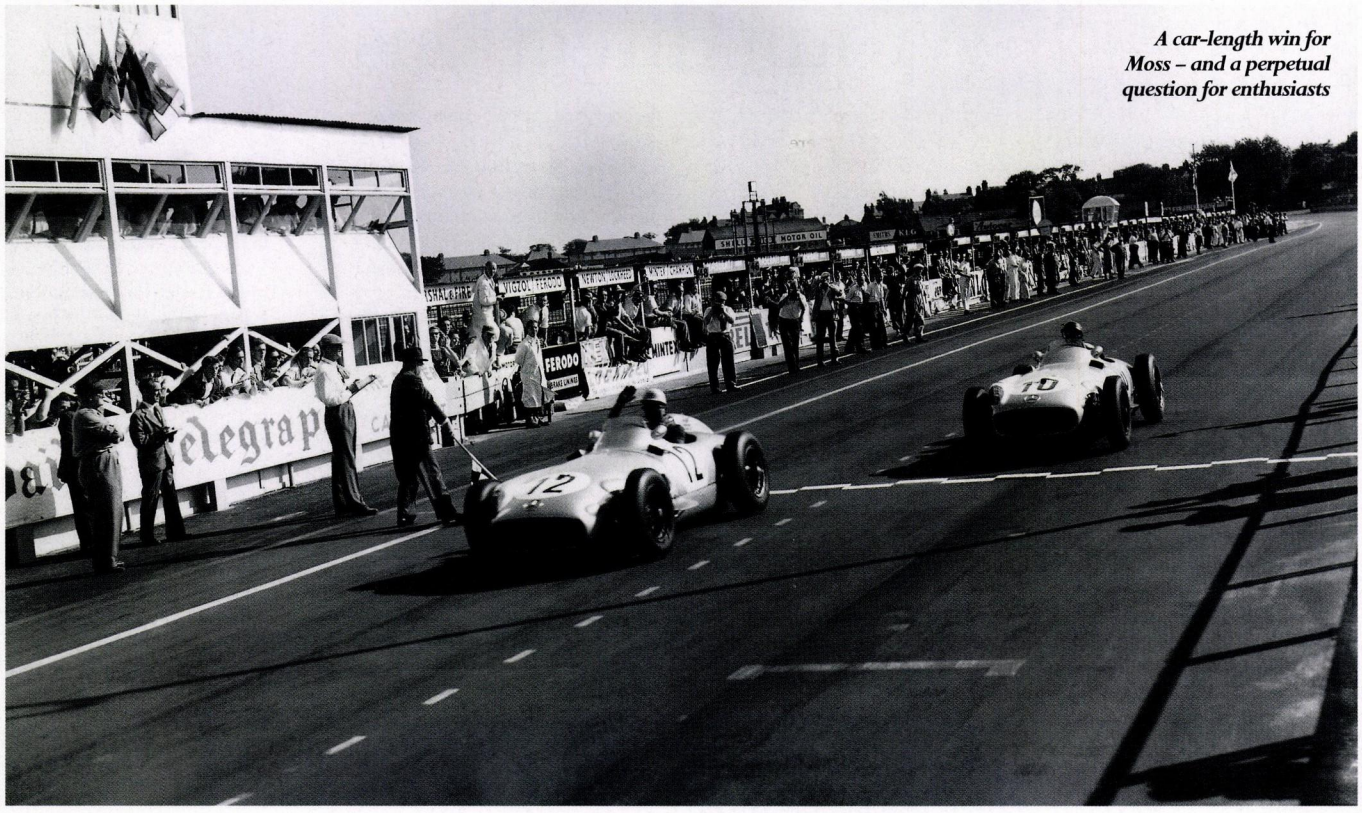
THE BRDC HAS ISSUED A 75TH Anniversary announcement headed 'MOTOR SPORT Magazine', which reminded me that pre-war and in the 1940s MOTOR SPORT was the club's Official Journal.

* * *

THE 750MC IS FLOURISHING: 61 new members joining in a month. Fixtures include the National A7 Beaulieu Rally on July 6 and a 1000-mile Round Britain Run on July 17-20. The Secretary is Neil Carr-Jones, 112 Malling Street, Lewes, East Sussex NN7 2RJ.

* * *

I BELIEVE QUIZ COMPETITIONS are popular pub games but they seem less frequent in car club circles. Sample questions might be: which has been the least expensive car with inclined overhead valves, and which had the flattest power/torque curves?



A car-length win for Moss – and a perpetual question for enthusiasts

LAT

Did Fangio let Moss win at Aintree?

I READ WITH INTEREST NIGEL ROEBUCK'S RECENT recall of his early memories of grands prix and his thoughts about the Moss/Fangio finish at the dramatic 1955 GP at Aintree. He tells us that he saw his first such race in 1951, at Silverstone; I witnessed my first GP at Donington Park in 1937, 10 years after I had seen the less important affairs at Brooklands. But Nigel was five, I was 24, on our respective GP baptisms, so the spoils are perhaps hard to judge.

I, too, was at Aintree, close to the finish-line, and saw Stirling win and Fangio come in second, a car's length behind, to lead that impressive 1-2-3-4 Mercedes victory. The unsolved question is – did Fangio let Moss win? It will never be resolved, as Moss says he has no idea, and the late Argentinian ace never referred to it. But, with the greatest regard for the Olympian skills of both drivers, one may speculate, one hopes,without giving offence.

My visual impression was that Fangio, so exceedingly close behind Moss, had either intended a dead-heat photo finish, or that he intended the close result to show to British onlookers that their skills were on a par. To me, it looked as if the nose of Fangio's Mercedes dipped when it was almost at the finish-line, by a touch of the brakes or through lifting off the power. Sir Stirling says the race order was open, Roebuck that Neubauer may have whispered in Fangio's ear on the start-line that it would be nice if a British driver could win, for the Aintree spectators. Does DSJ's report tell us anything to help?

Fangio led Moss away. But, says Jenks, "on lap three Fangio let Moss by, and it looked as if he was to be allowed to set the pace and win". By lap 17 Fangio led, "perhaps from force of habit or to remind 'the boy' that he was still about," wrote Jenks. There has been a story that he had told Stirling that, if he was in his mirrors at half-distance, he would allow Moss to win. It does not sound like a Fangio remark, unless to prompt Moss to drive fast for a good 1-2 finish, but Moss always drove as fast as he could anyway.

At half-distance, Jenks says, both were signalled to drive as fast but keep that order. Moss was 9sec ahead by lap 41, as Fangio had been held up. But he made up 5sec before they were signalled to slow, to allow the other M-Bs to close up.

DSJ says that Stirling thanked Fangio for letting him win, if reports can be believed, and let Fangio wear the victor's laurel wreath, confirmed by a photograph. Roebuck says Fangio once told him he could not have won anyway, as his W196 had a lower axle ratio than Stirling's. We shall never know; but isn't it an intriguing bit of history?

I have reason to remember Aintree. I left after a meeting there, to drive back to Hampshire, when a dubious petrol gauge on my road-test car brought me to a halt. I walked to a nearby pub, asking in the crowded bar whether anyone had any petrol. A stranger, merry but not drunk, said, "Take my VW Beetle, there's a garage down the road." He didn't know me! I was desperate and so I accepted his offer, filling my car and putting a gallon into his VW.

Before that, I had entered the almost empty Mersey Tunnel with a slow car on the inner lane. So I moved to the middle one. As I emerged a man seemed to be waving at me. I had not known it was an offence to change lanes in the tunnel. A summons duly arrived but MOTOR SPORT's proprietor said he employed so many drivers he could not say who the criminal had been. I heard no more.

Moss was less lucky after his victory, being summoned for exceeding the tunnel's speed limit. The local man who had reported Stirling was known to some drivers of heavy lorries, who said 'leave it to them…' Or was the letter we received a hoax?

Record-breaking recognition



both: LAT

Capt Eyston was never knighted as were some LSR rivals

A READER TELLS ME THAT IN WINCHESTER, WHERE HE LIVES, there is a George Eyston Drive. I am so glad to know this, as it is some recognition of one of the most successful of record-breakers and a good racing driver, who never received the recognition due to him.

GET Eyston, OBE, MC, MIME, MSAE, was fearless in cars from the 100mph MG Midget to his preposterous 73-litre, 4700hp, eight-wheeled, 7-ton, 357.5mph LSR car 'Thunderbolt'. But he took prudent precautions against racing risks, such as his asbestos overalls after he had had to jump from the burning MG, or his gas mask against cockpit fumes in the LSR car.

The road named after him may well be the very one where Eyston was waiting for me when I went to interview him, not long before he died.

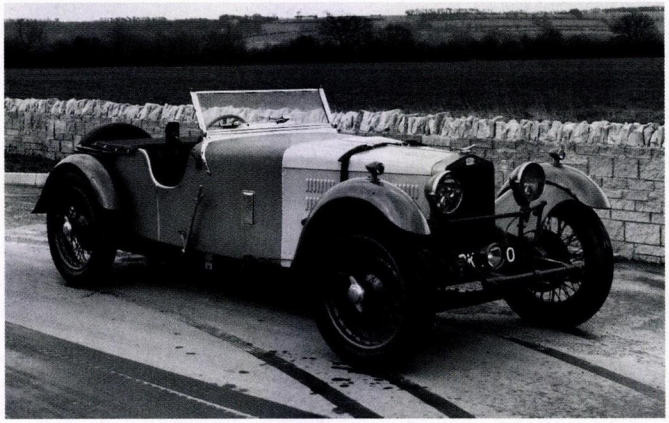
A gentleman, a versatile sportsman and pilot, George was never recognised as Segrave and Campbell were with knighthoods; he said he was content to be a member of the *Legion d'Honeur*, with which France recognised his accomplishments. Nice that Eyston is remembered, as are Locke King, Lonsdale, Segrave and Cobb after whom roads in the vicinity of Brooklands have been named.

Rare survivor of a rare make

ONE OF THE EXTREMELY RARE ARAB sportscars, with which the celebrated racing and record-breaking car designer Reid Railton and the famous Welsh engineer/racing driver J G Parry Thomas were associated in 1926 and 1927, when Thomas's fatal accident in 'Babs' caused Railton to abandon the project, is now based in Germany.

It is the Arab which, in 1930, was given a sports-coupé body with unusual windows by A P Compton, for Tim Powell. The Moss gearbox has been replaced by a Meadows 'box.

In 1983, I drove the Arab, then owned by Brian Demaus; a dozen or so are thought to have been made.



Both Reid Railton and Parry Thomas were briefly involved with the Arab car

Donington anniversary year

THE 2003 VSCC FIXTURES LIST IS AMBITIOUS. SILVERSTONE in May will be a two-day affair, but the big fixture is at Donington Park on June 21/22. Apart from the two Seaman Trophy events and the Ferrari/Maserati Challenge, Ayrton Senna is to be remembered, with a parade and possibly the car with which he won the 1993 European GP there.

For Donington it is a year of anniversaries: the 70th of the first car race, the 30th of the Donington Collection, and the 65th of Nuvolari winning the 1938 Donington GP. It is hoped that four V16 BRMs may be seen there this year and perhaps also all three of the ex-works-type racing A7s.

John Bailie, Donington's PR man, would like to hear from anyone who was at the first 1933 race meeting or who knows of any remaining cars that raced there.

miscellany

DURING THE DONINGTON VSCC meeting another anniversary party for Tom Wheatcroft will be held. Kevin Wheatcroft is also to have a monument erected to Roger Williamson, and have the Pat Fairfield memorial relocated on the 60th anniversary of Pat's Le Mans accident.

* * *

AMONG MY PAPERWORK FROM the past is a Trojan bhp chart for their XL engine, based on hill-climbing performances. It gives power absorbed by gradient, road resistance and gravity. Starting up a 1-in-20 hill at 19mph uses 5.55hp for acceleration, so 24.4mph is achieved until no more pace is left. If a Trojan doing 20mph encounters a 1-in-8 hill, speed will drop to, and will remain at, 17.2mph. It's all beyond me, so I have sent the graph to the very enthusiastic Trojan OC.

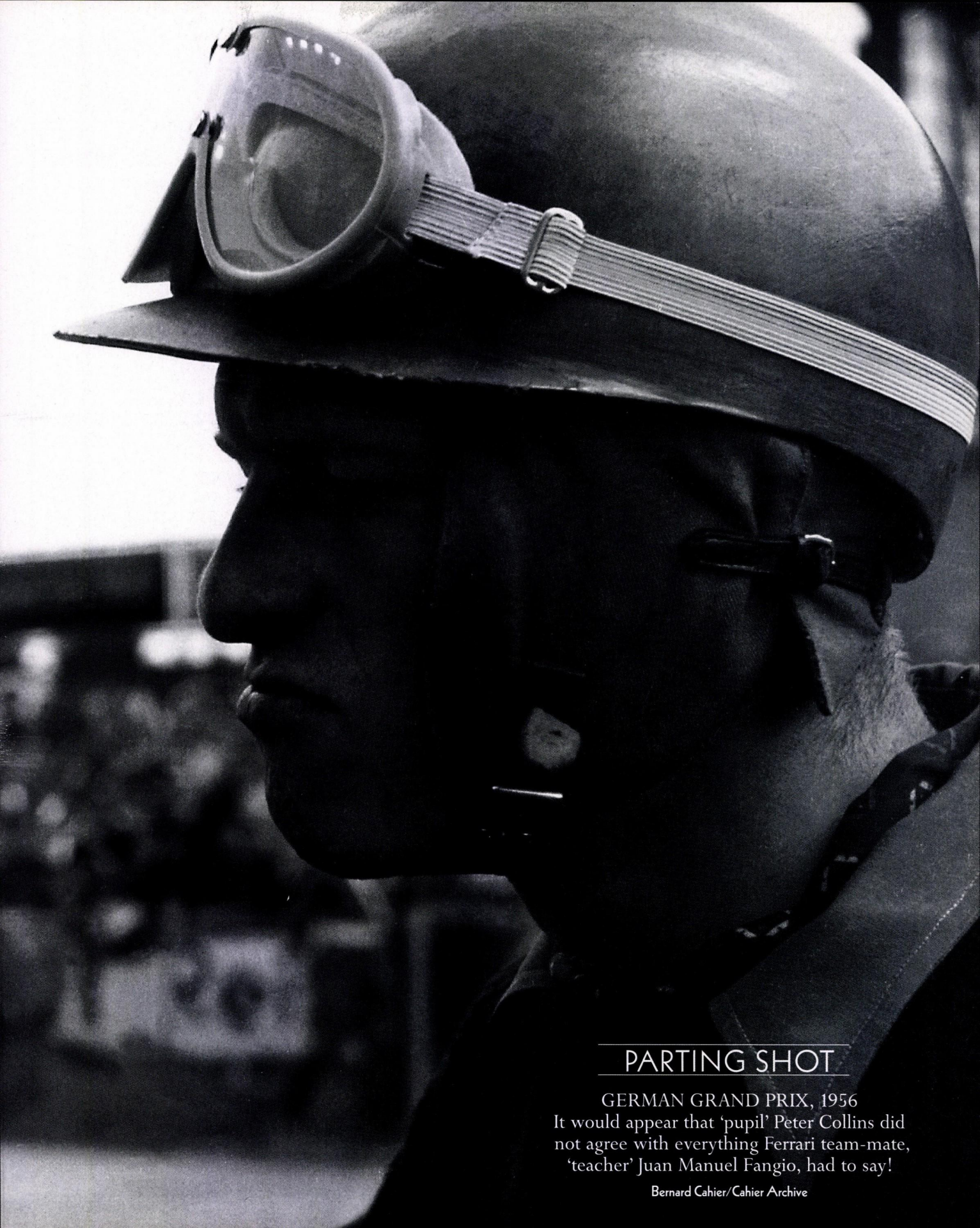
* * *

IF NO ORIGINAL OF AN HISTORIC car exists a decent replica has to be the next best thing. At the *Amateurs de Vehicules d'Epoque* meeting in France last year the only English member of this small club saw what seemed to be a very accurate recreation of the long-distance Yacco Citroën record-breaker illustrated recently in MOTOR SPORT. Our informant attended the event in his 3-litre Bentley, and the owner of the Citroën told him he must be very wealthy, as his car had two bonnet straps whereas his had only one...



Citroën record-breaker replica





PARTING SHOT

GERMAN GRAND PRIX, 1956
It would appear that 'pupil' Peter Collins did not agree with everything Ferrari team-mate, 'teacher' Juan Manuel Fangio, had to say!

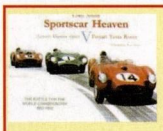
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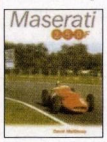
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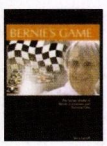
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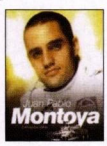
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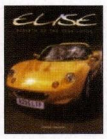




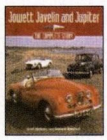


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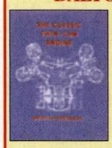
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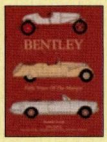
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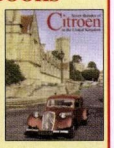
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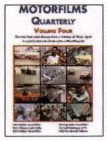
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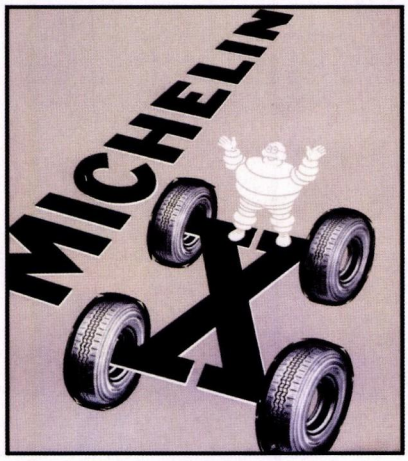
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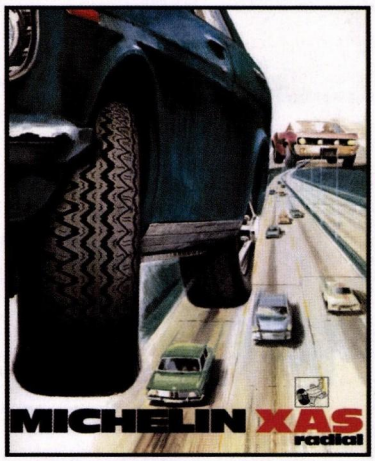
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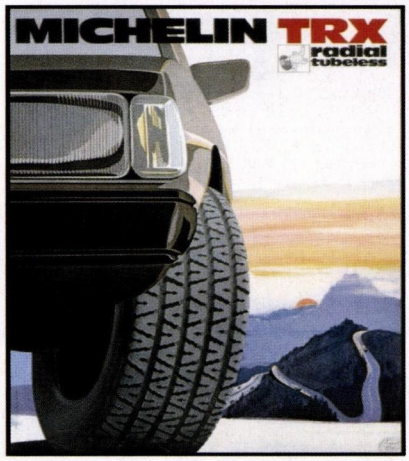
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Page 106

Websites
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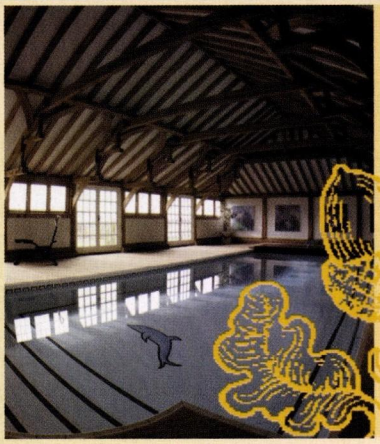
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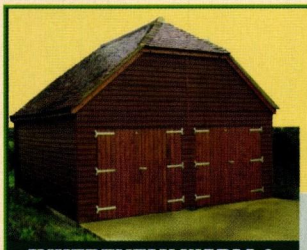
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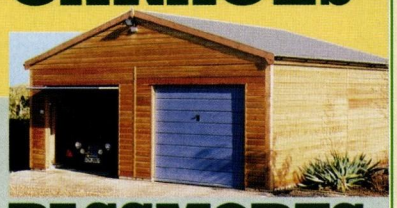
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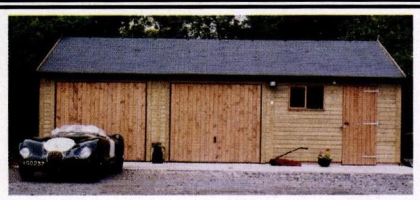
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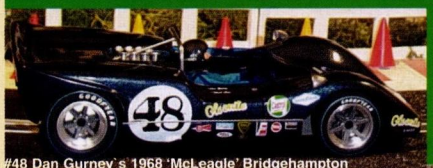
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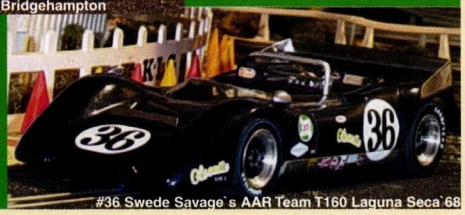
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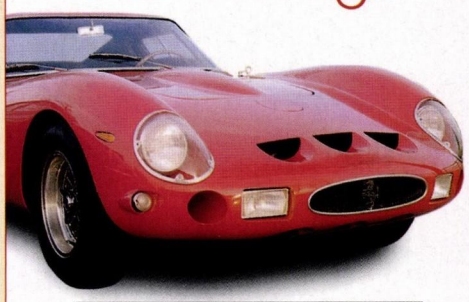


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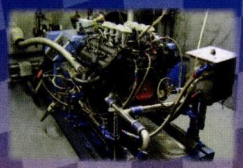
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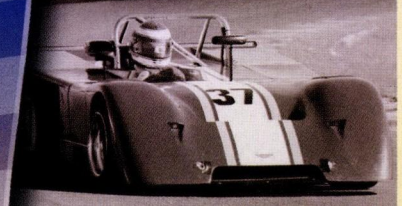
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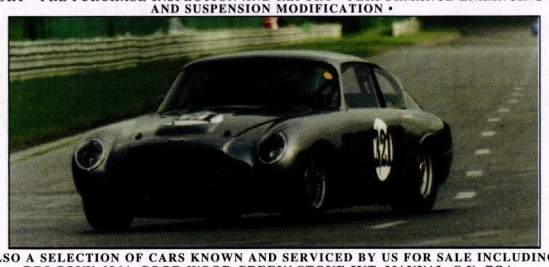


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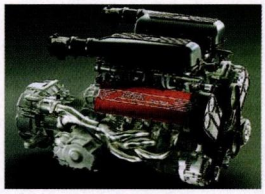
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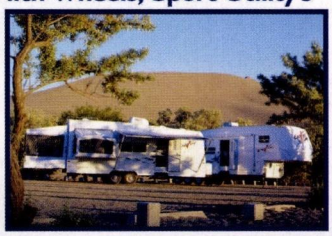
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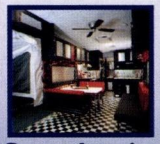


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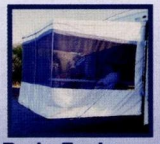




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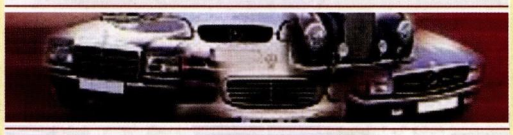
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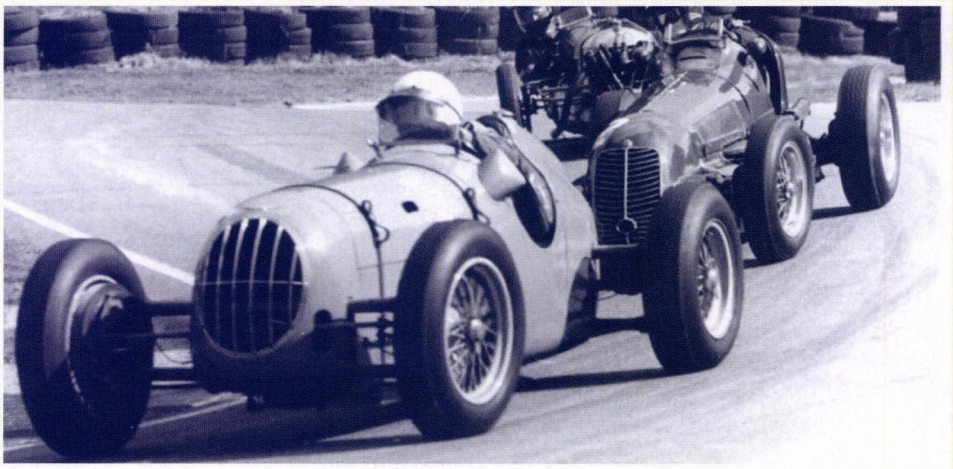
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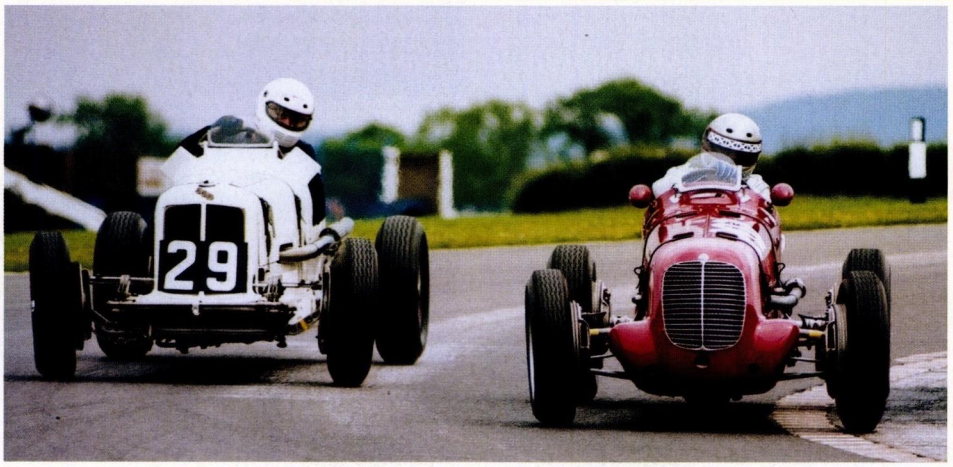
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£44.95 EX-VAT
£52.82 INC-VAT

6 CTC105
£139.95 EX-VAT
£164.44 INC-VAT

FANTASTIC VALUE

PROTECTIVE TOP MAT

Full extension runners for smooth opening action



	MODEL	TYPE	EX VAT	INC VAT
1	CTC600	6 drawer chest	£44.95	£52.82
	CTC900	9 drawer chest	£59.95	£70.44
	CTC500	5 drawer cabinet	£89.95	£105.69
2	CTC800	8 drawer chest/cab set	£99.95	£117.44
	CTC700	7 drawer cabinet	£119.95	£140.94
	PRO RANGE			
3	CTC103	3 drawer step up chest	£44.95	£52.82
4	CTC106	6 drawer drop front	£64.95	£76.32
5	CTC109	9 drawer chest	£69.95	£82.19
6	CTC105	5 drawer trolley	£139.95	£164.44
7	CTC107	7 drawer trolley	£169.95	£199.69

Clarke HD PROFESSIONAL TOOL CHESTS

- Drawers lock simultaneously when top lid is closed
- Protective anti-slip liners and identification inserts
- Tough nickel plated side handles and lid brackets

MODEL	DESCRIPTION	EX VAT	INC VAT
CFS306	6 Drawer-drop front	£69.95	£82.19
CFS309	9 Drawer Tool Chest	£89.95	£105.69
CFS312	12 Drawer-extra deep	£129.95	£152.69
CFS308	8 Drawer Tool Chest	£84.95	£99.82
CFS310	10 Drawer Tool Chest	£109.95	£129.19

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY
MAX LOADING 1000KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209



2 CBB206
£109.95 EX-VAT
£129.19 INC-VAT



BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT

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

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

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



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

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

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL/CHEST CABINET

CHEST
£229.95 EX-VAT
£270.19 INC-VAT

HEAVY DUTY
MAX LOADING 1000KG

GAS STRUTS Holds lid open





EXTRA DEEP DRAWERS

CABINET
£379.95 EX-VAT
£446.44 INC-VAT



BALL BEARING RUNNERS

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

FANTASTIC VALUE

BLUE LINE INDUSTRIAL ALSO AVAILABLE

SEE OUR MAIN ADVERT!

Machine Mart®

44 SUPERSTORES NATIONWIDE

where Quality costs less

Clarke TOOL CHESTS/CABINETS

FANTASTIC VALUE

FROM ONLY £44.95 EX VAT £52.82 INC VAT

MASSIVE PRICE CUTS

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

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

Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT £23.44 INC VAT

CB4

MASSIVE PRICE CUTS

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

REDUCED! CB4 WAS £32.84 INC VAT

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388

PROFESSIONAL QUALITY

ONLY £79.95 EX VAT £93.94 INC VAT

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

Clarke TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204

FROM ONLY £13.95 EX VAT £16.39 INC VAT

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

ONLY £13.95 EX VAT £16.39 INC VAT

1/2" TORQUE WRENCH - CHT141

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

ONLY £14.95 EX VAT £17.57 INC VAT

Clarke WORKBENCH

HEAVY DUTY CWB1250

ONLY £49.95 EX VAT £58.69 INC VAT

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

Clarke TOOL CABINET

WALL MOUNTED - CWC48

ONLY £39.95 EX VAT £46.94 INC VAT

Tools shown not supplied

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

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

Clarke PRO SOCKET SET

ONLY £29.95 EX VAT £35.19 INC VAT

33 PCE 3/8" PRO23

BEST BUY Ride Magazine

HUGE RANGE IN STORE

LIFETIME GUARANTEE! See pack for details

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

CAR TRANSPORTER LASHING

ONLY £12.99 EX VAT £15.26 INC VAT

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

Clarke DIGITAL MULTIMETERS

CDM10 • 19 position • 10 amp facility

ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility • Protective case

ONLY £15.99 EX VAT £18.79 INC VAT

Clarke POLISHING KIT

To fit bench grinders.

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

6" Kit £19.95 EX VAT £23.44 INC VAT

8" Kit £24.95 EX VAT £29.32 INC VAT

ALSO AVAILABLE: 4" Polishing Kit for Hand Drills

Clarke BOLTLESS SHELVING

SIMPLE, FAST ASSEMBLY

FROM ONLY £24.95 EX VAT £29.32 INC VAT

CAN BE ASSEMBLED AS A SHELVING OR BENCH UNIT

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

Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT £46.94 INC VAT

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

Clarke GENERATOR

G900

ONLY £299.95 EX VAT £352.44 INC VAT

700W SUPER QUIET

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

OTHER MODELS UP TO 10,000KVA

CombiVac WET/DRY VAC

EARLEX

ONLY £33.99 EX VAT £39.94 INC VAT

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

Accessory kits available

Clarke BENCH GRINDER STAND

BGS1

ONLY £25.95 EX VAT £30.49 INC VAT

- Complete with bolt mountings and feet anchor holes

Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT £22.27 INC VAT

MASSIVE PRICE CUTS

CBG8W features 8" wetstone & 6" drystone.

MODEL	DUTY	WHEEL DIA. (mm)	WAS INC VAT	EX VAT	INC VAT	
CBG6RZ	PRO	150	-	£18.95	£22.27	REDUCED
CBG6RSC*	HD	150	£32.84	£26.95	£31.67	
CBG8RSC	HD	200	£41.07	£33.95	£39.89	
CBG6SB#	210w	150	-	£24.95	£29.32	
CBG8W*	275w	150/200	-	£39.95	£46.94	

*Heavy Duty # With sanding belt

Clarke ANGLE GRINDERS

Inc. disc & handle

FROM ONLY £13.95 EX VAT £16.39 INC VAT

CAG115C BEST BUY Practical Householder

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

*115mm disc #230mm disc

STAYER SANDERS/POLISHERS

PROFESSIONAL QUALITY

FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER

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

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER

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

ONLY £94.95 EX VAT £111.57 INC VAT

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

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC.

ONLY £84.95 EX VAT £99.82 INC VAT

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

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

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT

- Water and tear resistant

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

airmaster PORTABLE AIR COMPRESSOR

TIGER 6/6

ONLY £69.95 EX VAT £82.19 INC VAT

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

NEW

Clarke 5 PCE AIR TOOL KIT

KIT1000

ONLY £19.95 EX VAT £23.44 INC VAT

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

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

Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT £29.32 INC VAT

Complete with:

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

Clarke H/DUTY BLAST CABINET

ONLY £99.95 EX VAT £117.44 INC VAT

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

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

Clarke 7CFM AIR COMPRESSOR

BRONCO

ONLY £109.95 EX VAT £129.19 INC VAT

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

SUPERWINCH

FROM ONLY £119.95 EX VAT £140.94 INC VAT

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

airmaster TIGER TURBO AIR COMPRESSORS

FROM ONLY £84.95 EX VAT £99.82 INC VAT

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

HUGE RANGE OF SPRAY GUNS & ACCESSORIES!

*Oil Free † Belt Driven

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

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

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

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

UK MADE

CAST IRON CYLINDERS

All units feature:

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

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

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

Clarke AIR TOOLS & SPRAY GUNS

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

Clarke PARTS WASHERS

FROM ONLY £34.99 EX VAT £41.11 INC VAT

FLOOR STANDING

- 45 litre tank
- 1000Ltr/hr pump rate

ONLY £79.95 EX VAT £93.94 INC VAT

BENCH MOUNTED

- 10 litre tank
- 1000Ltr/hr pump rate

ONLY £34.99 EX VAT £41.11 INC VAT

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

FROM ONLY £178.95 EX VAT £209.74 INC VAT

MASSIVE PRICE CUTS

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

REDUCED! 10 TON FLOOR WAS £258.44 INC VAT

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT
£15.22 INC VAT

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

BEST BUY CAR MECHANICS

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

Clarke JUMPSTART 900

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

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

ONLY £34.95 EX VAT £41.07 INC VAT

ORDER ONLINE

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OVER 4000 PRODUCTS SEE THE FULL RANGE

NEW!

309 NEW PRODUCTS

387 REDUCED PRICES

SPRING/SUMMER CATALOGUE!

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



Clarke METAL LATHE

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

FULL RANGE OF ACCESSORIES AVAILABLE

BEST SELLER

ONLY £399.95 EX VAT £469.94 INC VAT

CL300M

Clarke 6 SPEED METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

ONLY £699.95 EX VAT £822.44 INC VAT

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

FULL RANGE OF ACCESSORIES AVAILABLE!

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

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head.
ONLY £579.95 EX VAT £681.44 INC VAT
N.B.: The Mill/Drill head is not available separately

Clarke ENGINEERING DRILL PRESSES

FROM ONLY £33.95 EX VAT £39.89 INC VAT

MASSIVE PRICE CUTS

Full range of Drill Vices available

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

* Includes wet 'T' slot table & worklight

MODEL	CHUCK SIZE	SPD	WAS INC VAT	EX VAT	INC VAT	
CDP5DD	13mm	5	-	£33.95	£39.89	REDUCED
CDP10IB	13mm	5	£70.44	£54.95	£64.57	
CDP15IB	13mm	5	-	£84.95	£99.82	
CDP20IB	13mm	12	£140.94	£115.49	£135.70	
CDP25IF	13mm	12	-	£134.95	£158.57	
CDP30IB	16mm	12	£176.19	£139.95	£164.44	
CDP35IF	16mm	12	£179.72	£149.95	£176.19	
CDP40IB	16mm	16	£211.44	£159.95	£187.94	
CDP45IF*	16mm	16	£234.94	£189.95	£223.19	
CDP50IF*	20mm	12	£469.94	£379.95	£446.44	

Clarke MEASURING INSTRUMENTS

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

Clarke 10 PCE GARAGE KIT

CGK10

ONLY £49.95 EX VAT £58.69 INC VAT

NEW

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

Clarke IMPACT WRENCH

REDUCED £25.49 EX VAT £29.95 INC VAT

WAS £33.19 INC VAT SAVE £3.24

12V DC 1/2" DRIVE CIR-13

MASSIVE PRICE CUTS

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

Clarke ENGINE STANDS

CES500A
- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

£39.95 EX VAT £46.94 INC VAT

MASSIVE PRICE CUTS

Fully tested to proof load

Clarke CHAIN BLOCKS

MASSIVE PRICE CUTS

FROM ONLY £39.95 EX VAT £46.94 INC VAT

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

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

Clarke WORKSHOP CRANES

Fully tested to proof load

FROM ONLY £119.95 EX VAT £140.94 INC VAT

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

REDUCED! 1/2 TON MODEL WAS £152.69 INC VAT

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case.
ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £69.95 EX VAT £82.19 INC VAT

4 TON KIT
Spreader wedge ram & accessories in a tough moulded case.
ONLY £69.95 EX VAT £82.19 INC VAT

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT

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

Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Supplied in pairs
- Ratchet action for quick height adjustment

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

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT £29.32 INC VAT

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

Clarke POWER WASHER

ONLY £54.95 EX VAT £64.57 INC VAT

FULL 100 BAR PRESSURE JET1000

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES

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

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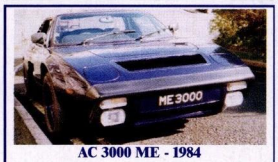
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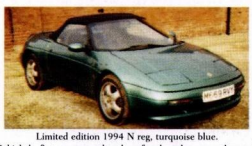
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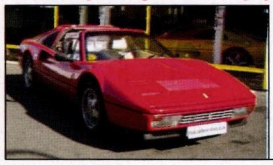
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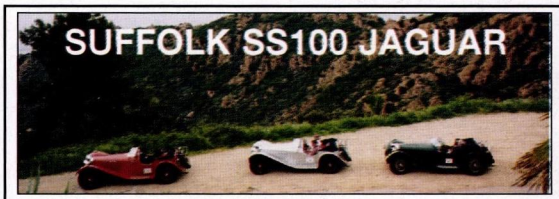
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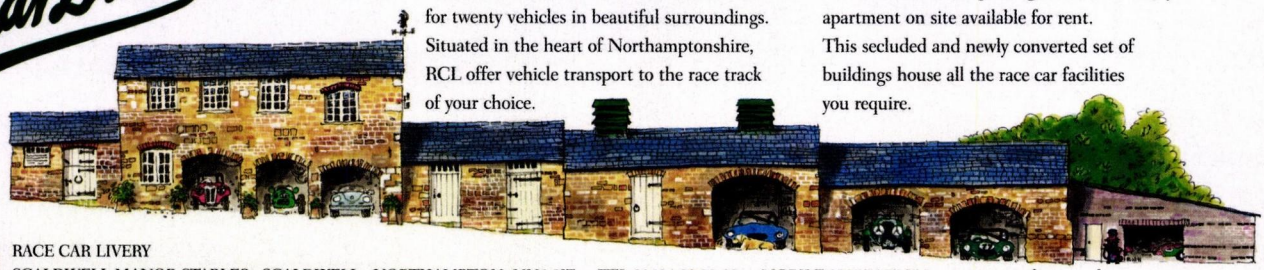
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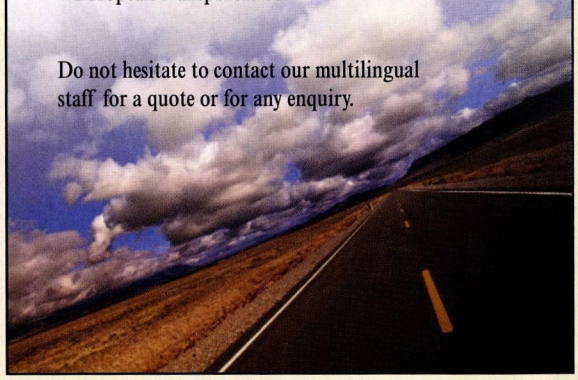
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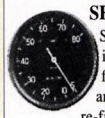
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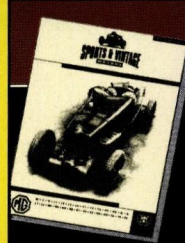
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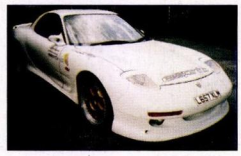
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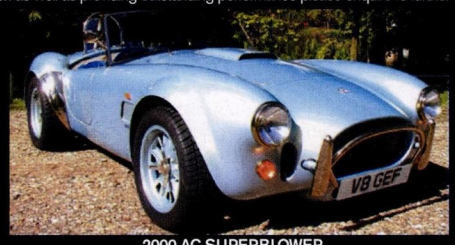
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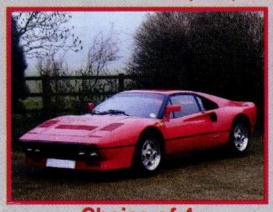
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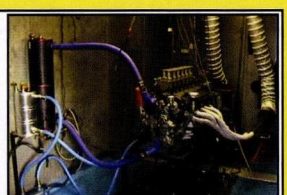


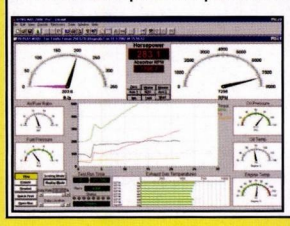
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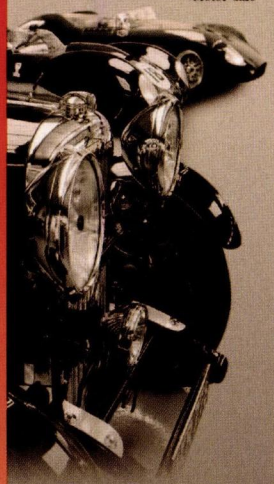
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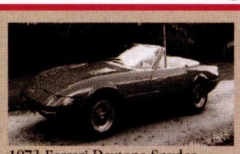
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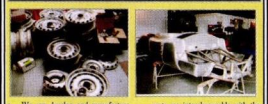
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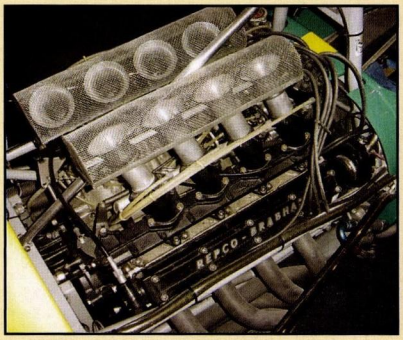
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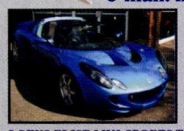


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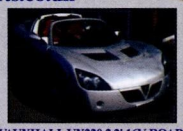
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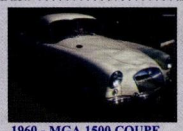
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1967 - JAGUAR E-TYPE 4.2 COUPE Carmen Red, full Black leather, genuine RHD model, 5-speed manual all synchro gearbox, early model with headlamp covers, chrome wire wheels, this E-type has undergone a total nut and bolt restoration by renowned specialist, simply superb £28995

2001 Y - TVR GRIFFITH 500 LTD EDITION Chiltern Green Metallic, Parchment leather, racing green mohair hood, number 38 of the last 100 Griffiths produced, power steering, e/w, e/m, hydratrak, walnut dash, adj steering column, facelift rear lights, clear indicator lenses, kick plates, CD player, r/c/l, Meta alarm/immobiliser, alloys, FTVRSH, 1 owner from new, 14000 miles £27995

1998 R - TVR CHIMAERA 4.5 Starmist Blue Metallic, Magnolia leather, Blue dash top, Blue wool carpet, Blue mohair hood, facelift model, PAS, e/w, e/m, walnut dash, ice detector, adj steering column, TVR wood rim steering wheel, magnolia dials, upgraded CD player, built in battery charger, r/c/l, Meta alarm/immobiliser, alloys, FTVRSH, 14000 miles £19995

1995 M - MERCEDES-BENZ SL280 AUTO Brilliant White, full Black leather, PAS, ABS, ASR, e/w, e/m, e/seats, air conditioning, climate control, power soft top, colour coded hard top with heated rear screen, rear seat, twin airbags, remote central locking, alarm/immobiliser, alloys, FMercedesSH, just 36000 miles from new £16995

1989 G - PORSCHE 944 2.7 LUX Guards Red, Black "Porsche" logo ½ leather, 165 bhp 2.7 Lux model, PAS, ABS, e/w, e/m, e/seats, e/sunroof, headlamp wash, head lamp beam adjustment, c/l, alarm/immobiliser, alloys, FPorscheSH, just 53000 miles from new, previously supplied by ourselves, this 944 is in outstanding condition in respect £9995

1989 F - PORSCHE 944 2.7 LUX Alpine White, Blue studio check trim, 165 bhp 2.7 Lux model, PAS, ABS, e/w, e/m, e/seats, e/sunroof, head lamp wash, head lamp beam adjustment, c/l, alarm/immobiliser, alloys, FPorscheSH, 60000 miles from new £7995

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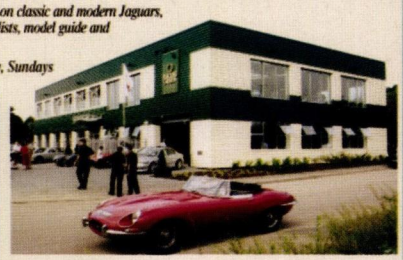
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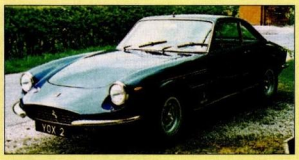
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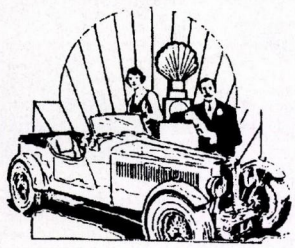
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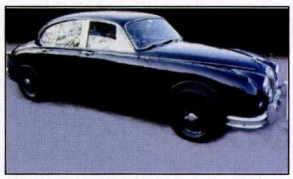


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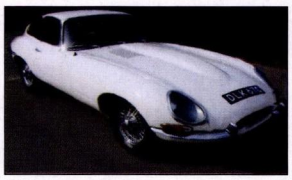
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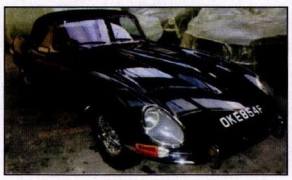
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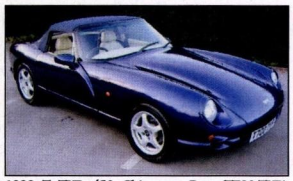
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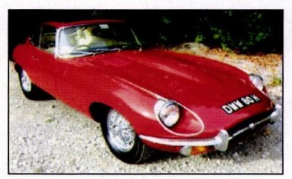
1962 Jaguar 3.8 Mk II MOD Original English RHD in Opalescent Silver- Blue, with Blue leather trim, PAS and brake upgrades, 64000 miles only, CWW. Restored to Concours standards Circa 6 years ago. Still very sharp. One of the best..... **£29,950**



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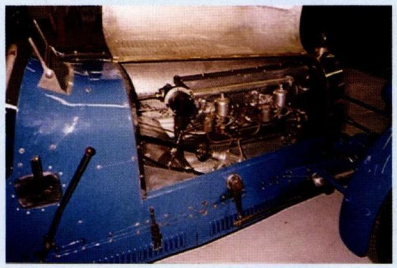
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The current owner intended to use the car for mild competition events, mainly hill climbing at Prescott and so the car was prepared for competition. The engine was taken to pieces and fitted with a new five main bearing crankshaft along with new cylinder blocks, camshaft and followers. The car is also fitted with twin S.U carburettors and has exceptional fuss-free performance.



In this form, the current owner has competed with much success and great personal satisfaction at many hill climb events and recently some racing events with the VSCC, where it has been a regular front runner. It has also been used on the road extensively throughout this period and has been meticulously maintained, the owner bringing it to us once a year for a thorough service and after every competition event in order to be checked over prior to the next. The current owner is 6ft tall, and has been happily accomodated within the cockpit.

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1998 996 COUPE ARCTIC SILVER 23000 miles

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2001 BOXSTER 3.2S LAPIS BLUE 14000 miles
2001 BOXSTER 2.7 LAPIS BLUE 16000 miles
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PORSCHE 993
1998 993 2S TIP DARK BLUE 55000 miles
1996 993 C4S DARK BLUE 45000 miles
1997 993 TARGA SILVER 52000 miles
1996 993 TARGA ARENA RED 32000 miles
1998 993 TURBO 4 ARCTIC SILVER 17000 miles
1997 993 TURBO 4 MIDNIGHT BLUE 88000 miles
1996 993 TURBO 4 POLAR SILVER 50000 miles
1995 993 COUPE TIP MET GREY 50000 miles
1994 993 COUPE MIDNIGHT BLUE 59000 miles
1997 993 CABRIOLET TIP SILVER 23000 miles
1995 993 CABRIOLET BLACK 33000 miles
1995 993 CABRIOLET SILVER 51000 miles
1995 993 CABRIOLET BLUE 71000 miles
1994 993 CABRIOLET BLUE 48000 miles

Ferrari

PORSCHE 964/911
1990 964/911 C2 CABRIOLET GUARDS RED 57000 miles
1989 911 CARRERA 3.2 TARGA RED 87000 miles
1988 TURBO TARGA BLUE 50000 miles
1985 911 CARRERA 3.2 COUPE RED 11000 miles
1980 911 SC COUPE WHITE 76500 miles
FERRARI 550/360
2002 360 SPYDER GRIGIO TITANIO 1800 miles
2001 360 MODENA RED 3000 miles
2000 MARANELLO 550 METALLIC BLUE 6000 miles
2000 360 MODENA F1 LE MANS BLUE 14000 miles
FERRARI 355
1997 355 GTS F1 RED 30000 miles
1999 355 GTB LHD BLACK 15000 miles
1999 355 F1 GT BERLINETTA RED 11000 miles
1998 355 SPIDER F1 RED 18000 miles
1998 355 GTS RED 12000 miles
FERRARI 348
1994 348 SPYDER RED 21000 miles
1992 348 TS RED 32000 miles
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1977 275 GTB4 RED 34000 miles
1972 246 GT AZURE ONE OWNER 48000 miles
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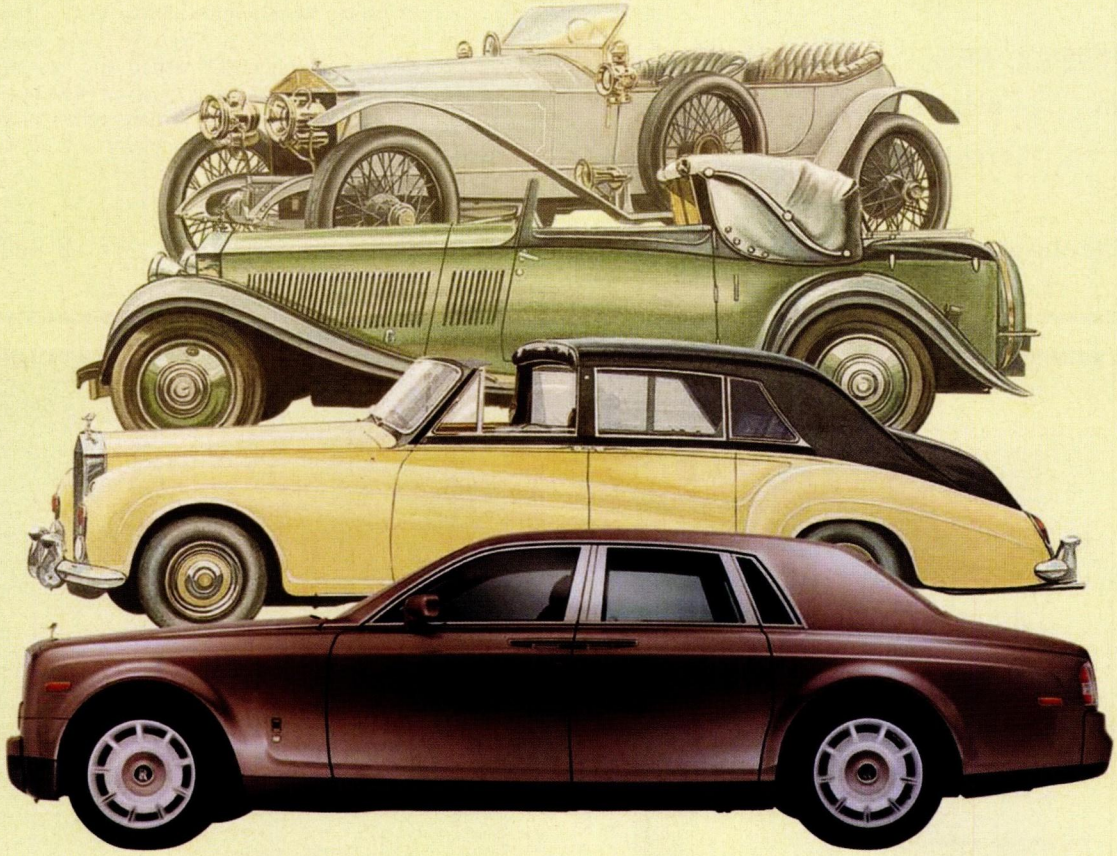
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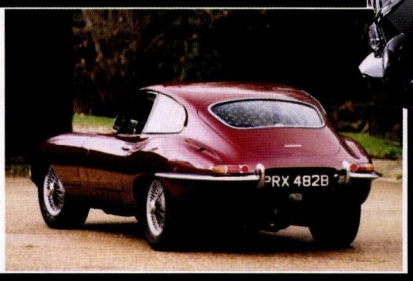
S2 4.2 ROADSTER British racing green with black trim. Eagle Engineered number 20. Absolutely outstanding example and in fabulous condition. The subject of a total strip down and bare metal repaint – including full engine bay – by Eagle. Fully detailed and overhauled as necessary during the rebuild, and incorporating the complete range of Eagle Engineered Classic options. (Jag 057) **£59,500**

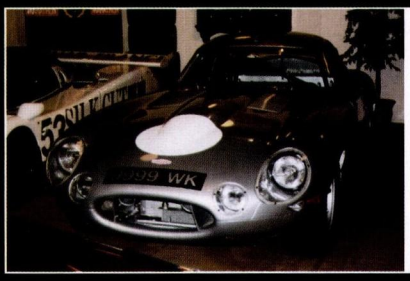




S3 V12 COUPE British racing green with suede green trim. Eagle Engineered number 19. This actual car was the first V12 E-Type to be featured in a road test, having been bought new by the famous collector, Robert Danny. Just 35,000 miles and one family ownership, until recently. A substantial amount of "sympathetic" refreshment work has just been completed by ourselves, with in excess of £30,000 invested. (Jag 058) **£47,500**

S1 3.8 COUPE Opalescent maroon with black trim. Eagle Engineered number 5. We bought this example in 1996, having had just one owner, in California, from new. Being the best original 3.8 E-Type we had ever seen, we treated it to a complete refreshment, including rear axle overhaul, new clutch, and a "sympathetic" repaint and partial retrim, the emphasis on retaining maximum originality – with reliability. (Jag 048) **£48,500**





S1 3.8 LIGHTWEIGHT Lindner Nocker Low Drag Coupe re-creation. This is an ultimate specification example. Full all aluminium body by R.S. Panels. Many genuine original lightweight E-Type parts have been painstakingly sourced and incorporated including a brand new wide-angle cylinder head and correct Lucas fuel injection system. Close ratio all synchro gearbox, correct braking system and peg drive wheels. Full F.I.A. papers. (Jag 067) **£129,500**

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By H. J Mulliner

7410 DROPHEAD COUPE

Chassis SKG33

ONE OF ONE







This 1959 Convertible is well documented in Dalton Watson's books on Rolls Royce, and is the *only* RHD example to have small fins fitted to the rear guards.

Power hood and fitted luggage was also a feature of this rare example being one of one RHD built. Power assisted steering as well as front windows make this vehicle a very practical motor car on the road. Provision was also made for extra luggage in the rear seat compartment with the inclusion of a folding seat to form a platform.

Under dash air conditioning was fitted in 1978 and is extremely effective.

The car is in A1 condition mechanically and is believed to have covered 48,000 miles since new. Service history is available.

The body is in excellent, original condition with no corrosion.

Veneers are excellent and the interior hides are in very good condition, they are the original colour, Magnolia. the hood is in excellent order. All brightwork is excellent.

The original Marchal repeater sidelamps are in excellent order with both lenses in fine condition.

The car is an excellent driver and basically unrestored and lovely!

A LOVELY CAR TO COMPLETE ANY COLLECTION

£225,000

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& CO., LTD.



1970 Daimler DS420 Limousine. This magnificent and unique example was originally the property of Her Majesty Queen Elizabeth The Queen Mother and is finished in the traditional Royal Household colours of Black over Royal Claret. The interior to the front is trimmed in dark blue West of England cloth and the rear compartment is in fawn West of England cloth. A very rare opportunity to acquire an important piece of English automotive history with unquestionable provenance ..... **£POA**



1992 Jaguar XJ220. Finished in metallic silver with charcoal trim. 9,500 miles only. A well-known car to us with an extensive service history. One of only 67 Right Hand Drive cars ever made and surely a fine investment ..... **£POA**



1959 Styled Ferrari 250 Testa Rossa Replica. A magnificent and beautifully built motor car. A well known car built specifically on the instructions of ex-works Ferrari driver Mr Innes Ireland even down to his own tartan seat covers! Fitted with 4 litre engine, immensely powerful and available immediately. Please call for further details ..... **.POA**



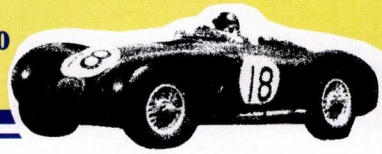
1968 AC Cobra 289 MkIII. Chassis number Cox 6122. An original left hand drive European specification car in black with black hide interior. Fitted full weather equipment and very rare Halibrand Sunburst centre lock alloy wheels. Excellent history and UK registered ..... **£POA**



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

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
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1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype. based on aTR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red Hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning. **RHD - WAS £24,995, NOW £21,995**



1970 MERCEDES BENZ 280SL PAGODA MANUAL. Silver blue with Biscuit tex. Trim. Hard & soft tops. radio, rear seat, PAS etc. One owner 35,000 miles from new, extensive history. I doubt if another as original and as good exists. A unique opportunity. **RHD - £34,995**



1972 ROVER P6 3500 'S'. BRG with Biscuit trim. An outstanding historic rally car built by TR Enterprises at a cost in excess of £20,000. F.I.A., roll cage, fuel safety cell, Leda sport suspension, minilite wheels, front & rear spot lamps, Halda twin master, plus all rally aids. An outstanding & very successful rally car.**RHD - £9,995**



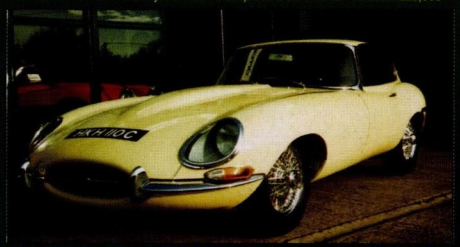
1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition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



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



1987 MERCEDES BENZ 300SL. Thistle Green Metallic with Dark Green trim. 3 owners 98,000 miles with full supplying dealer history. ABS, alloy wheels, PAS, radio cassette, HLWW, CD immobiliser etc. **RHD - £14,995**



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly dont drive better than this example. **RHD - £28,995**



1963 JAGUAR 3.8 MK2 MOD ALL SYNCRO. Carmen Red with Biscuit hide. Restored and uprated by Vicarage. PAS, W/W, coil spring rear suspension. 4 pot callipers. Alpine music system, wood rimmed wheel, full handling kit etc. Sensational£ **RHD - £29,995**



1967 AUSTIN HEALEY 3000 BJ8 MK2. Golden Sand with Black hide. Recently undergone a body off chassis concours restoration by marque specialist to a standard rarely achieved. CWW, O/D, unleaded head, tonneau cover etc. A finer example would be hard if not impossible to find. **RHD - £34,995**



1956 JENSEN 541 DELUXE. In Oxford Blue with Biscuit hide, wire wheels & overdrive. Ground up restoration carried out some years ago to the highest standard, used over the last 5 years for International historic rallying with great success. Fully prepared and ready to go. **.....RHD - £14,995**

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW. restored in 1990/'95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning,unrepeatable LHD £59,000

1963 FORD LOTUS CORTINA MKI 'A BRACKET'. Team Lotus colours, just completed total re-build to F.I.A. spec. raced once. The best of everything under homologated weight. Donington 1.27, Snetterton 1.26. F.I.A. Papers, in the right hands will be unbeatable.....£50,000

1962 LOTUS ELITE S2 1220 CLIMAX. 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs. both chrome and painted wires. 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order £28.995

1963 JAGUAR 3.4 MK2 AUTO. One lady owner until 2000. 56,000 warranted documented miles. Equipped with CWW, PAS, radio. Finished in unblemished Opalescent Maroon with Blood Red hide. Cars of this quality and pedigree rarely come onto the open market. Virtuall as it left Browns Lane.....£26,995

1994 M CATERHAM SEVEN. Polished Aluminium & Black. 216 bhp from a Vauxhall 1600cc 16v engine by S.B.Developments. Dry sump, paddle clutch, race alternator, all/radiator, 6 speed gearbox, leather seats, adj suspension. wide track suspension. As new & perfect throughout. Unbelievable performance at a fraction of the build cost £17.495



1960 JAGUAR 3.8 MK2. In Opalescent Dark Blue with Red hide. Ground up restoration and upgrades to the highest of standards .A/C, rack and pinion PAS, central locking, uprated suspension, CWW. alternator. Hi Fi system, improved heater, 5 spd Getrag gear box. HRW etc. To replicate this would cost well in excess of £70,000. Irresistible.....**RHD£29,995**

1966 MGB ROADSTER. White with Red hide & hood. Nearing completion of a total restoration on a new Heritage shell, uprated engine, overdrive, minilite wheels etc £13,995

1964 MGB ROADSTER, PULL DOOR HANDLE. Iris Blue, Dark Blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler. tonneau cover etc. Photographic record and bills in excess of £15.000. Outstanding condition.....£11.995

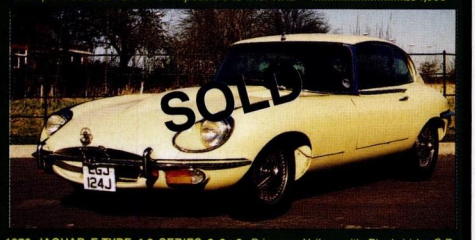
1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical £10.995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer. built to a very high standard. Bills for parts alone in excess of £14.000. Tremendous fun and outstanding value £9,995

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

1973 MGB V8 GT. Teal Blue with Biscuit trim. Very low ownership, 90k miles with a total service history from day one. Full bare metal re-spray just carried out. Equipped with webasto sunroof, radio etc. The most stunning example you could wish for £9.995



1970 JAGUAR E-TYPE 4.2 SERIES 2 2+2. Primrose Yellow with Black hide. C.R. gearbox, CWW, factory PAS, original radio. Only 3 owners. for the last 18 years and 83,000 miles with a most comprehensive history. Unbelieveable value.
RHD - £14,995

1963 ROVER 95. Finished in Burgundy with matching interior. This [illegible] vehicle has covered only 57,000 miles from new and is in a condition which [illegible] seen to be believed perfect. A true gentleman's carriage £8,995

1970 MORRIS MINI COOPER 1275S. In Aqua Blue with Blue trim. 4 owners, 66,000 miles, totally restored to a concours standard at an enormous cost. Twin tanks, 2 sets of wheels, HRW etc. The best example we have had the pleasure of owning £8,495

1927 SUNBEAM 500 LIGHT TOURIST. One of the finest bikes [illegible] od. A no expense spared restoration carried out by the specialists, [illegible]dard rarely achieved. Superbly detailed and very easy to ride. One for the most discerning£6,500

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

1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. [illegible] the finest example available, only 36,000 miles from new. P.A.S., elec win[illegible]ass, alloy wheels etc. Only used in dry weather, simply sensational.....£5,995

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

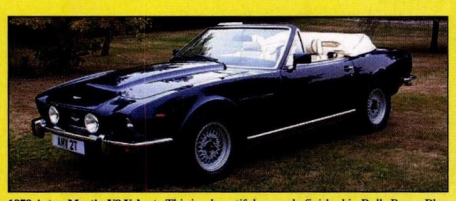
1979 MERCEDES BENZ 350SE AUTO. 1 local owner from new, full service history and only 70,000 miles. Thistle Green, Dark Green velour trim, elec sun roof, windows and arial, would be hard if not impossible to repeat.....£5,995

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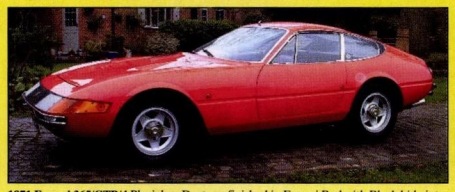
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1979 Aston Martin V8 Volante This is a beautiful example finished in Rolls Royce Blue with new Blue mohair hood and Magnolia hide trim piped Blue. Fitted with all the usual refinements including automatic transmission, power hood and power steering and it also has a beautifully detailed engine bay. In the last 6 months, the car has benefited from a complete repaint and retrim and is in first class condition throughout.....**£49,995**



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



1968 Ferrari 330 GTC finished in Silver with Black hide interior and Rosso carpets. This is an exceptional example of this rare and sought after model and it comes with considerable service history. Restored in 1984 and still in beautiful condition. Needs to be seen.....**£54,950**



1961 Aston Martin DB4 Series III finished in Burgundy with Black hide. Fitted with electric windows, new 16" wire wheels, new Avon turbospeed radial tyres. Considerable service history **£38,950**



1963 Aston Martin DB5. Finished in Midnight Blue with cream hide interior. This car is in superb condition and was subject of an indepth restoration in the late eighties. Fitted with the usual 5 speed ZF gearbox and chrome wire wheels and representing excellent value at **£59,500**



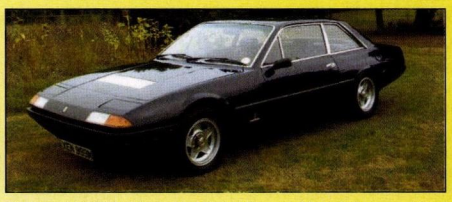
1958 Aston Martin DB MkIII. Finished in Dubonnet Rosso with beige hide and red carpets. This car was very carefully rebuilt by it's last owner about 12 years ago and has been used for club tours and events. It is in superb condition and has the best engine we have heard in a MkIII. It is fitted with chrome wire wheels and the all important Overdrive. An opportunity to acquire one of these most desirable Astons at a fair price.....**£37,500**



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



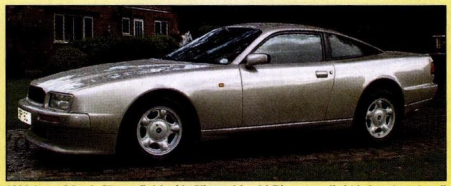
1964 Maserati Mistral with coachwork by Frua. Finished in Maserati Racing Red with Red hide interior. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head.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



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



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



1990 Aston Martin Virage finished in Silver with mid-Blue connolly hide interior. A well cared for example regularly serviced and in excellent condition. Covered only 20,000 miles from new. Fitted with 5 speed manual transmission, air conditioning, electric seats and all other usual refinements **£32,950**



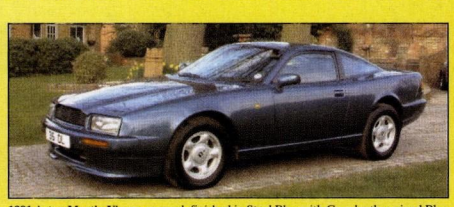
1979 Aston Martin V8 Volante finished in Dark Blue with deep Blue hide interior and fitted with VANTAGE engine up-grade and automatic transmission. Excellent car, masses of history. **£39,950**



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



1988 Aston Martin V8 Vantage fitted with an X Pack engine and finished in Suffolk Red with Magnolia interior piped Red. Ronal wheels, driving lamps, 5 speed manual gearbox, 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition **£59,500**



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



1979 Aston Martin V8 Oscar India finished in Storm Red with Magnolia hide piped Red. This is an outstanding example which has been in the hands of the last owner for 14 years, during which time it has been particularly well maintained including items such as new sills, jacking points, fuel tank etc. and much of the work is recent **£23,950**



1967 Aston MArtin DB6 finished in British Racing Green with full black hide interior. Has had an engine upgrade to 4.2 litres, fitted with triple Weber carbs taking it to beyond Vantage specification £45,000



1963 Aston Martin DB4 Srs V Vantage finished in Red. This is a race car which has competed for many years in Group B2 (mildly modified) and has been very successful. It has just undergone a total engine rebuild by Aston Engineering and is now ready for the coming season.....**£49,950**

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Ferrari 315S 1:8th scale hand built by
Patrice de Conto PDC001
Available from Grand Prix Models, £6140

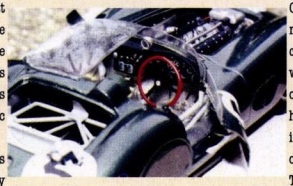


It took countless hours of research by French master craftsman Patrice de Conto to collect the information needed to create this show-stopper. The model is made of over 1,500 parts, 600 of which go into the wheels alone! With 72 individual spokes per wheel, that means 144 accurately drilled holes in the rims and hubs before assembly, painting and the fitting of the balance weights.

This attention to detail continues through the cockpit where you will find a fully wired fuse panel, intricate gear linkage and seats so realistic it's tempting to try and climb in. Peter Collins and Maurice Trintignant took chassis 0674, wearing race number 11, to 6th place in the 1957 Sebring 12 hours, having briefly led before being slowed by brake and tyre problems. Wolfgang von Tripps then used the same machine for a solo attack on the Mille Miglia finishing 2nd, just 3 minutes behind Taruffi's similar machine after $10^{1/2}$ hours running.

Production of these masterpieces is very limited and, with each model made to order and taking more than 150 hours to assemble, exclusivity is guaranteed. The photograph is of the model, not the real car, and is the Mille Miglia version.

Aston Martin DBR1 1:43rd scale
hand built by Stephen Barnett
SBT005
Available from Grand Prix Models, £1695



Yorkshire-man Stephen Barnett is one the absolute elite exponents of the 1:43rd scale hand-built model and this miniature of Aston Martin's DBR1 serves as a graphic example of why.

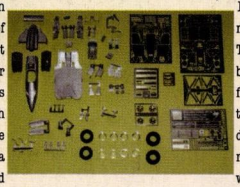
As a basis for each of his creations Barnett carefully selects the most accurate kits available (in this case by French makers Paddock) for the basic body shape but the majority of the kit components other than the basic shell will be discarded and replaced with hand-crafted parts, tailored to the individual model. All of these opening panels are wafer thin and fit as well as if they had been made in Feltham in 1959.

Opening all of the panels reveals a fully detailed chassis, cockpit and engine with fine details such as opening filler caps. Barnett has even been known to install removable dip-sticks on the engines!

These masterpieces are made to order and subsequently delivery times run to several months. The model featured is the 1959 Le Mans winner driven by Roy Salvadori and Carroll Shelby, though other race options are also available.

Other high detail models from Stephen Barnett include Maserati 450S, Jaguar C type and Ferrari P4.

Williams FW11B 1:43rd scale
white metal kit by Tameo Kits
TMKWGT87
Available from Grand Prix Models, £69.25



Tameo Kits are the market leaders in fine scale 1:43rd scale metal kits of Formula 1 cars. Tameo use the latest technologies to accurately model their subjects in minute detail. Their kits offer a very high level of detail with hundreds of very finely cast white metal components, complemented by a wealth of additional photo-etched stainless steel and brass details. Unlike the inferior die-cast toys that are available all also include the complete liveries with all sponsorship.

The subject is the World Championship-winning Williams FW11 driven by Nelson Piquet and Nigel Mansell to nine victories between them during the 1987 season and is specifically modelled on the Hungarian GP. The model features removable body panels which will reveal a fully detailed Honda engine on the completed piece. A certain degree of modelling skill is required but these kits are so well conceived and engineered and the instructions so comprehensive, that anyone who has built any sort of model in the past and is blessed with a little patience will be rewarded with an absolute gem. You will also feel the satisfaction of it being your own work.

Four Small Wheels
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Compiled and published 10 times per year by the team at Grand Prix Models, Four Small Wheels keeps you up to date on all that's best in fine scale model cars.

Our subscribers enjoy honest, impartial reviews of all of the most worthwhile new releases (usually in excess of 100 models per issue) and colour photographs of around 80 of them.

In addition we have test builds of many of the kits produced, historical 'theme' articles and all the latest news, including listings of the many rare items that will shortly be produced.

Four Small Wheels is avidly read by the model manufacturers as well as collectors and is influential in getting many rare subjects produced. Don't just take our word for it, Autosport describes FSW as "... the world's best model racing car publication".

If you're interested in model cars, can you really afford to miss out?

Porsche 917/10 Interserie 1:43rd scale
hand built by Marsh Models
MM093MJ
Available from Grand Prix Models, £146.50



Marsh Models are leading exponents of fine scale hand-built miniatures in 1:43rd scale. Marsh Models founder, John Simons, has a passion for Can Am and other big engined sports racing cars and this model is typical of their high quality production. Great care is taken to ensure the best possible paint finishes, the waterslide decals are expertly applied and a high level of photo-etched detailing is included.

Vic Elford drove this Porsche in a one off outing at Hockenheim in 1972 after the organisers decided the Interserie championship needed spicing up slightly. It worked and he won, though Kinnunen and Kauhsen shared the spoils for the rest of the season.

If Porsches aren't your thing, don't worry. Marsh produce a huge range of similar machines including Lolas, McLarens and Shadows, or how about the Autocoast Ti-22 or perhaps some of the earlier SCCA contenders such as Old Yeller, all of which are available built to a similarly high standard.

This model is also available as a high quality resin and metal kit for self assembly at £44.05 for those feeling a little more adventurous.

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We are delighted to be able to offer the John Brown collection of automobilia in this sale. Perhaps more widely known for his classic car dealership John has also been an avid collector of automobilia for nearly 40 years and is now paring down his collection.

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