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THE ULTIMATE SURTEES HONDA

1967 CLASSIC TESTED AS JAPANESE GIANT TAKES CENTRE STAGE AT GOODWOOD FESTIVAL



SHADOW'S MAN IN BLACK

TOM PRYCE: THE ALTERNATIVE RONNIE PETERSON



EVOLUTION OF AN ICON

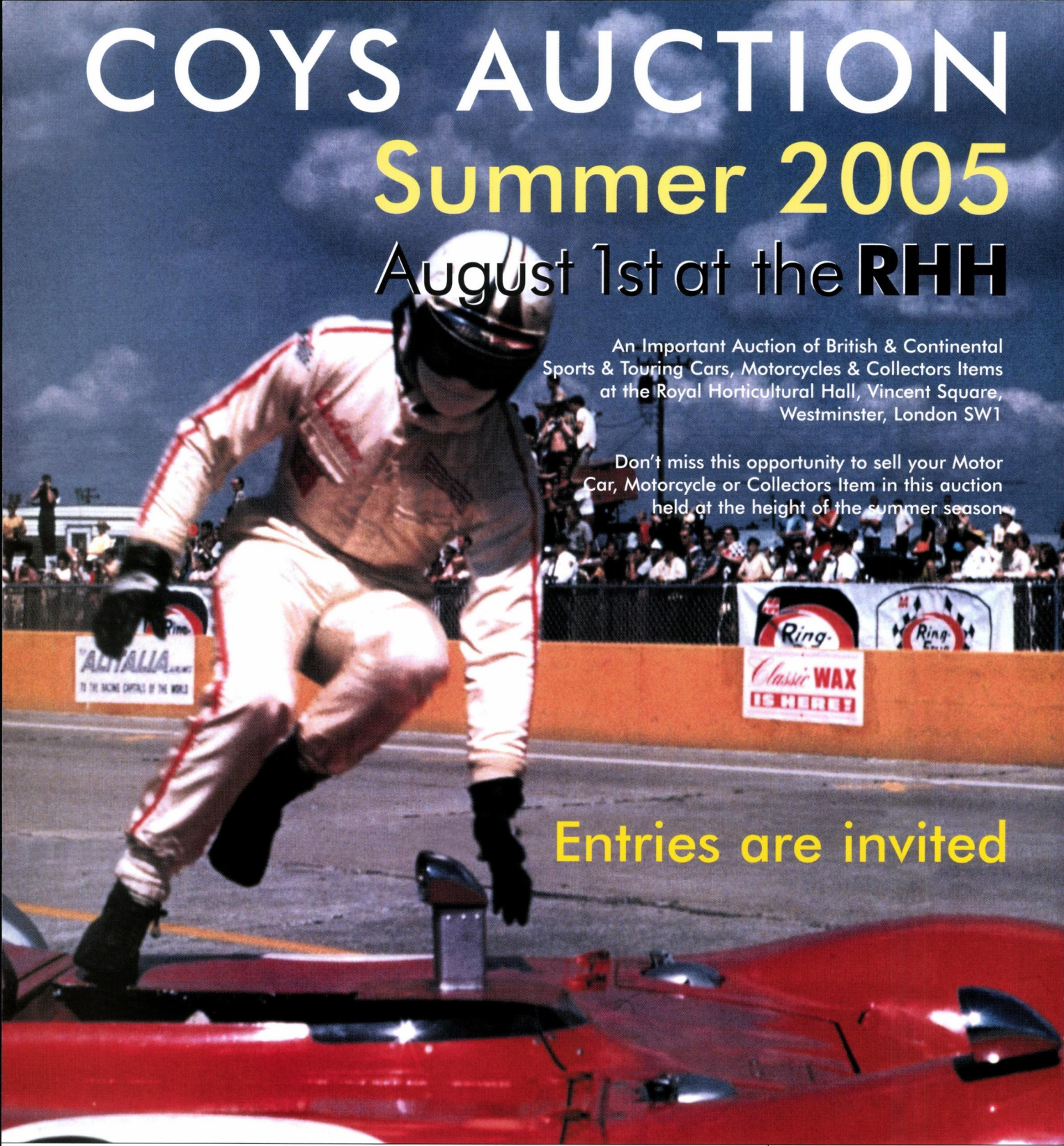


THE MASERATI 250F: A CHIEF MECHANIC FASTER THAN FANGIO?

LIFE BEFORE THE GT40

TAMING TOJEIRO'S MID-ENGINED PIONEER





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COYS
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Crystal Palace circuit race programmes for August '37 and April '38



Racing action fires up at the Crystal Palace

As restoration of the park seems to have finally put paid to any further motorised competition there, we celebrate here the Crystal Palace circuit, London's racetrack.

Writing in the inaugural meeting programme for April 1937 (right), Richard Seaman – newly recruited to Mercedes-Benz – laments the disadvantage to British drivers of road racing being banned, and praises the new track as "a condensed version of continental courses and in all effects a road circuit". There is also an organisers' apology about the unfinished state of the track, thanks to a bad winter and the Palace fire.

For the big race, the Coronation Trophy, the field was headed by ERAs, with Raymond Mays and Pat Fairfield favourites to carry off the bronze statue of a wind-blown nude female throwing a spear.

The programme's cover shows the complete Crystal Palace, which had burnt down five months before. By the time of the second programme, August 1938, the artwork shows only one of the towers, the only parts which had survived the fire. M

'Coronation Trophy was a statue of a wind-blown nude female throwing a spear'

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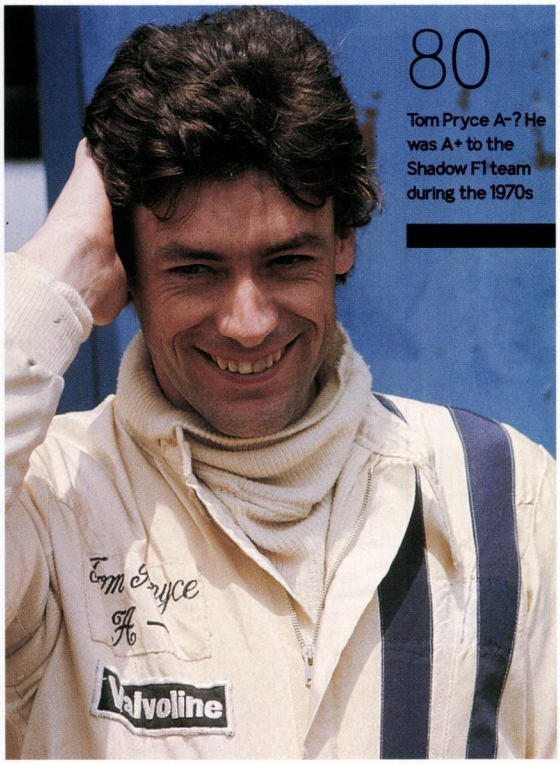


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Tom Pryce A-? He was A+ to the Shadow F1 team during the 1970s

Richard Newton LAT, Spinney/LAT



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'The drivers brilliantly fail to hold back and play conservative to ensure they make it to the final race'

Damien Smith's

Off the line

SIZE MATTERS

Headed down to Brands Hatch at the beginning of June to catch the British Touring Car Championship, out of curiosity more than anything. I hadn't seen the BTCC for a couple of years and wanted to see what, if anything, I had been missing.

The racing has looked good on TV this year, but pitiful grid sizes and small crowds make for tough comparisons with the heady days of the mid-1990s Super Touring boom. So was I underwhelmed or encouraged by what I saw at Brands? Well, against the odds, the latter.

Just 14 cars made the entry of what is supposed to be the highest-ranking UK circuit championship. A sign of the times – and clearly unacceptable. But at least 'the show' holds up. The current 2-litre coupés and saloons are a little 'maxed-out' for my tastes, but they do allow for the intense hurly-burly action that the BTCC should deliver by law, a point missed by the last of the high-tech, high-downforce Super Tourers.

The three-race format works a treat too and, judging by what I saw, the drivers brilliantly fail to hold back and play conservative to ensure they make it to the final race, which is given a spicy twist with a reversed grid. Gimmicky, yes, but this isn't supposed to be racing for the purist.

The driver line-up is a cocktail of crowd favourites (Matt Neal, Jason Plato), relatively new faces (Dan Eaves, Colin Turkington) and even a token 'exotic foreigner' (Yvan Muller, who consistently proved at Surtees that you *can* drift a low-powered, front-wheel-drive saloon). But at times this mix overstepped the mark. There's nothing wrong with a bit of panel rubbing, but the blatant punts and rams made the rough stuff at last year's Goodwood Revival look tame. Worryingly, these slipping standards have spread to the supporting one-make championships. One Renault Clio rolled as a result of a push, although at least the perpetrator was excluded.

But back to the positive stuff. Jonathan Palmer's staff at Brands are working hard to promote every meeting at MotorSport Vision's four circuits, and it is clearly paying off. An estimated gate of 18,000 for the Brands meeting bodes well for every club, as does a respectable figure of 3000 which welcomed the VSCC back to Oulton Park in May.

The next big one for Brands is the HSCC Superprix at the end of July on the Grand Prix circuit: it deserves a touring car-size crowd, and with national and local promotion it might just get it. Small turnouts at most British circuits have been a headache for too long. Is the tide finally beginning to turn?



Matt Neal and Yvan Muller duke it out at Brands. They shared the three race wins

Malcolm Griffiths/LAT

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Wheldon moved up from 16th on the grid to win at Indy for the Andretti Green Racing team

Wheldon wins Indy 500 thriller

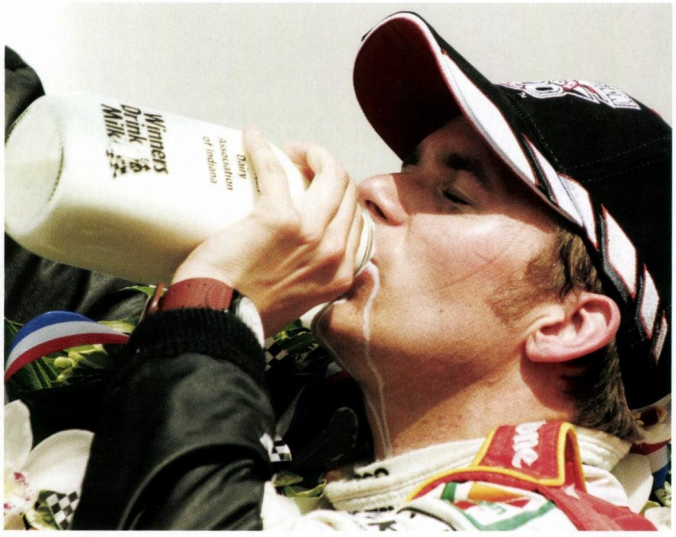
British star joins Jim Clark and Graham Hill in the history books

Dan Wheldon has inscribed his name in racing history alongside motorsport legends Jim Clark and Graham Hill by becoming only the third British driver to win the Indianapolis 500.

Wheldon, 26, came from 16th on the grid in his Andretti Green Racing Dallara-Honda to win the self-proclaimed 'biggest race in the world' on May 29. It was his fourth victory in five races this season, putting him on course to become the first driver since Jacques Villeneuve in 1995 to win the Indy 500 and an Indycar series title in the same year.

The last British driver to conquer the 500 was Hill in 1966, a race that Jackie Stewart looked set to win until the oil scavenge pump on his Lola failed in the closing stages. After witnessing Wheldon's historic performance at Indy, Stewart hailed it as "a bloody good drive."

"Before the race I would have named him among six drivers who could win," said Stewart. "He is an aggressive, fearless driver who was a threat even when he wasn't leading. It's a very important result for him."



Dan Wheldon tastes the milk after becoming the fist Brit to win the 500 since 1966

The reputation of the Indy 500 has been damaged by the split in US single-seater racing between CART and the IRL, but Stewart believes it is still a race of huge importance. "The split did take the shine off the race for a while, but it is back to being a big race with significance."

The result also provided a major breakthrough for Wheldon's team boss Michael Andretti, the son of 1969 Indy victor Mario Andretti who failed to win the 500 in 14 attempts as a driver.

But the biggest story for the US media was the speed of Danica Patrick, whose fourth-place finish was the highest scored by a woman in the Indy 500. She also became the first woman to lead the race.

FACT FILE
Brits at the Brickyard

BRITS WHO WON AT INDY...	
Jim Clark	1965
Graham Hill	1966
Dan Wheldon	2005
...AND THOSE WHO MISSED OUT	
Hughie Hughes, 3rd	1912
Jackie Stewart, 6th	1966
David Hobbs, 5th	1974
Jim Crawford, 6th	1988
Nigel Mansell, 3rd	1993
Dario Franchitti, 6th	2005
BRITISH-BORN DRIVERS (NATURALISED AMERICANS)	
George Robson, 1st	1946
Henry Banks, 6th	1951
Jeff Ward, 2nd	1999

STEWART PLANS WHOLESALE CHANGES TO BRDC

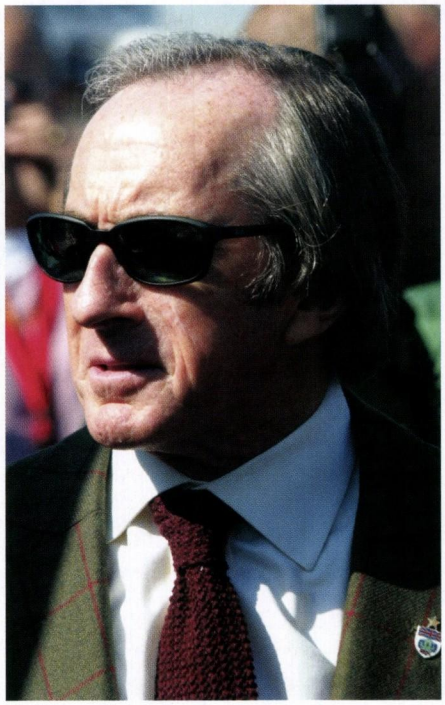
Sir Jackie Stewart is launching an independent enquiry to create a blueprint for a major overhaul of how the British Racing Drivers' Club is run after surviving an attempt to oust him as president and a board member of the organisation.

The three-time World Champion has vowed to unite the club that owns Silverstone and runs the British Grand Prix after more than a year of infighting between the board and its former chairman, Ray Bellm. Stewart had been the target of a campaign to be removed from the board after Bellm questioned his business acumen. But the club's members gave the Scot a vote of confidence in May to stay on.

"This has been a very disruptive time for the club, the board and for me," said Stewart. "My integrity was questioned. It would have been easier to walk away, but now that everyone has voted for me to stay it would not be right to turn my back on the club.

"We must put our house in order, with independent advice on how to run the club like a small PLC, not as a 'jobs for the boys' organisation."

Stewart is also proposing to change the way the board is voted in every three years by introducing a nomination committee made up of club members with business backgrounds, plus some independents: "In the past if you were a name you got on the board. We need to use those in our club with the best qualities to run a company. I've always surrounded myself with people more talented than me, in racing and in business. That's the best way to be successful."



JYS will not quit the BRDC until it has been restructured

ASTON'S BIG PUSH CONTINUES WITH TT VICTORY

Aston Martin completed preparations for its return to the Le Mans 24 Hours in perfect style by scooping the Tourist Trophy at Silverstone on May 15 with the Prodrive-built and run DBR9.

Following on from the Aston's debut class-winning triumph in the Sebring 12 Hours, Darren Turner and David Brabham led for much of the three-hour FIA GT encounter at Silverstone after the Australian had set a blistering pole position time. But it was fellow Aston men Pedro Lamy and Peter Kox who added their names to the TT silverware and gave the marque its first victory in the revived race since 1959, when Stirling Moss, Carroll Shelby and Jack Fairman won at Goodwood with the DBR1.

As Turner emerged from his final pitstop he found the car's handling deteriorating and his eight-second lead to Lamy was swiftly eradicated. With just 15 minutes to go the two Astons touched momentarily and Turner waved the Portuguese past rather than back him up into the Vitaphone Racing Maserati MC12 of third-placed Fabio Babini/Thomas Biagi. Just 11 seconds covered the podium finishers at the flag.



Aston continued its run of form in May's Tourist Trophy

PROST DROPS OUT OF THE GOODWOOD FESTIVAL

Alain Prost is a disappointing late withdrawal from the Goodwood Festival of Speed.

The four-time World Champion was due to make his first appearance at the Sussex event (which takes place on June 24-26) and was scheduled to drive his 1989 title-winning McLaren-Honda MP4/5.

Even if he is not driving at Goodwood, Prost has been active behind the wheel: sharing with Jean-Pierre Jabouille, the duo recently took their first victory in the French GT Championship in their Chrysler Viper at Dijon, the circuit where both men took their maiden grand prix wins. They are second in the championship.



Prost won at Dijon in Renault in '81. Now he's scored in GT

My first race

Formula Junior, Tsukuba, 1983
by Ukyo Katayama



My first race was in Formula Junior at Tsukuba in April 1983. At the time I was a mechanic and I had a chance to test the car. The Juniors were like a Formula Ford car, but with a 1600cc Subaru engine. They were very easy to drive. Suddenly I found my talent in terms of lap times, and I was faster than the regular driver. There are many stories like that in racing, I think! Anyway, I entered a race at Tsukuba. And I got pole position. And I won! Before the start my legs were like a jellyfish, but I led all the way and had no problems. Honestly, I was very excited, because suddenly something had changed in my mind. My interest was just in the speed, it was not about winning or the mechanics of the car. It's very difficult to explain, but I was crazy about it. I also won the championship that year, but I didn't have the budget to keep motor racing and I did just a few races each year. I wasn't thinking about getting to grand prix racing at that time.

...and my last race

Le Mans, 2003

My last proper race was Le Mans in 2003 with the Kondo Racing Dome-Mugen. I was sharing with Masahiko Kondo [the team owner] and Ryo Fukuda – we finished 13th after losing time with a driveshaft failure. It's completely different now – it's a hobby. But retirement isn't in my dictionary! My last GP was at Jerez with Minardi in 1997 and my mother came for the first time – she never wanted to watch me race, although she always helped me when I was young. **AC**



Katayama's last race was at Le Mans in '03. He was 13th

all LAT

Obituaries

Charismatic if volatile F1 team boss
Renowned motor racing historian

Günther Schmid

This German owner of two Formula One teams has died, aged 72, after fighting a brain tumour for more than two years.

Hans-Günther Schmid, the boss of the hugely successful ATS wheels empire, began racing in Formula Vee in 1966 and was to be team-mate to a young Niki Lauda for a spell. After competing in Super Vee he started running racing teams and became a Lola agent.

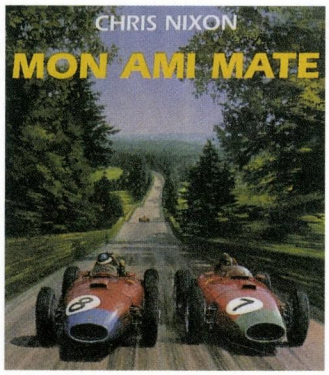
In 1977 he bought a '76 Penske chassis and ATS entered F1. First time out, at Long Beach, Jean-Pierre Jarier scored a point for the squad. ATS then effectively bought the March team in '78 and became a constructor in its own right. Although there were flashes of promise - with young guns such as Keke Rosberg, Jan Lammers, Marc Surer, Gerhard Berger and Manfred Winkelhock on board - the team never bettered fifth place in a race and folded at the end of the '84 season.

But Schmid was back in 1988, this time with a team named after the Rial wheel business he had taken over. This stint lasted two years and was again unsuccessful, although Andrea de Cesaris and Christian Danner both managed surprise fourth-place finishes.

More than his results, Schmid is best remembered as a man who was charming - as long as you didn't work for him. His rages were legendary (he once stamped on and broke a front wing developed without his permission!) and he hired and fired team managers with alarming regularity. **MS**



Gerhard Berger is just one man given his chance in F1 by ATS owner Günther Schmid. On his debut he was 12th in the '84 Austrian GP



Nixon's classic book on Hawthorn/Collins

Chris Nixon

His sudden death at 67 ends the prolific output of a leading motorsport historian.

A staff man on *Autosport* in the early '60s, Chris Nixon moved to the film industry before becoming a full-time author. His technique was to root out people who'd lived through the story he was writing and travel the world to visit them, so his books combined detailed research with fresh personal insight.

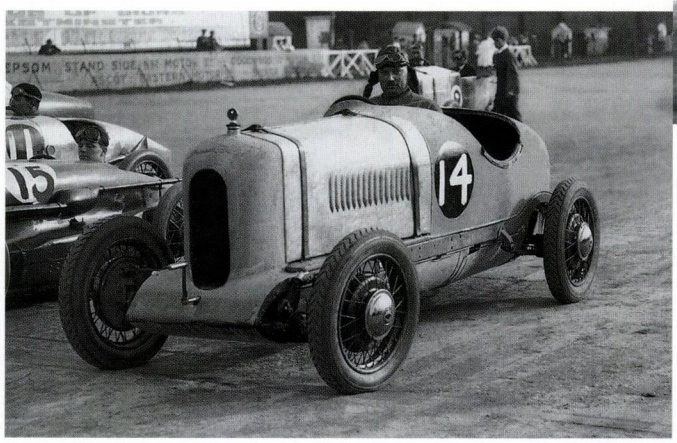
After his two-volume *Racing with David Brown's Aston-Martins* came *Mon Ami Mate*, a marvellous double biography of Mike Hawthorn and Peter Collins. Nixon's love of the '30s Mercedes and Auto Union battles produced *Racing the Silver Arrows* and *Shooting Star*, a biography of Dick Seaman. Others included *Sportscar Heaven* and *Rivals*, on the Lancia D50 and Mercedes W196. In April came *Kings of the Nürburgring*. Chris lived in Twickenham and was at his keyboard working on his next book when he suffered a heart attack. **ST**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by July 2. In the event of there being more than one correct answer, we will favour the entry with the fullest information.

Good luck!

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Last month: Sana Formula Atlantic
Where & when: Brands Hatch, April 4 '76
Winner: Only a few entries this time but it was **Geoff Pell** who came up with the most comprehensive answer. Designed by Gordon Fowell and built by John Thompson, the Sana was piloted by Cyd Williams and Terry Perkins. This one-off was later sold to northern Formula Libre racer Andy Barton, who rebodied the car so that it became the Barton JTB3. It was later campaigned by David Muter.

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EVENT OF THE MONTH

Grand Prix Historique DE PAU

American Duncan Dayton cleaned up at Pau with three wins in a meeting chock full of action and accidents. Report by Paul Lawrence

Photography by Jim Houlgrave

Duncan Dayton was the undisputed king of Pau 2005. The American plundered three of the major races in his brace of Brabhams as the famous city circuit hosted a fabulous weekend of historic racing.

With the snow-capped peaks of the Pyrénées as a backdrop, Pau is a jewel in the historic racing calendar. The circuit layout has not changed since Tazio Nuvolari won the 1935 race for Alfa Romeo, save for being resurfaced. That is just part of the tremendous appeal of the annual Grand Prix Historique.

The barrier-lined street circuit is, of course, unforgiving of even minor errors and that was ever more apparent this year, with several big shunts. Racer Paul Bason was lucky not to suffer more than a shoulder injury in a nasty looking incident in his March 712.

The frequency of crashes and resulting red flags and safety-car periods served to make the 19-race schedule a real test of endurance, with racing continuing until close to 9pm on Sunday evening.

Grand Prix Masters topped the bill, although Frank Sytner's Penske was a late withdrawal, 2004 winner Peter Williams (March 761) was out after his front suspension was mashed in a qualifying tangle and John Crowson's Ensign headed for an early bath after the oil pressure in its DFV took a dive.

Dayton, who was racing with GPM for the first time in his Brabham BT33, enacted a fine contest with Rob Hall in the ex-Beltoise BRM P201. Racing on a street circuit for the first time did little to temper Hall's natural ability, and his pressure drew a fine drive from the hard-trying American.

Rain before Sunday's race threw tyre choice into confusion, but Dayton's last-minute call for slicks proved a shrewd move as the track dried. Hall hung on as long as his wets offered some grip and still fended off Frank Lyons (McLaren M26) for third. "The wets are ruined, but I'm pretty pleased with my weekend," said Hall.

Dayton's third win came in the Jochen Rindt F2 Trophy, this time aboard his Brabham BT35. Robert Simac took his March 712 to victory in the opening race, but he spun in the rain on Sunday and it was Martin Stretton (March 712) who held off Fredy Kumschick's Lotus 69 for second behind Dayton.

Team-mates Michael Schryver in his Lotus 18 and Simon Hadfield (Brabham BT7A) stitched up the rear-engined HGPCA races, taking one each as Dayton – now in his BT11 – could only watch from a distance. Schryver's Pau prowess was amply demonstrated in Formula Junior as he romped his Lotus 22 to an unopposed double.

The front-engined HGPCA grid had no answer to the pace of Nick Wigley's very quick Connaught B4, although Tony Smith ran him close on Saturday aboard his gorgeous Ferrari 256.

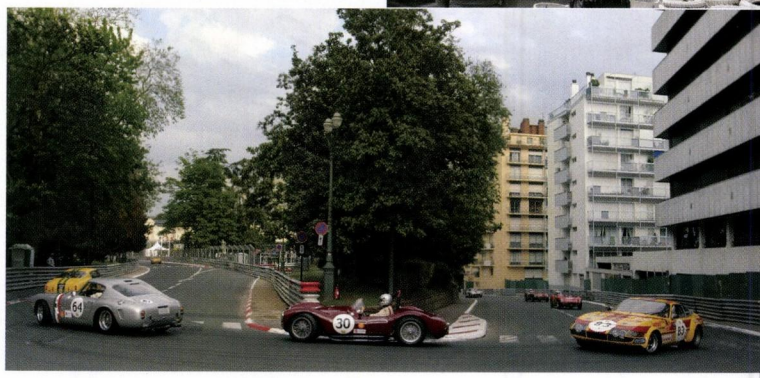
Carlos Barbot remains the dominant force in World Sports Masters races at Pau, winning for the third year on the trot in his Lola T70. On Saturday Paul Knapfield wailed his beautiful Ligier JS2 through the streets in pursuit, while on Sunday the Portuguese racer had a trio of Chevron B8s snapping at the Lola's tailpipe. Philip Nelson, Joe Ward and Chris Sanders thrilled the fans as they flashed over the line in the wake of the thundering Lola.

With his typically committed style Jason Minshaw upheld British honours in the Historic Formula Ford races in his faithful Merlyn, but could not get the better of double winner Arnaud Rechede in his considerably newer Lola T540. Meanwhile, Classic F3 spoils fell to Francis Dougnac in his Ralt RT1, under pressure from UK pacesetter Steve Maxted (Argo JM6).









Above: in the HGPCA races team-mates Michael Schryver (left) and Simon Hadfield divided the spoils with a win apiece. Right: Cooper Bobtail dives inside Austin-Healey in Gentleman Drivers' encounter. Below: eclectic mix of Latin hardware as Ferrari Daytona Competizione chases Maserati A6GCS and 250SWB at the Lycée hairpin in the Ferrari Challenge race

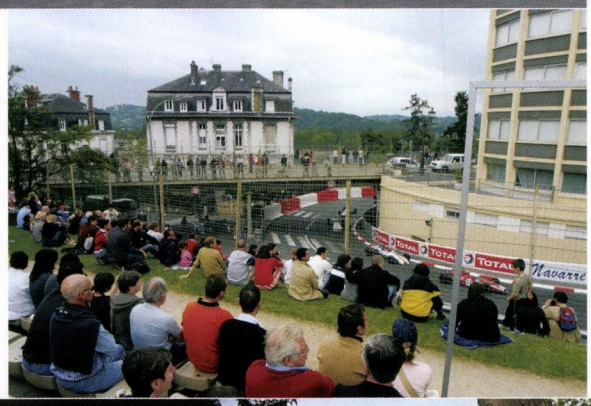




Rob Hall starred in the charismatic ex-Beltoise BRM P201. Here he circumnavigates a mini-roundabout just before the start-finish straight. Far left: hotel guest gets a wonderful view of the sweeping Parc Beaumont right-hander



Left: series organiser 'Fast' Fredy Kumschick – aboard his Lotus 69 – was powerless to stop the Dayton ramraid in Sunday's Jochen Rindt F2 Trophy race. Right: The Formula Ford race saw close battles down the order, entertaining the crowd at the Pont Oscar hairpin



Right: Tony Smith presses on in his sublime Ferrari 256 in the HGPCA race for front-engined GP cars. Despite his best efforts, he couldn't get ahead of winner Nick Wigley's Connaught B4. Below: (l-r) Hall, Dayton and Lyons celebrate after GP Masters thriller







Nigel Roebuck's Legends

Gilles Villeneuve's idea of the perfect F1 car shows exactly why he was a true hero to those who love racing

They are making a feature film about Gilles Villeneuve next year, and I'm sure people who never saw him on the track will wonder why. After all, his Formula One career was short – four and a bit seasons – and he won only six grands prix.

Hardly the most successful driver of his time, then, and never World Champion, apparently the only yardstick of consequence today.

So what was it about this little fellow from Quebec that captured the imagination of fans across the world? First, he had no pretensions; second, he had charisma to throw away; third, as Jody Scheckter said, he was perhaps the fastest racing driver there has ever been. And because virtually throughout his F1 career Gilles had uncompetitive cars to drive, he *looked* every bit as quick as he was, forcing his Ferraris along faster than they cared to go.

If, as a consequence, there were lots of accidents, so also – as his detractors conveniently forget – there were the copybook drives, like Long Beach in 1979 or Monaco in 1981 or, most memorably of all, Jarama the same year, when he calmly held off four pursuing cars all afternoon, and did it without the wisp of a mistake.

Gordon Murray, then technical director of Brabham and a man who knew a bad car when he saw it, spent that day in Spain watching out on the circuit. "That," he said to me afterwards, "is the greatest drive I've ever seen – by anyone."

I suppose what I liked in particular about Villeneuve, apart from a wonderfully salty sense of humour, was his guilelessness. There was, as Jackie Stewart said, an innocence about Gilles, which remained intact right up to the last fortnight of his life. At Imola in 1982 his team-mate Didier Pironi stole victory on the last lap, when Villeneuve believed they were cruising to a Ferrari 1-2. Afterwards he vowed never to speak a word to Pironi again.

Nor did he. At Zolder, two weeks later, the furies were still raging inside him, and in the final qualifying session he crashed to his death.

As I thought about him in the days afterwards, I remembered a conversation we had had a few weeks earlier in Rio. It began when he asked if he could 'have a word'.

What he wanted was 'a word' about Pironi. "I know Didier's off the pace this weekend," Gilles said, "but he's still shaken up by his testing shunt at Ricard the other week. It was a *big* one, believe me...

"When you write your report," he said quietly, "please go easy on him. He'll be fine by the next race."

In my experience, a racing driver rarely passes up an opportunity to score off his team-mate, and later I came to wonder if Pironi had any notion of the friendship he tossed away at Imola.

Whatever, that day at Rio Gilles then fell to talking about his ideal F1, about his concerns for it at that time. I played the tape again the other day, and was struck once more by the *passion* he had for this sport.

Villeneuve hated the breed of grand prix car spawned by the rules of the time. As with today's cars, those of the early '80s had a tremendous amount of downforce, but back then much of it was generated by ground effect, by shaped underbodies, and all the cars had 'skirts', to create a seal with the ground. Problem was, while these had previously been of the sliding variety, now they had to be fixed, and the only way to keep them from being instantly destroyed was to create a car effectively without suspension.

This made them hellish to drive.

"I probably enjoy driving – for its own sake – more than a lot of drivers," Gilles said, "but I hate these cars. Two or three years ago I used to enjoy myself maybe 15 times each lap. Now it's once every 15 laps! No-one outside of F1 can know what shit these things are to drive.

"There is a moment, going over a bump and turning into a corner at the same time, where you lose vision. Everything goes blurred. The g-forces are unbelievable and the steering is ridiculously heavy, like being in a big truck with the power steering not working. Sometimes you feel you don't have the strength to pull it round a corner.

"And, of course, we have no suspension. You go over a bump and it's like someone is kicking you in the back. Your legs are flung around against the steering rack. Your head constantly hits the back of the cockpit or the roll-over bar. After a while your sides ache, your head aches, and you become aware of not enjoying driving a racing car..."

Were we getting to the point,



One of the great drives: Villeneuve holds off Laffite, Watson and Reutemann at Jarama in 1981



Villeneuve felt protective of Pironi early in '82 – but Imola would change everything

I asked, where a driver's most important quality was his physical strength, his stamina?

"Yes. Absolutely. The days of driving with your fingertips are gone. Now you have to grip the wheel, simply to hold on, to get the car to turn through the corner. A lot of the art has gone out of it – nearly all, in fact."

Were his colleagues in agreement?

"Yes, for sure, but some of them don't like to say too much about it, either because they are afraid of upsetting their boss or because they want to play the tough guy. Well, I'll tell you, I can play the tough guy as well as anyone, but I'm not afraid to say what I think. No-one expects motor racing to be safe – it never can be. But it seems stupid to make it more dangerous – and more boring – than it needs to be."

All right then, I said, define your ideal F1 car.

"For me it's very simple," Gilles said. "I love motor racing. To me it is a sport, a spectacle, not a technical exercise. My ideal F1 car would have no ground effect – in fact, very little downforce at all. It would have a 5-litre normally-aspirated engine, at least 800hp, with 21in rear tyres. Some say we should have narrower tyres, but I'm not in favour of that because you need big tyres to slow you down if you spin. And you need a lot of horsepower to unstick big tyres, to make the cars slide.

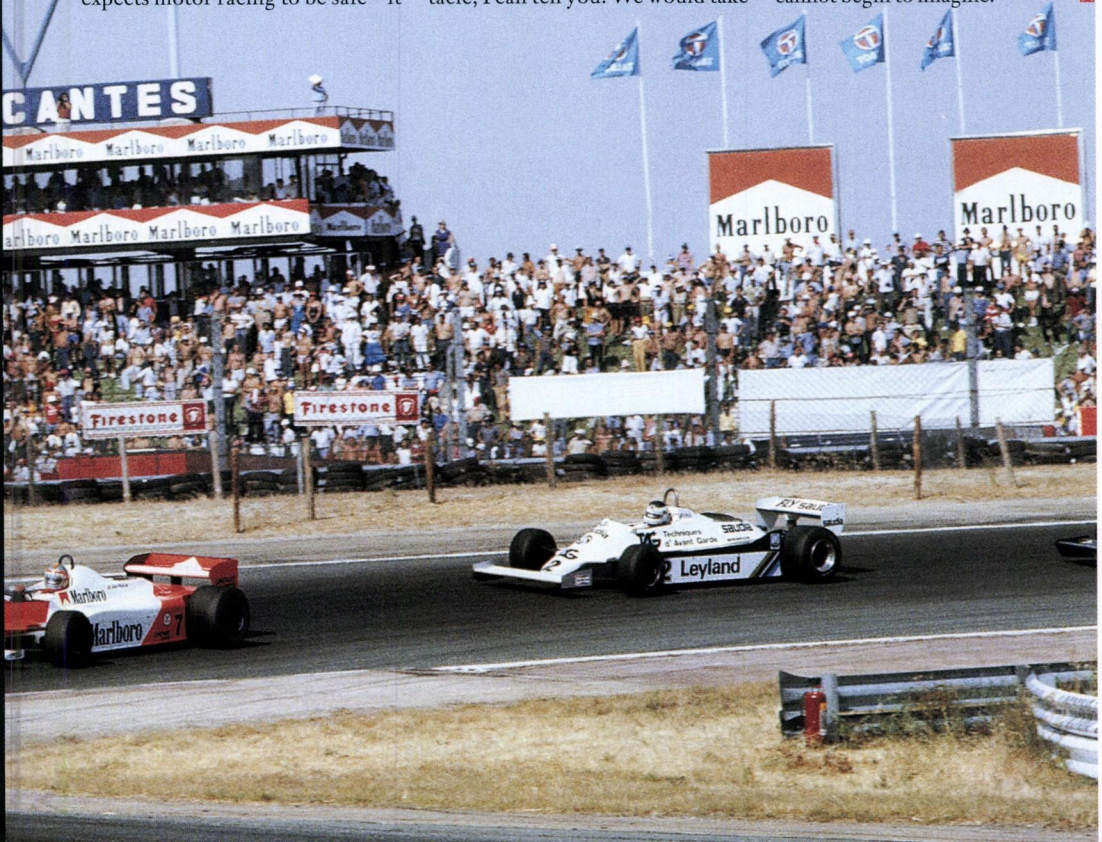
"That would be a fantastic spectacle, I can tell you. We would take corners one gear lower than we do now and we would get the cars sideways. People still rave about Ronnie Peterson in a Lotus 72 and I understand that – I agree with them. That's the kind of entertainment I want to give the crowds. Smoke the tyres! Yeah!

"I think the spectators are really losing out, and that's bad. OK, we may not get pleasure from driving these cars, but forget about that. We are paid to do it and people will say, 'Even if it hurts, drive it.' I understand that, and if it gave good entertainment to the spectators I would accept it. But these cars are so boring to watch…

"Spectators like to see cars sliding, but you cannot slide them now. First of all you don't have the balls to do it because the cars are too twitchy for that, too nervous. Second, the steering is too heavy to give you the delicate control you need to slide. Third, it is not efficient, loses you time.

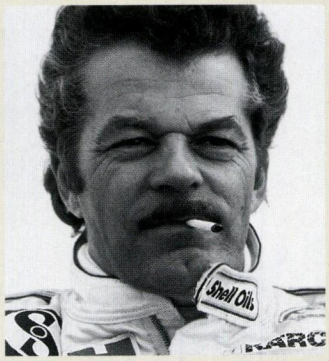
"So this is crazy, right? The drivers don't like these cars and neither do the spectators. So who does like them? The aerodynamicists, I guess. But the public does not come to see how good the aerodynamicists are. They come to see a battle, a spectacle. They come to be stirred, excited. And they are being cheated…"

And you wonder why the fans loved him? Quite what Gilles would have made of traction control I cannot begin to imagine. M



Cult heroes

MARTIN SCHANCHE



Occasionally, just occasionally, a driver comes along who encapsulates all that is good about motorsport. But that's boring. Martin Schanche is arguably the greatest rallycross driver of them all – European champion in 1978, '79, '81, '84, '91 and '95 – but he's better known for his tantrums: all very entertaining, especially those that occurred shortly before the flag dropped. You just pictured the Norwegian running through his full range of facial tics and pitied anyone fool enough to get in his way. Like those competing in round four of the '92 series at Ritamäki, Finland. After being punted off at the first corner in the A Final, 'Mr Rallycross' stood in the middle of the track until the action stopped: he got a two-month ban and a hefty fine.

After starting out in ice racing in '72 with an Opel Kadett, Schanche soon switched to rallycross with near-instant success. But he was pretty useful on the smooth stuff too, driving an Argo and a Strandell-Porsche in the WSC from 1985-88. More recently, Schanche has turned to politics with the far-right Progress Party. True to form, his first televised debate ended in a punch-up… **RH**

LAT Tim Whittington



Original Flying Finn: Kinnunen and his goggles take a step 'down' from his Interserie 917

My only grand prix

1974 Swedish at Anderstorp
by Leo Kinnunen

As a top sportscar driver, what made you want to try Formula One?
After three successful years in Interserie, we were planning to do Can-Am and F2 in 1974. Then we learned that the whole team had been closed down. It was a big blow. I was in good shape and in winning form, so we decided to have a look at F1. In those days you had a chance to do it with reasonable money.

Why did you decide to buy a Surtees instead of joining a works team?
It was the end of the year, so all the seats were already gone. So we ended up buying a car from Surtees. We were thinking that it was a good car. We really bought a pig in a poke…

You failed to qualify at Nivelles…
It was the first time I saw the car. At the first sight I knew it was a totally shit car. I said aloud that no one is going to do well with it. I managed a test lap and it did not work at all – I came to the entrance to the pits and selected first gear, and the car just stopped there. Surtees sold us a Canadian mechanic and he had built the gearbox in the wrong way. That stopped our car after the first lap.

But you started in Sweden - any memories of practice that weekend?
We took the car to Finland and managed to get better driveability. Before the race at Anderstorp, my mechanic confessed to crosswiring the spark plugs and said that we could do only eight or so laps before the engine would blow up.

What was it like sitting on an F1 grid?
It did not feel anything special. I felt most of all the big disappointment with the car. I just hoped that it would not cause a bad accident by falling apart. We decided to put in only 20kg of fuel just for a great start. But it was a shock to notice that we could not do anything, even with a lighter car. I could have overtaken Jochen Mass and a couple others in the braking before the first corner, but I was too ashamed to do that. I knew it was only eight laps for me, so why disturb the race of the others? After eight laps I just stopped the engine. We tried to make it look like a genuine failure.

Did you know you were the last man to wear an open-face helmet in a GP?
I was thinking that people were crazy to use closed helmets. They were heavier. I had a very sensitive neck and I was afraid that if there would be an accident, my neck would be broken because of a heavy helmet. While trying the new helmet I felt I did not get enough oxygen.

You failed to qualify again. Why?
In Austria we had a good go – we made a new rear wing and the car was good to drive in the long curves. My only memory of Monza is that our tyres were stolen from the pits! But nobody can do anything about the fact that I was the first Finnish driver in grand prix racing. **AC/HK**

My only WRC win

1987 Rally of New Zealand
by Franz Wittmann

How did you come to be in a Lancia?
I drove for Volkswagen in the WRC for two years in 1985 and '86. Before that I had three years with a Quattro (Wittmann was the first driver to win an international rally with a Quattro - the Janner Rally, January 1981). But now I needed a four-wheel-drive Group A car, so in 1987 I went to Turin to see Cesare Fiorio. He agreed to sell me a proper car and my mechanics would go to Abarth to build it. It was nearly ready when I called Giorgio Pianta and asked him to assure me that it was to full works specification. The next day my mechanics phoned me and said that they had to take the engine out and put a new one in on Pianta's instructions.

Why did you go to New Zealand?
My first intention was to do the Austrian championship. I was champion already seven times, but this time it was not to be. The first rally we were leading, but on the last stage there was snow and I was on racers. We lost by just one second. Then the second rally I was leading when the gear selector broke and I was out. So we decided that we would forget the Austrian championship and do some rallies in the WRC.

Did you have a big team?
On the contrary, we had only two proper mechanics, two friends including my wife's brother, and Hans Geist as manager.

How did things go from the start?
The first day going to Rotorua there were eight gravel stages and four asphalt. There was a big fight between Stig Blomqvist in a 4WD Sierra, my ex-teammate Kenneth Eriksson in a VW Golf and me. Stig went off, and then on the asphalt there was just a little rain. I had only intermediates and Kenneth had to choose between slicks or full wets, neither of which was right. I took 20 seconds on one stage and, like a beautiful dream, I came into Rotorua and there was my name on top of the classification.

So did things go smoothly when you were in the lead?
We were nervous, of course. But the Delta was very good, especially where the stages were sandy and loose. In the second day we found some cars on the stages when we almost had to stop to get past them. It all cost time and we never had much more than a one-minute lead.

No mechanical problems?
Going to the last stage we found a leak in the oil system. We could not see what it was but we took cans of oil with us. We stopped just before the stage start and, as we were short of time, Hans opened the bonnet and put the oil into the engine. Unfortunately I started the engine before he put the filler cap on and oil went all over him and over the engine. On the turbo it immediately caught fire. I shouted to Hans to close the bonnet and went off up the road at about 150kph to extinguish the flames. The problem then was that we had to put more oil in and no one could find the oil cap until it was seen lying on the sump guard. That was a lucky break. Somehow we only lost 20 seconds.

Was there a big celebration?
Oh yes - at the prizegiving Hans played the accordion while we sang and Helmut Diemel, our TV man, got so excited filming it all he fell off the stage. **JDFD**



Teutonic art movement: Wittmann's Bauhaus-backed Lancia heads for victory Down Under

Phipps/Sutton LAT

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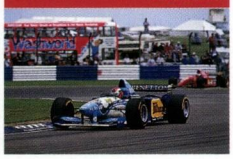


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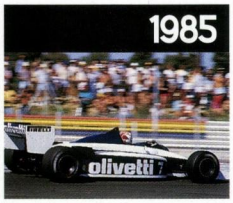
50/30/20/10 YEARS AGO

1995



Johnny Herbert claims the British GP – his first F1 win – on July 9 after Damon Hill had taken out earlier leader Michael Schumacher during a bungled overtaking move.

1985



Nelson Piquet scores what was Brabham's last F1 win in the French GP at Paul Ricard from fifth on the grid. Keke Rosberg is second, followed by Alain Prost.

1975



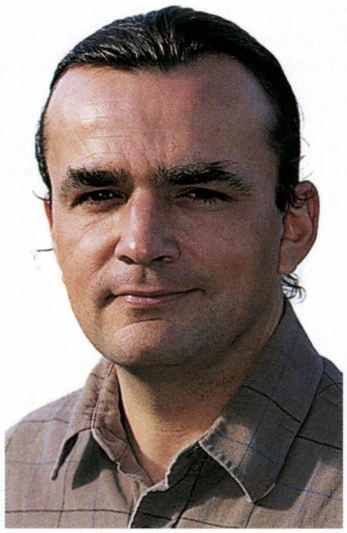
Ferrari's Niki Lauda leads from start to finish at Paul Ricard on July 6 to win the French GP from James Hunt. McLaren's Jochen Mass drives a fine race to third.

1955



Stirling Moss wins the British GP at Aintree for Mercedes-Benz but insists that team-mate Juan Manuel Fangio wears the winner's wreath, claiming that the Argentinian could have passed had he chosen to.

Adam Cooper's Trackforward





Räikkönen dramatically exits the European GP. Poor reward for his and McLaren's racers' instinct

As the F1 tyre war reaches meltdown, don't expect racing until the closing stages of GPs

The 2005 World Championship continues to fascinate, although it appears that Fernando Alonso and Renault may already have one hand on the title, despite the brilliant efforts of Kimi Räikkönen and McLaren.

A 12-point swing in the Spaniard's favour after his main rival's spectacular last-lap retirement in the European Grand Prix at the Nürburgring made a big difference and was bad news for anyone hoping that the matter won't be settled before the last of this season's record 19 races.

Tyres remain the talking point, and the one-set-per-race rule is having a huge impact. Races now seem to be a little lopsided, and sometimes resemble a 'cycle pursuit race. In the early stages everyone is on cruise control, feeling each other out. Only later, when they've judged how hard they can push to the flag with whatever rubber they have left, do the guys actually start to *race*. That was most obvious at Monaco, where the Renaults served as mobile chicanes and conversely helped to generate some great entertainment in the closing stages.

Although not due to normal wear, Räikkönen's crash at the 'Ring was a graphic demonstration of what can happen when the limits are being pushed under the present rules. In his case a flat spot became so bad that the vibration caused his front suspension to fail. A flat spot could have happened any time in the past, but two things would have been different: it would not have been so significant, as the tyre wouldn't have been so worn when it occurred; and secondly all four would have been changed at the next stop.

Instead Kimi had to survive for 25 laps with the vibration getting ever worse. The onus was on driver and team to pit for a replacement tyre – it would have been classified as in a 'dangerous condition' – but that would have handed victory to Alonso. So the Finn stayed out and paid the price. It was easy to criticise in retrospect, but what else could real racers do?

'Races now seem to be lopsided and sometimes resemble a 'cycle pursuit race'

Max Mosley was quick to remind the teams that it is up to them to deal with such issues in a responsible manner, and added that race control reserves the right to black-flag suspect cars in the future.

It's a little worrying that we've got to that stage. The irony is that the one-tyre rule was introduced to help control lap times and hence improve safety. Of course, it is up to the tyre companies to develop products that cope with the high-mileage requirements and to the teams to make sensible use of them. But in a tyre war it's inevitable that all concerned think like Räikkönen did at the 'Ring and push everything just a little bit further. And the only thing that can control that situation is a return to a single supplier.

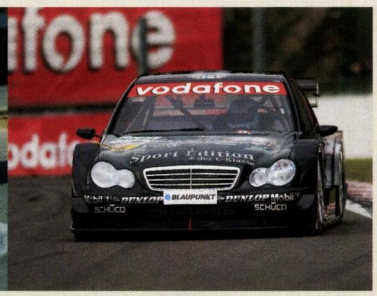
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What goes around...

HAKKINEN WINS AT SPA



1992: Keke Rosberg in DTM AMG Mercedes



2005: Mika Häkkinen in DTM AMG Mercedes

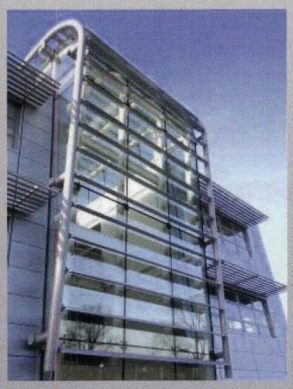
Mika Häkkinen's brilliant win in May's DTM round at Spa-Francorchamps was a stunning result in only his third race as a touring car driver. In taking victory he was emulating Keke Rosberg, the only other Finnish Formula One World Champion, who like Häkkinen triumphed at the wheel of an AMG Mercedes, in his case at the uninspiring airfield circuit of Wunstorf in 1992. The DTM is turning into a real retirement home for ex-F1 stars: team-mate to Häkkinen is Jean Alesi (already a winner this year), with Heinz-Harald Frentzen and Allan McNish at Opel and Audi respectively.

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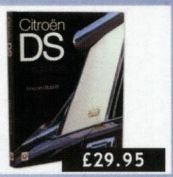
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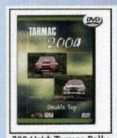


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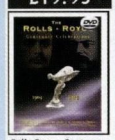
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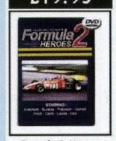
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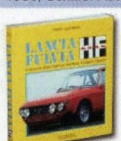
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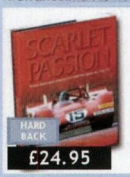


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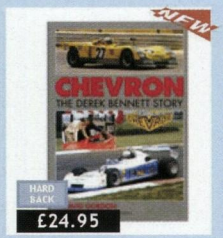
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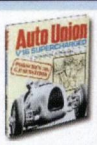
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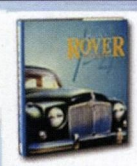




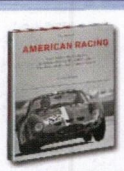


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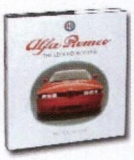
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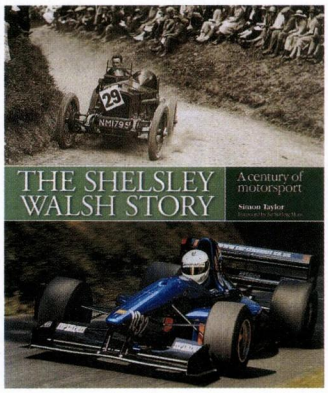


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Reviews

The Shelsley Walsh Story
by Simon Taylor
ISBN 184425 090 3
published by Haynes, £30.00



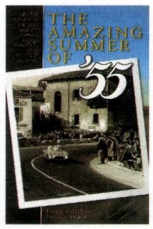
Before we get accused of bias, yes Simon Taylor is the author. And yes there is the lingering threat of a P45 appearing in the internal post should the review be less than glowing. Fortunate for us, then, that it's actually a very enjoyable read, recounting the history of the hallowed Worcestershire hillclimb – all 100 years of it – in a comprehensive and enthusiastic manner.

With Sir Stirling Moss providing the introduction, the chapters are thoughtfully broken down into decent-sized chunks, from the Midland Automobile Club's embryonic meetings not long after the birth of the motor car to its role as an international sporting venue during the inter-war years and onto the birth of the British Hillclimb Championship and the many bespoke specials which have competed at this daunting venue. Add in a chapter on Shelsley's female competitors as well as comprehensive appendices and this is a fitting record of a much-loved British institution.

Aside from Chris Mason's masterwork *Uphill Racers* and Jeremy Bouckley's *Drive It: Hillclimbing*, there have been few works on this idiosyncratic form of motorsport. Yet despite centring on just the one hillclimb, this is a pretty effective overview of the scene as a whole. The author, an occasional competitor himself in everything from an MG Metro 6R4 to the Stovebolt Special, is patently a fan of 'climbing and it shows. Yet it's not just about the stars of the sport: there can be few other books that feature both Hans Stuck's Austro-Daimler and Nic Mann's improbably quick Morris Minor (the car which turned this reviewer onto hillclimbing in the first place).

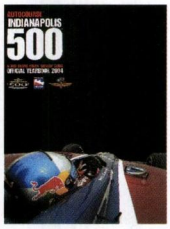
And there are some cracking images, many never before published. Marvel at Sir Malcolm Campbell's bravery as he tames his very-out-of-shape Sunbeam V12, cringe as Phil Scragg communes with nature in his HWM-Jaguar on the approach to the Esses and try to suppress a giggle at Karl Schollar's barking six-wheeler Farley MkII 'go-cart'.

If there are niggles, it's that the design is firmly rooted in the '80s and picture reproduction isn't too hot in places, but this doesn't detract from what will likely prove a popular read in Shelsley's centenary year. Here's to the Big 200. **RH**



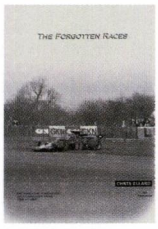
The Amazing Summer of '55
by Eoin Young
ISBN 184425 114 4
published by Haynes, £17.99

1955: Moss and Jenks win the Mille Miglia, Tony Brooks comes out on top at Syracuse, Alberto Ascari drives into the drink at Monaco and Pierre Levegh ploughs into the crowd at Le Mans. Written with wit and wisdom, this is an enjoyable if occasionally harrowing read; great to dip into or tackle in one sitting. But there are reservations: including James Dean's death in his Porsche is a bit tenuous, and it was a surprise to learn that the car fell onto subsequent owner George Barris, killing him instantly. Especially as we only spoke to him in January. **RH**



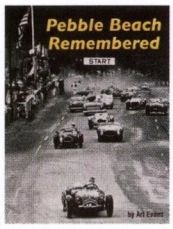
Indianapolis 500 & IRL IndyCar Series Official Yearbook, 2004
ISBN 1903135 46 X
published by Hazleton Publishing, £30.00

As usual, this is a workmanlike annual from Hazleton. Profiles on Indy Racing League champion Tony Kanaan and Indy 500 winner Buddy Rice are accompanied by a long review of the Month of May, short reports of each IRL race and a detailed team-by-team analysis. Nice touches are tributes to the late Rodger Ward and a feature on the Unser dynasty, although these do get a touch number-crunchy in typical American style. Talking of which, all the stats you could ever want from the 2004 season are handily here in table form. You'll probably want to skip over the feature on the Chevrolet Corvette pace car (this is an official yearbook, so you get the nods to sponsors as well), but if you're a fan of the IRL then you should cough up the readies for this book. **MS**



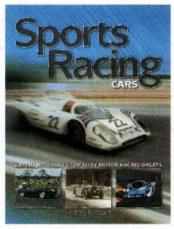
The Forgotten Races: Three-litre Formula One non-championship races, 1966-83
by Chris Ellard, ISBN 0 954535 20 0
published by W3 Publications, £19.99

Ellard has spied a glaring gap in the published history of motorsport and dived in with both feet. And we should be grateful that he has. Taking its cue from Mike Lang's *Grand Prix!* series, this book rounds up all those races (53 of them) that have been run for Formula One cars since the birth of the three-litre rules in 1966. It's not too pretty, especially with its newspaper-style column format, but *The Forgotten Races*, if used as a complement to other indispensable record books by Lang, Steve Small and Peter Higham, is an excellent reference work – ensured by reports, full results and a table of all race starters. Don't expect a riveting read, but if you want to be reminded of obscurities such as the Lucas-Martin and the Questor Grand Prix, this is for you. **MS**



Pebble Beach Remembered
by Art Evans, ISBN 0 9705073 5 6
published by Photo Data Research
£34.95 (in UK, call 020 8566 7344)

Another scrapbook-style effort by Evans, this time celebrating the fondly remembered Pebble Beach races run from 1950 to '56. Once the premier road-racing venue on the US West Coast, it's about time someone wrote about it, but this isn't so much a history as a compilation of event programmes and race reports from the SCCA's magazine *Sports Car*. So you get lots of period flavour and some wonderful images of backyard specials mingling with exotica from Europe. Unfortunately, repro isn't perfect but, as the author opined after our review of his last book, this is in keeping with the scrapbook feel and bargain price. And there's much to like here. If you reckon a Testarossa looks at its best wearing a Mobil Pegasus logo, chances are you'll want to add this to your library. **RH**



Sports Racing Cars
by Anthony Pritchard
ISBN 184425 138 1
published by Haynes, £25.00

Pritchard has selected 50 cars from the history of sportscar racing, from the 1923 Lorraine-Dietrich to the 2003 Bentley Speed 8, and tells the story of each. The book focuses on the technical aspects of the cars and methodically trawls through the races they contested. Laudable enough, but when you read that Bob Wollek won the 1984 and '85 Le Mans in a Joest Porsche (it was Klaus Ludwig) and in the same chapter you're told that in '82 "for the first time Porsche raced with sponsorship, from the Rothmans tobacco company" (what about Martini in the 1970s?) you begin to doubt the accuracy. Also, Jarier in a Matra at Clearways is captioned as Ickx at La Source. And I'm surprised at the absence of the Audi R8 and McLaren F1 GTR. Perhaps this reflects the author's periods of interest? **MS**

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RUBY'S LOST TRIO

Sir, I very much enjoyed the Lloyd Ruby profile (May issue). Trivia question: who is the only driver other than Jim Clark to win a race in the vaunted Lotus 38? Answer: Ruby, Langhorne 100, in 1967. Earlier that year, Ruby gave the new turbocharged Offy its first win, at the Phoenix 150.

The author points out that in the 1968 Indy 500 Ruby "had the race in the bag with nine laps to go when the coil went dead." Ruby also had the '66 race in the bag until sidelined with mechanical failure. In '69 he was battling for the lead with eventual race winner Mario Andretti until the final round of pitstops, when the fuel hose failed to disengage and ripped open his fuel tank as he pulled away.

With more luck Ruby might have won as many as three Indy 500s.

Richard Nisley, Illinois, USA

A HERO AND A MATE

The news of Gerry Marshall's death during a test at Silverstone reached us when we were on holiday in Scotland. While we were shocked (Gerry somehow seemed indestructible), Frances Mary and I had a sneaking suspicion that if Gerry had had any choice in his demise this would have been his preference.

I first saw Gerry in action at Lydden Hill in his TVR and Lotus Elan in 1966. I thought then that here was a driver who combined spectacular technique with devastating speed – a rare combination. People flocked to the best vantage points to watch Gerry. I know because I joined them on that day.

Fate decreed that Gerry tested my 850 lightweight Mini one day in late summer 1966 at Snetterton – he pronounced it the best-handling Mini he had driven. It was up for sale, so Gerry went halves with Ken Ayres and promptly won first time out. The following season was the first year of the 1258 Shaw & Kilburn Viva Special. It took us most of that season to make the engine run reliably at around 90bhp. I asked Gerry to test it at Snetterton in September. Again, he thought the handling first class.

We both had a hidden agenda that day. We knew that a 2-litre OHC Viva GT was due to appear at the end of that year. Having established that the HB Viva had a good chassis, we both realised that it was only a matter of time before a big-engined Viva was destined to become a dominant force in saloon car racing. We shook hands there and then and never looked back.

And the rest, as the saying goes, is history. Ex-Vauxhall Service man Gerry Johnstone joined our team part time in early summer, full time in October 1968. He was soon followed by Geoff Hall and Dick Waldock, plus many others to strengthen our team around Gerry. Our single purpose at our new Shepreth premises was to bulldoze development to provide Marshall with the means to win races outright. The first overall victory came at Lydden in July '68 with the 2-litre S&K Viva GT.

The Viva slant engine was progressively increased via 2.2 to 2.3 to an ultimate 2.6 litres in 1971. The more grunt we fed Gerry's right foot the more he obliged by stamping his authority on and over competing drivers in the Special Saloon category. A trickle soon increased to a flood as our team at Shepreth provided Gerry Marshall with race-winning cars, based on the Firenza, Ventora and Magnums of that era. Having already scored over 100 outright wins with the up to 2.6 fours, he monopolised the V8 brigade with our DTV 5.0 V8 Baby Bertha in the ultimate Super Saloons category. Come sun, rain, hail or snow Gerry's car control bordered on the miraculous.

While a hard man on the tracks, Gerry could be generous, funny and exceedingly good company at all other times. His bar antics are well documented, he was always the centre of attraction wherever he went, instantly recognised by one and all. He had a perfect memory for people and their names, a fact that endeared him to all the staff at Shepreth, many of whom he met at Dick Waldock's funeral at the end of January. Gerry Marshall was a good mate. He will be greatly missed.

Bill Blydenstein, Buntingford, Herts



Marshall does his thing in Blydenstein Vauxhall Magnum, Brands Hatch 1976

THE EDITOR'S CUT

Sir, I found the 'Wheel to Reel' feature in *MotorSport* (June issue) fascinating, but where were *The Racers*, *Mask of Dust* and *The Green Helmet*, the latter of which features Sir Jack Brabham and Sid James?

I would love to see *The Young Racers* released on DVD, as I would *Grand Prix* (laden with extras please, MGM). Could the BBC's *Whicker's World – How They Filmed Grand Prix*, shown on BBC1 and 2 in 1967, be considered too?

In closing, I would like to bring the recent DVD release of *Ice Station Zebra* to the attention of *MotorSport's* readers. There is a feature of about eight minutes on cameraman John Stephens, and almost one minute of this shows behind the scenes of *Grand Prix* at Monaco, Spa and Monza.

David Clayson, Northants

One of many letters on our movie feature. We never intended to include every racing film, only a selection of the best and worst. Glad to see it provoked a response. **– Ed**

RHAM ON

Sir, How wonderful it was to see Richard Heseltine's story of Aston Martin RHAM1 (June issue). I well remember first seeing the car at the 1977 Silverstone Six Hours where, as a 12-year-old schoolboy, I donated my hard-saved pocket money (£5 as I recall) to the effort.

Imagine my surprise the following week when an advert appeared in my local paper, asking me to get in touch with Robin. He very generously invited me along to see the car at his workshop, presenting me with a team T-shirt as a memento (I still have it, unworn, although it is now somewhat small for me!).

Many years later I was the owner of one of the Nimrod Group C cars

Star letter

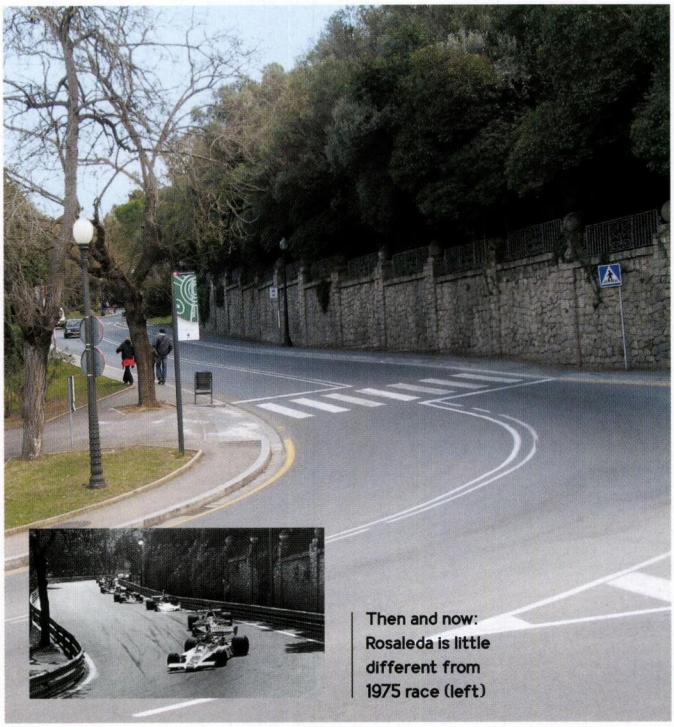
MAGIC MONTJUICH

SIR, I was delighted to read Nigel Roebuck's 'Legends' in the June issue on Montjuich Park. I was always fascinated by this venue, but was never lucky enough to see a race there.

Finding myself in Barcelona in March on business, I took myself to Montjuich armed with a map of the track. Finding the course was not difficult – and it's still all there, pretty much as it was, although I suspect the roundabout near St Jordi wasn't around before! I drove five or six laps, managing a time of about three minutes jostling with other cars and traffic lights, before setting off on foot to take some photos.

It's not difficult to imagine the awe-inspiring sight of F1 cars emerging over the brow and descending on that first hairpin, Miramar. I attach a photograph taken at the descent to Rosaleda, almost at the same angle as your shot of Rolf Stommelen leading in 1975.

While it would be fanciful to imagine racing returning to Montjuich, it would be worth a visit for a demonstration run of period F1 cars. I'd make sure I didn't miss that. How about you, Nigel?
PETER RICHINGS, COVENTRY



Then and now: Rosaleda is little different from 1975 race (left)

– the unfinished NRA C3, which had an incredible carbon-composite tub (including roof and pillars, years before Ford's Probe GTP). The 200-plus drawings of the car were done by hand by future Panoz and Lister designer Andrew Thorby.

I can only agree with Robin's comment that the story is "a book ready for the making" – a magnificent effort that took a British car to Le Mans and one that deserved far more support than it ever received.
Tim Lawrence, Burton-on-Trent

1000 THANKS

Sir, I was lucky enough to win the *MotorSport* competition visit with Club Volante to Italy for the Mille Miglia. It was a classic racing enthusiast's week in heaven.

Club Volante was the perfect host, providing a number of cars for our use including a 1955 Austin Healey 100/4 and a 1979 Ferrari GT4 Dino. Italy provided the perfect roads and the Italians provided the food and wine when we could be persuaded out of the cars. The atmosphere was perfect for fellow enthusiasts to swap stories of the past and contemplate the future.

Save your pennies and visit Italy with Club Volante for the Mille Miglia – it could be the high point in your motoring life. Thank you again for this opportunity.
John Litchfield, Kingsbridge, Devon

A SISTER'S RESPONSE

Sir, Since my brother Cliff Allison died in April we have read with interest some very kind things written about him. Inevitably small errors creep in and are copied from one article to another. To keep the record straight, please may I point out one or two things in your article on page 14 of the June edition?

Firstly, thanks for the nice picture. Cliff told me that it was taken while he was waiting to start the TT at Goodwood in 1958. Also, well done to note the pole-winning time at the German Grand Prix at Avus – not a lot of people know that!

He was born and lived all his life in Westmorland, now Cumbria. He had no claims to Northumbria or the North East. However, his co-driver at Le Mans in 1957, Keith (not Ken) Hall does hail from there.

Cliff scored his and Lotus's first points in 1958, but not at Monaco where he was sixth. According to my data book, points were only awarded to the first five in those days so he scored in Belgium with that historic fourth place. Also, his accident at Spa in 1961 was in practice, not the race itself.

On the subject of points, Cliff scored 11 World Championship points. I calculate that by today's rules he would have had 26. I wonder on what basis you showed the points of the highest-scoring Britons on your Fact File box in the May magazine? Stirling Moss and Graham Hill were racing during the same era as Cliff so, by today's system, they would have scored many more. Finally, I refer to the letter from Tony Brunskill in the June issue and would like to reinforce his request for material about my brother.
Patricia Smith, Elgin

Thanks for setting those matters straight. The points in the Fact File were based on those awarded by the FIA, though we appreciate the system has changed. **– Ed**

LIFE AFTER FF1600

Sir, Simon Taylor asks whatever happened to Fritz Kreutzpointner (June issue). Well, he partnered one Michael Schumacher and Karl Wendlinger at the Le Mans 24 Hours with Mercedes in 1991, finishing fifth, and won the European Truck Racing Championship for MAN in the late 1990s.

So his star didn't wane completely – it just left the single-seater orbit.
Darren Galpin, Stoke Gifford

Jenks on...

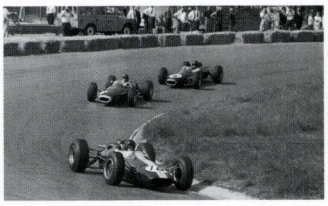
Clark domination, 1964

When Jim Clark does a demonstration of the perfect grand prix driver at work, as he did at Zandvoort, some do not enjoy watching and consider it monotonous or dull, even though he may be setting up a new lap record and race records. Now I enjoy a wheel-to-wheel dice as well as anyone, and during those two classic races at Reims, in 1953 and '61, I was standing on the seat with excitement along with everyone else, but equally I can sit calmly and watch a perfect performance by a great artist. It is rather like going to a concert and enjoying an invigorating overture or symphony where the orchestra is working in unison and the crescendo of sound makes you want to rise up on your toes or, alternatively, sitting in quiet meditation and listening to a great soloist playing a concerto on piano or violin. Afterwards you do not say that Menuhin's playing was dull or monotonous because he was out there on his own, unless of course he happened not to play well.

One can view the performance of a great driver and car in the same manner, and the combination of Clark and Lotus-Climax are such that it is a joy to watch. To watch Clark lead from the first corner at Zandvoort to the finish was to watch an artist at work.

It has been described as "faultless", but in fact he did make one tiny error on one lap round the hairpin behind the pits, when he put a wheel up the inside kerb. After the race, when talking with Clark and Chapman, I was interested to learn the reason. He took precautions to seal round the edges of his goggles to stop the ingress of flying sand particles that are always prevalent on the Dutch circuit, and to make sure that his goggles were really fitting well he had done the strap up really tight; it was too tight in fact, and during the race he developed a splitting headache due to the goggles pressing on his forehead, and it was during a moment of acute headache that he put his front wheel up the kerb. – Yours DSJ

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Jim Clark dominated the 1964 Dutch GP

LAT

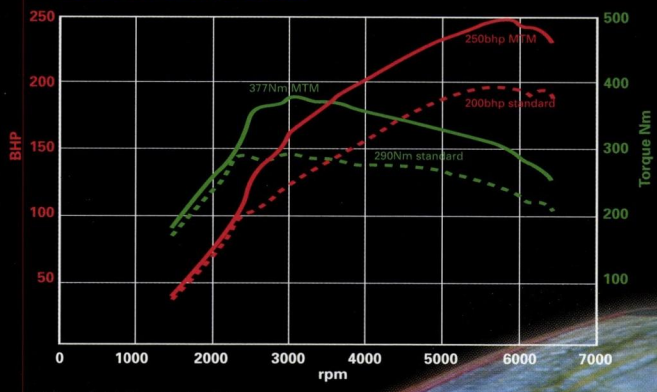
Optimise don't Compromise



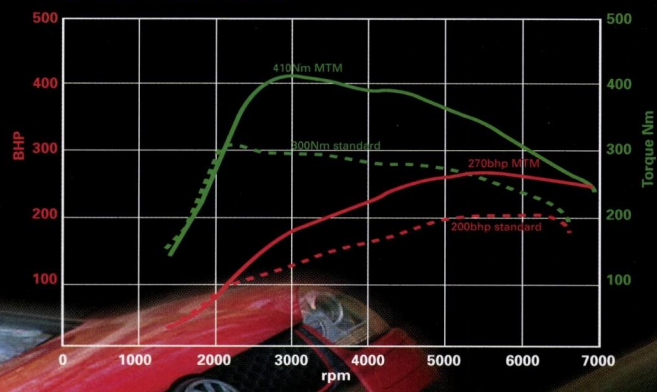
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You were there...

A South African who went to Pau and a Dutchman who went to Spa. Their trips took roughly the same time...





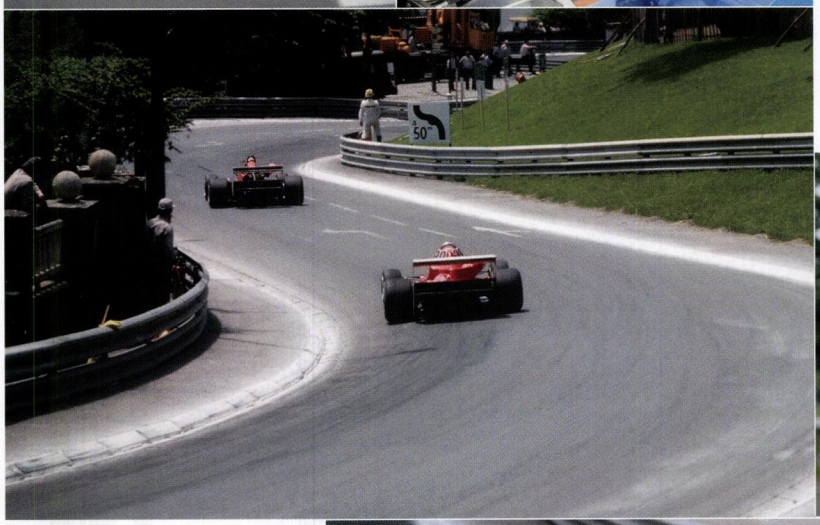
Stephen South leads Siegfried Stohr, who took second

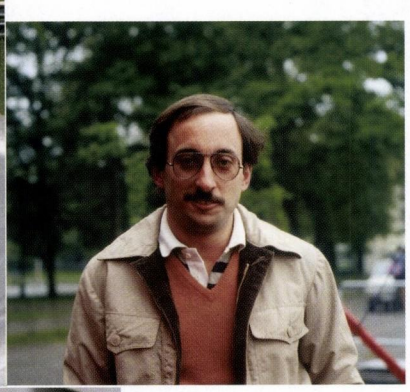
Below: Bobby Rahal crashed pretty Chevron out of the race. Right: youthful Derek Warwick did same in Theodore March. Below right: Rory Byrne (in car) engineered fellow South African Rad Dougall's Toleman Ralt RT2 - he talks to designer Ron Tauranac





South African reader **David Pearson** had a tough decision to make 26 years ago: "Would my 1979 odyssey be Monaco or Pau? Both were a long way from South Africa, but to take in a circuit, cars and drivers I had not seen before meant it had to be Pau. It would also be much cheaper." So David flew to Europe and got the train overnight from Brussels via Paris to Southern France to see the European Formula Two Championship contenders racing through the streets. Also staying in his hotel was Chevron driver Patrick Gaillard, who offered him a paddock pass, "not that it was essential to have one. The sight and sound of modern race cars twitching round over public roads, between walls, houses and under bridges was unforgettable. I was told some of the Brit mechanics felt poorly in the heat, but on race morning they were squelching through mud after a flood."





Rahal, looking every bit the up-and-coming young gun...

Winner Eddie Cheever heads Gaillard into Parc Beaumont

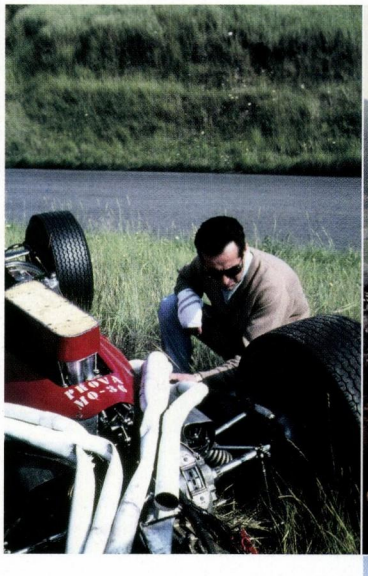


Stohr was hairy enough in dry qualifying, let alone wet race

We need your photos

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 7).

We suggest that where possible you keep hold of the negatives and send prints to us - and we, of course, undertake to look after your treasured items and return them safely after use. Get rummaging!

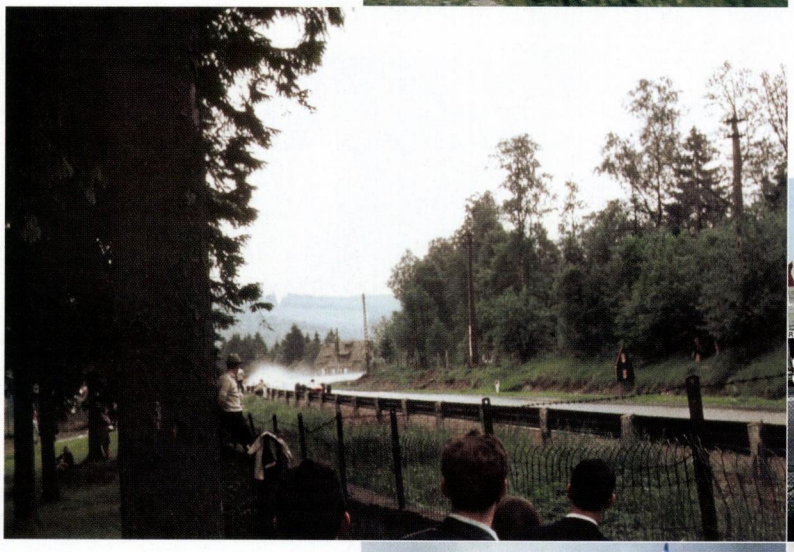


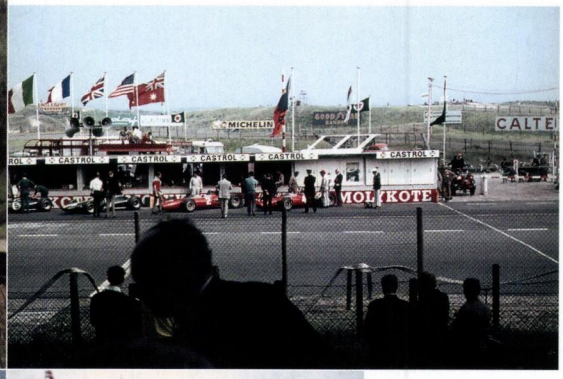


Ferraris at Zandvoort in '66. Above: Bandini returns to his car, which he'd crashed in qualifying after finding oil, injuring his right hand. Right: Mike Parkes also crashed, but in the race this time. Top right: seconds before start at Spa



Yes, it *has* always rained at Spa... Dutchman **Jan Mulder** had his first taste of the infamous 'fickle Ardennes climate' when, aged 18, he went on an unfeasably tortuous trek to the 1965 Belgian Grand Prix with his local organisation of young car enthusiasts. "Although Spa is only 200 miles from where I lived, it took us nearly 12 hours to get there," he recounts. "We left at four o'clock am, cycled for two hours to get to the coach, the coach had to pick up people from several places in the Netherlands, we got lost in Liège, but fortunately we arrived just in time to see the 3.30pm start." It would have been quicker to cycle all the way, surely... Still, he adds: "The rain added some extra flavour to the event. The journey home took us 12 hours again - that means 27 hours for a double Scotch and water in Belgium!" Jan also sent us some shots from the 1966 Dutch GP at Zandvoort, but found that access was never as easy in his homeland as it was just across the border.





Graham Hill's BRM exits Blanchimont on the way to finishing fifth



Frank Gardner presses on at Spa in Willment Brabham-BRM



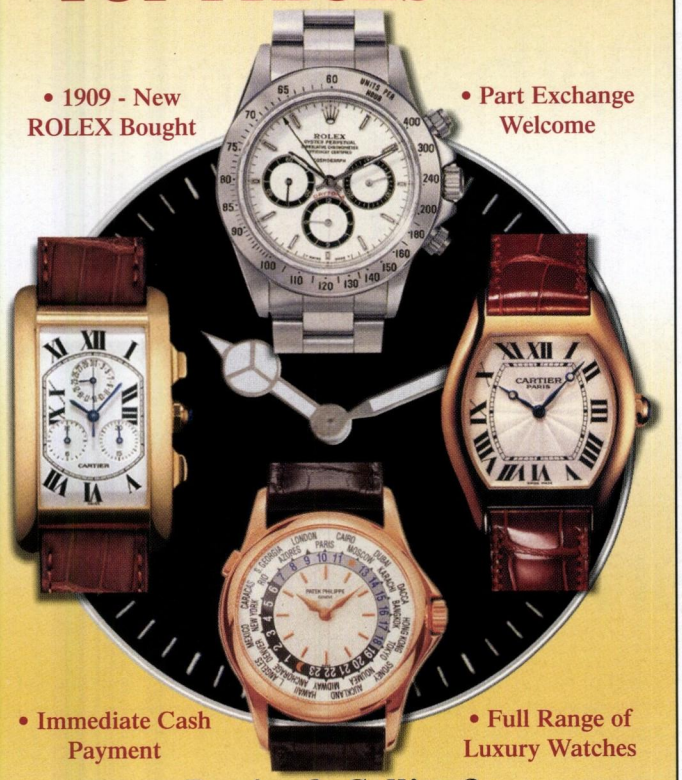
View from stands of Lotus and Ferrari pits at 1966 Dutch GP

Mr Mulder stood on track to snap Ginther taking sixth for Honda

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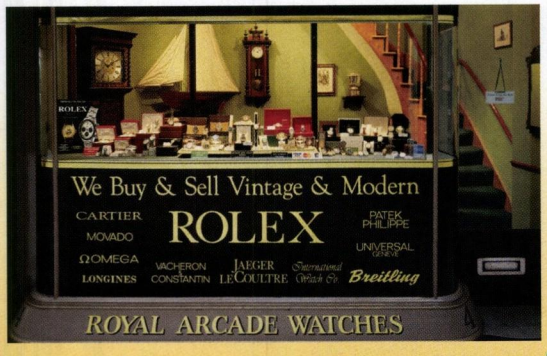
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GREGOR FISKEN

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1952 Ferrari 340 America

Chassis 0196A, a Scuderia Ferrari works car, clothed with a lightweight Spyder body by Vignale was assigned to Pierre Taruffi, a veteran of the Mille Miglia to act as a pacemaker to the other works cars. This Ferrari was then prepared for the Grand Prix de Berne before heading to Le Mans to be driven by Rosier and Trintignant, the latter winning the event for Ferrari in 1954. This 340 has undergone a complete restoration by leading Ferrari specialists DK Engineering and has recently competed on the Mille Miglia and both the Monterey and Monaco Historic's.



1963 OSCA 1600 GTS Zagato

OSCA, established by the Maserati brothers, performed magnificently throughout the fifties in international competition. This OSCA 1600 GTS, chassis number 0094 was built for competition use and was first sold to Italian privateer Alberto Luti who enjoyed great success in hillclimbs. 0094 was the subject of an extensive restoration in the late eighties and has been used sparingly since. Finished in its original colour of silver with red interior, this Zagato bodied racer comes with a current set of FIA papers.



1965 Bizzarrini 5300GT (7 litre)

Chassis number BA4 0106 was the only right hand drive race model built by the factory, competing at not only the 1000kms of Monza and the Targa Florio but also the 1966 Le Mans. At the end of the season, the car was reputedly fitted with a 7 litre engine and returned to Le Mans in 1967. BA4 0106 was then put into storage for some 35 years. It has recently been mechanically restored though the Bizzarrini retains its original and patinated bodywork.

GREGOR FISKEN

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1974 Alfa Romeo TT12

1964 Alfa Romeo TZ1

1929 Bentley Speed Six

1953 Bentley R-Type Continental (manual)

1965 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1952 Ferrari 340 America

1952 Ferrari 212 Vignale Coupé

1965 Ferrari 275 GTB/2 Alloy LHD

1954 Maserati A6GCS

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1963 OSCA 1600 GTS Zagato

1954 Pegaso Z102 by Saoutchik

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You think a twisty 38km stage is tough? What about Hannu Mikkola doing more than 6350km on the Safari? And he enjoyed Ford Escorts much more than Audis

Ford or Audi? Which time gives you the fondest memories?
Kevin Morrison, Shoeburyness
As a driver I was always more at home with the Ford than with the Audi. I liked the way you could drive with the Escort. The Audi was always a bit like a front-wheel-drive car – if a stage was a bit slippy on slicks I wasn't too sure we had hope on our side. Also, with English being my first foreign language it was easier to discuss things in the Ford team. And if we came back from a failure it was always about how to win the next one, not a 'blame game'.

Was the Lancia Fulvia the only front-wheel-drive car you drove?
Jason Wright, Reigate
No. In 1988 I did maybe half a day of the Safari with an Opel Kadett GSi. To be honest I didn't like front-wheel drive. I always got the feeling that the car was trying to take me somewhere and I was trying to avoid the accident. But the Fulvia was incredible on Tarmac, just like a little go-kart.

Jean Todt was your co-driver on occasion. How did he stack up against the others?
Clare Greenbaum, London
You could realise immediately that Jean was well organised and that was one of the things you needed most in a co-driver. You can then concentrate on the driving. He also had good contacts, which was very important for getting the drives in the first place. I was sure that he was going to go far.

How did it feel in 1972 when you became the first foreigner to win the Safari Rally?
Roger Goom, Epsom
At the moment we won it was enough just to win such a big rally. But after that it began to sink in that I had done something quite special, something that would go down in the record books. The other day I was laughing when I watched the Cyprus Rally and these guys were doing 38km of twisty stage with their hi-tech cars with no gear levers, power steering and easy to drive and then complaining about it. I thought, 'OK put them in the 1972 Safari with 6350km and then they would really have something to complain about.'

What did you do when a spectator stole your time card on the last night of the 1967 Monte?
Bill Wilson, Alloa
We went to the bar! It was that year when we had to carry all eight wheels with the car – and they had to be checked before each special stage. At the start of the Turini, the officials came and took the tyre card for checking. The two cards were together so they may have taken the wrong one. Or someone else may have taken it. Anyway, we started the test and when we got to the end we had no time card.



Happy days for Hannu Mikkola: taking the Ford Escort to victory on the 1979 RAC Rally

Which was the toughest – the World Cup or the Safari?
David Stark, Newcastle
Without question the World Cup. We were doing so many long stages, especially in the Andes where we were several thousand metres high which made it so very difficult physically. One stage was over 900km long. I would start to fall asleep while driving and Gunnar Palm used to hit me with the pacenote book to keep me awake.

Did you use left-foot braking in any of your rally cars?
Stephen Winkley, Burnley
I had to learn it with the Quattro. It was my first turbo engine in a rally car and the lag was pretty bad. You had to keep some throttle on to keep the power up, which meant left-foot braking. In 1980 when I knew already I was going to drive the »

LAT Phipps/Sutton



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Quattro and that it had this problem I started practising with the Mercedes 450SLC, which was easy to do with its automatic gearbox.

You occasionally drove the Merc 450SLC, one of the most improbable rally cars of all time. How did it compare with your Escorts?
David Ramsay, Winchester
It was not so bad for me. I learned to drive in my father's big American cars so it didn't seem so big. Of course it was heavy and slower to accelerate than the Escort, but not so bad when you got it up to speed. And strong for African rallies.

Apart from the down-on-power 1800cc engine, what was the Mazda 323 like to drive and why wasn't it more successful?
Matthew Crawford, Kendal
It was an excellent car to drive. The big problem was the turbo – it was too small. We lacked power at the top end. I remember driving a rally in Norway just before they stopped the programme when a bigger turbo had been homologated and the car was very good. We had technical problems to start with – the gearbox was one – but those were virtually cured.

How did the modern era of 4WD Group A cars that you drove (Subaru Legacy RS in Sweden and Toyota Celica Turbo in 1000 Lakes 1993) compare to the Group B cars?
Jon Lovell, Wigan
The amazing progress was with the tyres. I drove a factory Subaru in Northern Ireland in 2000 and later a works Focus WRC at Goodwood. They were just amazing: easy to drive but hard to find the limit. It was a surprise to me how quickly they stopped and also how positive the steering was – its reaction was immediate.

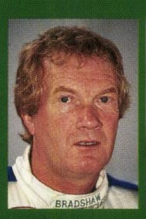
Who was your biggest Group B rival?
Rob Saddler, Australia
At the beginning – no one! The Quattro was alone with the 4WD technology but then other people realised that was the way to go. We had some good fights in 1983 with the Lancia 037 with Walter Röhrl and Markku Alén, but our real problems started when Peugeot came with the 205 T16. That was a purpose-designed, mid-engined 4WD car and we had a design based on a road car with the engine hanging out over the front axle. The early Audis didn't even have a front limited slip so for the first two years we had a three-wheel-drive car.

Did the FIA kill Group B off too soon?
Mark Randall, Luton
I always think that they reacted too quickly, as they always do, without talking through the problem. They could have kept the investment and the technology but do what they do now with the WRC cars – reduced power, safe fuel tanks, crash tests and all that kind of thing. It took years for the sport to recover just at the moment when we had the maximum number of manufacturers and teams involved.

How would you rate your days in British rallying? And who were your biggest competitors in Britain?
Reg Clayton, Bishop's Stortford
I loved doing those rallies in Britain during the 1970s: Scottish, Welsh and all the other forest events. If you were a driver, then you just loved it. And the competition was very hot with Ari Vatanen, Russell Brookes, Roger Clark and many others all capable of giving you a hard time.

Did you enjoy the 'blind' RACs with no pacenotes?
Lewis Gill, York
I feel that those RACs demanded so much more of the driver than when you go on notes in the forest. You had to be ready for anything and everything. You had to try and read the road from what you could see and make sure that if something came you could find a way to drive the car round. It was much more of a challenge – for the driver!

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ISSUE ON SALE JUNE 17

LAT Schlegelmilch

PREVIEW

Goodwood Festival of Speed

Whether your taste is 1960s sportscars, Indy racers or today's F1 heroes, it's all at Lord March's party. Gordon Cruickshank looks ahead to June 24-26

There isn't a more colourful historic car gathering in the world than the Goodwood Festival of Speed, so it's appropriate that this year's theme is 'Racing colours – National Pride and Culture'. Expect to see quintessential machines spanning a century of motorsport from all over Europe, 30 cars from the USA, champion racers from Australia – and from Japan the largest-ever display of Honda racing cars and 'bikes.

Six Honda-powered F1 cars star in the spectacular (but still secret) automotive sculpture which will rise in front of the house to celebrate the company's 40 years of grand prix involvement (if you don't count 1964's experiment). But since Honda will run the Mexican GP-winning RA272 and '67 Italian GP-winning 300 on the hill and both are one-offs, the only way to complete the display was to build two perfect replicas.

As well as the F1 cars, John Surtees drives the Brabham-Honda which dominated F2 in 1966, while Nelson Angelo Piquet will sample the turbo power of his father's 1987 Williams-Honda FW11B. McLaren-Hondas (MP4/4 and MP4/5) will star, with BAR test driver Anthony Davidson at the wheel. And a current BAR-Honda will pierce eardrums in the hands of Takuma Sato (Saturday) and Jenson Button (Sunday).

Six other F1 teams and a host of GP drivers current and past spearhead a glorious line-up: Fernando Alonso exercises Renault's rapid R24 on Saturday, with René Arnoux in the ground-breaking 1977 RS01 turbo car. David Coulthard demonstrates his Red Bull, Toyota has Olivier Panis on duty, McLaren-Mercedes and Williams-BMW will show static cars, while Ferrari test driver Marc Gené lets rip in Michael Schumacher's title-winning F2003GA.

NASCAR and Indy winners of all eras head the transatlantic visitors, who include IMSA champion Juan Fangio II, Indy 500 winners Danny Sullivan, Arie Luyendyk and Al Unser Jnr, the latter two in Penskes. That's apart from a host of V8 racers celebrating 50 years of the Chevy small-block, including the 7-litre Matich Group 7 sports-racer from Australia. And Aussie hero Peter Brock, on his first Festival trip, will be reunited with his 1984 Bathurst-winning Holden Commodore.

For autograph hunters, grand prix stars abound: try and catch Emerson Fittipaldi before he climbs into some historic Lotus F1 cars, Damon Hill trying his father's Hill GH2, Patrick Tambay in Renault's rorty Mégane Trophy, Jacques Laffite driving a Ligier JS11 or Gérard Larrousse in a Matra MS120, just one of six rarely-seen examples of the French marque here this weekend. Hans Stuck, Jo Winkelhock and Marc Surer fly the BMW flag, Jochen Mass demonstrates the Mercedes W196, while Stirling Moss recalls that unsurpassable Mille Miglia victory of 50 years ago in his winning 300SLR. He will also give us the first public run for years of the innovative Ferguson P99, the only 4WD car ever to win an F1 race. And speaking of unique motors, the outrageous 'Baby Bertha' will take to the hill to recall the late, great Gerry Marshall.

Rally fans get a new dedicated paddock adjoining a 3km rally course with a 180-degree turn at the top of the Activities Field. This gives spectators two venues to see sideways action in machinery from Mini Cooper S via Lancia Stratos and Integrale to today's WRC Subaru Impreza and Ford Focus, not forgetting the awesome Group B monsters. Catch Hannu Mikkola in Quattro A2 and S1, Indy 500 winner Bobby Unser with the fearsome Pike's Peak Quattro, and rallycross ace Will Gollop in 500bhp of 4WD Peugeot.

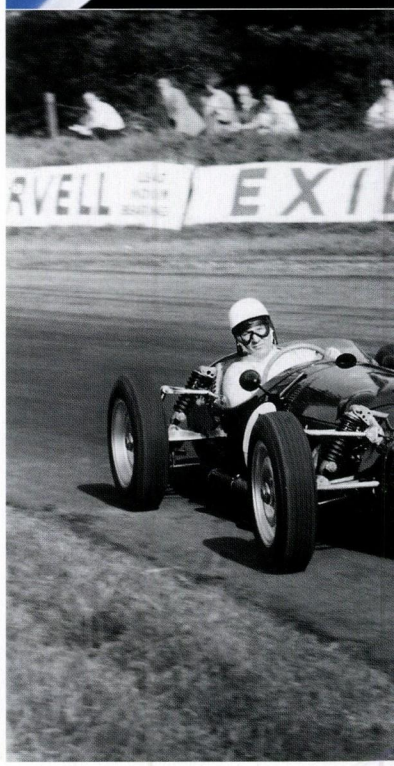
A spread of current Le Mans cars will still be cooling down after their race the weekend before. Frank Biela drives Audi's dominant R8, while Aston Martin brings its charismatic DBR9, already a successful GT racer. Festival favourite Derek Bell drives a range of historic sportscars, Jean-Pierre Jaussaud unleashes the newly-restored 1978 Alpine-Renault A443, and Toyota shows off one of the sensational V8 GT-Ones which ran at Le Mans in 1998.

Alfa Romeo is bringing *both* of the remaining 1924 P2s, heading an extraordinary spread of Milanese machinery; Ferrari celebrates 75 years since Enzo founded his Scuderia with a host of rare examples of the marque – look out for the gorgeous 712 Can-Am car – while Mercedes will shake the Tarmac with its 21.5-litre 'Blitzen Benz', once the fastest car in the world. And the world's quickest van, Ford's 450bhp Supervan 3, will front up to Renault's wonderfully absurd Espace F1.

Automotive elegance is the core of the Cartier Style et Luxe concours, which this year features luxury cars from Edwardian days and from the 1980s, a display of 'money no object' supercars, and sportscar greats from before and after WWII, to a background of live jazz, while today's fastest road cars will be shown off in the *Sunday Times* 'Driving' Supercar runs, including the public debut of the new 'baby' Aston Martin AMV8.

There's no Soapbox derby this year, but budding junior car designers can get involved in the Create-a-Car competition, or you can tackle the giant Scalextric track. Overhead, the skies will vibrate to air displays of Hunter and Tornado jets, WWII fighters and the 'lightweight' 747. Add to this a huge array of trade and specialist stalls, and you have the makings of a spectacular weekend.





TIMETABLE
What's on when

Friday June 24

07:00hrs	Paddocks open
10:00hrs	Grand Opening Parade
10:00hrs	Forest Rally Stage opens
10:40hrs	Free practice begins on the hill
14:30hrs	Bonhams Sale
18:00hrs	Festival of Speed closes

Saturday June 25

07:00hrs	Paddocks open
09:00hrs	Official practice begins on the hill - all cars run once
09:00hrs	Forest Rally Stage opens
13:30hrs	*Sunday Times* 'Driving' Supercar Run
14:00hrs	Official practice - second runs
18:00hrs	Festival of Speed closes

Sunday June 26

07:00hrs	Paddocks open
09:00hrs	Timed competition begins on the hill - all cars run once
09:00hrs	Forest Rally Stage opens
10:00hrs	Judging begins in the Cartier 'Style et Luxe' automobile design competition
13:30hrs	*Sunday Times* 'Driving' Supercar Run
14:00hrs	Timed competition continues - second runs
18:30hrs	Prizegiving
19:00hrs	Festival of Speed closes

Main pic: Matra's glorious V12 scream flags up a spread of the exotic French marque. Above: Juan Fangio II to drive 1992 IMSA Eagle title-winner. Below: Ferrari 712 Can-Am car as raced by Mario Andretti. Left: Stirling Moss to be reunited with 4WD Ferguson P99 for first time since 1961

Top: new 3km forest rally course gives Hannu Mikkola the chance to show off range of Quattros. Look out for Pike's Peak special too. Above: John Surtees will demonstrate Richie Ginther's 1965 Mexico-winning RA272, part of a major Honda display. Left: Jenson Button to thrill the crowds in his BAR-Honda; six other F1 teams will be there too

Hawkins/LAT LAT



Big in Japan

It took time to squeeze him in, but Andrew Frankel revelled in the Honda RA300 at Motegi

photography by Richard Newton



You know that feeling you get when something quite wonderful isn't going to happen? I have memories like this stretching back to early adolescence when, on the first day of a new term, the most beautiful girl in the school came running towards me, arms outstretched. I remember the elation, the fear, the sheer disbelief, the hope that all my mates were watching – and then the utter desolation when she continued straight past into the unseen embrace of her boyfriend standing behind me.

Well, I had it again this morning. As I write I am in a Tokyo hotel room, waiting to catch the first flight home tomorrow. But this morning I was standing in the pitlane of the Twin-Ring Motegi circuit, looking at the Honda RA300 I was apparently about to drive. And the feeling came. Something seemed less than real, just as it had when Sarah Laughton came sprinting towards me: however much I wanted it to be true, the disbelief would not go away. I could not conceive that I was about to become the first journalist to drive a Honda Formula One car. I'm lucky, but I'm not that lucky. Instead of grinning inanely, I could be found pacing up and down the paddock muttering "too good to be true" under my breath.

All old grand prix cars are legitimate slices of the glorious history that made you pick up this magazine, but few can call themselves unique. The Honda Racing Automobile 300, however, is one of them. Winning your maiden race is not a freak occurrence and, somewhat surprisingly, there have been seven World Championship F1 races with winning margins closer than the 0.2sec that separated John Surtees's RA300 from Jack Brabham's BT24 at the line of the 1967 Italian Grand Prix. But it is, to date, the last Honda to win a World Championship round and, amazingly, the only grand prix car ever to have won a race by leading only the last lap of the only grand prix it ever led. And it's rare, even by the absurdly scarce standards of 1960s Honda F1 cars. Its chassis plate describes it as RA300/1; there is no RA300/2 and never was. What you're looking at is the very car that did all those things and, shortly, I was going to drive it. Apparently.

When growing up, I often heard of this weird machine called the Hondola and was never very sure what it was. In fact it was a knee-jerk response to the demonstrable fact that its predecessor, the RA273 which was meant to contest the 1967 season, was so heavy it was never going to amount to serious competition for the Lotus 49. By now Surtees was not just Honda's one and only driver, he was also its technical advisor. He persuaded the company that what was needed was a new car, and that Lola's T90 Indianapolis chassis should provide its basis. Honda's engineers duly installed themselves in Slough, where both Lola and Team Surtees were based, and between them the RA300 – though Lola would call it the T130 – was created in just three weeks.

And despite the apparent haste with which it was conceived and born, the baby itself was unusually beautiful, even in its era of unusually beautiful grand prix cars. It appeared at a time when F1 car design was at its purest and competed in the last season where aerodynamic efforts were directed entirely to avoiding, rather than exploiting, the airflow. By the end of 1968 F1 cars had started to sprout wings and their shapes would never be as clean again. Seen next to Honda's other '60s F1 machines – the RA271, 272, 273, 301 and the innovative, ugly and lethal 302 – it is startlingly clean of line.

Unfortunately for me, the car was also designed to fit Surtees, a man as short on physical stature as he is long on raw talent, guts and commitment. Adding to my pitlane misery was the memory of the previous day's seat fitting, which had ended up simply as a seat removal. But even sitting on the car's aluminium floor, I had doubts I could drive it. My shoulders were clamped by the windscreen surround, forcing my body down and my feet against the pedals.

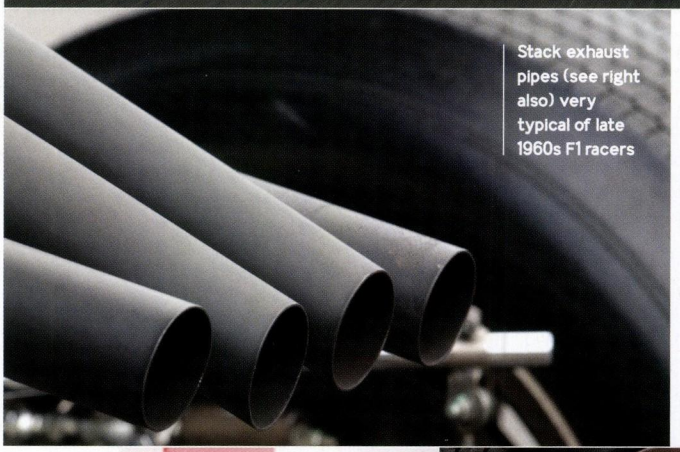
'5000 fans gasped at this 'private' test session'

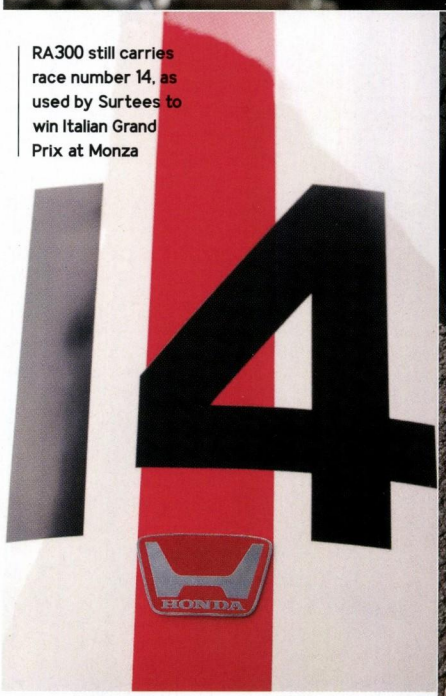
All around me Japanese stars such as Shinji Nakano leapt effortlessly in and out of other Honda-powered racing machines to the collected gasps of the 5000 fans who had turned up to this supposedly private test session to shake down the cars for Goodwood. By comparison, the outsize Englishman would need to be crammed into the cockpit and looked likely to crawl around and return shamed and pained at the end of one lap to the deafening silence of the crowd.

And then, just to really brighten my day, the RA300 broke. Very wisely, Honda sent out a test »

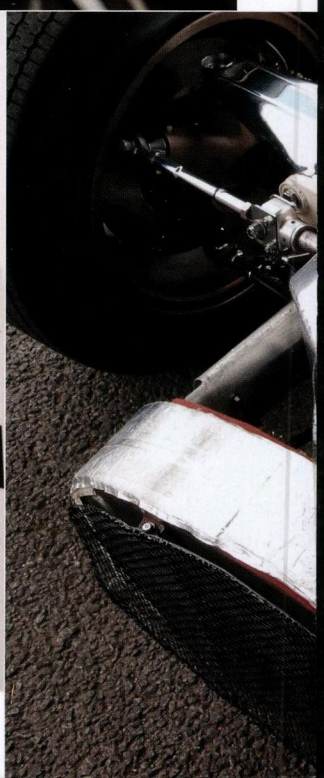


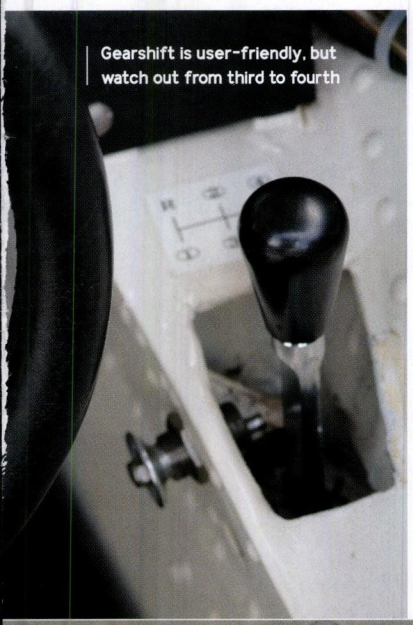
Frankel is exposed at Motegi without the windscreen surround


Stack exhaust pipes (see right also) very typical of late 1960s F1 racers



RA300 still carries race number 14, as used by Surtees to win Italian Grand Prix at Monza





Gearshift is user-friendly, but watch out from third to fourth

TECH SPEC
Honda RA300

ENGINE
All-alloy water-cooled quad-cam V12, mechanical fuel injection
Capacity 2992cc
Max power 420bhp @ 10,500rpm

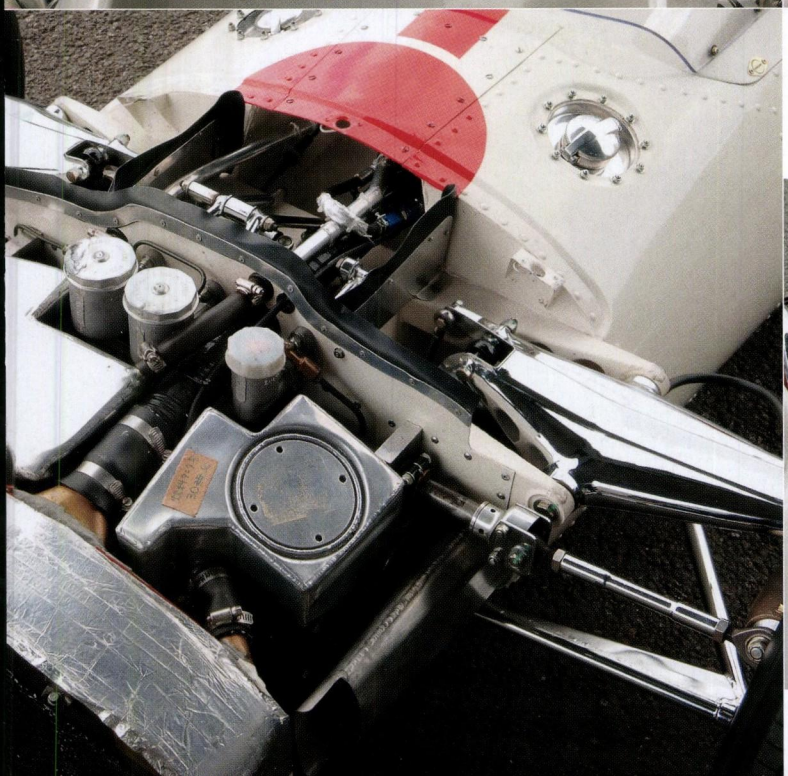
TRANSMISSION
Five-speed, dog-leg first

CHASSIS
Type alloy monocoque with tubular-framed engine cradle
Suspension: front lower wishbone, upper rocker, inboard coilspring **rear** trailing arm, upper link, reversed lower wishbone
Weight 590kg

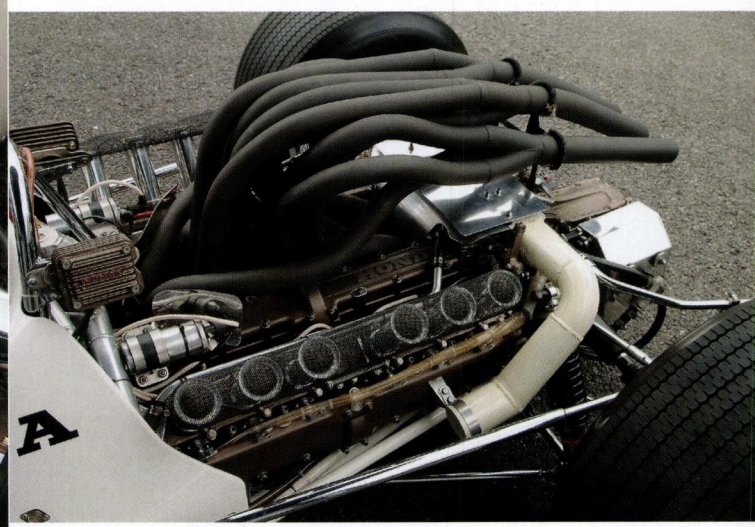
RUNNING GEAR
Brakes outboard discs all round
Steering rack and pinion







Above: the view Frankel thought he'd never see - Smiths instruments functional and all the more beautiful for it. Left: front suspension of 'Lola T130' features thick upper rocker with inboard spring and lower wishbone. Below: Honda's deafening V12 engine was reckoned to be the most powerful in Formula One in 1967 - and hearing it on full song at Twin-Ring Motegi you could believe it



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Twelve-cylinder nirvana: Surtees leads Chris Amon's Ferrari at Monza in '67





RA300's first race, leading Rindt at Monza and (left) its last, Kyalami '68



Surtees got his teeth into Honda RA300

JOHN SURTEES GOES EAST OF EDENBRIDGE

You'd have got rich quick betting that John Surtees would win at Monza in 1967. Not only was this the Honda RA300's race debut but he'd qualified it ninth, exactly halfway down the 18-car grid and some distance behind Jim Clark's super-swift Lotus 49 and Jack Brabham's quick and reliable Repco-powered BT24. But Monza was so stressful that, by the last lap, over half the field had retired through mechanical failure, leaving victory to be decided by a last-corner fight between Surtees and Brabham.

"I led with Brabham right in my slipstream and I knew it would all come down to the Parabolica," remembers Surtees. "This was complicated further by the fact that Graham Hill's Lotus had blown up earlier and left oil all down the inside of the approach. So my choice was to defend the line, go onto the oil and hope that the cement that had been put on top would give enough grip, or to take the usual fast line and hope Jack would take the bait and put himself on the oil. What made me decide was the fact that the one thing you knew about Jack was he always took the bait."

Brabham duly dived up the inside and slid instantly wide on the oil, allowing Surtees to duck back inside the slithering BT24 and just outsprint it to the line by one fifth of a second.

In the immediate aftermath things looked promising for the rejuvenated Japanese constructor and its wily driver, but history proved otherwise: after Monza '67 there would be no more F1 championship wins for either.

GP Library, McKlein LAT

driver to make sure the RA300 was up to the challenge of having me at the controls, and it was clearly not happy. Gouts of flame spat from the mighty 420bhp, quad-cam, 48-valve V12 motor as any number of cylinders fired save the requisite 12. Every one of the dozen other machines, from a 1961 125cc motorcycle to Senna's mighty McLaren-Honda MP4/4, ran beautifully all day. By contrast, the RA300 stayed silent for hour after hour, save for the clank of spanners as two Honda mechanics laboured to get its ignition timing back on track.

Eventually they cracked it and the test driver was sent out again. Now it sounded perfect, the rich, savage, deafening blast of its unsilenced 3-litre F1 engine an almost physical presence as the RA300 shot down the pitlane.

When it came back, I saw the mechanics taking their tools to it one more time, on this occasion to do what I had been told was simply not possible: they removed the windscreen surround.

As you'll see from the pictures the result somewhat spoiled the lines of the car but I cared not at all: climbing aboard, I felt I was in a different car, one I could occupy in something approaching comfort. And I knew, at once, that I'd be able to drive it.

Drinking in my surroundings, it was clear the RA300 subscribes very much to early 3-litre F1 thinking. Walking around the car I'd already clocked the suspension, a thick upper rocker with lower wishbone at the front, trailing link and reversed lower wishbone behind. The engine is not a stressed unit like the DFV Cosworth, but is carried conventionally on a separate subframe, driving through a five-speed gearbox with a dog-leg first. In the cockpit now, gorgeous Smiths instruments looked back at me, a rev-counter twisted so the 10,000rpm red line pointed due north, flanked by gauges measuring the pressure of oil and fuel, the temperature of oil and water.

Desperate not to stall in front of the 5000, I lifted the clutch just enough to see the treads on the fat Firestones blur before raising my left foot while lowering my right. And there it was! Simply and easily I was driving a Honda grand prix car.

You have to have confidence doing this, even if it's manufactured. This car may be nearly 40 years old but it's still an F1 machine: it will sense any hesitation, it can smell fear. The engine is truculent below 6000rpm and suspicious of part-throttle usage. So before the end of the pitlane I had fired the stubby gear lever in the general direction of second and was surprised and grateful to feel it slot instantly home.

On my first lap I stooged around, learning the track and discovering the cross-gate lunge from third to fourth was a lot further than I'd »

Honda heads for finish line, this time without Jack Brabham in hot pursuit

expected. The brakes seemed adequate and the suspension surprisingly soft, even for its age. But, aware that time was not on my side, I cut the foreplay short as the pit straight appeared and, with a firm foot and a deep breath, I gave it everything.

You forget, or at least I do, just how bloody fast these cars are. The temptation is to see them as nice old things, quaint relics from another age. In fact the RA300 has a power-to-weight ratio no road car has ever approached. A Maserati MC12 has an impressive 630bhp but weighs nearly three times as much as the 590kg RA300; it would need well over 1000 horsepower to match the old Honda's power-to-weight ratio. But Honda's V12 has so much torque from 6000rpm there's no last-second bang in the back. Power arrives in a great, elastic torrent and is not as frightening as the statistics suggest. The main straight at Motegi is long, long enough to use all of fourth and a bit of fifth too and, crucially, long enough to savour the sabrous snarl of the V12. If this were the last thing I ever heard, I'd die with a smile splitting my face.

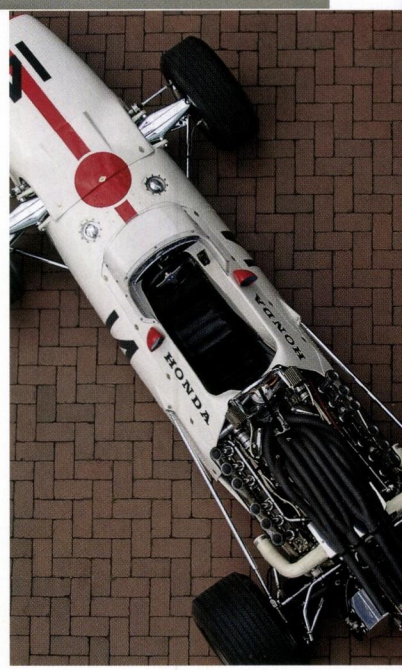
The arrival of the 150-metre board jolted me out of dreamland: I needed to be two gears lower and 100mph slower in a hurry. I jabbed the lever forward into fourth and then back to third, failing to give the engine enough revs. So it kicked me, gently but there was enough of a wriggle for me not to misunderstand its message: a bit more respect, chum, if you'd be so kind. Which is what it had for my remaining laps. By the end I was driving it as hard as I could without taking risks, using five-figure revs and finding that sweet spot where relaxation and concentration come as one.

'The power arrives in a great, elastic torrent'

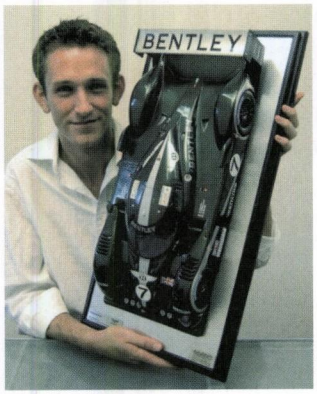
It understeered a little when I was too ambitious with my entry speed but in the main it was a pure delight: no vices, no hidden agenda, nothing between me and the best time I've had in a car for years.

But the best was yet to come. Bringing the RA300 down the pit-lane for the last time I saw Honda engineers grinning at me and as I climbed out, shaking hands and gabbling thanks, I was aware that something quite wonderful *had* actually happened, something no-one could take away. I'd driven a Honda F1 car, the same car that, on the fastest GP circuit in the world, had beaten every other in a straight fight.

So at last I got the girl and the only thing left to do now is to ride off into the sunset. She'll not be with me but I can wait the few days until I see her again at Goodwood. The plane leaves in two hours. M



Amalgam Fine Model Racing Cars





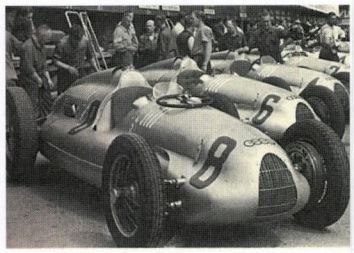


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and we already have orders for over half the edition. We invite pre-orders for the rest of the edition to avoid disappointment. The model is immaculately detailed both inside and out and is completely hand built in resin and metal. You can view this and other Amalgam models at the Goodwood Festival of Speed. Call +44 (0) 117 916 6666 for details.



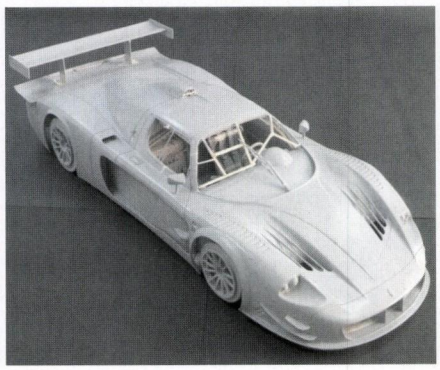
Our love of the finest road and racing machines of every age offers constant inspiration to the team here to develop and expand our Historic, GT and F1 collections at 1/8th scale. The projects below are in development and will be available through the coming year. If you wish to reserve one of these limited editions just call or email us.

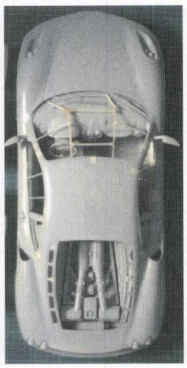






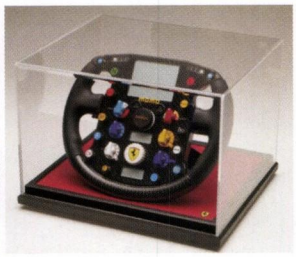
A full collection of the 'Silver Arrows' starts with the Mercedes W196 Monoposto and Streamliner of 1954/55 and the Auto Union D Type of 1938. The 1955 Mille Miglia 300SLR will follow along with the pre-war Mercedes GP cars and the 300SL Gullwing.





The first pieces in our new collection of super GT cars are the Ferrari F430 and the Maserati MC12. All the models in this collection will be available in both road and race versions, with the option of interior and paintwork to match your real car. The Aston Martin DB9 and Lamborghini Gallardo will follow later this year.







Our range of full size F1 steering wheel replicas and small collectable model steering wheels, nosecones and engines continues to expand. Shortly to be released are the Ferrari 049 F1-2000 engine and the Enzo engine, both at 1/8th scale, also the WilliamsF1BMW FW27 steering wheel at 1/4 scale. Visit www.finemodelcars.com to see the full range of pieces available.

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Independent Spirit

It brought Honda back into the F1 arena – but soon folded. Gary Watkins recounts the unlikely story behind the Spirit squad

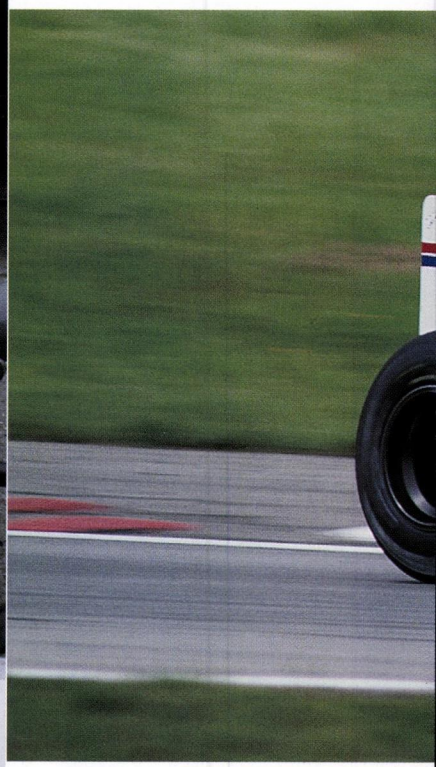
You'd never have guessed you were witnessing the start of something big. It was an inauspicious debut by anyone's standards. Smoke and steam poured from the stubby, strange-looking machine that had just completed a mere five laps of a non-championship race. Only those with great foresight, or perhaps that should read hindsight, would have predicted that the manufacturer making its return to Formula One that day would go on to dominate the top echelon of the sport.

Honda's arrival back in F1 after an absence of more than 14 years was beyond low-key. The debut of its twin-turbo V6 at the 1983 Race of Champions at Brands Hatch came in the back of a converted Formula Two chassis. It was to be the combination's only race outing for the next three months, and the five laps completed by this unlikely contender prior to turbo seal failure offered few hints of what was to come.

That Brands event, held on a cold and blustery April weekend, was a pivotal moment in motorsport history. Not only did F1 say 'hello' to Japanese manufacturer involvement in the modern era, it said 'goodbye' to the non-points races that had once made up more than half the season. Against that backdrop it is easy to see why the little 20-man British outfit that masterminded Honda's F1 return has been largely forgotten.



Coppuck (with clipboard) and Wickham at '83 Race of Champions. The car lasted five laps



Spirit Racing would have a three-season stay at the sport's top level – an experience which was short on duration and success. Yet it could have been so different for a little team that had produced the definitive F2 car of the 1982 season.

The seeds of the Japanese car giant's back-door return to grand prix racing had been sown nearly two years before Spirit's F1 debut. John Wickham was team manager of the March F2 squad when Honda purchased an 812 chassis into which went one of its 2-litre V6s. Honda may have been on the way to winning the European F2 title with Ralt, but the Japanese wanted to keep their options open.

"There was a concern that, although Ralt was performing, maybe it had been taking its mind off the job because it was producing so many Formula Three cars," explains Wickham. "Eventually that led Honda to decide it wanted a group of people who could concentrate fully on the F2 programme."

Wickham and Gordon Coppuck, who was working at March after leaving McLaren in the wake of Ron Dennis's Project Four takeover, stepped forward. Spirit Racing was born, its name taken from a typically Japanese advertising hoarding in Tokyo for the team's tyre supplier, Bridgestone. 'Come Racing Spirit' ran the tagline. Wickham didn't quite know what it meant, but it had a ring to it.

While Coppuck and old friend John Baldwin, the team's first employee, set about designing the car in a rented house in Camberley, Wickham went off to raise the budget. The future boss of the Footwork (*née* Arrows) F1 team dispels the myth that it was bankrolled entirely by Honda.

The car maker provided the engines, some financial assistance and workshops in Slough, formerly the European base for its 500cc 'bike team, but Wickham explains that he "had to go out and find about half the budget". His search finished where it had started: Wickham had been employed in an engineering role within the three-car March team in '81 and his charge was F3 graduate Thierry Boutsen, who had backing from Marlboro Belgium. Another standout rookie that year was Stefan Johansson, who claimed two wins in an Alan Docking Racing Toleman sponsored by the Swedish branch of the tobacco company. "To my mind they were the two best drivers available for 1982," says Wickham. "It made sense for a lot of reasons to bring them together."

'Johansson and Boutsen notched up eight poles'

The result was two Marlboro-liveried Spirit 201s on the grid for the opening round of the F2 championship at Silverstone in March. Johansson qualified on pole and led the race, only to retire early. The neat honeycomb-chassis Spirit, the first car to be designed specifically for the Honda V6, was almost certainly a step ahead of the offerings from March, Ralt and Maurer that year. Between them Johansson and Boutsen notched up eight pole positions and led more than 40 per cent of the racing laps.

"I am very proud of that car," says Coppuck, also the designer of the legendary McLaren M23. "At any particular race one of the other cars might have thrown up a challenge, but we were consistently quick. It was a good all-round car."

Johansson was arguably the faster of the two drivers; witness his greater number of poles. But he also had a near-monopoly on the team's misfortune. "The car was quick out of the box," remembers the future Ferrari and McLaren driver, "but I had more than my fair share of dramas. There was always some little problem that stopped me winning."

Boutsen, bizarrely, had an amazing finishing record, making it to the end of all but one of the 13 races and finishing in the points in 10 of them. A third win of the season at Enna in August left him needing another victory to seal the crown at the Misano finale a week later. The Belgian's proven wet-weather »



LAT



Above: Thierry Boutson celebrates F2 victory at Spa in '82. He almost won the title for Spirit. Below: F1 car in flight at Osterreichring. Stefan Johansson finished 12th, five laps down

FLAT OUT AT

50

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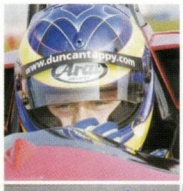
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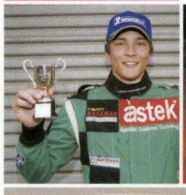


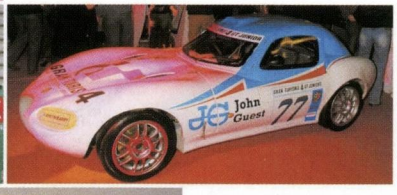






FLAT OUT AT 50 FESTIVAL

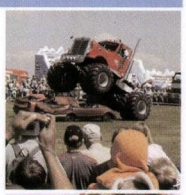








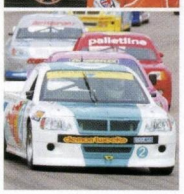






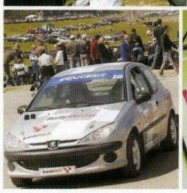






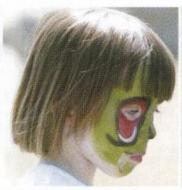




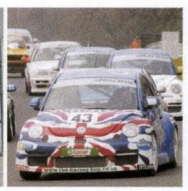












20 RACES FEATURING THE BEST IN SINGLE SEATERS, SPORTS CARS AND SALOONS APPEARANCES BY LEGENDS INCLUDING BARRY LEE, WILL GOLLOP AND DAVE COYNE **FLAT OUT AT 50 TRACK PARADE** AUTOGRAPH SESSIONS **PASSENGER RIDES IN A RALLY CAR** GO KARTING **BOUNCY CASTLE AND FACE PAINTING** COMPETITIONS **CAR CLUB DISPLAYS** TRADE STANDS AND MUCH MORE

skills combined with Bridgestone's superiority in the rain appeared to have put him on course for a last-gasp title triumph. A drying track wouldn't have been an issue but for the most unusual of problems.

"Bridgestone had an on-going development programme, and that meant we switched from crossplies to radials during the year," remembers Wickham, "but it never got around to making a radial wet. It wasn't a problem unless we had to change during the race." That's what happened at Misano; Boutsen slipped down to sixth and the title went to Corrado Fabi.

Spirit may have lost the F2 title, but it had just received good news. Prior to the Italian double-header, Wickham had travelled to Japan; the team had been chosen to help develop its new F1 engine.

"There was always talk of a turbo," says Wickham. "It was all hearsay until the middle of the year when I was shown the engine. So I was aware what was going on, but the decision that we would be involved wasn't made until before the last F2 races in Europe."

Spirit's job was to provide a mobile testbed for the new RA163E V6. The prospect of racing was, at this stage, merely a carrot dangled in front of Wickham and Coppuck.

A test mule, a new F2 tub modified to accept the turbo engine and bigger wheels and tyres, ventured out on track for the first time at Silverstone on November 24. "That date was always our target for no other reason than that it was my birthday," says Wickham, "although we knew we needed to get the car out as early as possible."

But within weeks ground-effects had been outlawed and the new flat-bottom regulations announced. By the time the Spirit had arrived in California in February in search of good weather, it had cut-down sidepods and was redubbed 201B.

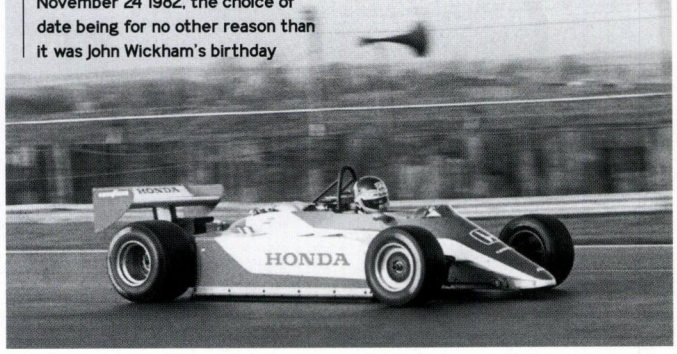
'The prospect of racing was merely a dangled carrot'

Boutsen and Johansson shared the driving at Willow Springs and then Riverside. The West Coast jaunt provided invaluable mileage for Honda, which had a Heath Robinson approach unrecognisable from the clinical world of F1 today.

"Honda's engineers were happy to take the engine apart on the workshop floor and check the wear," recalls Wickham. "Then they would bolt it all back together in time for the morning."

On Spirit's return to the UK, it began pushing to go racing. "We were a race team, so that's what we wanted to do, but we also felt that if we didn't the engine would eventually end up somewhere else."

The 'go' button wasn't pushed on the race programme until March. Spirit knew it was unrealistic to join the F1 circus before the middle of the year, but it still had to register its intent before the start of the season. The final go-ahead for a one-car programme with Johansson as the driver wasn't given until the »



Above and below: Spirit's first F1 test took place at Silverstone on November 24 1982, the choice of date being for no other reason than it was John Wickham's birthday

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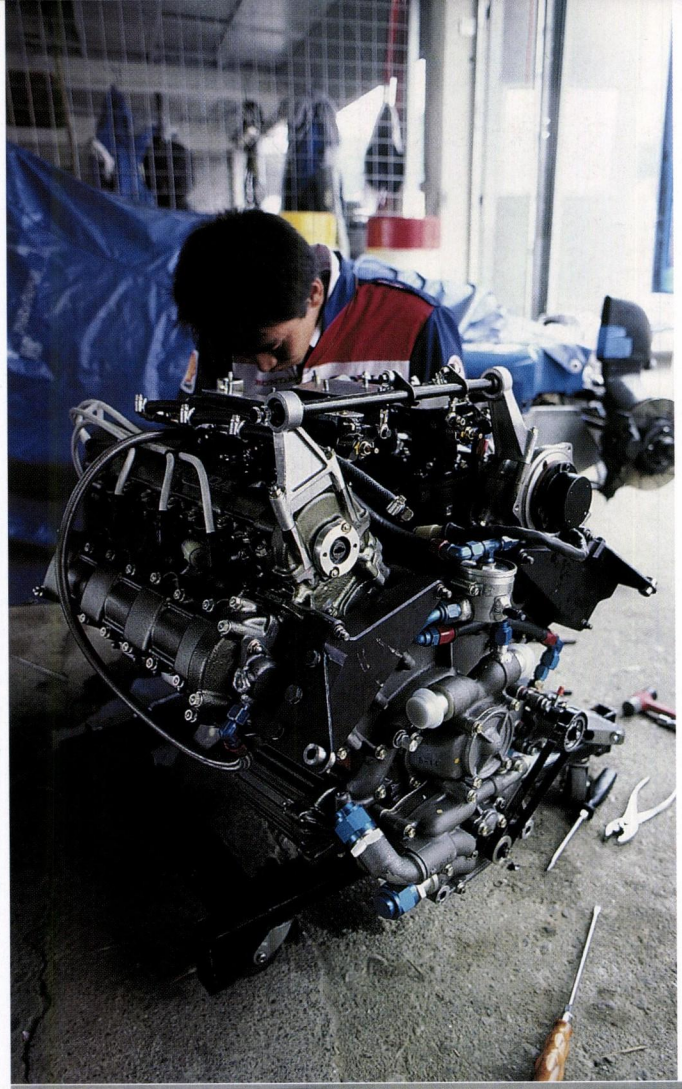
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night before the closing date. Wickham: "I fell asleep by the fax machine waiting for the decision."

The Race of Champions offered an early chance to test the modified F2 car in the heat of competition before a revised car was readied for the British GP at Silverstone in July. "The 201C was the same in concept, but it was built with the correct-sized fuel tank and more robust suspension," explains Coppuck. "It was a reasonable F1 car."

Despite the new car, the poor reliability which had dogged the Spirit-Honda's debut at Brands continued. "We had a lot of small electrical problems," says Coppuck. "We were running electronic fuel injection at the personal request of Mr [Soichiro] Honda, which was a bit of a first for a turbo.

"We had a few dramas making the cut in qualifying, as Stefan might only get in one or two laps. His achievement in pulling laps out of nothing was fantastic."

Johansson has similar memories of the Honda's poor reliability. "I didn't need to do any training," he says. "We had so many problems out on the track that I would run miles hot-footing it back to the pits to jump in the spare."

The Spirit would typically qualify ahead of the normally-aspirated cars, but behind the bulk of its turbo rivals. A seventh-place finish at Zandvoort in August suggested progress, but the Dutch race was followed by a disastrous Monza weekend that Wickham believes sealed the team's destiny.

A new car, the 101, was delayed and failed to make it to the track in time for scrutineering. Then a frustrating series of engine failures left Johansson 17th on the grid, Spirit's worst qualifying position so far. The Sword of Damocles hanging over the team suddenly fell.

Wickham had known since before Silverstone that Williams had an option with Honda for '84. That deal was confirmed in August, though the prospect of there being two teams running the Japanese engines remained strong. "After Monza, Honda didn't want us to take our car to the final race at Kyalami," he says. "After South Africa we were told that it couldn't supply two teams."

Wickham believes the future was bright for Spirit. "I had a major sponsorship deal for the following year with Skoal Bandit," he recalls, "but it was based on us having Honda engines."

Spirit limped on through '84 with Hart and, briefly, Cosworth power and contested the first three races of '85 before pulling out to regroup. A new, "quite radical", car was half-built, but by the end of the year the team had closed its doors.

Honda, meanwhile, was just getting into its stride. LAT



Above: Honda mechanic sets to work on engine on garage floor. Main shot: Dutch GP, 1983. Johansson finished seventh, the best ever result for the Spirit squad in F1

Out of the blue

photography by Peter Spinney/LAT

This Tojeiro pioneered the 'cart-before-the-horse' approach to GTs as Paul Parker explains

Ecurie Ecosse's Tojeiro-Climax is a landmark car in the history of European sportscar racing. When it appeared in 1962, it was arguably the first professionally-constructed, rear-engined (and closed-roof) GT prototype and was one year ahead of the Lola effort that formed the basis of the iconic GT40.

From its origins in 1952 this famous Scottish team consistently favoured Jaguars and Jaguar-powered machinery. Ecurie Ecosse was rather more adventurous than the works team and sallied forth far and wide during the decade, including the Buenos Aires 1000Km ('54 and '57), Monzanapolis ('57/'58), the Mille Miglia ('57), Sebring ('58) and of course the Nürburgring, Le Mans, the Goodwood TT and the usual British events.

The team is most celebrated for the consecutive Le Mans victories in 1956/57 with Jaguar D-types (EE's first two Le Mans appearances), the remarkable showing at the '57 Monzanapolis, where Jack Fairman finished fourth overall against the Indy roadsters, and Masten Gregory's Lister triumphs at Silverstone and Spa in '58.

The advent of the 3-litre limit in championship sportscar racing for 1958 ended Jaguar's Le Mans domination, the frailty of its various 3-litre engines in the longer races spelling *finis* to the competitiveness of Jaguar-powered machinery.

Ecurie Ecosse stuck with Jaguar power, however. John Tojeiro, who had already built several XK-engined sports racers, loaned the team John Ogier's car in 1959 and built a second for Le Mans which was immortalised by Gregory's baling out at Goodwood later that year.

Realising the need for change, team patron David Murray ran a Cooper Monaco in 1960 that was driven by Roy Salvadori and Jack Brabham as well as team regulars Tommy Dickson and Bruce Halford. It was very successful during '60/'61, but by '62 Murray wanted something more up to date and the Tojeiro-Climax 2.5 was the result. Two cars were commissioned, but for '62 only one car was completed. This car was raced at Le Mans (by Dickson/Fairman) where it retired after eight hours with gearbox failure after selecting two gears at once. At the August Bank Holiday Guards Trophy at Brands Hatch it was crashed and overturned by Fairman and then repaired for some world one-hour and 100km record breaking at Monza on October 30. This was abandoned when it was realised that

> 'The V8s arrived in mysterious circumstances'

the car was simply not quick enough, although Fairman did manage a 152mph average around the bumpy banked section.

This first car had a difficult birth, being hastily finished with help from Stan Sproat, Ecosse's chief mechanic, and set off for Le Mans still unpainted with the paint and spray gun on board! *En route* the transporter (with a second incomplete car on its roof as a source of spares) crashed near Sevenoaks, Kent and the 'Toj' suffered panel damage that was repaired at Le Mans. Originally the body was to have been built by Williams & Pritchard to a design by Cavendish Morton, who had also created the Tojeiro-Jaguar shapes. Alas, W & P was too busy to build the body, so it was actually constructed by Wakefields of Byfield in six weeks. The total cost, including expenses: £47 5s 10d.

Meanwhile, in August '62 it was decided to change the 2.5 Coventry Climax FPF engine for one of the new lightweight Buick V8s that were to power both cars. These arrived later in allegedly mysterious circumstances with about 140bhp and required some fundamental changes to become competitive. This was partially achieved by consulting American tuning magazines that recommended items such as Iskederian and Racer Brown camshafts. Sproat converted the engines to dry sump, raised the compression ratio to circa 10.5:1 and fitted a Jaguar clutch. Inevitably money was tight and some features were the result of ingenuity and expediency. Problems with breaking Corvair gearbox shafts were finally solved by using Rolls-Royce shafts originally used to drive the superchargers on the Merlin-engined Spitfires from WWII. Another complication was the unique Tojeiro-designed bolt-on wheels that had to be replaced for Le Mans with knock-offs, but these began to break up when subjected to the ultra-fast driving of newly-signed Jackie Stewart during testing at Oulton Park in early 1963.

Although there were only two such cars ever built there is some confusion as to the individual identity of each machine. Previous information, including a magazine article by Christopher Bibb and details given to race organisers, suggested that the Tojeiro featured here is the '62 Le Mans car, but Sproat is adamant that in fact this is the second car built that was carried incomplete on the roof of the transporter to Le Mans. Previous »

TECH SPEC
Tojeiro-Buick

Engine 215cu in all-alloy V8 with 90mm x 71.3mm bore & stroke
Capacity 215cu in, 3629 cc
Carburettors 4 off 45 DCOE Weber carbs. Red line 6000rpm
Gearbox Hewland five-speed
Clutch Quartermaster multi-plate 7.25 inch with organic lining
Toe-in Front: 1/8 inch
Rear: 1/8 inch
Dampers Spax adjustable
Brakes Front: Mk9 / LWE2 1/8 in dia
Rear: E-type 15/8 in dia (steel)
Pads Front: MGB 705 M1177 Rear: MGB 704 M1177
Tyres Front: Dunlop Racing 550 L15
Rear: Dunlop Racing 600 L15
Weight 795kg



Tojeiro pre-dated the Lola Mk6 by a year and was arguably the first mid-engined GT racer


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1962 ASTON MARTIN DB4 GT ZAGATO

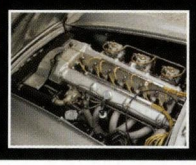
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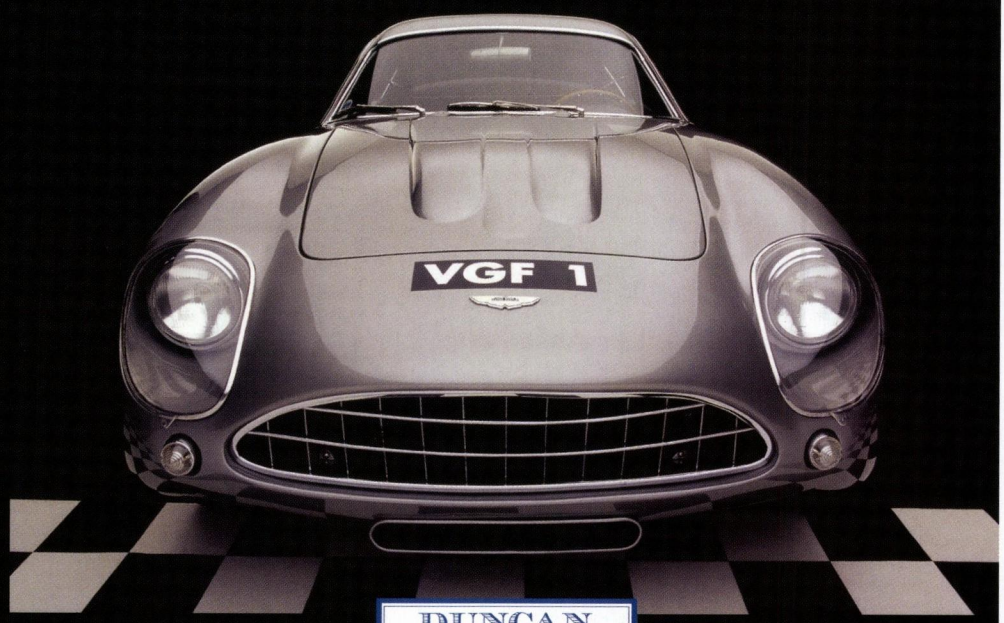
Subsequent owners have included: Swedes Ude Hansen and Lars Wendal; former motoring journalist and chairman of the Guild of Motoring Writers', Tom Leake; photographer Julian Cottrell, Richard Forshaw and Les Edgar.

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Michael Turner

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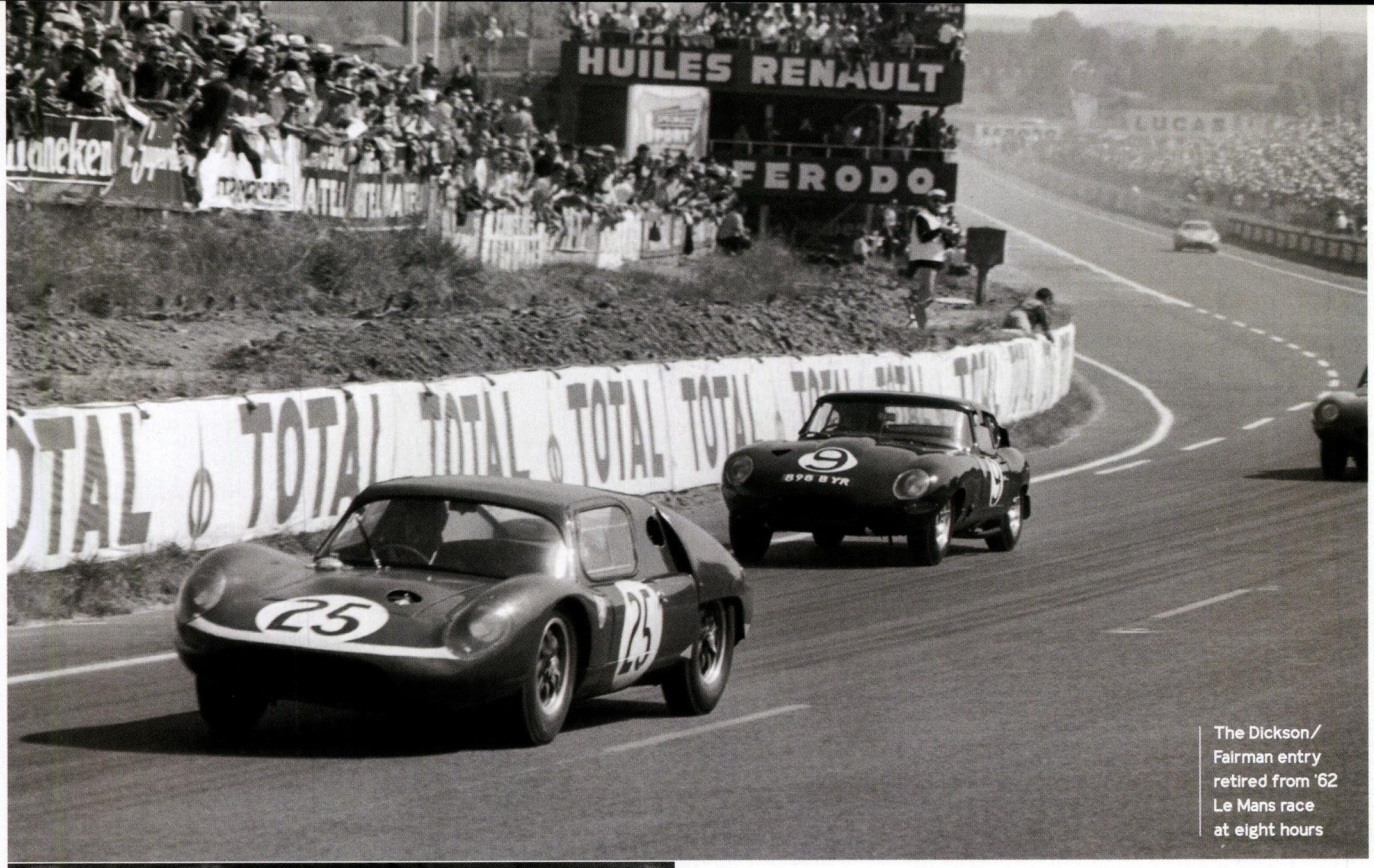
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The Dickson/ Fairman entry retired from '62 Le Mans race at eight hours





Above: Stewart at wheel at Oulton. Below: Fairman inverted at Brands Hatch

owner Hugh McCaig confirms this. A period photograph shows that both had similar rooflines and windscreens at this time and contemporary race reports do not differentiate between the two.

According to Sproat, the original car was the one that received most of the development and was re-engined with a Ford Cobra V8 in 1964 with a different profile and larger screen. In '63 both cars, known as EEI and EEII to Ecosse (but otherwise quoted by Graham Gauld as TAD-1-63 and TAD-2-63), were raced with Buick power. To further confuse matters, current owner Charles Worsley pointed out that his car carries a very old chassis plate stamped EEII that is the nomenclature for the first completed car, in other words the '62 Le Mans entry. Additionally 1960s photos depicting inner panel details and the car's unique crossover manifold, unlike the other Buick-engined machine, suggest that this is the original '62 version. Oh dear! What is certain is that this particular Tojeiro is a genuine period car and not a latter-day reconstruction.

Jackie Stewart drove both and recorded a win in each (Charterhall and Snetterton) and several good placings in 1963, while for '64 the remaining Buick-powered car was driven again by Stewart and also by Douglas Paterson, continuing into '65 with Julian Sutton, Bill Stein and Andrew Cowan. They respectively recorded a third at Croft, a win at Ingliston for Stein, and third and fourth for Cowan, also at Ingliston. Thereafter the Buick-engined car's Ecurie Ecosse career ended, while the Ford 289 V8-powered car was raced by Stewart, John Coundley and Cowan in '64/'65. It was still moderately successful, Coundley winning at Brands Hatch on September 27 '64. Ultimately it metamorphosed into the spider version that Stein crashed at Brands in '66, destroying the car and suffering very serious injuries. Today this car has returned to its '64 coupé format. The Tojeiros represented the end of Ecurie Ecosse's period involvement in serious two-seater racing, although there were to be various forays by a reincarnated Ecurie Ecosse into prototype racing until the late '80s with some success.

A sunny day greets us at Goodwood and there, resplendent in its flag-blue metallic, is the Tojeiro-Buick. Prepared by CKL Engineering and personally fettled and re-engineered by Barry Burgess, the car looks very low and more attractive than it does photographically. Having had a good nose around and noting the very Tojeiro-esque use of small-bore tubing and framework, I climb aboard. I am six feet tall and with a modern helmet that adds probably two inches or more to my height, »

LAT

so headroom is very limited. The fitting in the '60s of a thin alloy bulkhead to separate driver from the V8 that intruded directly into the cabin behind the driver's left shoulder has added to the problem. Even the rudimentary seat lifts me too high. To accommodate my legs Burgess moves the pedals forward, but this then shortens the throttle travel.

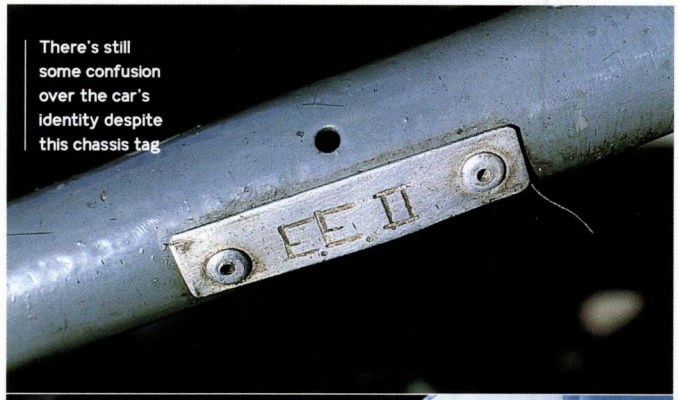
These days the Tojeiro sports a Hewland 'box sited on the driver's right door sill using a dog-leg first. The clutch is quite fierce but I only stall it once. Leaving the pits I am aware of the fact that despite the obligatory silencers there is considerable mechanical noise in the cockpit, complete with the accompanying perfume of hot oil, petrol and rapidly heating aluminium. The hastily repositioned offset pedals are a little tricky with my feet crammed into the bottom of the footwell, so double declutching and heel-and-toeing are awkward. Nevertheless, once I manage to wedge myself into a viable position I can start to use the car properly.

The first thing I notice is how easy the car is to position accurately. So accurately that I can safely shave the tyres at the chicane with no risk at all. Obviously being seated further forward helps, but the view out is reassuring and enables you to place the Tojeiro just where you want it. The overall stability is better than I was expecting, although it must be noted that CKL has added a lead weight to the front of the car to counteract its tendency to aquaplane in the wet, as noted by Jackie Stewart in period. Additionally the air outlet on the nose has been enlarged to offset air-pressure build-up under the front of the car.

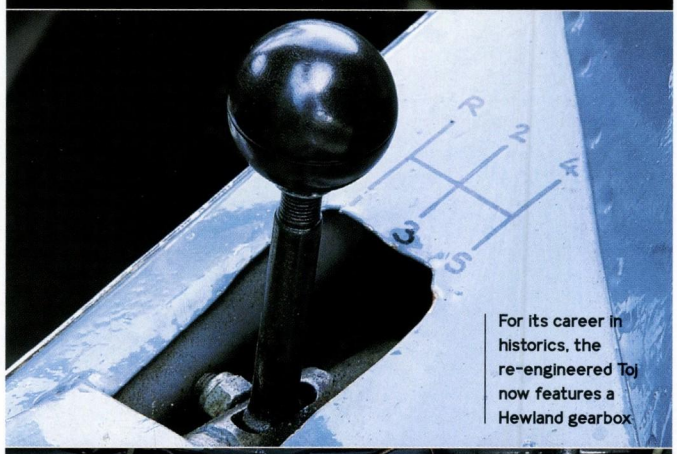
I complete five laps and then stop, going back out again after 20 minutes or so, my brain now adjusted to the characteristics of car and circuit. The flexibility of the engine is such that one could simply use fourth and fifth gears, chicane included, and still keep up a respectable speed. Some understeer is apparent at Madgwick, but overall the 'Toj' seems well balanced. As ever the gently curving Fordwater (second fastest part of the lap) is spooky as the car gradually drifts out to the grass verge, before braking hard and dropping to third for the right leading to the left-hander at St Mary's. I stay in third through Lavant and then quickly into fourth and top for the dog-leg Lavant Straight, where I reach nearly 5000rpm in fifth before braking on the patch for Woodcote. This requires some caution as too much loud pedal forces you over the edge at the exit. A blast up to the chicane and through, and you are on your way to another satisfying lap.

The tyres are period-pattern Dunlop R7s of modest proportions, while the Jaguar D-type brakes are well up to the task of stopping the Tojeiro's modest 750kg. Hugh Chalmers and David Leslie have driven this car at Goodwood and their opinions concur: Leslie found it difficult to place accurately due to chassis flexing and the very light front end but otherwise enjoyed it. The Buick engine was always marginal on power – it had 221bhp in its heyday but now, with the benefit of a little development and modern technology, has a more reasonable 250bhp. Burgess has stiffened the rear frame by fitting a cross-bar behind the V8 that has improved the torsional rigidity and handling.

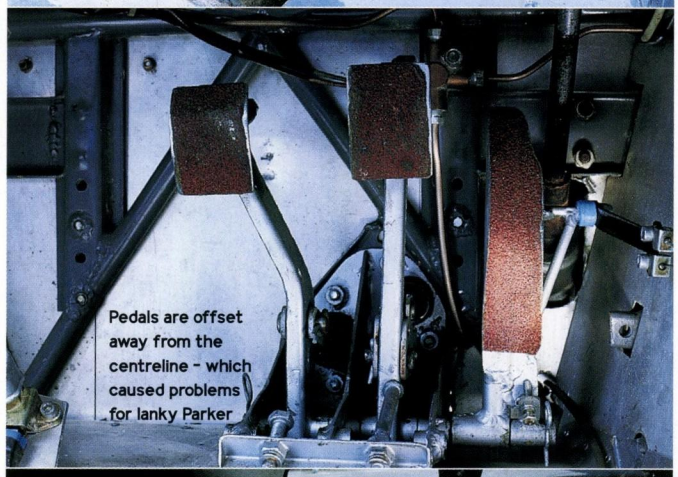
This then was a brave effort that pre-empted the future big-budget GT prototypes, produced on a shoestring but still well advanced for the time. It was also the first really quick car that Jackie Stewart drove and deserves far more recognition in the chronicles of motor racing history. M

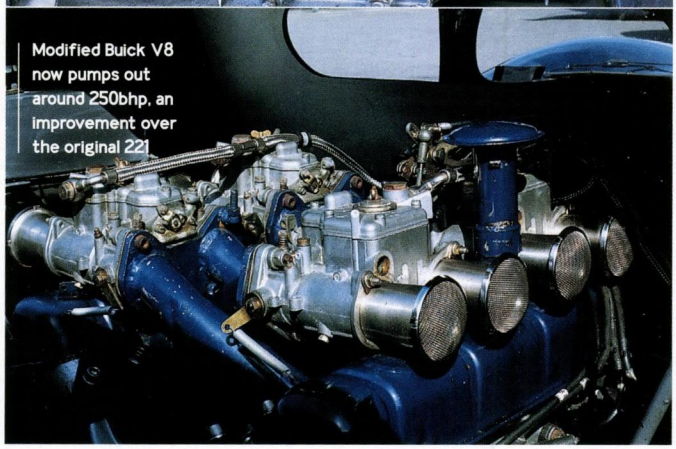


There's still some confusion over the car's identity despite this chassis tag



For its career in historics, the re-engineered Toj now features a Hewland gearbox


Pedals are offset away from the centreline - which caused problems for lanky Parker


Modified Buick V8 now pumps out around 250bhp, an improvement over the original 221



That's close! Toj is altogether friendlier in the corners since recent revisions

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Lotus 88

It *was* legal - sort of... Keith Howard listens to the man who inspired Chapman's last revolt

In 1981, the year before his death, Colin Chapman's Lotus colleagues witnessed something incredible: the most creative racing car designer of the time fell out of love with motorsport. Convinced that F1 should be a hotbed of technical innovation, Chapman could not accept that the twin-chassis 88 had been declared illegal, and found his passion for racing draining away.

The 88 was born out of the problems with the 80. Peter Wright, technical manager of Team Lotus in 1981/2, recalls a 1980 test of the 80 which brought the issues into focus: "Stephen South was driving and we put steadily stiffer springs on. We'd got up to something like 2500lb/in when Stephen came in and said that the car would be fantastic if he could only keep his feet on the pedals." The stiff springs gave the pitch control necessary to curb the 80's waywardness, but the deterioration in ride quality was just too much for the driver.

Lotus actually conceived two means of overcoming this. Plan B was active suspension, introduced on the 92 in 1983. Plan A was the 88, which acknowledged the conflicting suspension requirements by incorporating two separate chassis and suspension systems. At its heart was a conventional tub carrying suspension tuned to the needs of the driver. Surrounding this like a gift-wrap box was another chassis that carried the rear wing and the undertray, through which the bulk of the aerodynamic forces would act. This was carried on the wishbones via soft springs that, once the car began to develop significant downforce, would compress on to hard end-stops, lowering the undertray to the optimum height above the track and conveying the aerodynamic forces to where they were needed – the tyres.

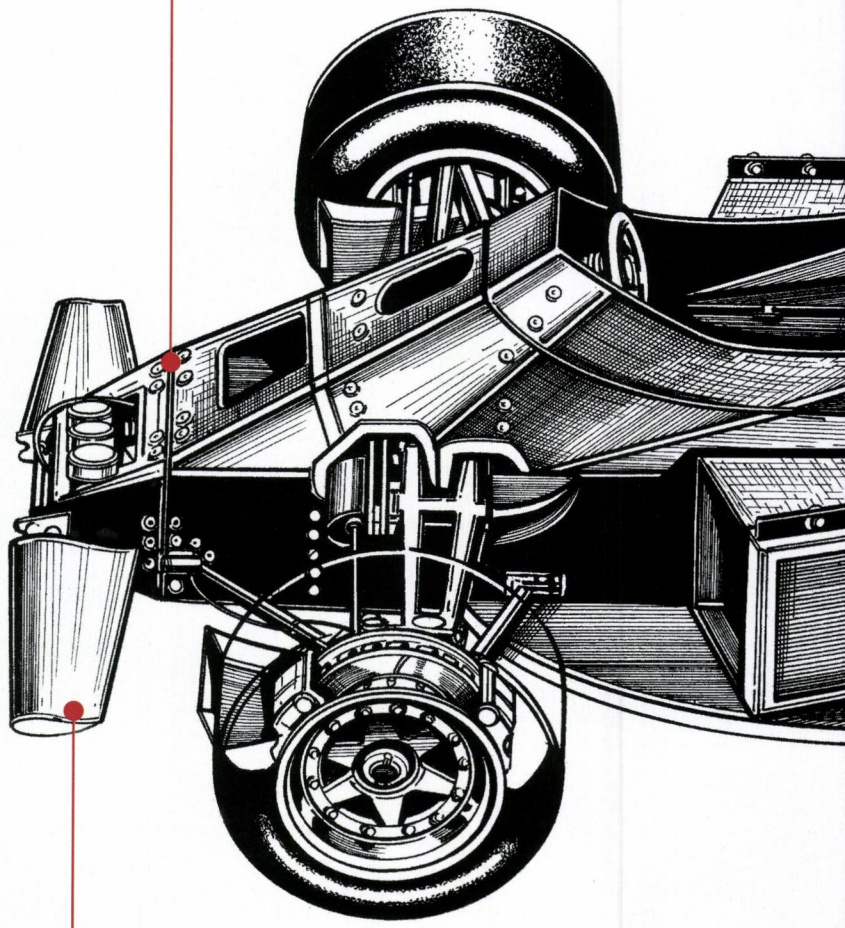
As he explains here, Wright remains adamant that the 88 was strictly legal. "The rules banned cars with no suspension, but they hadn't thought of two suspensions," he says. "To be honest I think the soft springs were a bit flaky. The rules tried to ban aero forces being fed directly into the unsprung masses, and we were undoubtedly doing that. But if you look at the cars which were allowed for the rest of the year, which dropped down to a lower ride height as they came out of the pits, I don't think the 88 was any more illegal than those." But the other teams, scared that Chapman had moved the goalposts once again, connived in its downfall. A complex but practicable design solution was lost, and so too was F1's foremost original thinker.



Paolo D'Alessio | AT

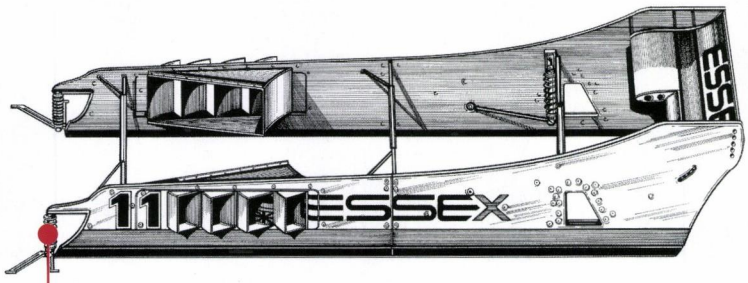
Lotus 88's only public appearance: with Mansell in '81 Brit GP qualifying

"Martin Ogilvie and I were testing how stiff the honeycomb was when it broke - the inner skin failed and it folded up," says Wright. "Martin suggested we build the monocoque like that - cut the inner skin, fold it, put a bandage inside and we had a wonderful corner joint. The carbon monocoque was built out of a large, flat sheet. Chapman said the only truly flat thing you can buy is plate glass, and ordered some, but we didn't have a good release agent and we had to chip the early mouldings off. We got through a few sheets of glass before we found a suitable release agent. We found that crash strength was similar to an aluminium structure, but were worried about the carbon turning to powder, which is why we came up with the woven-in Kevlar - although I don't think it contributed much."



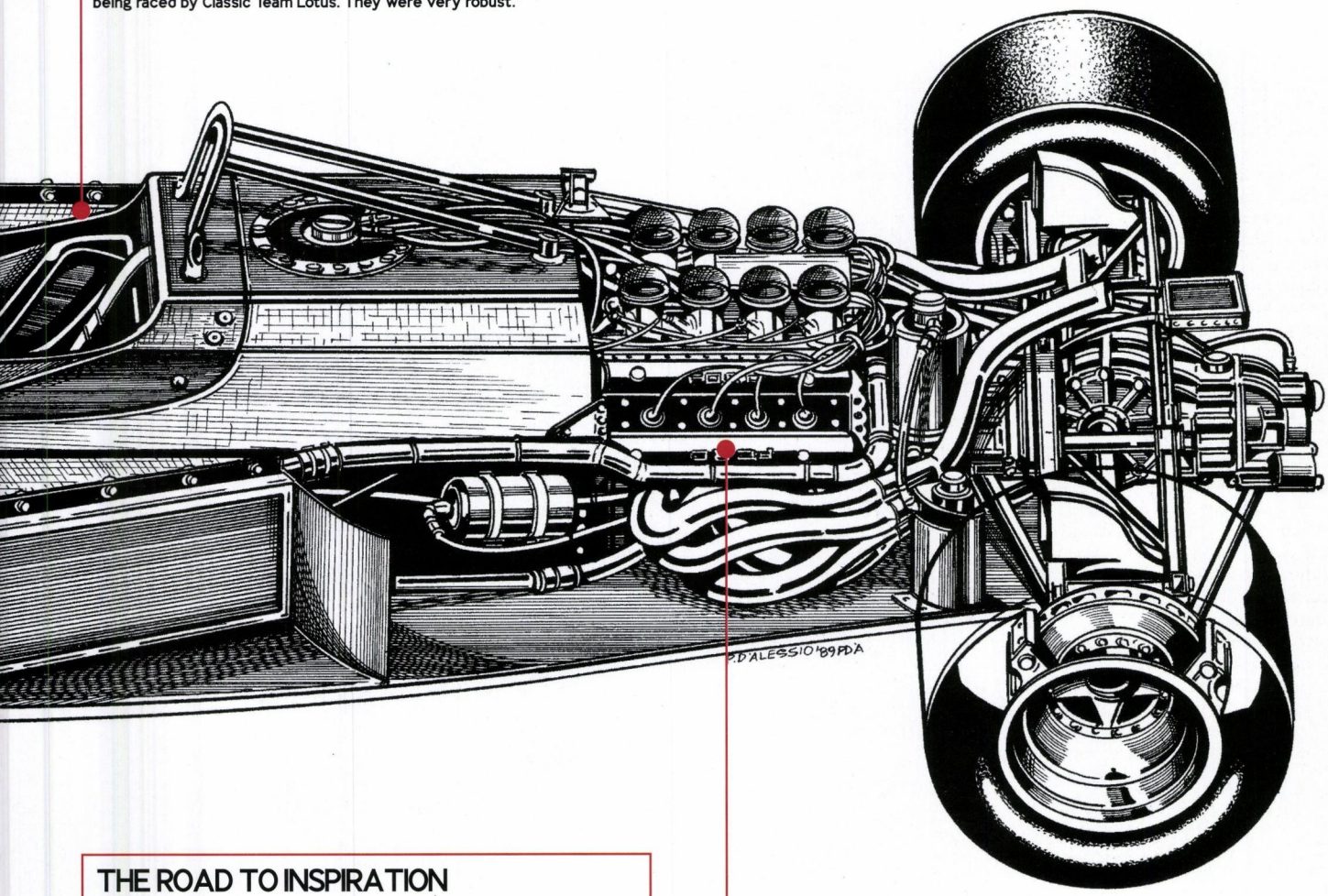
"The only aerodynamic element attached to the second, inner, chassis was the front wings. There was an awful lot of front downforce from the body so the front wings were more trim devices than anything. The forces they generated were quite small and they didn't interact particularly strongly with the ground, so it was acceptable to put them there."





"The first monocoque wasn't really stiff enough around the cockpit area, so a structural engineer who worked with Chapman on the boats was hauled in to fix it. He put a heavy cuff around the cockpit aperture, and we also put diagonal wraps around it. These made a big difference. McLaren's solution was more elegant but of course they didn't make it – Hercules did it in the US – and it took much longer. Ours took four months from concept to first monocoque. And with it being a hand layup, it was cheap and you could easily modify it. Those monocoques are still going strong, being raced by Classic Team Lotus. They were very robust."

"We realised that the first chassis's suspension needed something with a large offset and a very low rate, so we used gas struts. Once you overcame the preload only a little more speed was needed to use up all the travel. Most of the initial tests involved standing out by hairpins to see if the outer chassis would come up on slow corners. To prevent this we put in very high rebound damping so that it would come down quite easily but take a long time to rise up again. The idea was that it would stay up to the end of the pit road but remain down through the slowest hairpins. Whether we achieved that or not I wouldn't like to say because we didn't test it at enough places."



THE ROAD TO INSPIRATION

"The 88 came about when I was thinking of how to apply ground-effect to road cars, where there aren't any rules. I came up with an undertray hinged on either side of a central keel and fixed at the outer ends to the bottom wishbones. This way you could keep a consistent gap to the road. Chapman sent Martin Ogilvie and I upstairs to design a racing car based on this approach. We came up with the 86, which used the aluminium tub from the 81. We built a carbon-fibre and Nomex honeycomb body around this, with skirts, and in testing it showed a lot of promise. When FISA banned skirts, we realised that we had the solution to the new rules. Chapman being Chapman got terribly excited, and off we went."

"Cosworth did us a special engine for the 88, relocating some of the pumps down the side. We needed the space because we had a body that was floating around the engine. It was probably the first time an engine had been designed for aerodynamic requirements, so it was the beginning of a trend. When we tested it originally at Jarama in the 86 we had such copious oil leaks that the mechanics called the car the Torrey Canyon, but that was fixed. Chapman would have had to persuade Keith Duckworth to make the changes, so I expect Keith knew all about the car's design."

Thunder without the storm

Their mechanics could certainly sink a few and they had new-age theories on their side, but Australia's Holden teams failed in Europe in 1986. Joe Saward tells their story





Below: With nothing else to go for, Holden claim the Coupe du Roi at the 1986 Spa 24 Hours. Right: Allan Moffat (left) and Peter Brock's alliance for an ETC attack was unprecedented. Brock stars at this year's Festival of Speed



Is there any surer way of uniting Australian sports fans than when there's the prospect of beating the Europeans on their home ground? Yes it was a shock when, in early 1986, Peter Brock and Allan Moffat were announced as team-mates in the Mobil Holden Dealer Team. After all, although Brock was a Holden man through and through, Canadian-born Moffat was his bitter rival from Ford. But the catalyst behind the sudden collaboration between the two men who had dominated Australian racing for years was the worldwide adoption of common Group A rules.

"It seemed like a good idea at the time," explains Brock of their brave venture to take on the Northern Hemisphere's touring car elite. "Many of the teams and drivers in Europe had been out and raced at Bathurst and in the Wellington street race. There was interest in tackling them on their home turf."

For Holden there was no real interest in Europe, but Ray Borrett, the man in charge of the make's racing division at the time, reckoned that the cars would do well. The Commodores were being raced on demanding circuits in Australia and were likely to be more reliable than their European cousins. That, at least, was the theory.

Brock wanted the best of the best and along with Moffat he had assembled a multi-talented team. John Harvey was running operations at MHDT's headquarters in Melbourne. Harvey himself was an ace driver who had started competing on dirt in the 1950s, had raced against the big stars in the Tasman Series in the '60s and had won Bathurst with Brock in 1983. The chief engineer, New Zealander Neal Lowe, was also a racer.

The campaign began almost immediately with two events in New Zealand in January: Brock and Moffat won at Wellington, Lowe and Harvey at Pukekohe. They beat TWR's Rovers along with the Ford Sierras, BMWs and Volvos. They were on top of the world.

Two cars were shipped out for the European campaign along with a large shipment of spares, bound for Russelsheim, Germany where former rally star Tony Fall, the head of Opel's competition department, had agreed to provide help. "The plan was sound," reckons Harvey. "The team was a very capable and dedicated group and we had contingencies and logistical assistance from General Motors in most of the European countries."

Dedicated they might have been, but they were also fun-loving. "Our boys did fail to beat ex-cricketer Rod Marsh's legendary beer-drinking record on the Sydney to London flight," remembers Brock. "They lost count four hours before touchdown! I picked them up from the airport and it was quite an embarrassing sight to see, four grown mechanics wandering around aimlessly in their newly-issued but totally dishevelled MHDT travel gear. They couldn't even speak." Needless to say, nor could Brock.

Lowe was also unimpressed. "The main team of mechanics who spent the whole season in Europe seemed more interested in having a good time rather than being 100 per cent dedicated to preparing the cars," he says. "The cars were always prepared properly – but it was always only just in time."

A few days after the boozy flight, the team arrived at Monza for the opening round of the European Touring Car Championship. There they found fellow Australian Allan Grice who was running his own Commodore under the Australian National Racing Team banner. 'Gricey' had some super-quick Yokohama tyres and was out to embarrass the Pirelli-shod MHDT.

The ETC circus greeted the Australians warmly. "They were impressed with the cars and the sound they made," remembers Borrett. "I still recall the first laps at Monza in practice, when everyone just stopped and looked to see what it was. A V8 at full revs down the straight was pretty impressive."

To one of the Mobil Holden team it was not impressive enough. David Segal had left motoring journalism to join MHDT and was worried by what he saw in practice at Monza. "I remember standing trackside watching in disbelief as a 3.5-litre V8 Rover pulled out and passed the 5-litre V8 Commodore on the straight," he recalls. "I knew then that this was going to be interesting. We just didn't count on the amount of rule-bending that was endemic in European Touring Car racing at the time."

Brock phrases it diplomatically, but the sentiment is the same: "We played with a totally straight bat and thought that was the common agreement. We were given some rude awakenings and didn't have the wherewithal to respond rapidly."

Grice qualified fourth, with the Brock car seventh. The Australians were not worried – they thought they would be on the pace in the race. And it appeared that way as Grice moved up to lead before his team-mate, Graeme Bailey, dropped the car into a sandtrap. Brock and Moffat lasted just six laps before an axle failure.

Two weeks later the ETC »



Allan Grice – or 'Spicey Gricey' as he was known to the Aussies – battles Eggenberger Sierra and RAS Volvo at Zolder and, below, hangs his Commodore out to dry at Monza



teams were at Donington and there was a different problem: it was freezing. "I'd never seen snow before," remembers Segal. Grice qualified third with Brock seventh, but in the race the Holdens moved up and for one glorious moment ran 1-2 before rain came along. Bailey then dropped it in a sandtrap again, while Brock and Moffat struggled home in fifth.

The results had not been great, but Moffat was enjoying the relationship with Brock. "We should have done it 10 years ago," he mused at the time. "Imagine what we would have achieved if we had done that! Peter and I started out with nothing and built things up, and we are quite similar. It has been a pleasure."

Warm feelings in the team did little to help at Hockenheim a week later, where it was freezing once again. "I remember one morning," says Segal, "we ran into a German driver at the hotel. He had a sponsor who had a chopper parked outside the hotel and offered us a lift. The pilot brushed the snow off the chopper, fired it up and we did a five-minute flight across the Rhine to the track." In qualifying Grice was third but Brock was 11th. In the race the charging Grice crashed into a backmarker while fighting for the lead, while Brock and Moffat finished fifth again.

The first leg of the programme was over. "We thought we would be reasonably competitive and that is what we have been," Moffat concluded. "There is a different set of guidelines in Europe. Now we know what they are we can do something about it!"

In the months that followed before MHDT returned, for the Spa 24 Hours, tensions began to rise inside the team. Brock was close to a Melbourne chiropractor called Eric Dowker, who was known as 'Dr Feelgood', and together they had come up with a controversial device which they called the 'energy polariser'. It was, according to Brock, "a high-technology energy device which creates a polarised or ordered molecular arrangement as distinct from the normal 'random' structure. This alters the behaviour and the characteristics of materials and components in the vehicle."

'Peter Perfect' wanted to convince GM to fit this magic box in all of its road cars around the world. "It was the subject of much debate and comment at all levels of GM," remembers Borrett.



Brock lasted just six laps at Monza round

'It was freezing at Donington: I'd never seen snow'

Word spread that Brock was into black magic, but no-one was sure. The one thing that was definitely polarised by the device was the Mobil Holden Dealer Team itself. "There were some people in the company who really believed in it," says Harvey. "These people started to take increasingly important roles. In other words, if you were a polarised person you were OK. If not you were on the outer. People who did not believe it pretended to go along with it."

The crisis was coming to a head when the team went back to Europe in July. Things were not helped by the fact that the team was now short of cash: the Australian dollar had dived that summer and Brock says there was "a last-minute decision by Holden to withdraw support for our venture". He believes that Holden was already negotiating a deal for 1987 with Tom Walkinshaw. It did not help that the team's 12-hour Spa simulation at Calder had ended after just 90 minutes with a head-gasket failure.

To help pay for Spa MHDT took on wealthy New Zealanders Kent Baigent and Graeme Bowkett to drive the second car with Lowe, while Harvey joined Brock and Moffat. Bizarrely, Grice's Australian National Motor Racing Team now featured two Belgian pay-drivers.

Talk of the polariser dominated proceedings at Spa. "Brock was fully 'polarised' at the time," remembers Segal. "I was taken into the forest between the practice sessions at Spa by Brock and Dr Feelgood. They »

PETER BROCK

Peter Brock is the biggest motor racing star in Australia – and has been for nearly 30 years. 'Peter Perfect' started out racing a self-built sports sedan in 1967. This was a two-door Austin A30 into which a large Holden engine had been fitted. The car scored 100 wins on the Australian club racing scene, and in '69 Harry Firth, the manager of the newly formed Holden Dealer Team, gave Brock his break with an offer of a drive in the James Hardie 1000 race at Mount Panorama, Bathurst.

In the years that followed Brock became 'King of The Mountain' at Australia's biggest race, with victories in '72 (below), '75, '78, '79, '80, '82, '83, '84 and '87. In addition to that he was the Australian Touring Car Champion of '74, '78 and '80. In '80 he established Holden Special Vehicles to build road-going specials based on Holden models. This was a huge success until '87, when the partnership broke up over the energy polariser devise (see main story) which Brock wanted to put in every car.

Brock continued to race in private teams before returning to the factory Holden Racing Team in '94. He retired from full-time racing in '97 but does still drive from time to time and lent his name to the Team Brock V8 Supercar team for a couple of years. He was awarded the Australian Medal in '80 for his contribution to motorsport and is a member of the board of directors of the Australian Grand Prix Corporation.



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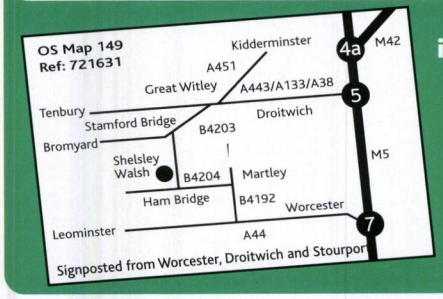
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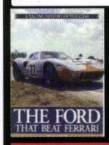


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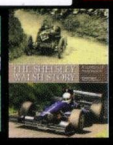
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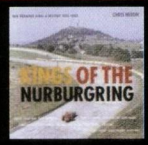
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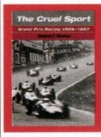
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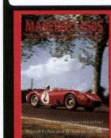
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Works Holden leads one of the TWR Rover Vitesses at Spa. Despite winning the Coupe du Roi, the big V8s were way back at the flag. Below: locking up at Hockenheim



fitted the polariser to my Opel Kadett, fitted a multi-coloured sticker to the rear window to act as the aerial, let the car idle for 20 minutes so that the molecules could align and then told me to drive it back to the track. During the drive they tried to convince me it was a much nicer car to drive."

Segal thought it odd. And it got odder. "I had just had a road accident in Australia," Segal says, "and I had some serious whiplash. Dr Feelgood noticed this and offered to work on me. He decided that he did not have enough energy to fix me, so he got his wife and Brock's wife to join hands so that he would have the healing power of three people!"

There were rumours that the team was dancing around the cars and laying hands on parts. "I did not observe anything to suggest a deterioration in Peter's determination to succeed in Europe or his prowess behind the wheel," says Harvey. "The only dancing I was involved in was quick-stepping around the media enquiries about Peter!"

Lowe was busy trying to sort out the MHDT cars on Bridgestone tyres. "A lot of big players were attacking Brock's theories, which then made him even more determined to prove he was a visionary," Lowe says. "I have to say the whole affair didn't affect me much, but you would have to be stupid to have not been aware of some strange decisions being made."

Qualifying for the 24 Hours is a public relations exercise, and MHDT was not too bothered about lining up 13th and 28th on the grid. Grice was seventh. But things quickly went wrong in the race: after 90 minutes Brock's car blew a head gasket and spent two hours in the pits – there was no chance of a win. Later in the night Brock did some damage with a big spin, while Grice twice lost a wheel, had his windscreen fall into his lap and had to replace a seat broken by a hefty team-mate. If nothing else, the Lowe/Baigent/Bowkett car stayed out of trouble.

The only hope to salvage some honour was to aim for an obscure team prize called the Coupe du Roi, and that meant that the Australian teams had to work together.

Just after lunch on Sunday Brock's car blew a second head gasket. As repairs were completed the Lowe Commodore came into the pitlane with a terminal engine problem. There was no time to fix the damage and the car was sent out to be parked at the final corner and wait for the finish.



Night-time fix at Spa had little reward

'Brock could drive around problems: he was incredible'

All that was left was a PR stunt for the folks back home: the three Australian cars crossed the line side by side. They were 18th, 22nd and 23rd but had won the Coupe du Roi. No-one cared what it was for: it was a trophy, and that was a triumph. "It was just as well that the finish line was on a hill," remembers Segal. "One of the cars was actually coasting down it."

Within a few months Holden and Brock had split up amid much acrimony over the polariser. But for Lowe, at least, the MHDT adventure was a significant event: "The team going to Europe was a part of the process of change that took Australian motorsport from that era to the levels of professionalism you see in the sport today."

If nothing else, Lowe also came away in awe of 'Peter Perfect': "He had an incredible talent for driving. He could drive around any problem with the car. There were many occasions when the car was utterly and totally knackered after the race but nobody knew it."

What nobody knew until some months after the Spa fiasco was that the team had been doomed from the start – the head-gasket problem had been a mystery until a number of blocks and heads were sectioned. "We found that a revised casting process at the Holden foundry had caused water galleries in the cylinder heads to be restricting flow," says Harvey. "We had a pair of the faulty heads on our engines." And not even the energy polariser could have fixed that.

ALLAN MOFFAT

Born in Saskatoon, Saskatchewan, Canada in November 1939, Moffat started out racing a Triumph TR3 in Canada and later made a name for himself in the United States driving a Lotus Cortina and impressing Ford Racing boss Al Turner to such an extent that he began to help his career.

After several years in Trans-Am, Moffat was sent by Ford to Australia, where he quickly became the Blue Oval's chief challenger to Holden. Moffat made his Bathurst debut in '69 and won the race for Ford in '70, '71 and '73 and the Australian Touring Car title in '73. After Ford withdrew he raced a variety of different machinery, including taking victory in the '75 Sebring 12 Hours with Brian Redman and Sam Posey in a factory BMW CSL.

In Australia he continued to run his own Fords: he was able to add Australian Touring Car titles in '76 and '77 and led a third Bathurst 1-2 victory in '77 (below). In '78 he was awarded an OBE for his services to motorsport. In '81 Moffat switched to Mazda and raced an RX7, while also competing internationally, notably in IMSA and also at Le Mans. In '83 he won a fourth ATCC title, with Mazda. After his interlude with Holden he returned to Ford in a Sierra Cosworth and was leading Bathurst in '88 when the car blew its head gasket. The next year he took his last win at the Fuji 500 in Japan.



LAT Newspix



"Buone, forte,



The great Fangio heads for victory at Rouen on the way to the 1957 world title

veloce"

The Maserati 250F was a titan of F1. Doug Nye went to Italy and talked to two of its creators

People – not the cars – are the essence of motor racing history. Unlike the chicken and the egg there's no doubting which comes first. The Maserati 250F was the first design series to win popular recognition in the modern sense as 'a historic racing car'. Yet while the nuts and bolts of the 250F story have by now been pretty thoroughly unravelled, the first-hand testimony of the men who built and campaigned those cars in earnest – starting more than 50 years ago in 1954 – has seldom surfaced.

Back in 1981 I spent time with Maserati's long-serving chief engineer (now the late) *Ingegnere* Giulio Alfieri to recall the building and racing of the works 250Fs. He was then chief engineer of Nuova Lamborghini at Sant'Agata, president of Honda Italia and a much sought-after consultant engineer. Next day we talked to 'Guerrino' Bertocchi — Maserati's famous chief mechanic and tester – at his then current place of work, the De Tomaso factory. Tragically, the great Bertocchi was killed two weeks later, while riding as passenger in a De Tomaso saloon – an ironic fate for a man who had joined Maserati in 1921 and who in his last days at the age of 74 looked perhaps 65, and still drove like a larrikin of 30… or less.

THE ENGINEERING

The Maserati 250F series' creation is credited to Gioacchino Colombo, but he had already left Officine Maserati in November 1953, before the 250F prototype had run. Alfieri took his place. He explained that he had kept neither papers nor photographs. "When we won the World Championship in 1957," he explained, "it was the maximum of my time with Maserati, but my character says that when you have obtained something it is finished – tomorrow is the important thing.

"At Maserati we were like a happy family. One hundred and ten men were involved in building our racing cars like the 250F, making everything – chassis, engines, gearboxes. We worked 8am to 8pm, six and a half days a week – minimum – and I was a happy man.

"I liked the work, and money was not the most important thing to me. The final decision to stop racing was sad for me, but the life of the factory was more important than myself. I liked racing: it increases the desire of the men to work and it helped me to learn, technically, very fast. But to me, now, it is of more importance to the community at large if an engineer can improve the efficiency »

Klemantaski

of an electric motor one per cent than if an engineer has made a car which wins. Technical achievement for the good of all people is more important than racing success – so to me I have done nothing of merit, but it is nice of you to think I have."

There was nothing false about Alfieri's modesty. Born on July 14 1924, he went on to graduate as *Dottore Ingegnere* from Milan Polytechnic on July 9 1948. On August 15 he had started work on steam turbine engines at the Cantiere Navale Reuniti shipyard in Genoa, and in April 1949 he moved to Innocenti – "Lambretta time", he called it – designing two- and four-stroke engines.

He joined Maserati on August 1 1953 "when the engine drawings for the 250F were nearly complete, and the gearbox and chassis design was just beginning. After only three months the first car was on test at the Modena Autodrome. We always worked quickly."

Bertocchi confirmed the mercurial Colombo's work rate: "One morning Colombo took out a blank sheet of paper and said to me, 'Before evening I'll have a present for you.' It was the 4CLT chassis..." (Hmm, yes 'Guerrino' old sport, the rush job subsequently showed). "The 250F was almost as quick [to be built]. I drove the car first time here at Modena, *era buone*, *forte*, *veloce*... instantly very good, born well."

Alfieri recalled an A6GCS sportscar bending the unpainted 250F prototype by spinning into it in front of the pits during those first tests. "That meant we had to work Christmas Day morning 1953 to complete two new 250Fs and some customer A6GCMs with the new 2.5-litre engines, for shipping to Argentina on December 26 in time for the first *gran premio* of 1954. In the Argentinian GP we won, but only after many problems.

"We had only tested in the cold. There in Argentina it was the height of summer, very, very 'ot!

"We cut big holes in the 250Fs' noses to improve cooling, and in the race Ferrari were leading and we were right on the limit, Fangio with only 1kg oil pressure, when at that moment arrived a great storm. The rain completely changed our situation – it cooled the cars, our car handled the wet superbly and Fangio drove past the Ferraris and won."

Good handling, powerful brakes and competitive power provided the keys to the 250Fs' success. Alfieri mischievously explained: "Our car handled well due to contributory reasons: one, front suspension geometry, not special, but good – unequal-length wishbones and coil-springs; two, De Dion rear suspension very soft with transverse leaf-spring; three, our Pirelli tyres, very good; four, this first space-frame chassis was very poor in torsional stiffness, in the wet lateral force was low, tyre friction poor and so our lack of chassis stiffness did not punish us, instead it made our car perfect for the rain – very pleasant, very special... very lucky!"

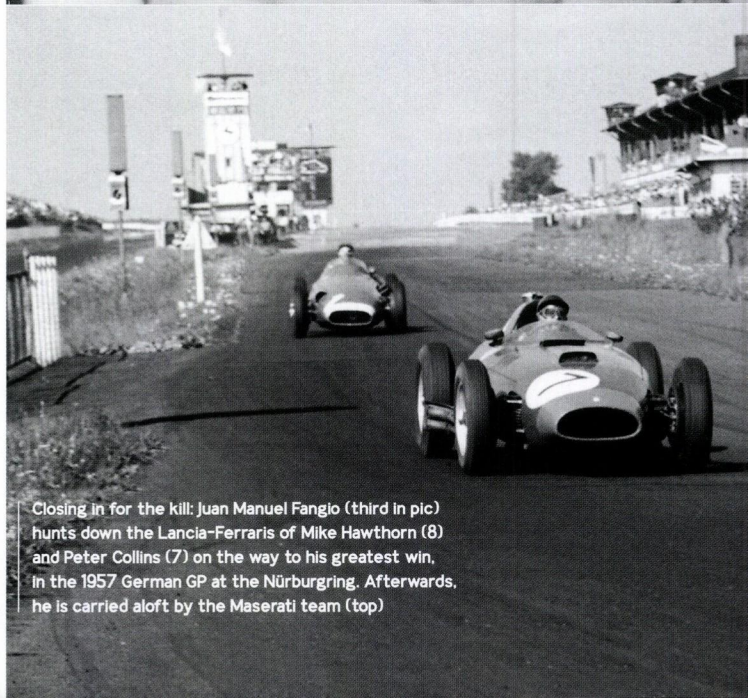
The new Maserati was unusual in that its De Dion tube arched around the front of the gearbox/final-drive to keep its mass within the wheelbase. The tube was located by twin radius rods each side and laterally by a centre slider ball in a channel on the transaxle casing. The transverse leaf-spring contributed nothing to wheel location, being pivoted at its centre and passing between pairs of rollers at chassis width which were moveable to provide adjustable roll stiffness. Massive multi-finned bi-metal brake drums appeared in the wheels front and rear, and Houdaille rotary-vane dampers were chassis-mounted and operated by long links from the suspension.

In the early-1954 races the 250Fs suffered bearing failures caused by oil frothing. The dry-sump oil tank's location within the hot engine bay exacerbated this problem, so Alfieri moved it to the extreme tail. Other problems were more serious. Alfieri: "The original De Dion tube failed sometimes and we increased its wall thickness from 1mm to 3mm, which was heavy, but stiff and strong. Bevel-gear trouble in the transmission was a bigger problem. Fangio won Argentina and Spa without trouble but then went off to drive the new Mercedes..." He paused, gazing silently into space, before continuing: "Marimón remained, we asked Villoresi to drive for us again, and young Moss and others had private cars. With Villoresi first and then Moss began the trouble of the bevel gears and we changed to 'Model 7' straight-cut gears, very big, and this was a complete cure.

'In a race Fangio would use 10-15 litres less fuel'

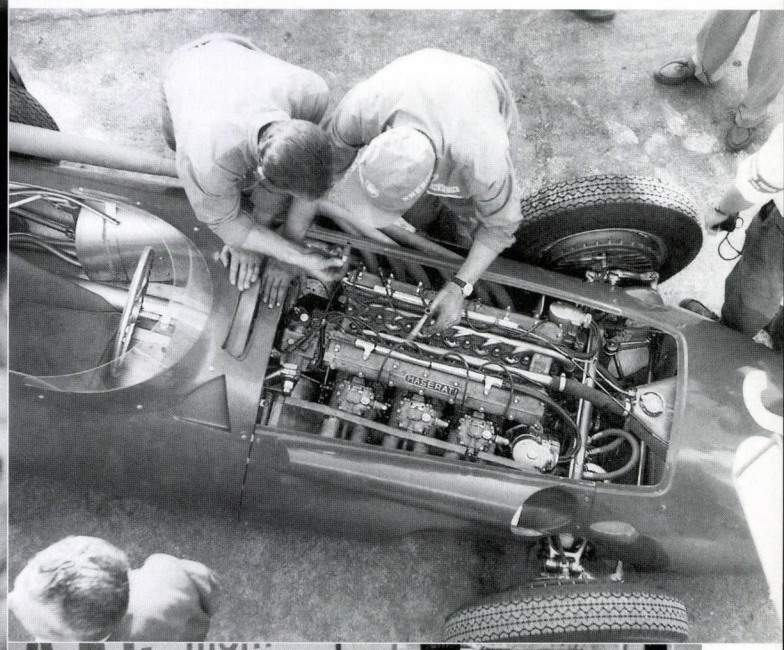
"Fangio, you see, was always very soft, very gentle on the car. In a race he would consume 10-15 litres less fuel than the others, wear his brakes less, and all other parts of his car too. After he had gone we found the others in comparison were all »





Closing in for the kill: Juan Manuel Fangio (third in pic) hunts down the Lancia-Ferraris of Mike Hawthorn (8) and Peter Collins (7) on the way to his greatest win, in the 1957 German GP at the Nürburgring. Afterwards, he is carried aloft by the Maserati team (top)

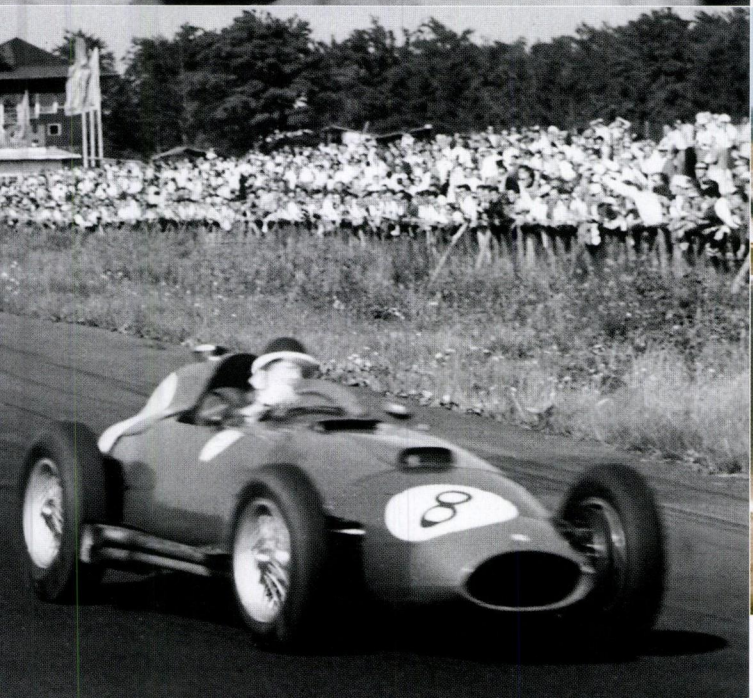






Top: at work on offset car at Monza in '56 – Moss won the race. Middle: Fangio won at Spa in '54 just before joining Merc. Below: Moss has fun at Reims '56 after relieving Perdisa

LAT





very hard, rugged on the cars, and we had to make them stronger – but we wanted them lighter and more powerful as well.

"At the end of 1954 engineer Bellentani went to Ferrari and I became totally in charge at Maserati: sportscars, road cars, not only the 250F. So I changed the *gran premio* chassis design, made a small, better streamlined body, and we did a great study of the engine characteristics to improve its mid-range and 245bhp maximum. Eventually we arrived at nearer 270bhp and reduced weight from 620kg dry, 640 sometimes, down to nearer 600-610kg. We found more power partly by changing from methanol fuel, which we used for more than a year, to nitromethane mixes. We tested 43 or 44 different mixtures, found widely different power outputs and characteristics, and chose the best suited.

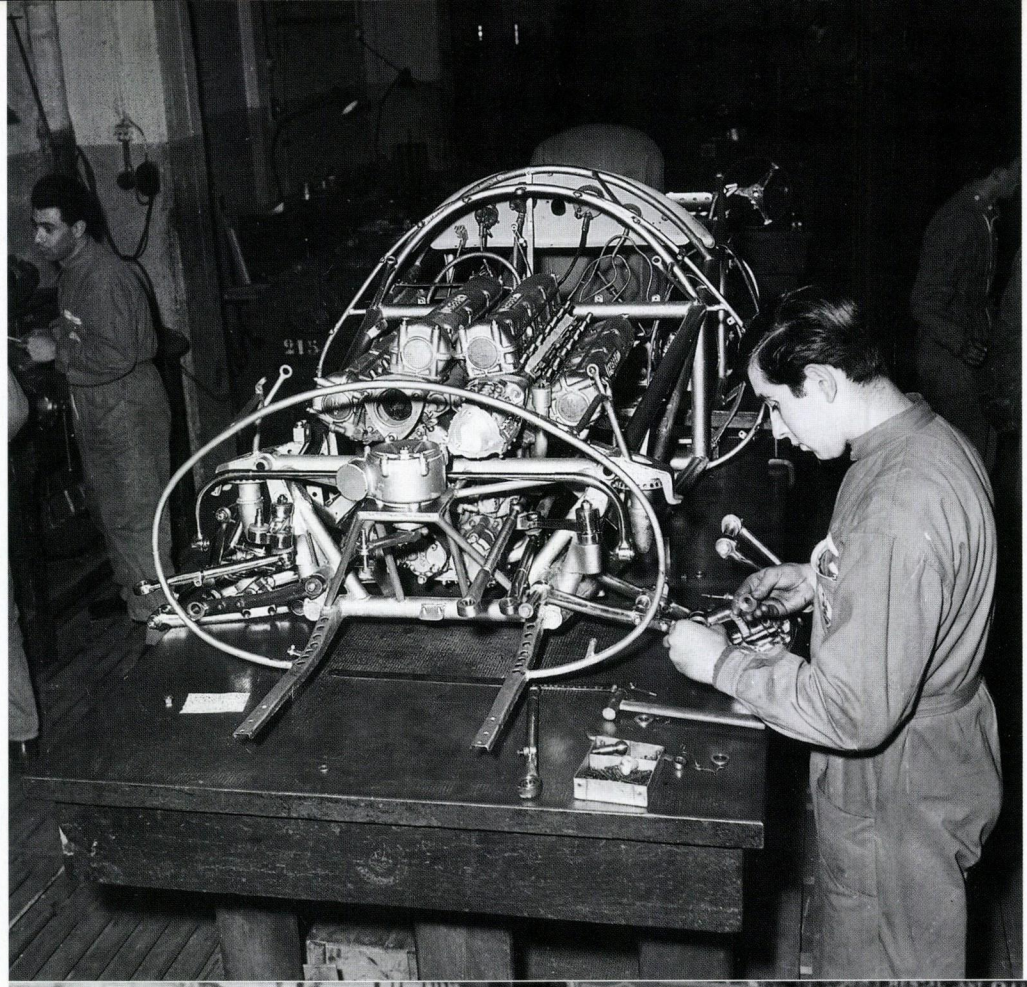
"Through 1955-56 we made many experiments. We did a completely new-design tubular frame to improve chassis stiffness, using more tubes, smaller tubes, and changed brake drums – though we never had any problem with them. We fitted two fuel pumps, one on the engine, one on the gearbox. I did big work on streamlining the exhausts, sometimes one pipe, sometimes two; we

'The power came in too hard; it was difficult to control'

had a little trouble in the aluminium-steel multi-plate clutch, which was corrected, and so on.

"I experimented with fuel injection, beginning alone without any help. All my designs were my own: I never copied from anyone, so I alone was responsible for my mistakes. I had to learn as I went along.

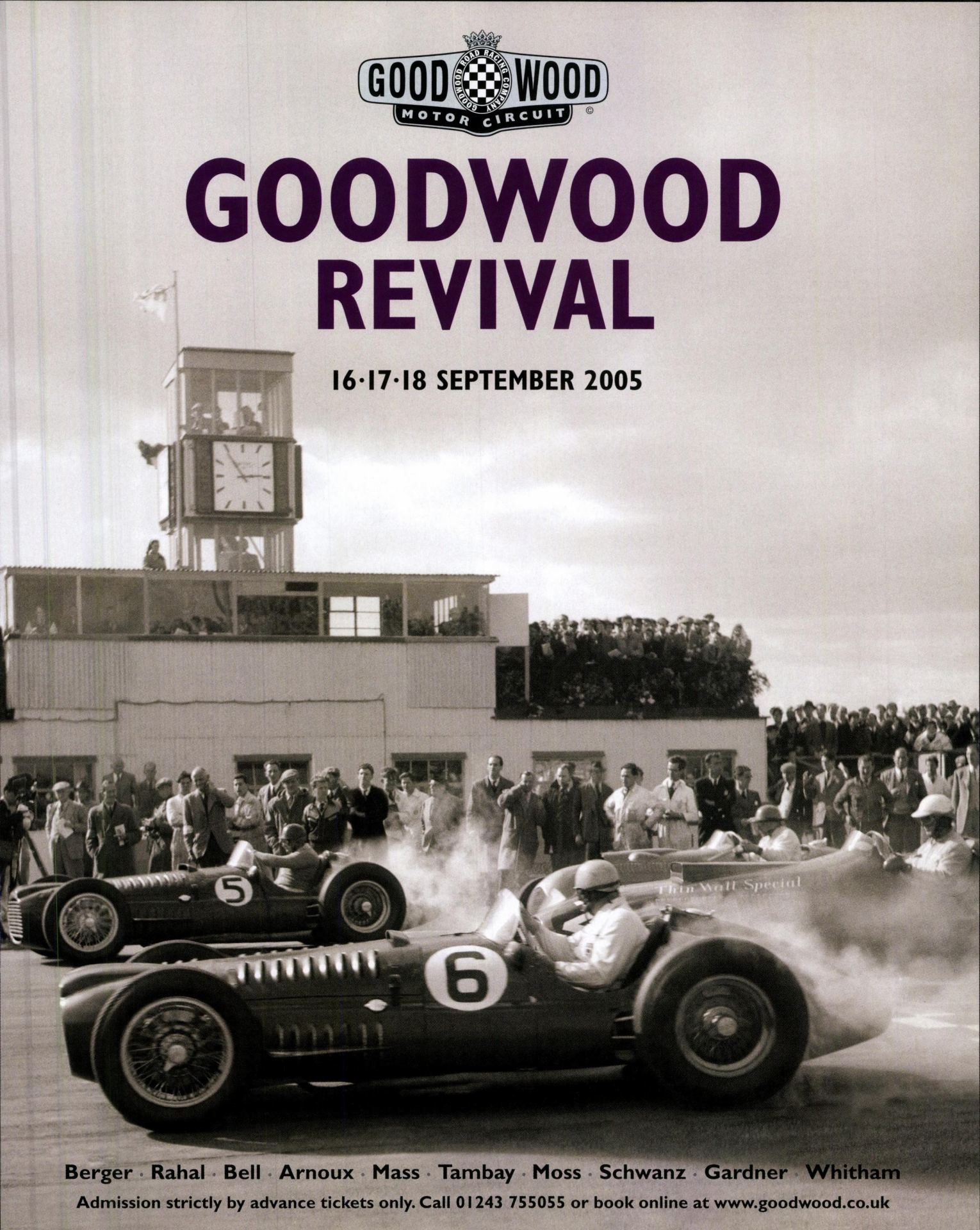
"We made our own quarter-engine-speed injection pump and started with injection direct into the inlet valve, later onto the exhaust valve – this was very difficult especially since I was alone in Italy with this work. We worked day and night, terribly hard, and found more power with injection, but better response is so hard to measure. In fact the power curve was too sharp, the power came in too hard and made the car difficult to control as the cornering power of the tyres of the time was really very small." He laughed, dark eyes twinkling under beetle brows: "At Goodwood, Moss drove the injection car with 265bhp. I remember he tried his own carburettor car with 240-245bhp and »



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Maserati mechanics assemble the 12-cylinder 250F (top) in preparation for the 1957 Syracuse Grand Prix. Harry Schell tried out the 12 at Monaco (above), but raced the six


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the times were almost the same. Injection gave us big power for the time, but was difficult to utilise.

"At Reims we ran our streamlined 250F – that was my idea. We always tried to improve the aerodynamics of the car and I did small model tests of the streamliner in the Milan University wind-tunnel. The full-size car was not very good, but was the best of the type, I think – better than Ferrari's!" Cue laughter.

In search of reliability Maserati's works team applied a rigid 'lifing' programme, changing con-rods after two or three races, the valves after every race, valve finger gear after so many hours, pistons too.

But Alfieri, a sensitive deep thinker, had witnessed the aftermath of works driver Onofre Marimón's fatal accident at the Nürburgring in 1954 and never saw a race thereafter. He would work on the cars during practice but leave for home at 11 o'clock on race morning: "It's a big responsibility as chief engineer, and for me to watch our drivers racing was only a great suffering."

He experimented with disc brakes – "We fitted an English set but we were too far from Dunlop, Lockheed et cetera to be confident, and the result was not so much better than our own drum brakes anyway" – and in 1956 he built the 'offset' 250Fs for the Italian GP, design and construction occupying barely one month.

"At Reims I saw our cars were too slow, and I came back as passenger in a Fiat 1100 driven by Bertocchi and thought, during the voyage, 'What can I do?' And when we arrived back in Modena I said we shall do a new chassis, a new gearbox with an offset drive-line and a new lower body with offset cockpit and driver seated down beside the propshaft, and it was all ready for Moss to win our Italian Grand Prix at Monza that September."

Alfieri allowed himself a rare smile at that memory, before explaining developments for 1957 – when Maserati at last won a World Championship: "Each year we had done new cars; the 1956 Fuoricentro [offset] showed good speed but not very good handling and we could not understand why. The technological language of the time was inadequate for our drivers to explain what was happening in the cars, and so we started again with the new lightweight design for '57; even smaller tubes, more of them, 40 per cent stiffer for the complete chassis and with increased weight bias to the rear, maybe 48:52 distribution dry.

"Mr Botasso, engineer of Pirelli, was a very nice man, a great friend of mine. So as not to hurt Maserati, when Pirelli decided to stop racing in 1956 they made many, many tyres for us to use in 1957. The problem in tyres then was not compounds and grip, it was only safety, to last a 500km grand prix distance carrying a heavy car without exploding.

"We used 17-inch rear wheels purely to reduce tyre stress and add safety – at Monza Ferrari used 15-inch tyres, which exploded. The engines gave 270bhp, and I had experimented with desmodromic valve gear and also developed the V12 2.5-litre engine.

"Desmodromic was very expensive. With our finger-system valve gear and our technology it was nearly impossible – and there was no reason to do it! We never found higher revolutions through desmodromic. It was really wasted time.

'After Marimón's accident, Alfieri never saw a race'

"The V12 offered another solution to the 2.5-litre formula. It was a very good engine and we obtained 300bhp. We destroyed many in early tests, running late at night and keeping all Modena awake!

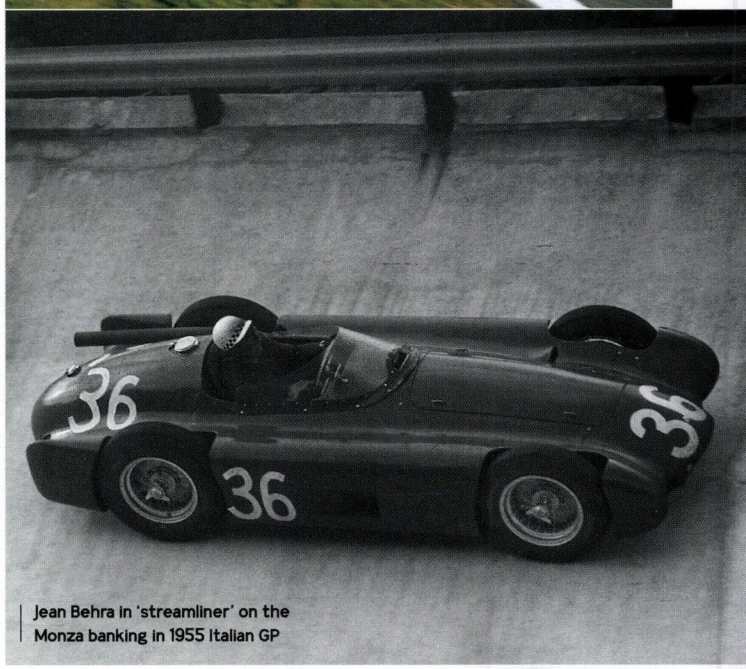
"We had valve-spring and con-rod problems – the rods were too light – but we made a small modification and it became reliable. Ten and a half thousand rpm was a lot for 1957. But I discovered the truth that is still true today – the 12 has too much friction loss, too heavy fuel consumption and a longer time of acceleration than engines of similar capacity yet fewer cylinders.

"For me the amount of horsepower lost is important, and in a 12-cylinder it's a lot. In 1956-57 I did not know this, but I learned... We had a good six-cylinder which we ran in three 'Lightweight' works cars and won races, while we ran one 12-cylinder and only learned not to do that. It was not the way ahead."

At the end of the 1957 season Fangio had won the Drivers' World Championship in his 'Lightweight' works 250F and Maserati had lost the Sports Car World Championship in a catastrophic Venezuelan GP in Caracas which left their expensive V8 and six-cylinder cars as charred wrecks. Coincidentally Juan Perón had been deposed in Argentina. His régime had a deal to exchange grain for Italian machine tools, notably from the Orsi empire, of which Maserati was a prime part. The Argentinian deal collapsed, Orsi »

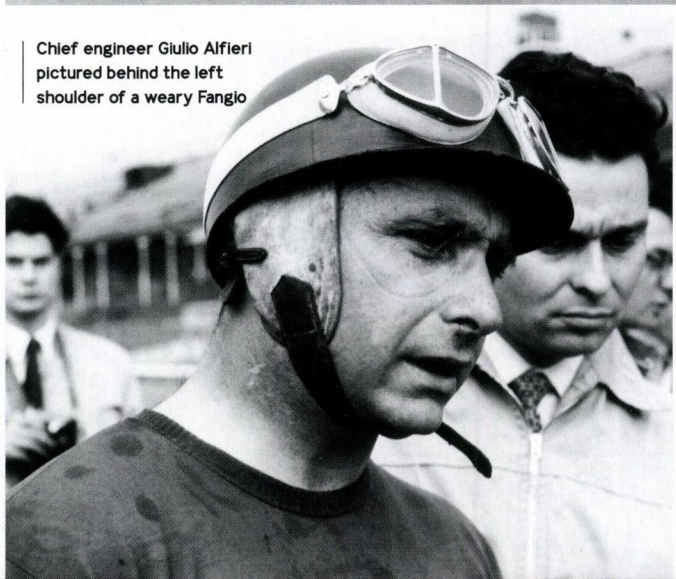


Giorgio Scarlatti at Monza in '57. He started, but Schell took over to finish fifth

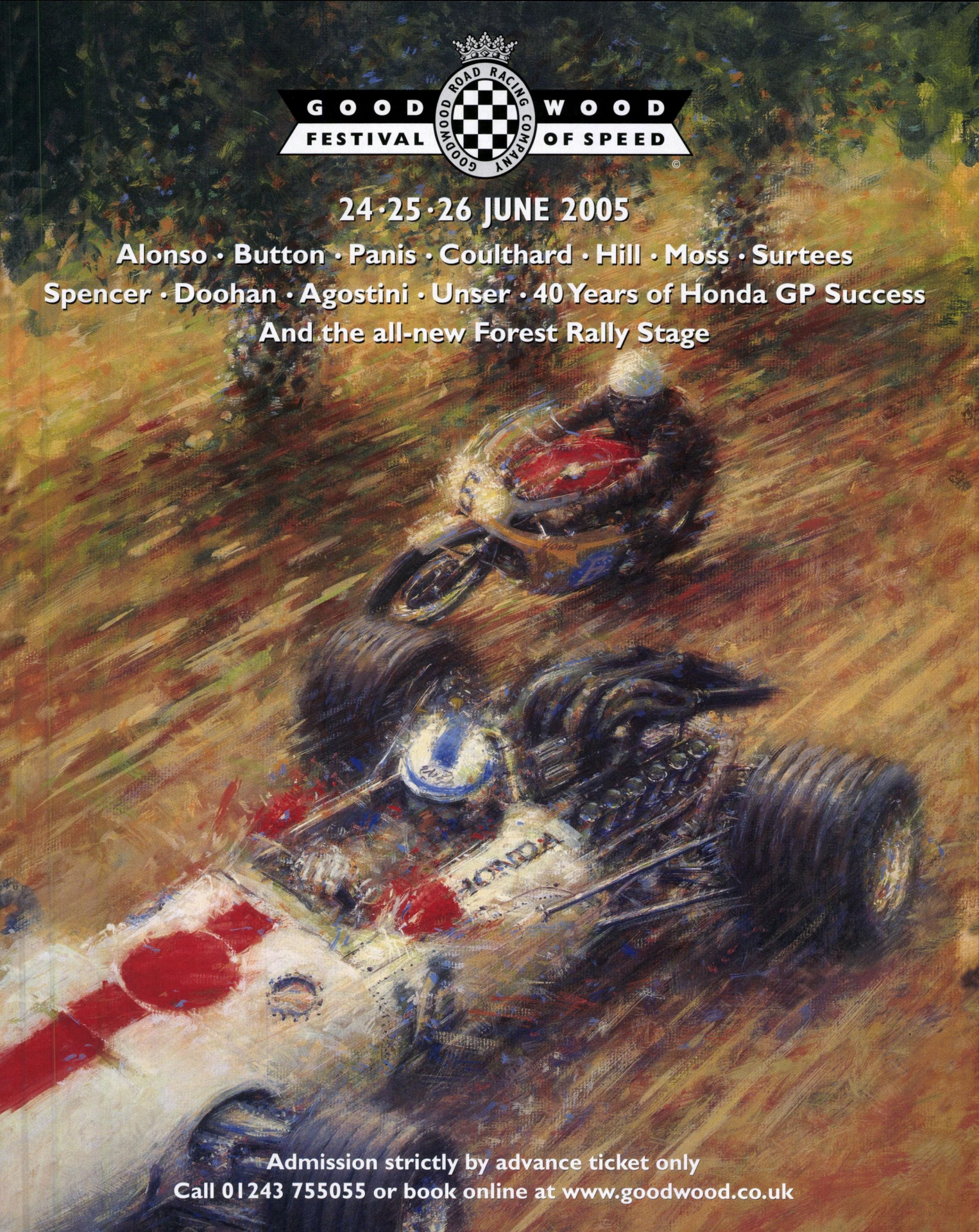


Jean Behra in 'streamliner' on the Monza banking in 1955 Italian GP

Chief engineer Giulio Alfieri pictured behind the left shoulder of a weary Fangio



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Monza '56: fight for third led by Moss (250F) from Fangio, Schell and Collins



Beautiful shot of Fangio winning '57 Monaco GP. Below: with the great 'Guerrino' Bertocchi in foreground, mechanics unload at Spa '55. Giulio Borsari is to the right of Bertocchi



went unpaid and Maserati was forced to bow out of racing in order to help the Group survive.

They produced ultra-lightweight so-called Piccolo 250Fs in 1958 "to keep Fangio racing", but that was the end, after no fewer than 34 250F chassis numbers had been issued.

MECHANIC'S VIEW

'Guerrino' Bertocchi recalled the Maserati 250Fs' 1954 Argentinian debut most vividly, his sharp, dry voice delivering clipped, blunt, factual sentences. Here, plainly, was a man not used to any contradiction.

"We had the frothing oil problem in the hot practice there. Three engines failed, and every time six mechanics had to strip and rebuild with new pistons and rods, all night until dawn. In one week we never saw our hotel room. Then Saturday morning, with the race on Sunday, the engine broke again in Fangio's car. I said to *Direttore* Orsi, 'What we need is castor oil to have a chance.'

"So I, with Fangio, Orsi and some others, went all round the pharmacies in Buenos Aires for 30kg of castor oil, and they all had half-litre bottles only. We tasted it to check it

> 'Who had the record? Not Fangio, not Moss. Me!'

was fresh – old oil on the shelf for years would not do. Eventually we got it. Race day morning we got Fangio's engine back together, and at 4am I was out on the track running it in just as the sun came up.

"I drove for about four hours. Just a half-hour before the race started we changed the plugs, I did five laps to check and on the fourth I lowered the time of Ascari and Fangio..." (I love this quote, utterly typical of the great Bertocchi.) "The car was great, heavier to drive than the *due litri*, but well-balanced, predictable and forgiving. You could do anything in it. All our *due-cento cinquante-effes* [250Fs] were like that, pleasant friendly cars.

"You ask why we did not win more? At the start of 1954 we didn't know Fangio was going to Mercedes. He was kidnapped twice – I tell you – once in Cuba by the Castro lot and once by Mercedes for 70 million lire! Marimón was almost as good as Fangio. I tell you, Fangio, Marimón and me, we were like three brothers – it was a black day when Marimón was killed. Moss was a great driver, we liked him; *Behra e brava, ma non e Fangio* [Behra was good, but he wasn't Fangio]!

"In the 250F days we had a good mechanic team. It meant a lot of training and drill and we got our fuel and tyre stops the best. Our team was me as *Capo* [chief], my brother Gino Bertocchi, Manni, Borsari, Arturo Brancolini and Giorgio Neri later on.

"We treated the hubs with Vaseline so hub nuts would spin on or spin off with one finger, and Gino and I held the record for changing one wheel – with hammer, mind, no *pneumatici* then! – in 12 seconds, at Napoli."

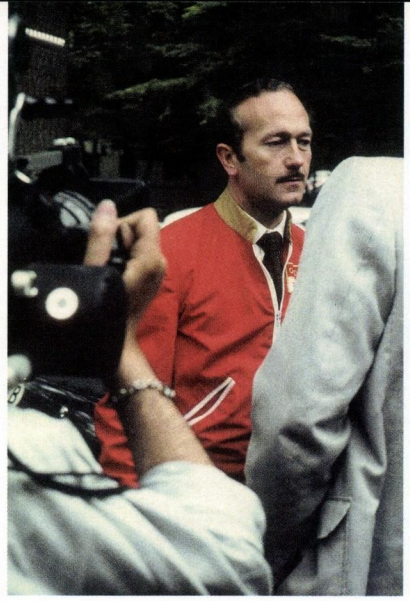
Is it right to regard those great front-engined cars as non-adjustable? "No! We could adjust the cars greatly. The night after practice, six mechanics, two hours, we could change everything: springs, anti-roll bar, dampers, gear ratios, everything. While one car was practising for a time another would be testing to prove the best set-up – we could do many adjustments.

"We tested continuously here at Modena..." And at this point Bertocchi just couldn't resist the line so practised, so polished, over so many years: "Who held the lap record here four years running? Not Fangio, not Behra, not Moss, not Schell..." Then, after a deafening pause, fixing me with a challenging glare he thumped one immense, scarred, muscular thumb against his breastbone and bawled triumphantly: "*Io!* Me! I did!"

"Behra was working also for the factory, he was always testing with me. We had two chassis lengths of car [Alfieri quoted 2200mm and 2280mm]. Fangio liked the longer, more stable chassis and Behra the shorter, more nervous one. Fangio gave the engineers little information. He was not technical, he would drive very fast any car you gave him. Moss was very fast, very intelligent, very accurate in the preparation of his car – his mechanic Alf Francis was very important to him. He had big trust in him, but in general the cars were always the same in the team, perhaps 7hp, 10hp more in one engine, but often the engine with most horsepower on the test bed did not have that horsepower in the car!

"If somebody complained their car was no good I would do three laps and my middle lap would be faster than their best [I'll swear his thumb quivered, about to strike that proud chest once more], but the mechanics in my team were all world-beaters, and the great races of 1957 were the most satisfying for the 250F – aaaah, *Campione del Mondo, squadra mia*... Maserati!" M

LAT/Klemantaski



Up close & personal

A new book of race-paddock photography brings back the era when drivers had time and space to talk to the public. Anthony Carter began taking photos in 1956 at the Nürburgring, and over the next 23 years, purely for his own interest, captured drivers and officials, managers and mechanics going about their work. Now 300 of these images are being published for the first time, with Carter's detailed captions and recollections. We have selected a few of those candid portraits here.

● *Motor Racing – Reflections of a Lost Era*, published in June by Veloce, £35.99. ISBN: 1-904788-10-6

Above: Colin Chapman is interviewed for television in the Rouen paddock at the 1968 French Grand Prix. He wears the new Gold Leaf Team Lotus colours, showing which way the wind of sponsorship would soon be blowing



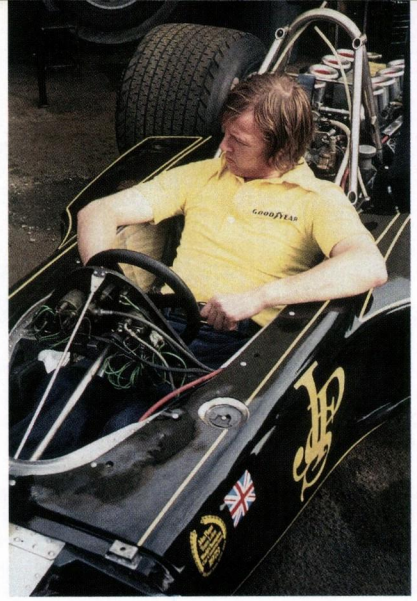
Right: John Surtees gives Cooper designer Derek White a lift down to the pits in his Team Surtees Lola T70 MkII, ready for practice at the 1966 Guards Trophy. Surtees won the two-heat event overall after rain halted one heat early



Left: 1963, and Mike Parkes pulls on his string-backed gloves in the Reims pits. His Ferrari 250P now has a 4-litre V12 in place of the 3-litre it ran a fortnight earlier at Le Mans, and his best lap will equal Jim Clark's pole time from the French GP



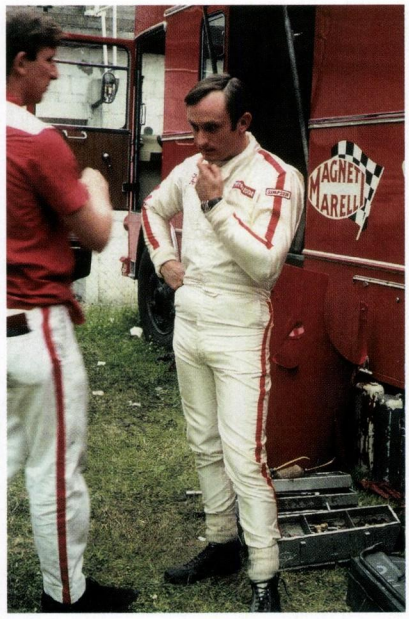
Right: onlooker plugs his ears as Honda's team manager warms up the RA301 for Mr Surtees in a verdant Rouen paddock before the 1968 French GP. The mechanics are clearly used to the racket of the quad-cam V12...



Right: the casual appearance of Ronnie Peterson belied an extraordinary talent, and none who saw him would forget his awesome speed. He mastered the Lotus 72 with three wins in 1974, though here at Brands a puncture will hobble him

Below: after the death of Lorenzo Bandini and Mike Parkes's crash in 1967, Chris Amon carried the weight of the Ferrari team almost single-handed until Jacky Ickx joined him for '68. He made a huge contribution at a difficult time





Above: Bruce McLaren checks the mirror settings on his Cosworth-powered M7A. After a hesitant start his fledgling team has already won two non-championship races in '68. Here in France it will try wings for the first time



Left: it's 1965, and talented Italian Lorenzo Bandini looks thoughtfully down at the Ferrari 158 he will soon be piloting in the British GP. He will only manage two laps of the Silverstone track before missing a gear and blowing the V8

The Prince of Wales

Tom Pryce was a Welsh country boy with an amazing talent. Marcus Simmons tells the story

Jansen van Vuuren is loving this. Usually he works as a booking clerk at Jan Smuts Airport, but this week the 19-year-old from Johannesburg has taken up station at the nearby Kyalami circuit for the 1977 South African Grand Prix as a fire marshal on the pit straight. Suddenly, at the end of lap 21, he has a job to do. Backmarker Renzo Zorzi parks opposite the pits with mechanical failure, a small fire licking around the rear of his Shadow DN8. Van Vuuren, who is carrying a 40lb fire extinguisher, and a fellow marshal run across the track.

Tom Pryce is loving this. At the age of 27, he's now in his third full season as a Formula One driver with Shadow, his dream job with a team that cherishes him. Already in '77 there have been flashes of promise: Tom ran second in the previous race in Brazil before an engine failure; then, on the wet first day of qualifying in South Africa, he uses his exquisite car control to set the overnight pole position, 0.81sec clear of Niki Lauda's Ferrari. In the subsequent dry conditions he falls to 15th on the grid, and to compound this he loses time on the first lap and drops nearly to the back of the field. So he gets stuck in. As a contrast to Zorzi's, his DN8 is running well: Pryce sets what will stand as the fifth fastest lap of the race and, 20 laps in, catches and joins the battle for 11th. He works his way past Gunnar Nilsson's Lotus and Jacques Laffite's Ligier. Then, at the end of his 22nd lap, he enters the long pit straight tucked right into the slipstream of Hans Stuck's March. Up the crest they come, over the brow. But what's this? Why is Stuck swerving? Oh my God.

"It was the most bizarre funeral," says Brian Jones. Better known as a Brands Hatch commentator, Jones played a major part in getting Pryce's career started, as general manager of the Motor Racing Stables school. "Tom had settled in Kent and he was buried in Otford," continues Jones. "The church was packed to capacity: the great and the good of F1, people from his early days based at Brands; and on the other side the people from the Baptist churches of North Wales, where he came from. We had a vicar from the Church of England and then a Welsh firebrand giving us hellfire and damnation from the pulpit. He was ranting and raving in Welsh, none of which we could understand – but we got the message!"

Pryce's death had touched everyone in the sport. Poor van Vuuren never realised that the gaggle of four cars was about to explode over the crest of the hill. His friend made it across the track, but van Vuuren was struck by Pryce. Both young men were killed instantly. With his foot still hard on the throttle, Tom rattled down to the first corner, where he smashed into Laffite. Meanwhile, at the pits, no-one guessed that the dead marshal's extinguisher could have hit Pryce full in the face at 170mph. Tony Southgate, who had designed all of Pryce's Shadows, saw it all. "It was so bizarre you just think his card must have been marked," he says. "The extinguisher ripped his helmet off and sheared the rollover bar clean off. The rollbar got embedded in the sidepod radiator of Lauda's Ferrari [Lauda rolled off the pace as his water temperature rose, but still won the race]."

The tragedy was not quite seven years since tractor mechanic Thomas Maldwyn Pryce (known as Mal to his friends in Ruthin, where he grew up as the son of the local policeman), had won a Lola T200 Formula Ford car. This was his prize for his success in the Motor Racing Stables-run *Daily Express* Crusader Championship, the final round of which was held on the qualifying day (Saturday) for the International Trophy F1 race at Silverstone in April 1970. Going into this decider, Tom was one of five who were almost level on points. "The cars were very tired Lotus 51s," remembers Jones. "They were held together by »



LAT Phipps/Sutton

Above: on way to second in '73 Norisring F2 race for Ron Dennis. Below: he was a winner in Formula Atlantic for Royale





Monaco in '74 and '76. Above: no-one could catch Pryce in F3 race. Right: tweaked up at Mirabeau, leading Jarier




VALVOLINE

willpower as much as anything else." Pryce ran second early on, but then it rained and he took the lead to win the race and the title.

"Tom came down from Wales to Brands to work with MRS," remembers Jones. "We kept his car there and helped him maintain it. Geoff Clarke, who had founded MRS, wanted Tom under contract because we really did regard him as very special. Tom wasn't quite sure. Although he signed the contract he withdrew from it, and thank God he did! He realised that nothing was negotiated at Brands without a glass in the hand..."

Pryce crashed the Lola in his first ever 'public-race' qualifying session, but got it rebuilt and was winning minor FFord races by the end of the year. He then got hooked up with Royale in 1971. Aboard the RP4 of TAS Racing, he won the Formula F100 title for 1300cc sports-racing cars. He also drove works Royales in Formula Super Vee and then, by the end of the year, Formula Three.

But it was in the F3 race at the Race of Champions meeting in March 1972 where Pryce really came to prominence. He dominated this Brands race, taking the RP11 to a 15-second victory. Bob King, the boss of Royale at the time, recalls: "We had a borrowed engine, a 'cooking' Vegantune which we'd got for that race. They stripped the car down afterwards. They thought we had a bent engine, they thought we were underweight. But they pulled it apart and found it all legal and that Tom was just someone who was extremely quick."

Pryce, though, was still rough around the edges. "It took him a long time to learn that if you tuck your nose in right behind someone you're going to come off in the turbulence," says King. "He just drove the car. He had no idea when he started how to set a car up and we had to teach him about gear ratios and hone him. But I was very fond of him – he was like a little brother."

The first major accident of Pryce's career was not his fault, though. In qualifying for the '72 Monaco F3 race, his Royale coasted to a halt before Casino Square. He was trying to fix the car when Peter Lamplough came round the corner, locked up and bowled Tom into a shop front, breaking his leg. He returned by the end of the year, but by now Royale was focusing on Formula Atlantic. That paid dividends early in '73, when Pryce won three early-season races.

Then came the move to Formula Two. At mid-season, with backing

'They found it was legal and that Tom was just quick'

from racer and property developer Chris Meek, Pryce got a seat in Ron Dennis's Rondel Motul team. His best day came at the Norisring, where he took second behind team-mate Tim Schenken. The Welshman had been leading, but a brake problem dropped him behind the Australian.

Rondel had planned an F1 effort for '74, but Motul took its sponsorship to BRM when the car was half-completed. Designer Ray Jessop then called up Pryce and asked him to sound out Meek about backing the team. Eventually Jessop himself tracked down Meek and he, plus Rondel backers Tony Vlassopulo and Ken Grob, revived the project as Token (Tony/Ken – geddit?). The car *just* made it to the International Trophy, where Pryce managed four laps in qualifying. In the race he did a sound job on his F1 debut, but went out with gear-linkage failure.

Pryce and Token made their grand prix debut together in the Belgian GP at Nivelles, but they didn't get an entry for Monaco, so Vlassopulo dusted off his Ippokampos Racing F3 March for Pryce to drive in the support race. It was a stunning performance. Tom was fastest in qualifying by 1.6sec, won his heat by 15sec from Tony Brise and dominated the final to beat Brise by 21sec. "What impressed me was that he wasn't in F3, but then went down to Monaco and won the race, which is difficult if you're not a member of a particular formula," says Shadow team manager Alan Rees. A fellow Welshman, Rees convinced Shadow owner Don Nichols that Pryce was the man to fill the team's second seat (alongside Jean-Pierre Jarier), which had been occupied by Brian Redman since Peter Revson's death in a testing accident at Kyalami early that year.

Shadow had competition for the new star's services. After Monaco, Pryce went to Goodwood to test the Token. Hesketh team manager 'Bubbles' Horsley turned up in a helicopter and whisked Tom off to a meeting with Lord Hesketh. After that Pryce went to the Salzburgring to make his first F2 appearance of the year in a Team Harper Chevron. According to journalist Alan Henry, Pryce received a letter while in Austria from Rees, hand-delivered by one of Henry's *Motoring News* colleagues. Rees says: "That might be true but I don't recall it. I think







Above: Token effort, as little team just makes it to '74 International Trophy. Below: 11 months later, and Pryce wins Race of Champions for Shadow at his adopted home of Brands Hatch. Right: Tom's last race, at Kyalami in '77. He was charging when the accident happened



With wife Nella at Long Beach in '76. Wonder whether they went to see the film!



Richards could tame Ari Vatanen, but not Tom Pryce

THE DAY DAVID RICHARDS GOT STITCHED UP

Autocar cruelly headlined it "The most predictable accident of the year". It was late December 1975 and Tom Pryce was contesting his first rally, the Tour of Epynt, in a Lancia Stratos.

The shunt happened just 10 miles into the first stage. Pryce clipped a wall, and only a small boulder stopped the Stratos plunging into a river. His co-driver went to hospital to have stitches in a gashed knee.

Nearly 30 years on that co-driver, current Prodrive emperor David Richards, laughs: "It was the only time in my life I've ended up in hospital out of a motorsport incident. I've still got the scars to prove it!"

Richards grew up in Pryce's home town of Ruthin: "He was interested in a drive and I managed to borrow a Stratos from Graham Warner at Chequered Flag.

"He set about it very professionally but you know, all racing drivers tackle rallying as if at each corner you've got to be at 100 per cent, whereas of course in rallying you need to leave a bit of a margin. I wish I'd known then what I know now..."

With a stitched-up Richards and a patched-up Lancia, they tackled one more stage to keep the fans happy. "No-one can imagine what an important person Tom was for motorsport in Wales," says Richards. "He was like a hero to us all. Doing another stage to show everyone we were there was typical of him. The racing driver of today would have just got in his car and gone straight home."

So did speedfreak Richards manage to get through his youth in Ruthin without being nicked for speeding by Jack Pryce, Tom's policeman father? "Yes, but he got my younger brother on his 16th birthday, on his first day on a motorbike. He got a good dressing down from Jack!"

we had no problem signing him up." That is probably correct for two reasons: Tom would have hated the public-schoolboy high jinks of Hesketh; and Hesketh was only offering him a handful of races.

So from the Dutch GP in June 1974 to his death in March '77, Pryce was an increasingly revered member of the Shadow F1 team. Second time out, in qualifying for the French GP at Dijon, he took third on the grid and the comparisons with Ronnie Peterson began.

"He had unbelievable natural ability," says Trevor Foster, then a mechanic with Shadow. "At Dijon people were coming up and taking his picture, but he'd just be sitting in the back of the garage, not understanding why people wanted to know so much about him. He had a calm demeanour but was a real lionheart and very aggressive on the track."

That was never better illustrated than in the 1975 German Grand Prix, where Pryce finished fourth while sitting in a bath of petrol. A loose filler cap meant fuel was leaking into the cockpit, getting in his eyes and mouth. He was lying second, but had to undo his belts to lift himself up whenever he could. So on each of the Nürburgring's crests he had to back off where others went flying over flat-out. He finished fourth. "His skin was totally burnt and blistered," says Foster. "He was in serious trouble – no doubt about it. But that was him – he just wouldn't let anybody down."

> 'He was a real lionheart and very aggressive'

Earlier that year had come Pryce's real highlight, where on his adopted home ground he won the Race of Champions at Brands. Four months later, at the British Grand Prix, he qualified his Shadow on pole, only to crash out of the race. "The crash was his lack of experience," says Southgate. "What the hell, you're leading, you come across a wet patch after rain. We accepted that – it was his apprenticeship."

In between those British highlights, he'd planted the Shadow on the front row at Monaco. "He didn't know what to do!" laughs Southgate. "It was like being with a 16-year-old. It had been raining before the start and Jarier told him, 'Don't spin your wheels – start in second gear.' Of course Jarier was just having him on and Tom got left behind. But then Jarier switched his brain off and bounced off the barriers." Pryce also crashed out later in the race.

But for Tom, the Shadow boys forgave all these lapses. "He was one of the boys," says Foster. "He wanted to eat with us, be with us. There was a lot of talk of him joining Lotus, but he said, 'What do I want to do that for? I'm happy here.' Maybe he wasn't mercenary enough. His car control was unbelievable at the Race of Champions in '75, and as time went on he would have been at that level everywhere. He could have been World Champion." Southgate concurs: "He had the natural speed to be World Champion in a Lotus or a McLaren."

Rees isn't so sure: "Before they changed Silverstone he was taking Woodcote flat. No matter what shape the car was in he could handle it. He would drive on the limit and when the problem arose he would sort it out because he had the ability to do it. And at that point it became spectacular, because of that ability. But whether he could have got to the top it was hard to say – he was like Peterson in that respect."

Pryce himself would have loved those remarks. "Ronnie's the best driver in the world," he said in 1975 when there was talk of them becoming team-mates for '76. "Just think, if I could lap within a few tenths of him in the same car..."

Like Peterson, he would not be around for long. Kyalami was a tragedy for his family, friends and admirers, but at least this loyal and decent man was at peace with himself. He loved his life with his wife Nella in rural Kent, and wanted nothing more than to drive racing cars. He had also grown in stature out of the car. He was a native Welsh speaker who, the stories say, did not learn English until he was seven. "When I first met him 'Good morning' was a whole conversation," chuckles Jones. "But later he developed a lovely personality and became quite an effective speaker.

"I'll always remember the day he died. We'd finished the school at Brands and were sitting in the clubhouse bar when we heard of his death. Such a cruel twist of fate."

But what a mercy, for both Tom Pryce and Jansen van Vuuren, that they can scarcely have known a thing, were just doing what they loved when fate snatched them away before either of them understood what was really happening. LAT

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There was a waiter in my father's hotel who had a Mini Cooper. He was a big fan of racing and used to do the hillclimb at Malmédy. I used to follow him round and when I was about 10 he took me to see my first grand prix at Spa. After that I knew what I wanted to do."

Duez Snr was something of a car fan himself – "He drove fast on the road in Opel Commodores and things like that: he was a bit mad" – so when his son wanted to start in karts there was not too much opposition. But shortly after getting his road licence he had an accident and damaged his back, thus ruling out further career development in karts.

He chose to enter the Volant Teddy Pilette, a scheme intended to school young race drivers in Formula Vee. At the end of the 1977 season, involving races at Zolder and Zandvoort – but not Spa – Duez emerged as the winner. He was fortunate in having a friend who helped him find sponsorship to pay his way: "I had money to survive from my parents and I did some work in other people's restaurants, but even that was not enough. My friend convinced the PR from Toyota Belgium to lend me a Celica and I started racing it. I did the 600Km at Spa and finished second in class.

"That same year I had my introduction to rallies – as a co-driver. I went with a guy in his Porsche and read notes on the Boucles de Spa. Unfortunately I had no idea about timing. We would have been second but I checked in much too early at the service area and we came 11th or something. But he had good self-control and I survived!"

The 1977 season also saw him make the first of his 25 attempts on the 24 Hours of Spa, at the wheel of the same Toyota.

Duez's debut as a rally driver was in the Boucles de Spa in 1978 when, having managed to get a proper works Celica from Toyota Belgium, he finished fifth: "At that time Toyota Team Europe had their cars in a section of a big Toyota dealership, so I was taken there and introduced to Ove Andersson. He thought I was a promising rally driver so I didn't want to tell him that I really knew nothing about them." The result was quite pleasing, especially as the *Autosport* report referred to him as "a local man known as Marc Duez, said to be on his first ever rally".

Among those he impressed was Ford's Gilbert Staepelaere, who invited Duez to join him driving Escorts. This he did for two years in Belgium, but he drove a Toyota again in the Spa 24 Hours in 1978 – the last to use the old circuit – when he shared a Trueno GT with Lella Lombardi and Thierry Boutsen.

At the end of 1979 Fiat Belgium ran a competition for which the winner would apparently get a factory-spec 131 Abarth for '80. Duez came out on top and drove a 131 twice in Belgian events at the end of '79, only to discover that the full works Fiat drive for '80 was the product of a PR man's fertile imagination. So he picked up what he could with Ford and raced in the Belgian Formula Ford Championship, in which he took second place. For the second time he contested the Spa 24 Hours in a Capri before signing a deal with Belga to drive a Porsche 911SC on Belgian rallies in 1981.

'Duez has raced everything from 2CV to 962'

That same year a Dutch entrant paid Duez to drive in the European Formula Ford series: "I had just one mechanic to travel around to the races and we could have won the series, but the organisers changed the rules near the end of the season and decided that one result could be dropped, so we were second."

The rallies were much more satisfying: now teamed with Willy Lux, Duez was second on the Boucles de Spa and won both Condroz and the Criterium Bianchi. He also had his first contact with Tom Walkinshaw, who put him in a Mazda RX7 for the Spa 24 Hours along with Jeff Allam, Peter Lovett and Chuck Nicholson. The outcome was his first proper result in fine fifth overall.

The Porsche/Belga ued in expanded form saw Duez win the first Belgian Rally Champio With a few trips furth other events he got en to be fifth in the Eur Championship. He als found the time to European Super Vee Ch in which he finished sec

In rallying this was the Audi Quattro was mark and Duez appr Belgian importer for a He in turn went to Audi suggested that Konr one of its partners, cou car. And so it was that started driving Audis in German events. The winning the Boucles went on to win Hasp finish fourth in Ypres Lancia 037s and a Ferr

The next most sign for Duez at this tim with an Opel Manta Portuguese Rally. The to Leon Lejeune, an Belgian co-driver: "I me, 'Forget everything done to date because is a really normal road this is a very tough ral do what I say and we ish.' And so I drove mo ly than ever before a finish, without recce won Group A and gav to Opel for the WRC. career it was great as [Mouton] lent us he notes and I got exper of a long gravel rally."

Duez and Leje entered the RAC Ra at the end of the ye in the Opel, but this time the engine failed them after just five stages.

Duez was finding that travel »



with TWR's Mazda presaged a deluge of endurance triumphs

Taking the **rough** with the ***smooth***

Admit it, you thought drivers like this were last seen in the '60s. As adept at storming special stages as taming Spa in 24-hour enduros, Marc Duez is a great all-rounder. John Davenport unravels an incredibly versatile career



Duez drove BMW M3s in races *and* rallies, here *en route* to fifth on '89 Portugal Rally

did broaden one's horizons. After the Mazda drive in 1981, he further impressed Walkinshaw by depriving the Scot's Jaguars of the European Touring Car title when he came second in a BMW 635CSi at Zolder.

TWR was now preparing Rovers for racing and rallying and an introduction to Austin-Rover resulted in Duez netting a deal to race Vitesses alongside Jean-Louis Schlesser in the French Touring Car Championship plus some ETC rounds (including the Spa 24 Hours, where with J-LS he finished eighth).

At the same time he got a small programme of rallies in a Rover for 1984 in the Benelux countries, with the promise of a Metro 6R4 drive when the car was ready. This materialised during '85, when Duez made his debut on a brace of British National rallies, finishing fourth on the Cumbria and second on the Audi – not bad for a man with little experience of driving *sans* pacenotes.

Before that, Duez had been keeping his hand in by doing some German championship rallies in an A2 Quattro. He won the Metz Rally in 1985 when the two leading contenders, Stig Blomqvist in a Sport Quattro and Kalle Grundel in a Peugeot 205 T16, crashed into one another at the stop line of a stage.

For 1986 Duez drove a Schmidt-prepared Metro 6R4 on a selection of European and WRC rallies, winning on the Hunsruck and taking the podium in Ypres and Criterium Bianchi, but suffering more than his fair share of mechanical unreliability on WRC rounds. The Rover racing was not much better and he sat out most of the Spa 24 Hours in a year that Rover and TWR would prefer to forget. But one bright spot was his 'loan' to Ray Mallock's effort to win the World Sportscar Group C2 constructors' title with an Ecosse C286 using 6R4 V6 power. Between them they pulled it off, with three wins at the Nürburgring, Spa and Fuji towards the end of the season.

With the torpedoing of Group B rally cars at the end of 1986 and the end of ARG's motorsport programmes, it was clear that Duez needed a new job. He found one with BMW and Prodrive.

This relationship started with an M3 rally car. Duez was immediately successful, not just in Belgian events but also on occasional WRC rounds such as the Tour of Corsica. He did his first Monte Carlo Rally in an M3 in 1989 and finished eighth, though for him that is not the most memorable thing about that event: "It was where I met my wife, Florence. She was driving a Mazda, and on a recce she had a little accident and I was able to help her."

When the BMW/Prodrive train ran out of steam, Duez took his Fina sponsorship and got behind the wheel of an RAS Sierra Cosworth. The programme was the Belgian Rally Championship, which he won comfortably from Bruno Thiry while, for his regular summer date with the Spa 24 Hours, he remained true to BMW and finished second in an M3 shared with Christian Danner and Dieter Quester.

Rallywise, the wheel was about to turn and he found himself associated with TTE again. He joined the WRC team for 1991 and was plunged straight into the Monte Carlo Rally: "This was a big mistake on my part. I didn't know the car very well and didn't have the chance to do the testing and practice that I would have liked. There I was in a team with Carlos [Sainz] and Armin [Schwarz] on the technically most difficult rally in the calendar and I knew that I was going to struggle." In fact Duez's stage times were not bad, but problems getting the car to restart at the halt in Annot put him out of contention at the finish.

Later in the year he notched up solid WRC results in the Celica GT-4 – fourth in Corsica and eighth on the RAC Rally – but it was hardly enough to earn him a regular drive. He was happy to spend the next few years testing for TTE and getting on with some racing.









Clockwise from top left: Spa tin-tops in M3 '88; Andros ice racing; taming Viper in ALMS, Road Atlanta '01; airborne in 911 on '81 Ypres Rally

'Duez ran his first Monte in '89 – and met his wife'

And here Duez finally came to establish himself as a 24-hour specialist. Driving for Gabriele Rafanelli's BMW team he won the Nürburgring 24 Hours in 1992, finished second in the Spa 24 Hours in '94-96, won again at the 'Ring in '95 and took both races in '97 and '98! He also drove for the Bavarian marque for five years in the ice-racing Andros Trophy.

In 1997 Marc joined Justin Bell in an ORECA-prepared Chrysler Viper GTS-R and won the GT2 class in the Spa Four Hours. By '99 the Viper had become his stock in trade as international touring car racing declined and even the Spa 24 Hours went GT. It is no surprise therefore that he added another endurance win at the circuit to his CV in 2001 at the wheel of one of the American muscle cars.

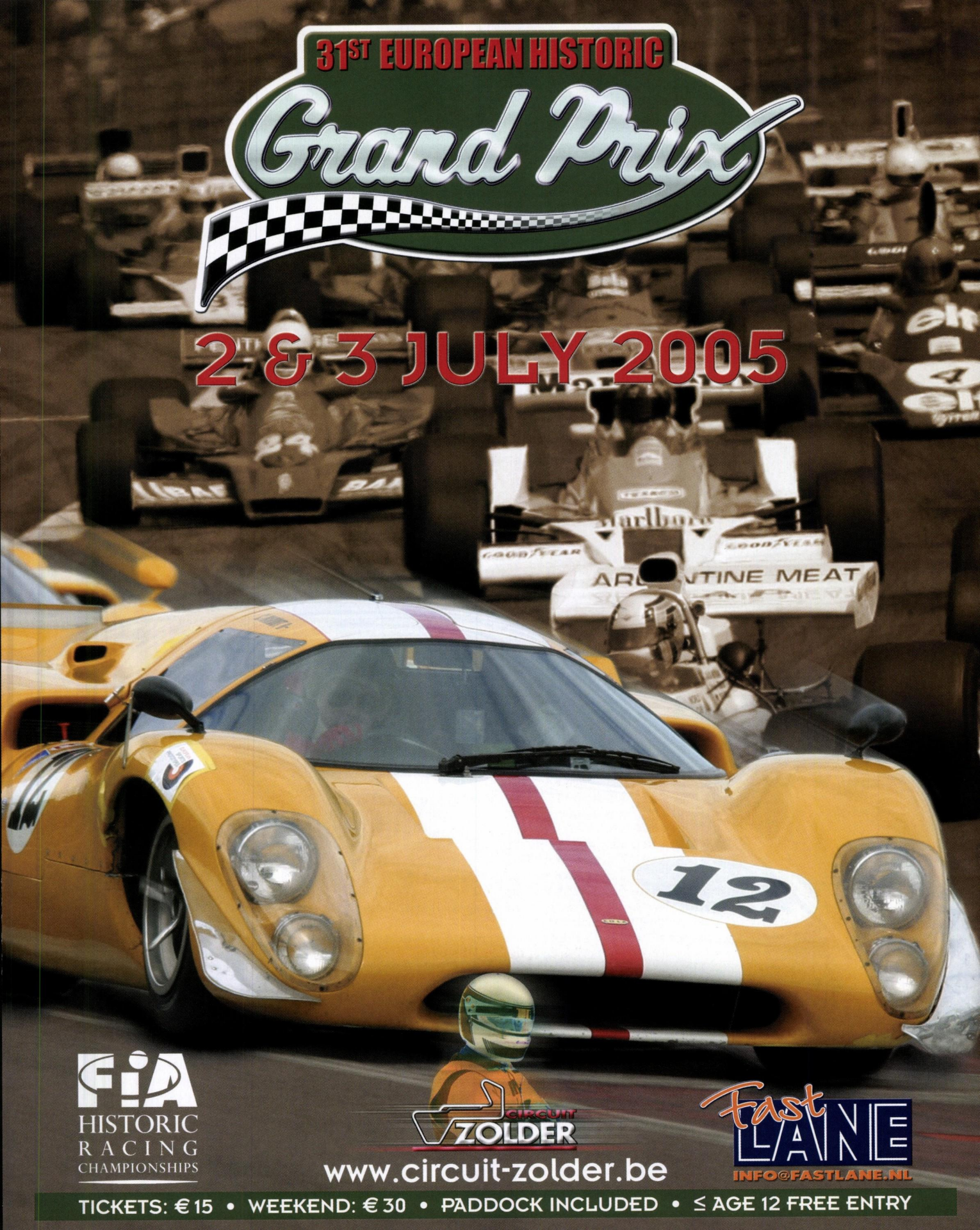
On the rally front Duez started his own business based in Monaco, from where he hired out rally cars. To promote the idea he drove the Monte Carlo in 1998 with a Mitsubishi Lancer Evo 4 and took fourth in Group N, only to improve on that with an Evo 5 in '99, winning Group N and coming 10th overall. The business did not prosper and he sold it, but in the interim SEAT asked him to perform development and rallies with their Group A 'kit car' based on the Ibiza and this soon widened into a deal to help develop its Cordoba WRC car. He drove both on a few rallies in 1998 and '99, but once the programme petered out in 2001 he looked for another deal.

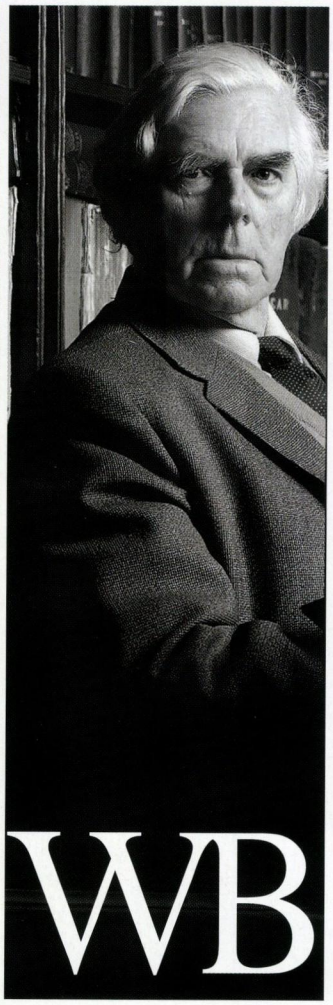
This came in the form of a Belgian season for 2004 in a Super 1600 Polo, which he did not really take to: "The best thing you can say about front-wheel drive is that it is a good way to learn how to brake very late and be fast in the corner. But I don't like them. For me it is correct to have the rears driven."

And, by happy chance, his latest project sees him back in a 'proper' rear-wheel-drive car. This is the Porsche GT3 Road Challenge that is running in Belgium this year. The idea is to have a dozen identical GT3s prepared for rallies to a reworked N-GT regulation so that they can be accepted on Belgian national events. They can be hired by the rally or for the season and will replace some of the spectacle lost when the WRC cars are banned from all European rally series. Duez had a run-out in one of the cars on a rally in 2004 and is aiming to enter more in '05. And he runs his own instruction courses at Spa – where else?

Could be that Duez-trained drivers will notch up endurance wins on the circuit that inspired him. M

LAT Photographic


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WB



Mercedes bends...

Since *MotorSport* has, quite rightly, recently had lots about Moss and Jenks, here is a bit more about the latter, when DSJ made a rare driving error. He would not have minded me recording this, which anyway Doug Nye has referred to in that entertaining book *Jenks – A Passion for Motor Sport* (MRP 1997), which my bearded friend, persuaded by the BRDC, gave us, and for which Sir Stirling Moss, OBE wrote the foreword. So I propose now to recall this experience with its interesting finale, correcting a few errors.

It began when Jenks asked to borrow the Mercedes-Benz 300SL gull-wing which had been loaned to us for a road test, and in which Michael Tee and I had some memorable motoring. I drove to Cornwall from Hampshire in it, and then Michael and I took it up to Fort William in Scotland, Michael giving me a splendid bit of mini-Mille Miglia motoring from Glasgow to our hotel there, putting 60 miles into an hour over this winding route in the rain. We had booked a meal and beds by 'phone before this exciting run began, the proprietor agreeing to stay open. When the 300SL arrived he was refusing dinner to someone else, explaining that he had promised to remain open only for two late guests who had rung an hour or so ago from Glasgow, so they would not arrive for some time, as he knew just how long the journey took. His car was a Morris Eight... The 300SL did 0-100mph in just over 16 secs and we had done over 136mph on suitable roads.

Now, back to Jenks. He had a test route which he called his 'Giro de Hampshire', from Camberley to Andover, Stockbridge, Romney and back, over which he would drive a night lap as fast as he could in any car he could borrow. When I got home to Fleet he was waiting to try the 300SL. I had come into Frimley rather quickly and been stopped by a policeman. Unfortunately the gull-wing door hit him under the chin as I opened it. He was very decent about this, but Jenks went haring off over the same road in reverse and was halted by the same policeman...

I had been rather reluctant to let him take it, saying I had promised to return it to the London depot by 11am on the Monday, so must have it back by 9.30am as I liked to be punctual. You may have guessed that I waited and waited. It wasn't until very late that DSJ parked outside. "Here's the Merc, come and look at it," he said. I was annoyed and replied, "I have driven it or ridden in it for nearly 1500 miles; why should I want to look at it?" The reason was



WB and 300SL climb slippery Ballachulish Ferry planks on Highland tour

Rover: end of a century

The devastating demise of Rover can scarcely be minimised by recalling past successes achieved by this once great British make. However, these should not be allowed to fade away without some thoughts about the highly creditable achievements by a company which began car manufacture over 100 years ago.

It met the post-war motoring boom with its jolly little twin-cylinder air-cooled Rover 8, which was upgraded to nine horsepower four-cylinder status at the appropriate time, and the 1930s 'Speed' model Rovers must not be forgotten.

The dignified P4 'Auntie' models of 1948-63 and the Rover 105S, capable of nearly 100mph without disturbing its poise, were followed by the P5 3-litre, which Jenks called the 'Great Aunt'. The 2000s and V8s of the '60s and '70s with sophisticated specifications served me well as excellent company cars.

One Rover achievement which often seems to be overlooked was its development of the turbine car, capable of 152mph by 1952. In '63 one of these, as the Rover-BRM, was allowed to run in the Le Mans 24-hour race, unclassified only because the boffins could not agree on how its engine size equated with piston-engined cars. Driven by Graham Hill and Richie Ginther, it finished in a token seventh place, at an average of 107.84mph for 2583 miles, in a race won at a record 118.10mph by a Ferrari, followed by five more Ferraris and a 4.7-litre AC Cobra. For the '65 race a turbine Rover ran as a normal entry. Driven by Graham Hill and Jackie Stewart, it averaged 98.8mph for 2370 miles and was the first British finisher.

Jenks and I used to enjoy visits to Solihull to discuss not only Rover matters but also motor racing with Spencer King and Peter Wilkes, two truly enthusiastic engineers.

What a pity Lord Stokes killed off that promising BS mid-engined V8 sports Rover, of which I had a hush-hush pre-production test, Jenks complaining that although I introduced him to Wales's 'Devil's Staircase', he would have liked to drive this exciting yet practical car over the Alps. With these memories in mind I find the present outlook sad, and very bleak.



Rover innovation included turbine prototype of 1963, followed by sleek '65 LM version

that DSJ had gone into a ditch and damaged the bodywork. (Prior to that he had averaged 72.8mph to Andover). I refused to return the car in that condition, telling DSJ he had better explain this. Insurance was, I knew, high on these cars and I felt M-B would not be at all pleased – which they weren't! Until someone looked more closely and called out, "By Jove, you're the chap who won the Mille Miglia with Moss." At that point the top brass came out to talk to our little bearded wonder and all was forgiven...

Our test report inspired Rob Walker to send us his account of going to Stuttgart with a friend to buy two lightweight 300SLs. A wealthy man, Rob joked that to do this, if he did not have enough after selling his normal 300SL, he would have to mortgage his house, sell his wife's jewellery and borrow all her money, then all he would have to do would be to pay the alimony that the judge would award if it came to the divorce court. The M-B-minded will find all of this in Vol 32 of *MotorSport* for April 1956.

The other Brooklands

Brooklands is renowned for being the world's first purpose-built motor racing course, opened in 1907. But it might not have been. Because, almost unbelievably, in 1900 or thereabouts another similar race track was planned at the holiday resort of Clacton-on-Sea in Essex. Not only that, but this track was to be designed by Col H Capel Holden, designer of the Surrey Brooklands, and was also to have been named Brooklands, it was thought because of a nearby brook.

Moreover, this was not planned as just a simple circuit as used for bicycle racing. It was part of a grandiose scheme to include a golf course, polo ground, sports fields, tennis and croquet lawns, a bowling green and even a pond for model yachts. The track would be on the edge of Alton Park, close to Jaywick Sands.

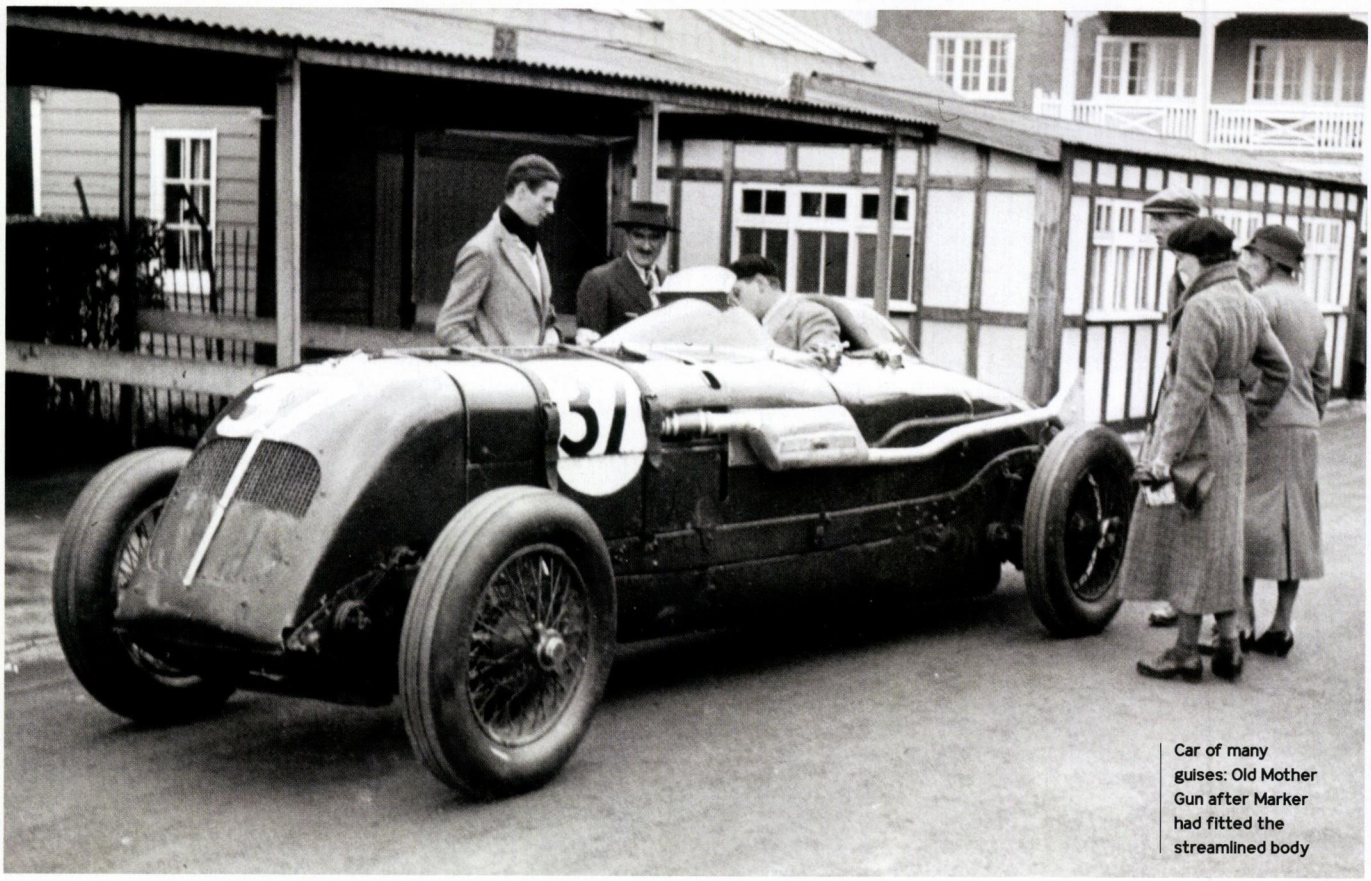
Col Holden was thinking of a 2½-mile lap, with banking at each end. I wonder how steep he would have made the banked corners, remembering how he told Hugh Locke King, who had Brooklands built in 1906/7, that very high and long ones were essential? Holden could not have copied Indianapolis, as this was not built until 1909.

The later Brooklands cost Locke King a fortune and nearly bankrupted him. He and his wife had previously purchased the Mena House in Cairo, facing the Pyramids, just to live in, before spending another fortune converting it into the best hotel ever devised, in their view, and then returning to England and rebuilding their mansion at Weybridge. The hotel was managed for them by Baron de Rodakowski who was Clerk of the Course at Brooklands for the first year of racing there. So with the ability to humour the very wealthy in Cairo he was well-equipped to meet the aristocratic drivers at the Track, where he was known as Mr Rodakowski.

Alas for Clacton, the ambitious project never materialised, after costs had risen to £66,000 and the expected railway link had been abandoned. But I am told that the housing estate built where the track would have been is named Brooklands. Not only that, but the gardens there have this illustrious title and the roads therein were named after cars, 26 in all, from Alvis and Austin to Vauxhall and Wolseley. I wonder if they still are?

The memory of the Surrey Brooklands has been kept alive by the Brooklands Society and the Museum, and plans are already forming for Centenary celebrations in 2007. Many truly fascinating aspects of it are recalled in the Society's *Gazette*, named after *MotorSport's* 1924 forerunner; indeed, it was from the *Gazette* that I gleaned this remarkable piece of history, divulged therein by Miss P de Barthe Bond. Anyone who craves links with Brooklands history is recommended to become a Society member by applying to Linda Titherley; tel 01252 408877.

all LAT



Car of many guises: Old Mother Gun after Marker had fitted the streamlined body

The origins of 'Mother Gun'

Captain Woolf Barnato, who in later years became one of the famous 'Bentley Boys' driving works Bentleys in the classic long-distance races, and who financed Bentley Motors Ltd, was an all-round sportsman, amateur boxer and a fine cricketer. He also hunted and rowed, when not holding lavish parties at 'Ardenrun', the house on his country estate, and looking after his business affairs.

When he turned up at Brooklands in 1921 with an 8-litre Locomobile and took a third place with a lap at 75.01mph it was obvious that he had decided to add motor racing to this busy repertoire. He soon won in his yellow Calthorpe, and the following year won again and was second with a 2.6-litre Talbot. In an Ansaldo he took another first and a third, but was unsuccessful in a 6½-litre Mercedes.

He changed to a Wolseley Moth for the 1923 season of BARC handicap races, winning one and gaining two seconds and a third, and an Enfield-Allday produced another third. Barnato appeared again in the Wolseley in '24 and with it scored a win, two seconds and two thirds.

In 1925 Barnato took delivery of a short-chassis '100mph' 3-litre Bentley with a handsome two-seater Jarvis racing body, and that season at Brooklands it gave him a win and three third places, its fastest lap at 97.65mph. He also ran his 8-litre Hispano-Suiza in the BARC handicaps, taking records at up to 92mph. He entered both the Bentley and a 2-litre straight-eight Bugatti in the same race, adding a second and another third place.

The following year, in fewer races, Barnato won again in the Bentley and got a second place, lap speed up to 103.33mph, and it was fifth in a 100-mile handicap.

Although production of 3-litre cars had not begun until late in 1921, these Bentleys were notably fast. The works driver, Frank Clement, had lapped Brooklands at 92.57mph that year, and the following lap speeds were obtained by mainly private owners between '22 and '24:

1921 Frank Clement (works car), 92.57.

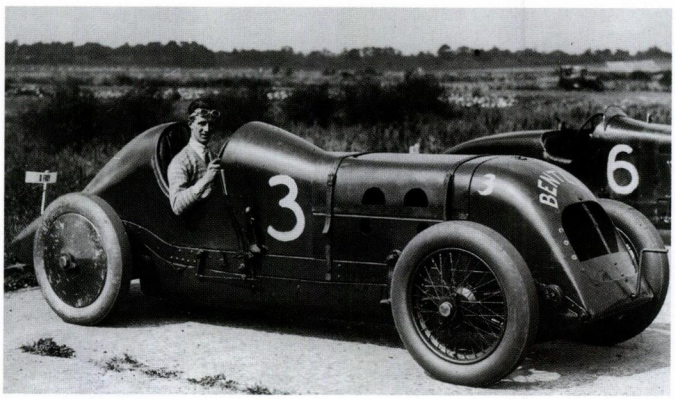
1922 Clement, 100.21; JF Duff, 96.86; WG Barlow, 94.33; The Hon G Egerton, 84.41.

1923 Clement, 106.88; Fiennes, 95.78.

1924 JF Duff, 98.23; LJR Lapizburn, 93.62.

When the Bentley OC was allowed a two-lap race in 1926, CT Baker Carr's winning 4487cc car lapped at 104.19mph, a 4½-litre at 103.11mph, and HN Pelmore's second-placed 4½ at 99.46mph, with five others of these road-going 'tourers' exceeding 90mph.

At Easter 1928 the speed of Barnato's 3-litre was up to 101.85mph and he had two more wins with it. By August it had a 4½-litre (4398cc actually) engine and had been re-bodied, with a radiator cowl extending down to enclose the dumb irons, reminiscent of how the late JG Parry Thomas had streamlined his racing cars, perhaps



The same body on Barnato's earlier 3-litre, by this time fitted with a 4½-litre engine

suggesting that Thomson & Taylor had taken the Bentley in hand. Could it be that the Jarvis body had been damaged in a road accident?

Barnato was now driving works Bentleys in important long-distance races, so the keen beginner Dudley Froy drove for him. The revamped 1925 Bentley got quicker and quicker before the end of the '28 BARC season, the lap speed gradually increasing to 119.43mph. Froy also won the Surbiton Club's 50-mile race, and broke two World and four Class C records to become a 120-mile badge holder.

Now comes the 'Mother Gun' connection. The name was given to the first production 4½-litre Bentley that left the Cricklewood factory in 1927. Did this name arise, maybe, because the 4½-litre was thought to possess gun-like performance and the first production example was the mother of the rest?

This first 4½-litre was driven in the 1931 BRDC 500-Mile Race by Couper and Bevan, and as a works car had also won some important sportscar races prior to this. It was then sold to The Hon Walter Norton. In 1932 Richard Marker, who had been a well-known Bentley enthusiast and trials driver, bought it and in 1934 the body from the Barnato/Froy car was used for it.

'Old Mother Gun' continued to serve Marker very well in the diminishing number of outer-circuit races open to it. From 1933 to '36 it gave its owner three wins and a couple of second and third places, from the inevitable scratch or otherwise heavily handicapped starts, in a car so fast as to demand skilful handling on those exhilarating runs. Apart from these races Marker competed in the '33 500-Mile race, but was delayed by low oil pressure, and during the '34 500 the flywheel sheared off the crankshaft. A 6½-litre Bentley engine was then installed and the old car was faster than ever. It lost a 100-sovereign Match Race to the 4-litre V12 Sunbeam driven by Cobb, but Marker did a lap at 120.36mph and got his 130mph badge after a lap at 131.06mph in the '36 Gold Star Handicap.

Nor was this all, because he lent the Marker-Bentley to the very capable lady driver Miss Margaret Allen. She was well able to tame a Frazer Nash single-seater, and in the larger car earned her 120mph badge after an exciting race for her and the spectators with a 122mph lap. The end was not in sight, as Robin Jackson rebuilt this historic Bentley into the Bentley-Jackson. It recalls what went on a long time ago down Weybridge Way....



And while at Imola Schumacher charges Alonso, we are going to sell you Ronseal...

Revenue over revs

I was delighted to see that *Autosport* soundly criticised ITV for its disgraceful substitute of advertising for the closing laps of the enormously exciting Imola GP. I was about to add my own views but was unsure whether cuts could be made without involving TV contracts; had I known they can, my wrath would have equalled that of *Autocar*'s Chris Harris, who will never buy a Vauxhall or any other product that took precedence over the breath-taking finish by the indomitable Fernando Alonso and the still-brilliant Michael Schumacher.

It reminded me of a similar episode long ago. The BBC was doing a radio commentary on a leading motorcycle race in which a stupendous last-lap duel was being fought out. Just as the listeners were about to discover which had passed the finish first the programme was terminated as 'Woman's Hour' was due. Apparently lots of irate *ladies* immediately rang the BBC to express their annoyance at not knowing who had won, after all the lead-up excitement.

Fallible memory suggests that it was all the more dramatic because one rider was on an Italian machine, the other on a British one. I used to read *The Motor Cycle* and *Motor Cycling* as a schoolboy, as well as all the motor magazines, *Motor Transport* and even *The Commercial Motor* and would have known then.

Now the only race I can find that fits is the 1935 Senior TT, when Stanley Woods on a 499cc Guzzi won by 4sec from Jimmy Guthrie on a 490cc Norton at 84.68mph in this terribly demanding race, with a record lap of 86.53mph. If I am wrong I expect the 'bikers among our readers will correct me.

The Palace in print

Veloce Publishing has added to its catalogue *Motor Racing at Crystal Palace* by SS Collins (ISBN 1904788 34 3, £12.99), which recalls the London circuit, starting with races there in 1899 (excellent pictures) on a 350-metre banked cycle track described as "pre-dating Brooklands by at least eight years"! These Veloce books are not complete histories, but they do provide good coverage of older venues to refresh the memories of those who went there or to open others' eyes. The Palace book goes up to 2001.

The Palace did indeed offer exciting racing for all kinds of cars, from the ERA era to moderns, with vintage cars also being impressive; Collins bypasses the last, preferring colour pictures of the place today, where racing may never be revived, and a page of 'popsies' in hot pants to embellish the old-time atmosphere. Race results are not listed, but the clubs which used the place are, and there is a picture of Dick Seaman demonstrating a W125 Mercedes-Benz with a careful lap of 2min 4sec, with an amusing story of what happened to Dick and Bira on that occasion.

I attended almost every pre-war meeting, at first by 49 bus and then in my Austin 7 Mulliner coupé which embarrassingly blocked the exit when the transporters of the great were leaving, until it was given a four-speed gearbox, after which it would ascend the ramp without a push and I was back for a late tea.



It is worth noting that the Midland AC, which was founded in 1901 and has since 1905 held the famous Shelsley Walsh hillclimbs, has also trials and other events on its fixture list. This year's Clee Hills Trial was held successfully in spite of extreme winter weather facing the 75 starters. The winner was Adrian Marfell (VW Beetle). Four of the class winners drove VWs, the others a Morris-JAP, a Dutton, a Ford Escort, a Wolseley Hornet and a Troll. The Shelsley Walsh Gala Centenary Dinner is on August 12.

Among recent VSCC events, Alan Lupton won the Northern Trophy in the rally of that name on April 30, driving his 1928 Lea-Francis, and the following day speed trials were held at Curborough, at which FTD went to Tom Walker in the 1926 Parker-GN, which was also the fastest pre-war car, beating the ERA R14B by 0.87sec. In The John Harris Trial on May 12 the Dick Batho Trophy went to Barry Clarke (A7), the Patrick Marsh Trophy to David Saxl (Riley 12/4 Special).

It is commendable that the 50th anniversary of the 1955 Mercedes Mille Miglia victory by Moss with Jenkinson was so widely celebrated. Although having no direct connection with Brooklands this epic win was recognised by the Museum Trust, when appropriate cars assembled in the paddock - no problem, as all kinds of them from small Fiats upwards took part in that race. This assembly was a foretaste of seeing appropriate items of art and memorabilia in the Brooklands Museum, followed by a dinner and a talk by Peter Stevens, MD of the MG SV supercar project and stylist of the McLaren F1 road car. If you are puzzled as to what connection he has with the Mille Miglia, his uncle was - Denis Jenkinson. Sir Stirling Moss OBE could not attend as he was in Brescia "lining up for the event in the same Mercedes-Benz", but his memories of 1955 were video-relayed. Does one, perhaps, sense a bit of Daimler-Chrysler influence behind this memorable event?

Lord March has invited Gerald Firkins to bring to the Goodwood Festival of Speed the truly exciting LSR 1905 V8 200hp Darracq for which he has made a very authentic chassis in which to install the original engine. This will be a very much appreciated exhibit; static it may be, but don't forget that Sir Algernon Lee Guinness drove it at over 121mph on Saltburn sands 97 years ago!

LAT NMM Mick Woollett

Hispano-Suiza history mystery

A reader living in France who owns an Alfonso Hispano-Suiza would like to know of its owners prior to Bernard, Maiden, Mitchell and Hill. Car No 1916 was delivered to a Mr A G Brown in London in 1913; he also drove a smaller car of this make at Brooklands that year.

I hope someone can help our enquirer. It reminds me of the fun I had with my ex-Forrest Lycett 1913/14 Alfonso, driving it in speed hillclimbs and on long runs such as the SMM&T London and Cardiff Armistice Parades. On one we had stopped for a meal and were behind time. Just as we were resuming a person asked if the car had the 80x180 engine and could he look at it? "Sorry," we said, "no time," and sped away; I have felt guilty ever since, and wonder who he was?

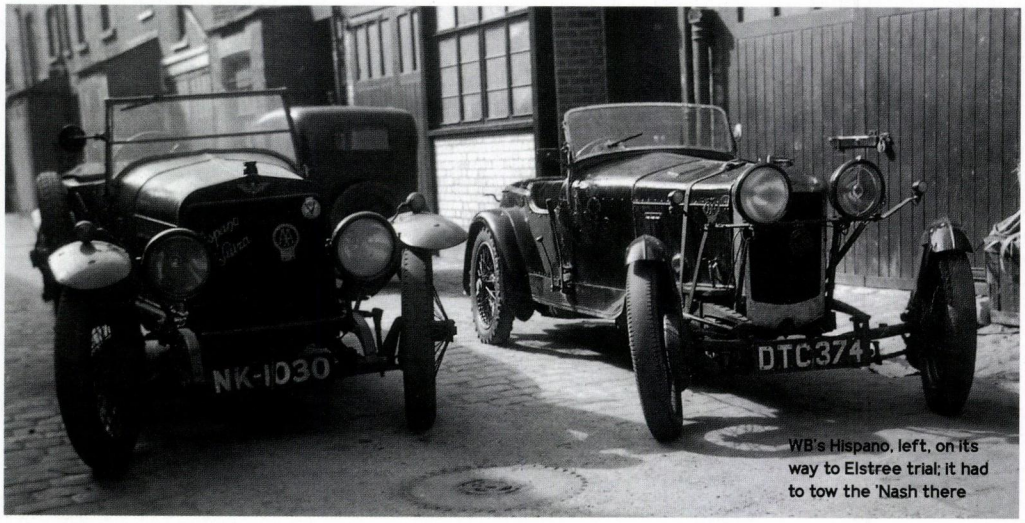
At about the same time that Hill/Cuthall, Bridcutt and I were using our Hispanos in VSCC and other events, a Major Pitt also had one of these desirable Edwardian sporting cars, which he drove in the 1934 RAC Rally and on a Swiss tour.

My ancient car coped well with modern traffic and would cruise at an easy 60mph and climb the old Birdlip hill four-up, although by then bottom gear had broken up and Alan Southon had sleeved it out of commission. In fact, 'Alfonse' was at last wearing out. It caught fire occasionally, when my wife would leap out, and the floor was in a sorry state. When a young man asked for a lift back to Stowe school after we had watched practice at Silverstone we put him in the back. Jenks soon called for me to slow down – the chap's feet had gone through and he was running to keep up with the car! Worse, when I took part in a speed-hillclimb at Sandhurst all my rusty tools and dirty rags fell out, causing an irate commentator to demand I run down the course and retrieve them, watched by a critical Royal Military Academy audience. It rather detracted from a class win...

It was responsible for getting my photograph in *The Times* for the first and no doubt the last time. I was taking part in the first post-war speed trial at Elstree in 1946 and they photographed the paired starts. The Hispano was with John Bolster's 1911 40/50 Rolls-Royce and led it away, but the carburettor needle slipped and we slowed down.

Our correspondent remarks that he remembered seeing my Alfonso at the sale of the late Mr AWF Smith's cars. The reason was that the cylinder block was now porous, it had lost that bottom gear and the body was getting worse. I had taken 'Alfonse' to Lawton & Goodman's in London, who had made the handsome 20/70hp Whitlock cars and were also coachbuilders. They looked puzzled, saying the wooden body had no frame, concluding that "it had been carved from a very large log". I could not afford such a tree, so decided to let it go. Mr Smith had long wanted the car and I knew him to be a serious enthusiast. So, prompted by Jenks, I gave in. I heard that after Mr Smith's death the car went to Germany. A few years ago I was sent photographs of it, beautifully restored, with an invitation to go to Sussex and drive it again. But before I could it was up for sale and I now hear that, somewhat 'brassed-up', it is in the Keller Collection at Petaluma, California.

After all this, can you help with the early history of car No 1916?



WB's Hispano, left, on its way to Elstree trial; it had to tow the 'Nash there

VSCC stops London traffic

It was a clever piece of PR for the 'See Red' VSCC meeting at Donington on September 3/4 which brought traffic to a standstill in New Bond Street while Ian Duncan's 1956/7 250F Maserati was driven in full race trim down the famous London road by Rick Hall, accompanied by a 1965 Routemaster omnibus in 'See Red' livery, past Bonhams' sale rooms. The busy road was not closed, apparently, and Rick was not apprehended. It must have warmed the heart of the VSCC's commercial director Julian Ghosh, but it was a far cry from the days when members merely played with their pre-1931 cars unaided by such publicity.

W Boddy

Shelsley's centenary story

It is reviewed elsewhere, but I must pay a personal tribute to Simon Taylor's *The Shelsley Walsh Story*, (Haynes, ISBN 1 84426 090 3, £30). It must surely be one of the great sporting pictorial motor books of 2005. The large format allows more than 250 pictures to be effectively enlarged so even if you have seen some of them before it doesn't matter, because the detail is superb.

Not only that, but Taylor has captured the very spirit of our oldest speed hillclimb by depicting not only the cars, drivers and personalities but the place itself. It is the paddock scenes, the spectators in one shot walking in a vast mass down the course after a meeting, mothers with very young children, and schoolboys among them, which makes this book so evocative. Read this book, and if you have never been to a meeting at the famous venue, you will, I think, want to go to the next one!

So here is a superb history of the place from the beginning to last year; we have waited a long time for it since CANMay wrote his history in 1945. To illustrate a GP book is easier, with cars cornering together and at more corners, so the appeal of Simon's work is all the more praiseworthy. It contains new material and lists all the FTDs, with records, and has a good index. There is even a history of the hotels at which competitors and officials stay.

This may sound like a publicity tribute, but it is not; only once have I met the author, a fine motor racing commentator, once ITV's F1 man and now Editor-at-Large (nearly as odd as calling me the Founding Editor!) of *MotorSport*.

His book really did give me enormous pleasure. Of course, nothing is quite perfect; I would have liked more about the formula classes for which competing cars were weighed at Martley (with possible cheating as water tanks were allowed to leak on the drive to the hill) and a picture of Cyril Paul in the record-breaking Beardmore would have been nice. But Taylor's knowledge of Shelsley Specials and modern runners like Adam Fleetwood's Gould-XB is fully in keeping with the wealth of pictorial coverage he has chosen.

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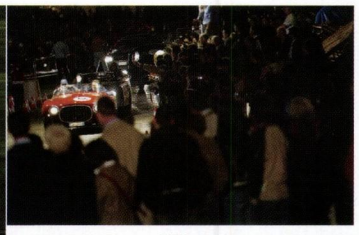
WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence



In Campari's wheeltracks: Luciano Viaro won Mille Miglia in Alfa Romeo 6C



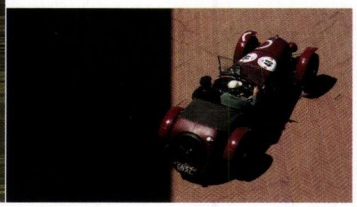
Imbert's Ferrari 250MM: top in post-war



Sielecki couldn't quite repeat 2003 win



Perbellini (above) and Sánchez (below)



FAST TIMES
KEEP TRACK OF ALL THE ACTION

Viaro takes dream win in Brescia

Mille Miglia May 19-21

The 23rd annual Mille Miglia Retrospective was a landmark event for former Italian rally champion Luciano Viaro, who finally achieved a long-held ambition in winning the famous event.

Still running over a largely original 1000-mile route, the Mille Miglia of the 21st century is a rather more sedate regularity rally than in the heyday of its frighteningly fast road-racing past. But the name alone ensures a vast entry of cars from the event's 1927-57 history and Italian fans turn out in their tens of thousands to enjoy this legendary competition.

A short evening section on the first day took the huge entry from Brescia to Ferrara, followed by two long, tough days. Crews arrived in the centre of Rome late on day two before a 6.30am start for day three, which took in the famous Futa and Raticosa passes before a late-evening finish back in Brescia.

Viaro, aboard a 1928 Alfa Romeo 6C 1500 Super Sport from the Alfa Romeo Museum, had to work hard for his coveted win and it was only towards the end of the 32 timed sections that he moved clear of 2003 winner Carlos Sielecki. In a total score of nearly 13,000 points, the winning margin was just 61.

"I dedicate my success to the whole Alfa Romeo team and the extraordinary cars they produced in the 1920s and 1930s," said a delighted Viaro at the Brescia finish. A similar car had won the 1928 Mille Miglia in the hands of Giuseppe Campari, while two years later Tazio Nuvolari won in a 1750cc 6C.

Behind Argentinian Sielecki in his Bugatti T23 Brescia, a pair of 1750cc Alfa Romeo 6Cs took the next two places in the hands of two more of his countrymen, Fernando Sánchez and Claudio Scalise. In fact, Argentina packed five entries into the top 10.

Highest place among the strong post-war field was the 1955 Ferrari 250MM Vignale coupé of Federico Imbert in fifth, a couple of places clear of the 1950 Jaguar-Biondetti S of Gino Perbellini.



Lola man Frank Lyons just held on to win the Derek Bell Trophy dash at Croft after a thrilling battle with Modus driver Stuart Tilley

HSCC: Croft May 21

LYONS TO THE FORE IN BELL TROPHY

The return of the HSCC to the Croft circuit in Yorkshire was a great success, with excellent racing throughout. Among the highlights was a yo-yo Derek Bell Trophy race in which Frank Lyons had to push hard in his Formula 5000 Lola to fend off a persistent challenge from the Modus of Stuart Tilley.

"First-gear selection was a bit rusty," explained Lyons after the T332 faltered on the exit of the slow hairpin. Tilley nipped ahead, but expected the Lola to come thundering by once more. When the Modus coughed at the same place a lap later, Lyons surged back ahead for a narrow victory.

The Historic FF1600 counter was a corker as Nigel Bancroft (Crosslé 20F) and John Goldsmith (Macon MR8B) battled mightily. It was nip-and-tuck stuff as they traded the lead, but some bold moves on the brakes into Tower gave Bancroft the decisive advantage.

The Historic Racing Saloon Register race was up to its usual high standard as James Dodd (Alfa Romeo 105-series Giulia coupé) and Dan Cox (Ford Anglia) took the starring roles. Neither had raced at Croft before, but that wasn't apparent as they overcame the rumbling Ford Mustang of local Roy Stephenson. Dodd took the win as Cox found the fleet Anglia increasingly struggling for grip.

Chris Burbury won the Historic Road Sports race in his venerable Triumph TR5, while up-and-coming young charger Edwin Jowsey beat off Matthew Watts in Classic Racing Cars.

Julian Barter and the hard-trying Jamie Boot completed the winners in their contrasting TVRs.

BHRC: Mutiny Rally June 4

MAIDEN WINNER IN WELSH MUTINY

Jeremy Easson scored his first victory in the Armajaro MSA British Historic Rally Championship with a copybook drive on the Mutiny Rally. Six classic mid-Wales stages, opening with a daunting 17-miler in Radnor, offered up a major challenge and Easson proved equal to the task in his Ford Escort Mk1.

Co-driven by Den Golding, the winning co-driver a year earlier, Easson attacked the opening stage to take a vital lead over his rivals in the post-historic category and ended the day 57sec up on the similar car of David Stokes/Ian Oakey. Off the road at the very end of that first stage went the Datsun 240Z of Dominic Frattaroli and Wyn Thomas, while Ray Bellm/Mark Solloway dropped time in their Escort but fought back to fourth behind the Mk1 of Graham Samuel/Tony Phillips.

The historic category fell in convincing style to Steve Smith and John Nichols in their Porsche 911. Once again, a big attack in Radnor laid the foundations of their victory over Dessie Nutt/Geraldine McBride, although the Irish doctor lost time in Radnor when he put his 911 in a ditch.

In the Classic category Martin Freestone and Chris Heyes won the battle of the Mk2 Escorts after Gareth Lloyd/Ryland James lost three minutes early on with a broken rotor arm.

Coppa Inter Europa: Monza May 28/29

DOUBLE GLASEL STILL KEEPS IT HOT

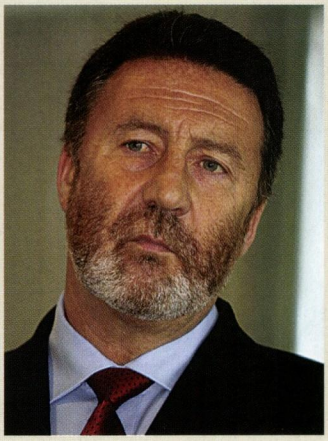
Christian Gläsel scored his second Thoroughbred Grand Prix World Championship win on the trot in his Brabham BT49D during the Coppa Inter Europa meeting at Monza.

Despite high temperatures, Gläsel was peerless all weekend and even an early challenge from Hubertus Bahlsen »



The Steve Smith/John Nichols Porsche 911 took the historic category on Mutiny Rally

Inside line



RICHARD PHILLIPS

MD of Silverstone Circuits

What's your background?

For the last 20 years I've been working in the events industry on events like Wimbledon, Lord's cricket matches, Euro 96 and so on. I know what makes an event tick.

What brought about the return of the historic festival event at Silverstone?

We had this fantastic event in the 1990s and unfortunately it lapsed. We are reintroducing the event as it was so popular. We also want to value Silverstone's heritage.

Is this a long-term plan?

This isn't just a flash in the pan – this is the first year of a continuing programme of Silverstone Classics. In the initial year it has to get off the ground and there is a lot of investment going into it. For 2006 we aim to go to a three-day event with general admission on Friday as well. We will be increasing the type and scope of the racing and will introduce motorcycles as well. The traditional date for the event is the end of July and that's the weekend we are committed to keeping from here on. The investment from Silverstone and the BRDC is in the hundreds of thousands of pounds.

What level of crowd are you aiming for?

It's very difficult to predict crowd numbers at this time. A very good crowd for this type of event would be 20-30,000. So if we can get anything between 15-20,000 this year I'll be delighted. It is vital that you have a balance of what happens off as well as on the circuit. You have to appeal to a wider public.

Racearndmotion, Charlie Wooding, Rod Laws, Jim Holgrave.

Septuagenarian stars at Oulton

VSCC: Oulton Park May 28

The Minshaw family is inexorably linked with the history of Oulton Park, and duly starred on the VSCC's return to the Cheshire track.

Alan Minshaw, who has raced at Oulton since the tail-end of the '50s, celebrated his recent 70th birthday by taking his Maserati Birdcage to victory in the 1950s Sportscar Race, while son Jason later pulled off a win in his father's Brabham BT4.

In his first race in the Birdcage for 12 months, Minshaw Snr was pressed harder than might have been expected by an inspired Barry Cannell. Pushing the Willment around in fine style, Cannell harried the Maserati all the way and was still only half a second adrift at the flag.

Having only driven the BT4 in testing the previous day, Minshaw Jnr needed all his local experience to hold off Danny Wright in Philip Walker's Brabham BT11. In the closing stages Wright stole up onto Minshaw's tail and so nearly drew level as they dashed over the line. John Harper (BT4) and Richard Attwood (BT11) were upstaged by the relative youngsters as they took third and fourth.

James Diffey and James Baxter had a fine tussle in the Bill Phillips Trophy, with Diffey's Alta just pipping the Alfa Romeo. Earlier, Roger Saul took his P3 to the Brooklands Trophy, Julian Majzub retained the Boulogne Trophy in the Bentley Pacey Hassan and US-based British journalist Mark Gillies romped to the Hawthorn Memorial race in ERA R3A.



Alan Minshaw may have just turned 70 but he's still capable of winning in his Maserati

(Arrows A4) wilted soon after the start with failing fuel pressure. Duncan Dayton fended off Joaquin Folch in a battle of the Williams cars for second place.

The opening Group C/GTP races of the season fell to Nigel James (Porsche 962) and Charlie Agg (Nissan R90CK). Agg was the pacesetter all weekend, but was denied victory in the opening race when a final-drive failure sidelined the Nissan. Instead, James had to work hard to keep the Tic Tac-liveried 962 ahead of David Mercer's Spice SE90C.

Agg bounced back to master the heat and win the second race as Mercer this time got the better of James for second.

Frank Bradley, meanwhile, thundered to a brace of Orwell Supersports wins in his March 707/717, seeing prodigious top speeds on the parkland track. Richard Piper (McLaren M8F) and Peter Schleifer (March 707) were Bradley's chasers.

Modena Cento Ore May 7-10

FORD FIESTA AT ITALIAN ROAD/RACE

Ray Bellm's quest to sample as much motorsport diversity as possible netted another success in early May when he took his Ford GT40 to victory in the Modena Cento Ore. Run to a similar format to the Tour Auto, but on a far smaller scale, 100 competitors contested the four-day event and it was Bellm, in partnership with preparation ace Paul Lanzante, who emerged with a winning margin of over five minutes.

The Italian event is a mix of special stages on closed public roads and races at Misano, Mugello and Magione as well as a special stage at Fiorano. While other fancied runners hit trouble, Bellm stormed clear and it was former hillclimb star David Franklin who claimed second overall in his Shelby Mustang.

Notable among the category winners was Tim Burrett in his Lancia Aurelia, who moved ahead as faster cars faltered. Despite carrying 80kg of tools - in the absence of a service crew - Burrett was delighted yet surprised at his success.

Elva races: Mallory Park May 22

DRAMATIC BATTLE FOR ELVA'S BIG 5-0

A spirited contest between the BMW-powered Elva sports-racing cars of Simon Hadfield and Matthew Watts provided quality racing as the 50th anniversary of the Elva marque was celebrated at Mallory Park.

Watts, racing the Mk7S of David Brown for the first time, dived ahead of Hadfield and held on tenaciously as the track dried. But Hadfield, in David Clark's Mk8, managed to overturn the lead to win narrowly.

Martin Walford borrowed the Elva 200 of former eventer Phoebe Rolt and, racing the car for the first time, saw off the 100 of Mark Woodhouse to win the Formula Junior race.

BRDC Historic Sports: Kirkistown May 28

BRONSON AND DODD STORM KIRKISTOWN

Graeme Dodd's inaugural BRDC Historic Sportscar Championship victory was the highlight of the series' annual foray to Kirkistown in Northern Ireland.

As is fast becoming the norm this season, the lead contest featured a three-way battle between Dodd (Cooper Monaco), Julian Bronson (Lister-Chevrolet) and Philip Walker (Lotus 15).

Bronson won the opener, but only just, as Dodd and Walker traded second place an estimated 20 times before Walker got the verdict. In the second race the Lister ran out of brakes and Bronson had a monster spin down to third as Dodd just turned the tables on Walker.



Nobody could live with Gläsel's Brabham as he took yet another TGP win at Monza

Swinging 60s: Oulton Park May 14
Mallory Park May 29

MUIRHEAD'S SEVEN UP AS LOTUS WINS

A sterling solo performance from John Muirhead took his Lotus Seven to a decisive victory in the second in the series of new-for-2005 Swinging 60s races at Oulton Park in May.

Having led from the off, Muirhead was able to build his lead to more than a minute after 20 laps of the International circuit, with Joe Henderson's Triumph TR6 chasing from a respectful distance.

With Muirhead sidelined at Mallory Park a fortnight later, Henderson had his day of glory by winning with a margin of more than a lap over the Lotus Elan of Richard Hayhow and Andrew Marler.

Heritage GT: Brands Hatch June 4/5

THURTLE TAKES A BRACE AT BRANDS

Arthur Thurtle was a double winner as the Heritage GT season opened with two races on the British Touring Car Championship support bill on the Brands Hatch Indy circuit.

In Saturday's half-hour race Thurtle shared his Aston Martin V8 with Roger Bennington and they inherited the lead when clutch failure hit the Ford Mustang of David Yates and Graham 'Skid' Scarborough.

Thurtle drove solo in the 20-minute race after a long wait until the end of Sunday afternoon and completed his double ahead of Peter Horsman's Morgan +8. Chris and Alan Chiles shared a Mustang to take second on Saturday, while Chris added a third place in the second race.

Lers 2: Mike Hally

MotorSport

The best just gets better!

Grids were packed at the HSCC's May Silverstone meeting and the paddock was full of really interesting cars. On circuit, the competition was incredibly close. The highpoint of the day was a furious Historic Saloon battle between Graeme Dodd (Jaguar Mk2), Les Ely (BMW 2000) and Dan Cox (Anglia). At the finish they were separated by just half a second. The same gap split John Monson's Elva Mk7 and Brendan Roberts' Brabham BT8 as they led home Elans and Marcoses in the Classic Sports Car race.

Later in the month Croft proved to be a very popular venue as the circuit owners have done a lot of work since the Club last visited. In particular the paddock is much improved with more grass and landscaping, while the track combines tight and technical sections with wonderfully fast curves at the top of the circuit. The Club was made very welcome and drivers said they look forward to returning next year. In Historic Formula Ford the lead was swapped many times as Nigel Bancroft's Crossle narrowly beat John Goldsmith's Macon. The Motor Sport supported Derek Bell Trophy race featured the dice of the day when Stuart Tilley's 1600cc Formula Atlantic Modus harried Frank Lyon's F5000 Lola. It was a David and Goliath contest, which Goliath won by just under a second!

Now the HSCC championships move to Cadwell Park in Lincolnshire on Sunday 26 June. A track layout reminiscent of the Nurburgring makes for good racing and very exciting viewing. Between the races the HSCC's open paddock ensures you can get up close, see some wonderful cars and chat to the teams.

There are two mouth wateringly appetising meetings over the last two weekends of July that should be in the diary of any fan of historic racing. On 23/24 July the HSCC is running its 'Historic Superprix' meeting on the full Brands Hatch Grand Prix circuit. This is a weekend of mighty power, probably more than ever before seen at Brands. In the Orwell Supersports Cup, earth shaking 8-litre McLaren, March and Lola Can-Am cars will compete against nimble 2-litre Chevrons and Marches. Stunningly fast Group C/GTP Porsches, Jaguars and Nissans will recreate the Brands Hatch rounds of the 1980s World Sports Car Championships.

The HSCC's Derek Bell Trophy features fleet footed F2 cars and rumbling F5000s. Latest news is that ten F5000 cars are now in transit from New Zealand to Brands Hatch. With this antipodean addition the grid will likely include upwards of 20 of these 500bhp beasts and this is likely to be the UK's biggest ever F5000 grid. Races for Grand Prix cars of the sixties, 1950s sports cars and rounds of all the HSCC championships support the programme. This is a not-to-be missed meeting.

Just one week later on 30/31 July the excitement builds again with the Silverstone Classic. The event is presented in association with Bonhams and runs on the outstanding Historic Grand Prix circuit. Within a 17-race programme, F1 sits at centre stage and as many as 80 F1 cars are anticipated, spanning six decades of Formula 1. This may prove to be the largest collection of Grand Prix cars ever assembled at a single race meeting. Even better, in the informal environment of the Silverstone Classic paddock, it will be possible to see these cars close up. Of course they are not just for static display. On the circuit you are guaranteed to see more overtaking than in five seasons of today's F1! Cancel your holidays and pencil these dates in your diary now!

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk













Hans Stuck stops off on his way down Shelsley course in C-type, June 1936

DATA LOGGER
KEEP TRACK OF ALL THE ACTION

Centenary meet collects runners from a century of hillclimb history

Auto Union for Shelsley 100

A 1939 Auto Union D-type will be the star attraction at the Shelsley Walsh Centenary on August 21 as the Worcestershire hillclimb venue marks 100 years of motorsport over the same 1000-yard course.

The presence of the Auto Union, owned by Abba Kogan, celebrates one of the landmark events in the history of Shelsley: in June 1936, during a round of the European Hillclimb Championship, Hans Stuck tackled the hill in an Auto Union.

Although Stuck recorded 40sec climbs in practice, the day of the competition turned very wet and he recorded a best time of 45.2sec. The spectacle of the German ace fighting to control the 5.3-litre C-type quickly passed into Shelsley history.

The car that will run in August was built up in the late 1980s by Crosthwaite & Gardiner, using original Auto Union components gathered together from behind the Iron Curtain by Paul Karassik. It has done very little running in recent times and in fact is not thought to have been used in anger since Paul Fearnley, then editor of *MotorSport*, track-tested the car for the magazine in late 2003.

At Shelsley the car will be tended by Hall & Hall, and either Rick Hall or his son Rob are possibles to drive the 3-litre machine after attempts to get Hans Stuck Jr on board failed.

The three-day centenary event will feature practice on Friday followed by a round of the British Hillclimb Championship on Saturday and the celebration event on Sunday. Classes of cars spanning the complete Shelsley history will be a feature of Sunday's competition.

Record grid for F5000 double-header

What could be the biggest-ever grid of Formula 5000 single-seaters in Europe will line up for double-header events at Brands Hatch and Silverstone at the end of July.

Nine cars are currently in transit from New Zealand for the back-to-back weekends, when the F5000 cars will form a substantial part of the grids for the Derek Bell Trophy races supported by *MotorSport*.

F5000 registrar Ian Woodhouse hopes that a big turnout of UK- and European-based cars will result in as many as 25 being on the grid for the Brands Historic Superprix and Silverstone Classic events.

"We had 16 cars at Brands three years ago and in the mid-70s there were some grids in the mid-20s," said Woodhouse. "Brands will certainly be the biggest F5000 grid since the category was recreated."

Now *en route* from New Zealand, where the category is the premier historic single-seater class, are the cars of Poul Christie (Lola T190), Stan Redmond (Lola T332 and McRae GM1), Lindsay O'Donnell (Begg FM5), Noel Atley (Begg 018), Stuart Lush (McRae GM1), Murray Sinclair (Lola T332), David Abbott (Lola T430) and Kerry Anderson (Lola T142). Bruce McLaren's younger sister Jan will be travelling with the New Zealand party.

Current estimates suggest that around 25 cars are now race-ready in the UK and Europe. Entries are set to include two cars from Frank Lyons, three from Simon Hadfield and two from Nick Shrigley-Feigl. Matthew Wurr will also return after a year away from racing, with Mark Longmore's McLaren M10B.



Busy F5000 entries will hark back to 1970s



Lately run by John Ure, R9B has new owner

OTT PROPERTY

German ERA enthusiast Rainer Ott has acquired R9B from Peter Mann, who has owned the car since the 1960s. The transaction included Mann taking ownership of Tony Merrick's ERA recreation, AJM1.

In recent seasons John Ure raced R9B to great success at events such as Monaco and Goodwood. Ott raced the car for the first time at the VSCC Silverstone meeting and more recently took part in the Gaisberg Rennen at Salzburg.

AJM1, which Merrick built from many original parts in the 1980s, is now with Ure, with racing plans yet to be confirmed.

LONG, LONG TRAIL

David Sutton has launched a new classic rally in North America for September 2006. The competitive special-stage rally takes in 500 miles of gravel stages in eight states, running from Long Beach, California to San Francisco 11 days later.

Cars up to 1980 are eligible, but four-wheel-drive or turbo cars are not. The route includes stages in the Grand Canyon and forests in Oregon and Washington which were used on WRC events in the '80s.

The entry fee, which includes flights, airfreight, accommodation and a service van, is £18,500. More details from www.americanadventure2006.com

US ROAD SHOW

The 50th anniversary of the Road America circuit will be celebrated with a grid of around 30 Can-Am cars during the Brian Redman International Challenge over the weekend of July 15-17.

The Wisconsin track opened in 1955 and was a regular venue for Can-Am races between 1966-74. A crowd of 60,000 is expected at the event, which also features 3-litre F1 races. Mario Andretti has been named Grand Marshal.

Six McLaren M8s are entered, plus rarer cars from Shadow, McKee and Matich.

RECORD GRID BID

Organisers of the FIA Thoroughbred GP World Championship are hoping for a record F1 grid at the Silverstone Classic on July 30/31. With the option of starting 42 cars on the Historic GP circuit, they are aiming at a capacity field for the Silverstone International Trophy race.

TGP has filled the grid at three events already in 2005. "A full grid at Silverstone is not impossible," said the series' Mike Whatley. "We have 38 cars registered

DUNDROD TT EVENT AXED

The organisers of the planned Dundrod TT celebration sprint have axed the event at the last minute in the face of financial and safety concerns.

Planned for Saturday June 18, the sprint was intended to mark the 50th anniversary of the last Tourist Trophy on the Northern Irish road circuit. It had been intended to run a pursuit sprint on the full seven-mile course of closed public roads for an entry of up to 50 sportscars from the period up to 1955. But the obvious clash with the Le Mans Legends race for cars from the same period meant that the Dundrod event was struggling for entries as soon as it was unveiled at the start of the year.

Announcing the cancellation, the directors of the Ulster Automobile Club issued the following statement: "This decision has been taken as a result of a number of unfortunate circumstances, not least the disappointing response from potential competitors, the lack of availability of experienced motorsport marshals to staff the event safely and the poor reaction from the general public.

"Despite considerable efforts made by club officials to address these issues and recruit sufficient personnel to ensure the safe running of the event, managing the associated risks to an acceptable level has become impractical."

Sadly, the 50th anniversary of the final Dundrod TT will now pass unmarked. The late cancellation, for reasons that have been apparent for some time, has angered some of those who had entered the event.

with the series and other cars are still out there." TGP put 41 cars on the grid during its 2001 British GP support race.

956 001 BACK IN UK

The first Porsche 956 is returning to the UK this summer after nearly two decades in America. Porsche enthusiast Henry Pearman has succeeded in his bid to acquire the car that made its debut at Silverstone in 1982. It was later presented by Porsche to Jacky Ickx, and Pearman has been chasing the car for several years.

"It's fantastic; it's so original," said Pearman of the Rothmans-liveried car. Chassis 001 only raced in 1982 and was a spare car for Le Mans.

Pearman has also acquired the Shell/Dunlop 962, chassis 010, which finished second at Le Mans in 1988.

RARE CAR FOR GpC

Five new cars join the ranks of Group C/GTP this summer, including Martin Eyre's rare Gebhardt, thought to be the car raced at Silverstone in 1992 by Almo Coppelli, which missed out on its series debut at Monza in May.

Porsche 962s will be entered by female racers Jenna Brorsson from Sweden and Janine Payne. Both cars started life under the wing of the Kremer brothers. Klaus Frers will join the series with an ex-Team Nova 962, while Swede Thomas Henrysson will race an ex-Kremer Porsche 935K3 in the invitation class.

VIVA TOUR ESPANA

The seventh running of the Tour de España will take competitors into regions of Spain never before used on the event.

Starting from Madrid on November 2, the tour will take in a dozen competitive sections before finishing in Seville four days later. "There is a new route, but no drastic change in the spirit," promised a statement from event organisers Peter Auto. The competition will be over stages on closed public roads and races at Jarama and Ascari (near Ronda) for a maximum of 100 GT and touring cars from the period 1946 to '75.



A three-day historic meeting in Salzburg in May celebrated the memory of Austrian racer Jochen Rindt. It saw the first run after restoration of this ex-Rindt Lotus 49

NEWS IN BRIEF

Roger Nathan drove a racing car for the first time since 1989 when he tested the Brabham BT8 of Brendan Roberts at Silverstone recently. Nathan raced a BT8 in 1964 and was able to give Roberts useful feedback. Nathan, now 64, may race the car later this season.

Ben Gibson made his racing debut at the VSCC Oulton Park meeting, driving the Connaught ALSR which Stirling Moss raced at the Cheshire track in 1955. Gibson, son of Lister Knobbly racer Stephen, is hoping to race the 1.5-litre Connaught in the 2006 Le Mans Classic if he can upgrade his licence in time.

Unusual restoration of the month: this MINI kart is one of a series built by the Fittipaldi brothers in Brazil in the mid-60s. Emerson Fittipaldi raced this example (below) during 1966 before he moved to Europe. The 15hp kart has been fully rebuilt by Demetrius Bergamo of São Paulo, who has preserved the original sign-painter's mistake of writing 'Emersom'.



UK-based American enthusiast Dean Butler has added the Sadler MkIII, recently raced by Bill Sadler, to his stable. Martin Walford, who drove the 1958 car in qualifying at Oulton Park recently, was impressed with its potential.

Former World Rally Champion Björn Waldegård will be one of the stars at Rallyday 2005 at Castle Combe on Saturday August 13. The Swedish legend, winner of 16 World Championship rallies, will be reunited with two of his original factory rally cars, a Porsche 911 and a Fiat 131 Abarth.

Martin Walford will shortly start a major rebuild on his ex-Peter Arundell Lotus 22 after it was damaged in a fire in March. The fire also badly damaged Walford's house and garage, but he was able to pull the Lotus clear.

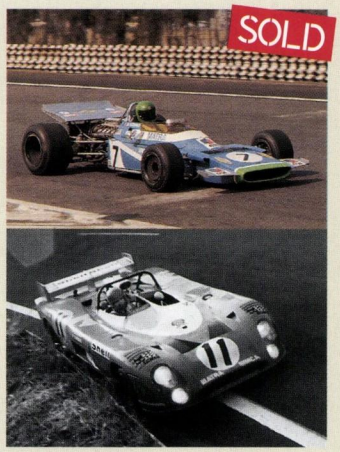
David Coplowe raced his ex-Piers Courage McLaren M7 for the first time in three years in the Derek Bell Trophy race at Croft. Courage raced chassis 2 to third place in the 1968 Tasman series.

HAMMER DOWN

Racers that are going, going, gone



As we go to press, the ex-Ian Stewart/Ecurie Ecosse Jaguar C-type is set to go on the block at Christies' Exceptional Motor Cars & Automobilia sale. Chassis number XKC006 was bought new by Stewart – or according to him "mostly by a finance company" – and very swiftly passed to the famous Scottish team. With this car, Stewart won the 1952 Jersey Road Race (and recorded the fastest lap) and continued into the '53 season, taking a total of 14 victories at venues such as Charterhall (where he beat Stirling Moss and Roy Salvadori in one encounter), Crimond, Curragh (where he lifted the Wakefield Trophy) and Castle Combe. Future Le Mans winner and Ecosse regular Ninian Sanderson drove the Jaguar to sixth place in the '53 Easter Handicap at Goodwood. The car subsequently passed to Dutch driver Hans Davids, who won races at Spa and Zandvoort with it. Restored by Lynx in the '70s, it's estimated to reach in the region of €1,800,000.



Bonhams' sale of Jean-Pierre Beltoise's car collection exceeded all expectations. The former Monaco GP winner's ex-Pescarolo/Larrousse '73 Le Mans 24 Hours-winning Matra MS670B sold for a remarkable €1,105,000 and is believed to have been bought by a South American historic racer based in Europe. Beltoise's ex-Pescarolo Matra MS120-02 F1 car sold for €335,000. In the same sale the ex-André Wicky Porsche Carrera 6, driven to second in the '66 Paris 1000Km, sold for €369,100, while the ex-Jean-Pierre Jabouille Alpine A440 made €161,200.

Jim Holgrave, Konrad Lagger, LAT

PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



1960: Jack Brabham leads Dan Gurney in the last GP on the Oporto track

Street action heads south

GP do Porto Portugal July 9/10

The inaugural Grande Premio do Porto is one of the most eagerly awaited events of the 2005 historic racing programme. Over the weekend of July 9/10 , the clock will be turned back 45 years to the second and final Portuguese Grand Prix at the daunting street circuit in Oporto.

Though now shortened to 2.7 miles, the new Boavista track is a good representation of the original 4.6-mile circuit, which was notorious for its cobbled sections and even crossing tramlines! But the Portuguese organisers have gone to great lengths to ensure that the 2005 track is suitable for rare and valuable racing cars.

At the centre of the race action is the HGPCA, with three races. Grand prix cars are split into pre-66 and pre-61 races, both lasting 40 minutes, while a race for drum-braked sportscars will bring the curtain down on Sunday's racing.

The Cooper T51 which Stirling Moss drove to victory in the 1959 Portuguese Grand Prix will be a star attraction, now back in the hands of John Harper, while Danny Wright will be a pacesetter in the pre-66 category as he increases experience of Philip Walker's Brabham BT11.

The second event of the season for the Motor Racing Legends Pre-War Sports Car Series will put out a marvellous grid, headed by Roger Saul's Alfa Romeo Tipo B. Having dominated at Donington, where Saul shared the car with Calum Lockie, the Alfa will start favourite at Oporto, which will be Lockie's first taste of racing on a street circuit.

Gentleman Drivers races for GT and Sports/Sports Racing complete a superb line-up for a circuit which has lain unused since 1969.

GP de l'Age d'Or Dijon Jun 25/26

NEW VENUE FOR GOLDEN AGE MEET

Although it is 20 years since the French Grand Prix's intermittent flirtation with the Dijon-Prenois circuit, the 2.3-mile track near the Swiss border remains a popular destination on the European historic racing calendar.

Added prestige has been given for 2005 with the switch of the Grand Prix de l'Age d'Or meeting to Dijon over the weekend of June 25/26. With the final demise of the Montlhéry circuit in Paris, Rayon d'Action has moved the event to Dijon, although a clash with Goodwood is an unfortunate by-product of the crowded calendar.

As it did in 2004, Grand Prix Masters headlines the Dijon meeting and neatly relives the circuit's first grand prix back in 1974, when Ronnie Peterson squeezed yet another victory from the now aging Lotus 72E. A year ago Frank Sytner (Penske PC3) and John Crowson (Ensign N177) shared the wins, and both should be contenders this time around.

Support comes from World Sportscar Masters and a pre-66 race from the HGPCA, along with capacity fields from Gentleman Drivers, Top Hat and Motor Racing Legends Pre-War Sportscars.



Crowson was a winner at Dijon last year

Historics Nürburgring Jun 25/26

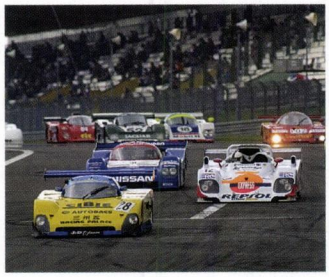
SUPERSIZE SPORTS TO STORM THE 'RING

Big sportscars will dominate the racing in the first of the season's major historic racing festivals, the Jan Wellem Pokal meeting at the modern Nürburgring GP circuit on June 25/26.

It is already proving to be a fabulous season for the resurgent Orwell International Supersports Cup, which has 50 cars registered; almost 40 of them were out for the most recent races at Monza. The really good news for fans is that the big bangers are back in spades, with up to a dozen of the monstrous Can-Am cars now appearing on a regular basis.

McLaren M8F racers Peter Hoffmann and Richard Piper will go head to head with Frank Bradley's 8.8-litre March 707/717 in the pair of races; all of them have already been race winners. Such is the pace of the revitalised Class A pack that the best 2-litre cars of Silvio Kalb (March 76S), John Burton (Chevron B26) and Cosimo Turizio (Osella PA4) are fighting even to get into the top five.

Sharing top billing is the second event on the Group C/GTP calendar, with the Nissan R90CK of Charlie Agg proving the car to beat in the opening races at Monza.



Group C/GTP share top billing at 'Ring

BHRC Mid Wales Stages Jun 25/26

STAGE SET FOR THREE-WAY FIGHT

The classic gravel stages in Hafren Forest await Armajaro MSA British Historic Rally Championship contenders on round five, the Mid Wales Stages, on June 25/26.

Action starts on Saturday afternoon before a return to Hafren on Sunday and then stages in the Sarnau complex before finishing back in Newtown.

Dessie Nutt, Stephen Smith and Patrick Watts continue their three-way battle for the historic category, while David Stokes, Jeremy Easson and Dominic Frattaroli top the post-historics and Gareth Lloyd and Martin Freestone head the Classic category.

Spectator facilities are available at the Sweet Lamb Complex.

Historic Sports Silverstone Jul 10

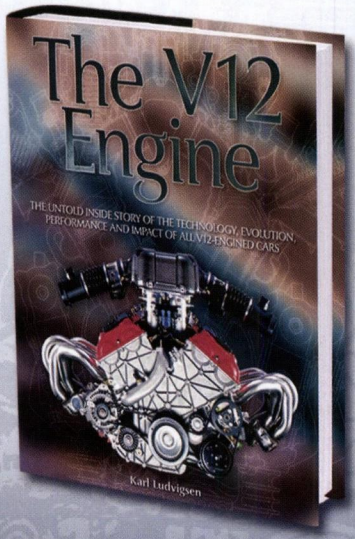
BRONSON FAVOURITE FOR GP SUPPORT

After the brouhaha of the British Grand Prix at Silverstone on Sunday July 10 is over, a capacity field of 44 sportscars from the 1950s will take to the Historic Grand Prix circuit to bring the curtain down on the big event.

Most of the leading contenders will come from the BRDC Historic Sports Car Championship and it is the gang of three title contenders that is likely to set the pace on Grand Prix day: Julian Bronson (Lister Corvette), Graeme Dodd (Cooper Monaco) and Philip Walker (Lotus 16) have been battling mightily and will rejoin that contest in the non-championship race. The chance to really stretch the Lister's plentiful Chevrolet horsepower makes Bronson the hot tip.

LAT Jim Hodgrave, Eric Sawyer

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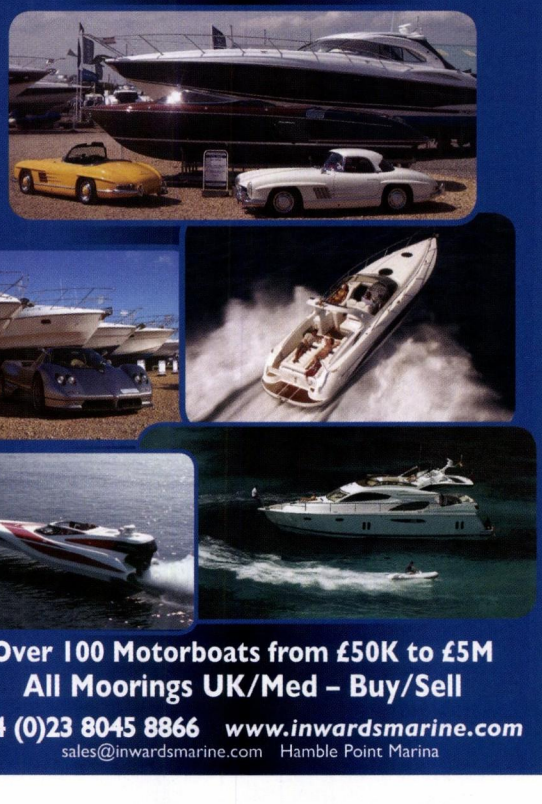
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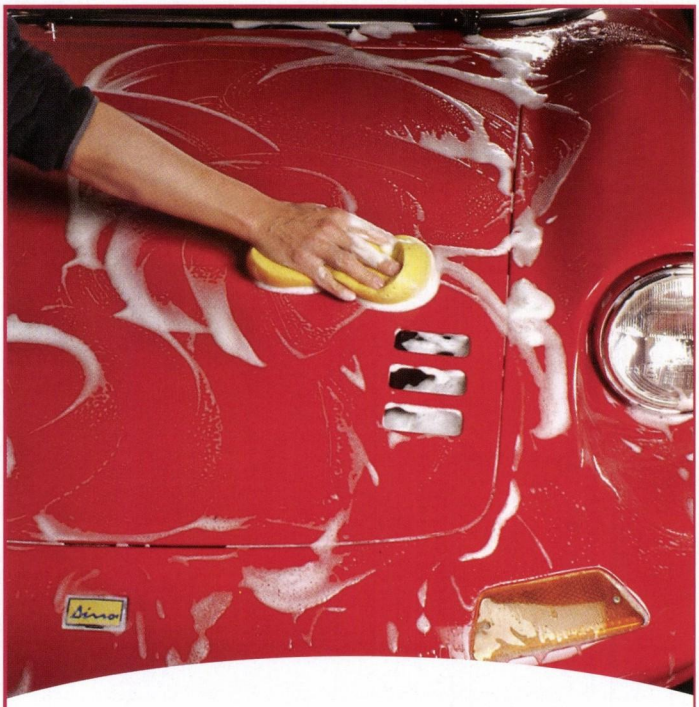
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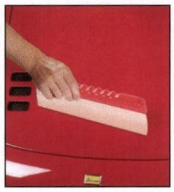
(It's funny, some people think Autoglym's shampoo is expensive but if you use the correct dosage, the cost to clean your car can be as little as 10p!)

The water in your bucket should be comfortably warm. Boiling hot water doesn't bring any benefits. And make sure your sponge is clean, free of dirt and grit.

Split the car into two and do one side at a time. Work downwards from the roof.



Then rinse off and do the other half of the car. The important thing is not to allow the shampoo to dry before rinsing.



The car will now be wet. The easiest, and certainly the quickest way to remove excess water, is to use a blade. We reckon the best one in the world is our **Hi-Tech Water Blade.** It's brilliant.

This will remove most of the water; you can then mop up any remaining spots with an **Aqua Dry,** our very own synthetic chamois. And really that's about it. If all you want is to wash down your paintwork, this simple routine should give you an excellent result in no more than fifteen minutes.



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Flemigmatic! Euro Historic GP will take place at Zolder

GP Masters star at Zolder

Euro Historic GP Zolder Jul 2/3

It is easy to overlook the fact that Belgium has two major international historic festivals each season. While the Spa Classic Six Hour event in September is unrivalled, the European Historic Grand Prix at Zolder is a less well-known gem in the schedule.

Running over the weekend of July 2/3, the 31st iteration of the event has an excellent race line-up for a circuit that represents one of the easiest cross-channel forays for UK-based teams, drivers and fans.

Forever remembered as the circuit where Gilles Villeneuve lost his life, the Belgian track last hosted a grand prix in 1984. Ten GPs were held there in the '70s and early '80s, and the historic event will recall that era with two races for the Grand Prix Masters.

Having claimed a hard-fought double at Pau, Duncan Dayton is top of the GPM class at present in his Brabham BT33, but the American can expect stiff opposition at Zolder, including another challenge from Rob Hall's BRM P201. Frank Sytner (Penske) and Peter Williams (March 761) are other strong contenders.

As is now customary, a World Sportscar Masters race will run alongside the F1 category, and it was Portuguese Carlos Barbot who dominated at Pau in the Lola T70 he shares with Jonathan Baker.

FIA races for Historic Touring Cars and Historic Grand Touring Cars complete the international line-up, while several Dutch and Belgian classic series are also on the schedule. Jamie Boot's TVR will be a favourite for Historic GT spoils, having resolved the brake dramas that struck at Hockenheim.

VSCC/MAC Shelsley Walsh Jul 3

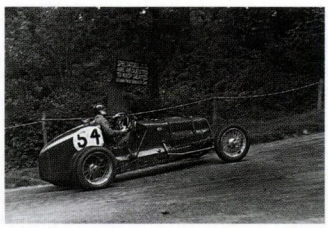
NEW TARGET FOR VINTAGE CLIMBERS

Always a golden day in the VSCC season, the club's annual Shelsley Walsh hillclimb will have added significance this year as the Worcestershire venue prepares to celebrate its centenary.

On Sunday July 3, in conjunction with the Midland Automobile Club, the VSCC will take a capacity entry to Shelsley, and there can be no better way to spend a sunny summer Sunday afternoon than by soaking up the unique atmosphere of the oldest motorsport venue still extant.

A year ago Mac Hulbert thrilled a packed audience as he bettered his own pre-war record with a masterful climb in ERA R4D: for the first time a pre-war car had covered the 1000-yard course in under 34 seconds. Whether there is more to be pared from the new record of 33.71sec remains to be seen, but Hulbert is likely to stay out of reach of his rivals in a car that was the first to break the 40sec barrier almost exactly 70 years ago with Raymond Mays at the wheel.

Away from the top ERAs, class battles will be contested just as keenly in the biggest day of the season for vintage hillclimbing. Timed runs start at 1.30pm after morning practice.



For 2005, read 1937: Shelsley treat awaits

HSCC Cadwell Park Jun 26

LINCS HILLS SHOULD SUIT AGILE ANGLIA

Britain's most challenging track is the next stop for the Historic Sports Car Club when most of the club's championships take to this three-dimensional Lincolnshire venue on Sunday June 26.

The track's 2-litre limit for single-seaters prohibits a Derek Bell Trophy race, but all of the other series are in action. Of these it is Historic Racing Saloons and Historic Formula Ford 1600 which will surely deliver the best action of the day.

Having battled mightily against the more powerful cars so far this season, Dan Cox will see the twists and turns of Cadwell as one of his best chances for overall victory in his 1.5-litre Anglia.

RACE PROGRAMME

Check out where the action is

JUNE

When & where: 24-26 GOODWOOD
What: Festival of Speed
Admission: By advance ticket only
Contact: www.goodwood.co.uk

When & where: 25/26 DIJON (F)
What: Grand Prix de l'Age d'Or, including HGPCA, GP Masters, Historic F2, Top Hat and Gentleman Drivers.
Contact: Tel: (33) 80 35 32 22

When & where: 25/26 NURBURGRING (D)
What: Jan Wellem Pokal, including Supersports and Group C/GTP
Contact: www.nuerburgring.de

When & where: 25/26 MID WALES
What: Round 5 of the BHRC
Contact: www.newtown-mc.co.uk

When & where: 26 CADWELL PARK
What: HSCC race meeting
Admission: £12 Contact: Tel: 01507 343248; www.motorsportvision.co.uk

JULY

When & where: 1-3 LAUSITZRING (D)
What: FIA Thoroughbred GP Cars
Contact: www.tgp-f1.com

When & where: 2/3 ZOLDER (B)
What: European Historic Grand Prix, including GP Masters Admission: €15
Contact: www.circuit-zolder.be

When & where: 3 SHELSLEY WALSH
What: VSCC/MAC hillclimb
Admission: £15 Contact: Tel 01608 644777; www.vscc.co.uk

When & where: 8-10 OPORTO (P)
What: Grande Premio do Porto, including HGPCA and Pre-War Sports
Contact: www.circuitodaboavista.com

When & where: 9 OLIVERS MOUNT, SCARBOROUGH
What: VSCC hillclimb Admission: £8

When & where: 9/10 SILVERSTONE
What: Historic Sportscar race supporting British GP Admission: £95
Contact: Tel: 01327 857271; www.silverstone-circuit.co.uk

When & where: 23/24 CHIMAY (B)
What: Top Hat Racing Contact: www.circuit.be/historycar

When & where: 23/24 BRANDS HATCH
What: HSCC Superprix, inc. International Supersports and Group C/GTP
Admission: £12
Contact: Tel: 01474 872331; www.motorsportvision.co.uk

When & where: 24 MALLORY PARK
What: VSCC Race Meeting
Admission: £10

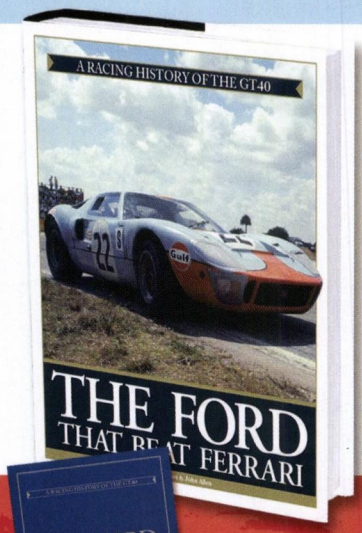
When & where: 28-30 ISLE OF MAN
What: Manx Historic Rally, round 6 of BHRC
Contact: www.mir.co.im

When & where: 29-31 SILVERSTONE
What: Silverstone Classic, including TGP, HGPCA, GP Masters and Group C/GTP
Admission: £10 (in advance) Contact: Tel: 01327 857271; www.silverstoneclassic.com

Jim Hougrave LAT

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Foreword by Jacky Ickx



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Finish the whole car before you start to buff the polish using something like our **Perfect Polishing Cloth.** You will be astonished just how easily a brilliant result is achieved.

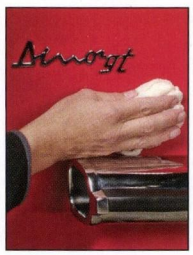
As **Super Resin Polish** is not a heavy abrasive, it won't remove layers of paint. Rather, it contains specialised emulsifiers and conditioners to generally clean and condition the paintwork.



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Wilds in his element: guiding Chevron through Eau Rouge. Inset: Stanley-BRM in '75 Argentinian GP

TALK CURVE
HISTORIC MOTORSPORT INSIGHT

Why Wilds' thing is racing

In 40 years of motorsport Mike Wilds has gone from DRW to BMW. He talks to Richard Heseltine

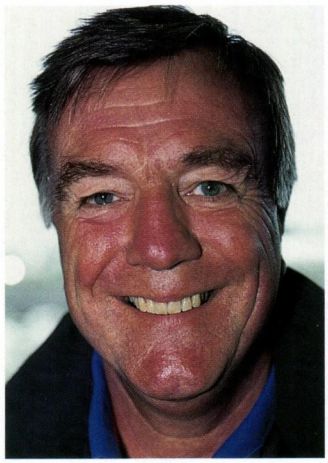
It didn't really need saying but it was good to hear nonetheless. "I just love racing," says Mike Wilds. "It's still my passion after 40 years." In Britcar saloons, aboard Ian Lawson's BMW 320i for 2005, Wilds remains an active competitor and perhaps the most self-deprecating driver to ever sit in a Formula One car. He is, however, keen to return to his first love, historics. "I drove for Richard Budge for nine years in his Chevron [B31/36] and absolutely loved it. I did 49 races in that car and won 45 of them. Richard has since left the sport so that's all come to an end but if someone would like to offer me a drive I'd love to hear from them. A Can-Am car would be great. One of the best cars I ever drove was a Lola T222 at the 'Ring: 8.4-litres of V8 and 910bhp. That's my kind of car!"

So where did The Passion come from? "When I was in my early teens I would walk over to The Chequered Flag garage on Chiswick High Road, close to where I grew up, and press my nose against the showroom window. At that time the MD, Graham Warner, was building the Gemini Formula Juniors. He was a nice guy, letting me sit in the cars and generally nose around. That was it for me. I knew that my future had to be in motor racing.

"When I was a bit older I did some bar work before landing a job with Firestone, and I was then able to borrow £280 to buy a DRW. It was in this car that I started competing in the 1172 formula. In May 1965 I did my first race at Snetterton and finished third. In my next race I was second and then I won my third event at Silverstone. It's been downhill ever since!"

Not quite. The winner of countless races – "I can't remember them all; I wish I'd kept a log" – Wilds was good enough to touch the hem of F1, if only briefly. "To be honest I wasn't the best driver in the world. I'd moved up through the ranks and won a few races in Formula Three and was going well in Formula 5000 but it still blew my mind when I actually made it to F1.

"I'd originally signed a contract with March to replace Hans Stuck for the '74 Swedish GP but I then had a big crash in a Formula 5000 race at Thruxton and injured myself. Mo Nunn at Ensign came to the rescue and I managed to qualify [an N174] for the US GP at Watkins Glen at the end of the year. It was just an awesome experience. To be sitting on the grid next to Ronnie Peterson – my absolute hero – in his JPS Lotus was just surreal. I can recall it like it was yesterday; looking down the time sheets and seeing my name, the guy slowly unfurling the flag. Everything."



Charlie Wooding LAT

FACT FILE
Mike Wilds career summary

- Wilds started one GP with Ensign in '74 and two with Stanley-BRM in '75
- Titles include the F2 class of the '78 Aurora AFX series in Graham Eden's Ralt RT1, '84 Thoroughbred Sports Cars in an Aston Martin DB4 and the RJB Mining Historic Sports Car Championship in '92, '93, '96 and '98

And your greatest achievement? "I don't know about greatest, but winning the C2 class for Ecurie Ecosse in the 1985 Silverstone 1000Km was very special. To stand on the podium with Ray Mallock, who was not only my co-driver but the car's designer too, was very special. I really enjoyed racing with the team and had a lot of fun at Le Mans and wherever. I would love to do the 24 Hours again. My last race as a professional driver was the 1988 Le Mans with Nissan [sharing with Allan Grice and Win Percy: they finished 14th]. I'll be 60 next birthday so I've probably left it a bit late.

"What I'd really like to do is get my son Anthony into GTs. Right now he's winning a lot of races in Sports 2000 and deserves a chance to go further. I'm so proud of him, I can't tell you. He's a really talented driver." Much like his dad, then. M

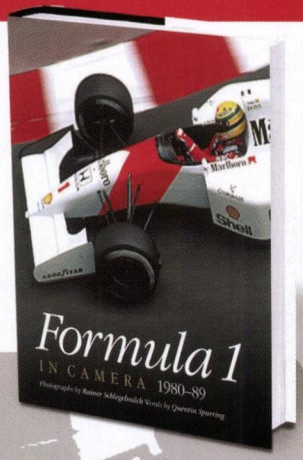
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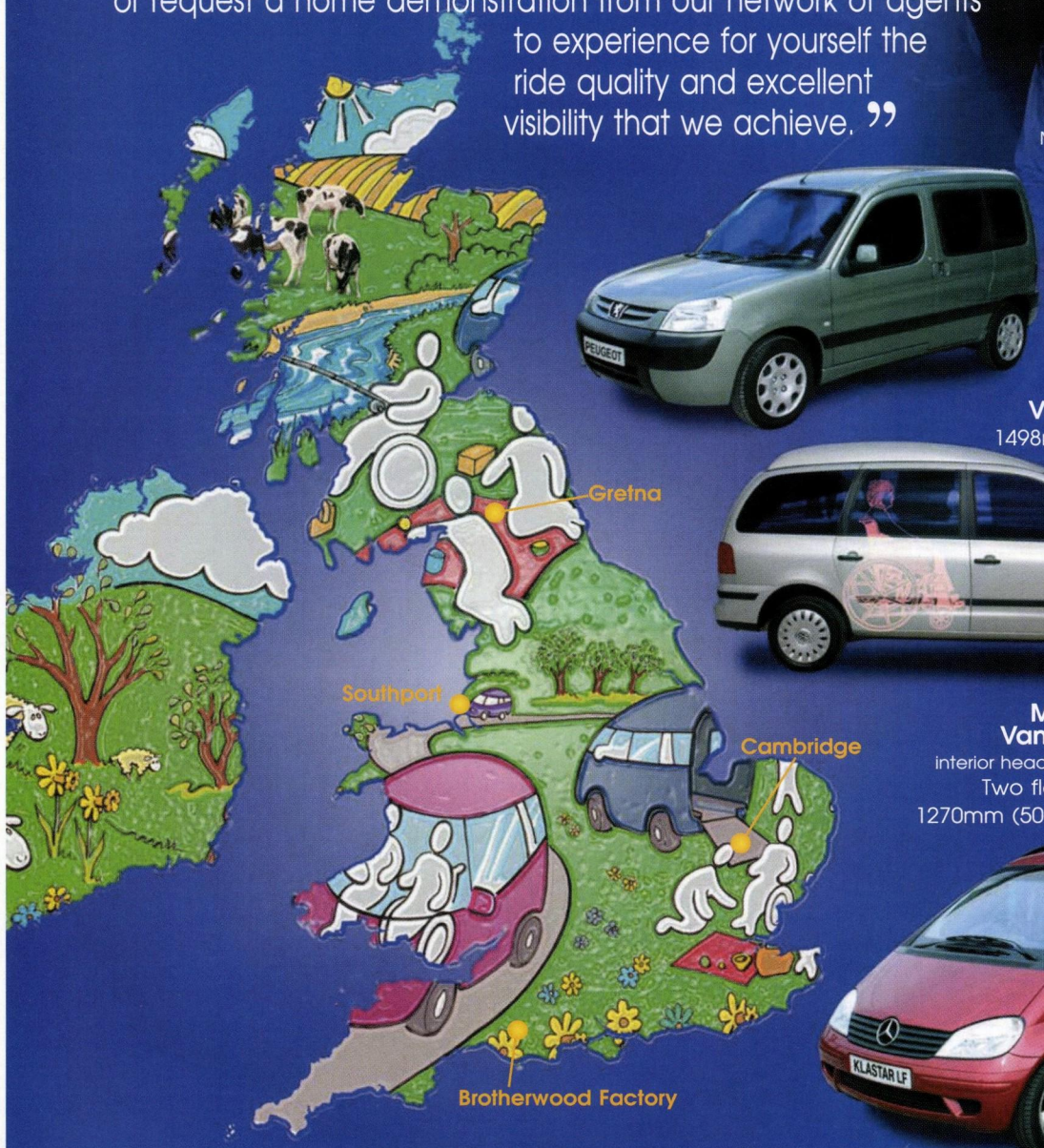
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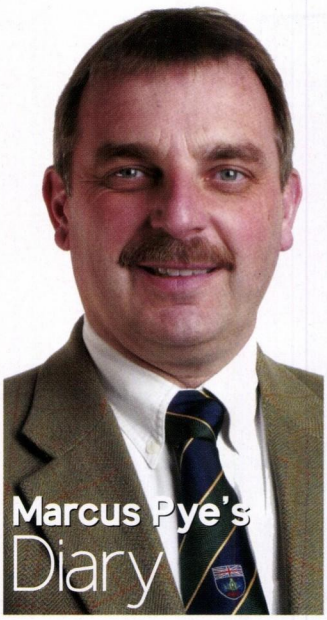
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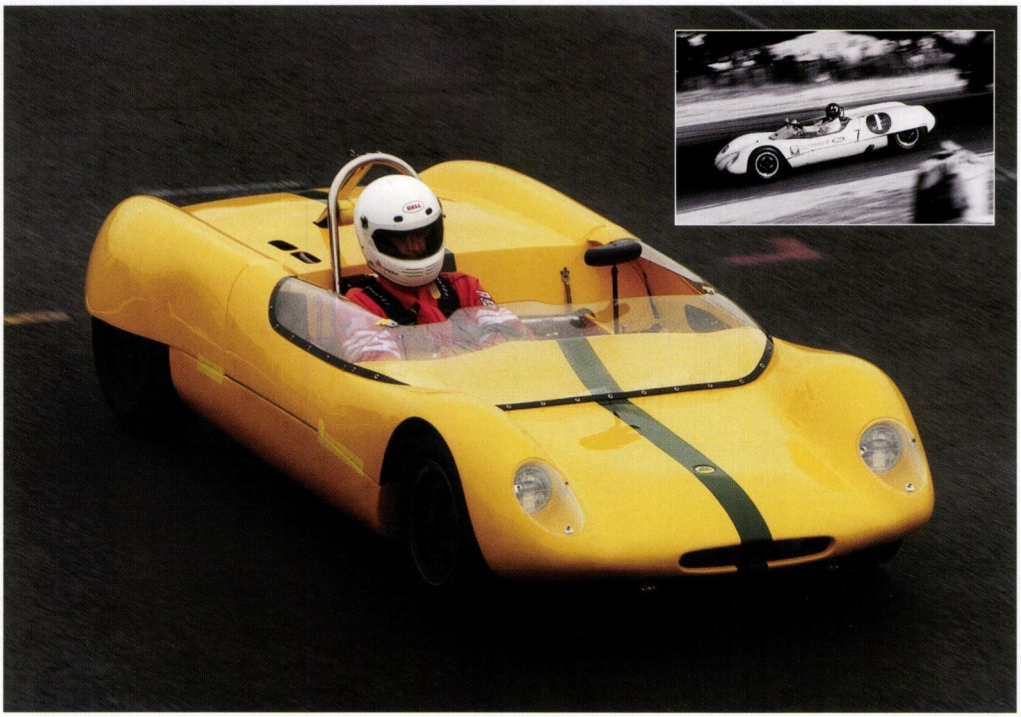
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Authenticating a Lotus 23 with a real pedigree before making his pilgrimage to the Jim Clark Room at Duns



This one's real, honest. Ex-IWR Lotus 23 has recently surfaced. It was raced by Graham Hill (inset) in North America in period

SILVERSTONE: Jim Clark put Colin Chapman's lightweight, agile Lotus 23 on the map at a stroke in June 1962 when, in a sensational debut, he thrashed the hulking Ferraris, Aston Martins and Porsches in the Nürburgring 1000Km. At least until he got woozy from fumes wafting from a split exhaust manifold and crashed out, which restored the status quo – if only temporarily.

A new order had just begun. Customers flocked to Cheshunt to buy these sports-racers – 131 were made according to records, priced from £1495 – and, as history has a habit of repeating itself, they remain favourites in historic racing.

Success was hardly surprising, given the 23's pedigree and specification, the majority being fitted with the potent Ford Lotus twin-cam engine which endowed the hottest Cortinas of the day with spectacular performance. VW-derived Hewland transaxles packaged the drivetrain neatly, while comparatively wide-track wishbone suspension ensured a stable platform – even in torrential rain, as I discovered while racing Bob Tabor's in the 1997 Spa Six Hours. My overalls are almost dry...

In my capacity as Historic Consultant to the Motor Sports Association I get to see many 23s, although there are rather more now than there were. It was fashionable among the unscrupulous in the late 1970s to take the corners from early (by then uncompetitive) Formula Ford Lotus 51s – themselves based on the Formula Junior 22 of '62, which shared 23 running gear – and bolt them onto replica sportscar frames for fun and profit.

Several applications for Historic Technical Passports have crossed my desk this year from 23 owners, reflecting huge interest in Carol Spagg's Sports Racing Challenge events, in which period battles with Elva and Merlyn rivals are relived.

The latest example, which I saw on a test day at Silverstone, is particularly interesting, with an impeccable continuous history.

Run in period by favoured Lotus entrant Ian Walker (who still oversees son Sean's racing in a recreation of his subsequent IWR 'Gold Bug' Elan), American Michael Gans's chassis 23-S-86 was raced in the USA by Graham Hill. Now based in Europe, the car will lower the noted Bugatti exponent's sight lines – and reset his speed parameters.

DUNS, BERWICKSHIRE: The death of Clark, by then double World Champion and the greatest driver of his era, on April 7 1968, numbed the motorsport community. Even I, as a lad who rejoiced in his Dutch Grand Prix victory – the first for the Cosworth DFV engine – which fell on my ninth birthday the previous year, felt the impact.

To immortalise Jim's achievements, his parents magnanimously gifted the majority of his trophies to the council of Duns, his home town in the Scottish borders from the age of six, as the basis of a memorial.



Duns roaming: Pye and Mike Wilds dropped in on the Jim Clark Room in Berwickshire

The charming Jim Clark Room, established in a pretty house at the end of the high street in Duns, duly opened in 1969. Hundreds of thousands of enthusiasts have made pilgrimages ever since.

I spent a happy hour there recently with Mike Wilds, who reached grand prix racing's fringes in the mid-1970s (see p106). We travelled the glorious local roads upon which, as a young farmer, Jimmy honed his sublime driving skills.

The room is crammed with unexpected treasures, including a fine DVD show. Photographs span Clark's career, from the Sunbeam Talbot in which the legend started in 1956 through his time at Border Reivers and onto his success at Team Lotus. For me, though, a wonderful shot of him wrestling Ian Scott-Watson's humble Goggomobil at a post-Suez crisis autotest in 1957 epitomised the passion of a bygone age! But the most poignant exhibit is a programme signed by Jimmy just before he drove his F2 Lotus 48 onto the Hockenheim circuit, never to return. Believed to be his final autograph, it was presented to the museum by its respectful owner. A marvellous gesture.

See it for yourself. It's open daily from April to September (Monday-Saturday 10.30-13.00 and 14.00-16.00; Sunday 14.00-16.00) and Monday-Saturday 13.00-16.00 in October. The pleasure far exceeds the nominal admission charge. M

Jeff Bloxham MAWP+SPORT

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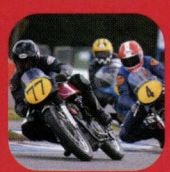
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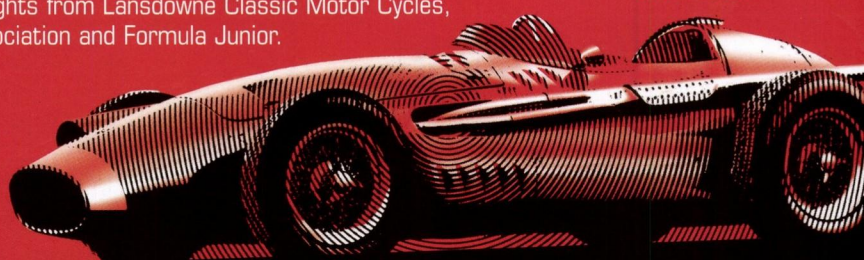
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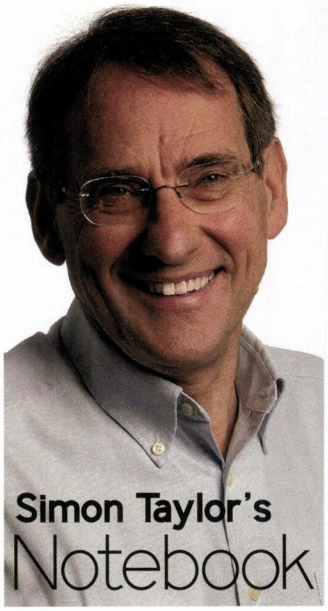
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Simon Taylor's Notebook



1954: Italian fans cheer on winner Ascari (Lancia D24) and Brandoli/Claes (Marino-Fiat)

It's not quite like it used to be, but the modern Mille Miglia still wows the crowds

After *MotorSport* republished Jenks's 1955 epic, you'd think there wasn't much more to be said on the subject of the Mille Miglia. Jenks himself would always remind you that this wonderful motor race came to an end in 1957, never to return. He had no time for today's historic event, even though it follows the same route. In his view it was nothing more than a jolly for rich old men with nice old cars, and should never have used the same name.

I have reason to be grateful for his trenchant views. In 1995, the 40th anniversary of Moss's great victory, Mercedes naturally wanted Stirling and the famous 300SLR to take part, and Stirling asked Jenks to accompany him. When Jenks responded with a brisk negative, Stirling asked me to go instead.

Rally rather than race maybe, and my fumbling efforts with route book and watches to keep The Boy on (rather than ahead of) schedule made a poor contrast to Jenks's hugely significant, and brave, input. But it gave me three days I shall never forget: drama, noise, speed, cheering crowds, parching heat and freezing rain. I was riding in an icon among racing cars, my face blackened with brake dust just as Jenks's had been, my head ringing with the raucous straight-eight whose twin open pipes exited just below my right ear. Beside me, the big wood-rimmed wheel held lightly between his fingertips, was one of the greatest racing drivers of all time, doing just what he'd done 40 years before: storming up and down mountain passes, rocketing away through the gears from each control, howling flat-out along the pencil-straight Via Emilia, weaving frighteningly to move the crowds back as we rushed through rural villages. We usually arrived early at the controls: then Stirling would park a few metres from the line and doze. I had to scan the watches, wake him up at the right time, and count him down so we crossed the line on the second.

This year, the 50th anniversary, DaimlerChrysler decided it was the last time the now literally priceless old car would be allowed to tackle the full 1000 miles. In future it will live quietly in the factory museum and only be allowed out for displays and demonstrations. Nowadays the Mille Miglia starts from Brescia on Thursday evening. Stirling, as full of beans as ever at 75, was due in Monaco on the Friday for a weekend's work at the Grand Prix, but he and Susie flew to Brescia anyway.

There were photo shoots, TV interviews and endless autograph sessions in the Piazza Vittorio, which was crammed with marvellous cars and excited people for the wonderfully disorganised scrutineering, just like 50 years ago. In an emotional little ceremony Moss was handed an indelible pen and signed the car's engine cover: "We did it together. My thanks and affection. Ciao, Stirling."

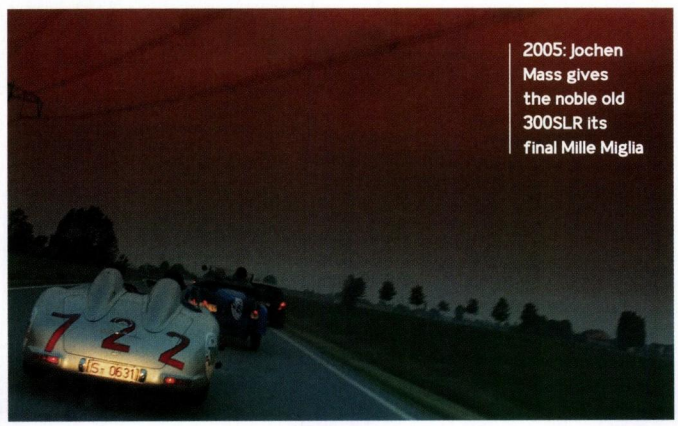
Then, in front of cheering crowds, he took the start over the traditional ramp and roared off into the evening light. But a couple of miles later he handed over to Jochen Mass, who knows the SLR well, and with a German industrialist as lucky passenger the old campaigner thundered away towards Bussolengo and Verona. By 6am next day, as the cars were leaving Ferrara, Stirling and Susie were in a chauffeur-driven Maybach, making for Monte Carlo.

My wife and I had flown to Italy with the Mosses to witness all this fun. But we also wanted to take in, as normal spectators, more of an event which I'd only ever seen from the busy cockpit of the 300SLR. So we hired a car and set off south to meet the cars coming north from Rome. Our goal was the tortuous Futa Pass through the Apennines north of Florence, always a crucial part of the original race.

Watching with the crowds up in the hills reminded me how much the Italians love their motorsport and appreciate the finer points of its history. Most of them weren't born when a 160mph puncture sent Fon de Portago and Ed Nelson into the crowd north of Mantova. On that day 13 people died, and it spelt the end of the true Mille Miglia. Yet this year thousands of them had bagged the best vantage points, hours before the cars came through.

Up on the Futa they cheered and waved for every car, clearly able to tell their Erminis from their Stanguellinis. Others, unhelpfully, were storming up and down the Futa among the competing cars, in boy-racer Giuliettas and Puntos – some seemed to have let their tyres down to increase the amount of crowd-pleasing tyre squeal – or astride Benellis and Ducatis. A shiny, and rather carefully-driven, Ferrari Enzo got a somewhat derisive cheer: they voiced greater approval for an elderly and breathless Fiat 500, whose youthful driver seemed to be able to take every corner without lifting.

After all the Mille Miglia cars had come through – the SSKs, the vintage Bentleys, the big Ferraris and Maseratis, a happily-grinning Jochen in the 300SLR – we turned north for Brescia, feeling we'd been present at a proper Italian motorsporting event. Jenks was right, of course: today's Mille Miglia can't be compared in any way with the utterly challenging flat-out road race of the 1930s and '50s. Except in one thing, perhaps: the unbridled enjoyment of the crowd, who so appreciated the sight of great cars being put to good use, and cheered just as they or their parents cheered Moss and Jenks 50 years ago. M



2005: Jochen Mass gives the noble old 300SLR its final Mille Miglia

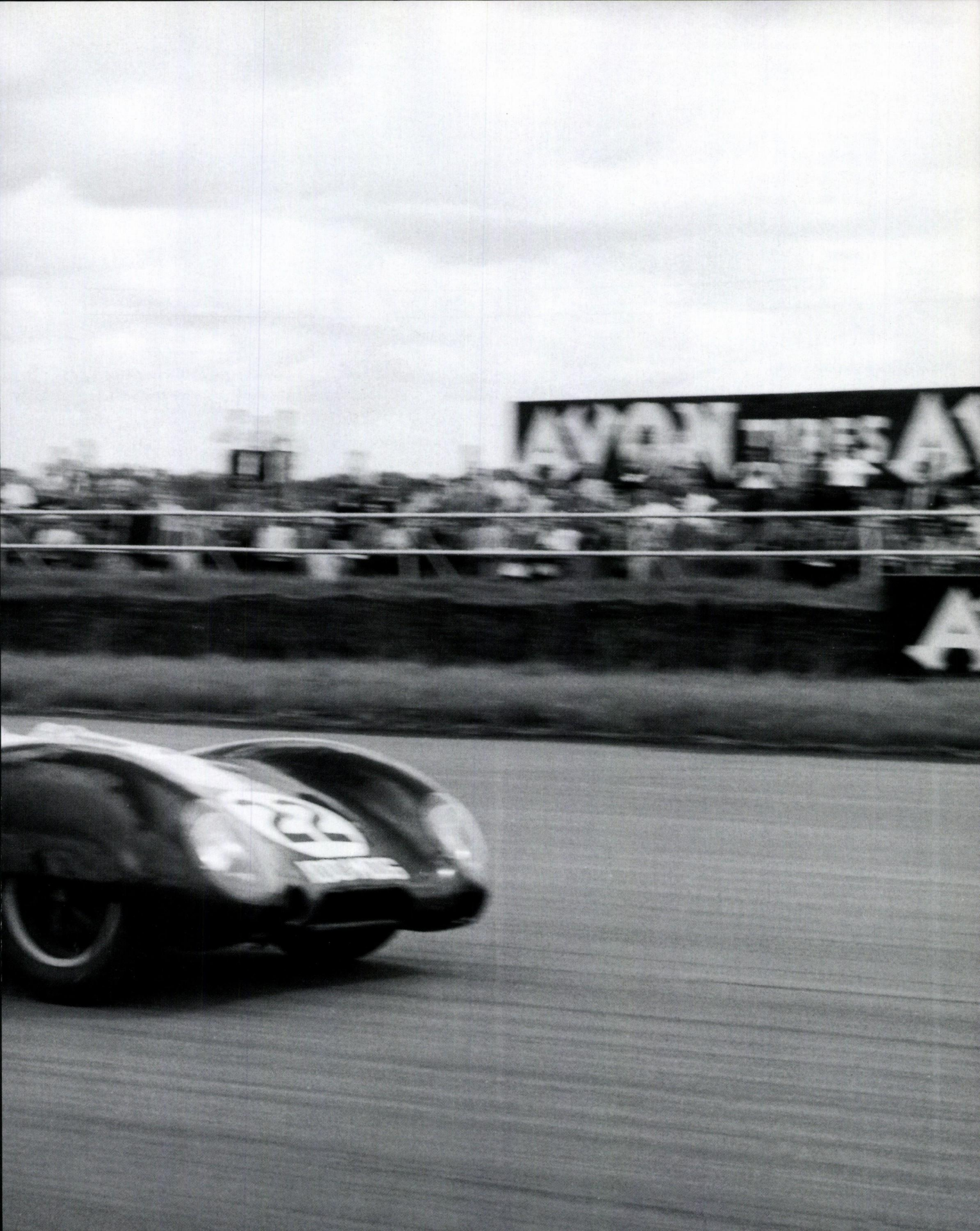
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Parting Shot

BRITISH GRAND PRIX SUPPORT, SILVERSTONE, 1960
Doug Graham's Lotus 15 leads the Cooper Monaco of the spectacular George Pitt. You won't be surprised to learn that Pitt spun, but at least he recovered to finish fourth. Graham went on to take second behind Ron Flockhart

photograph by LAT





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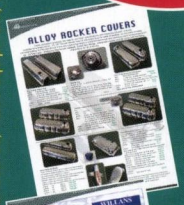
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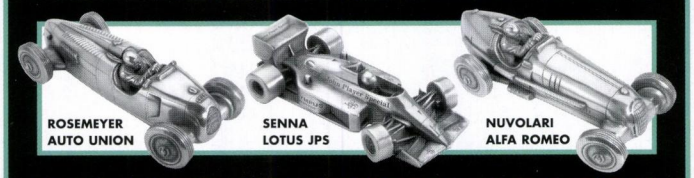
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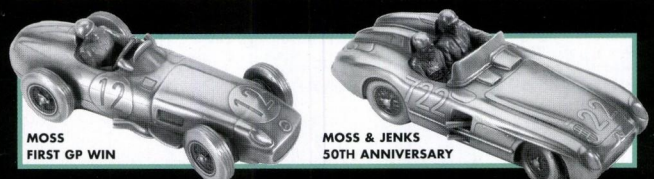
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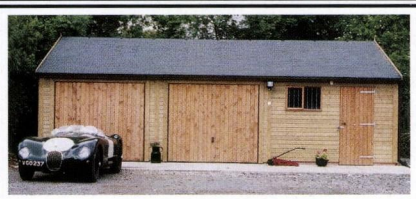
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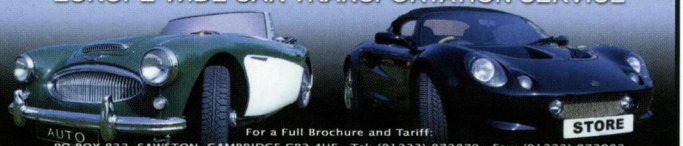
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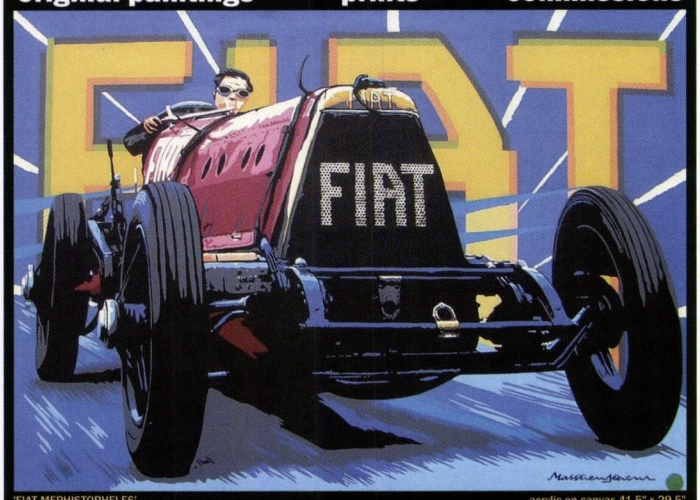
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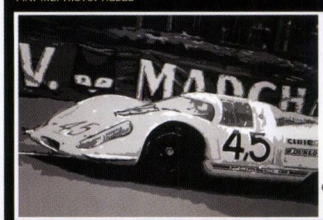
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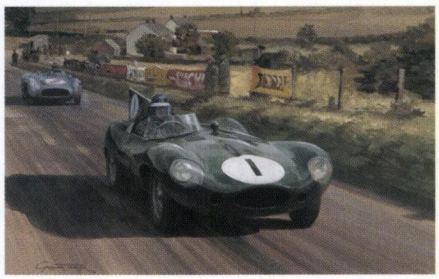


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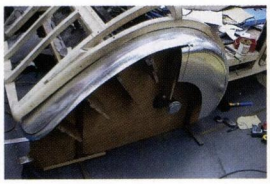
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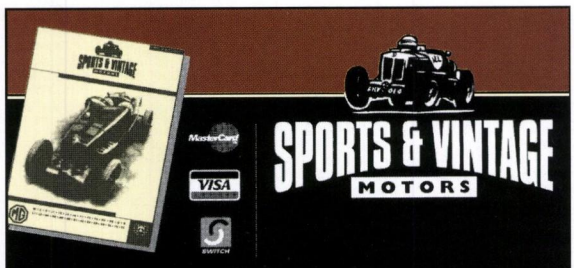
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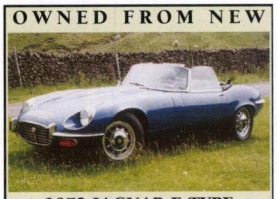
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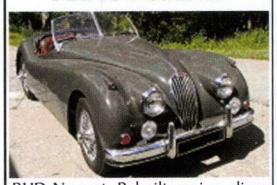
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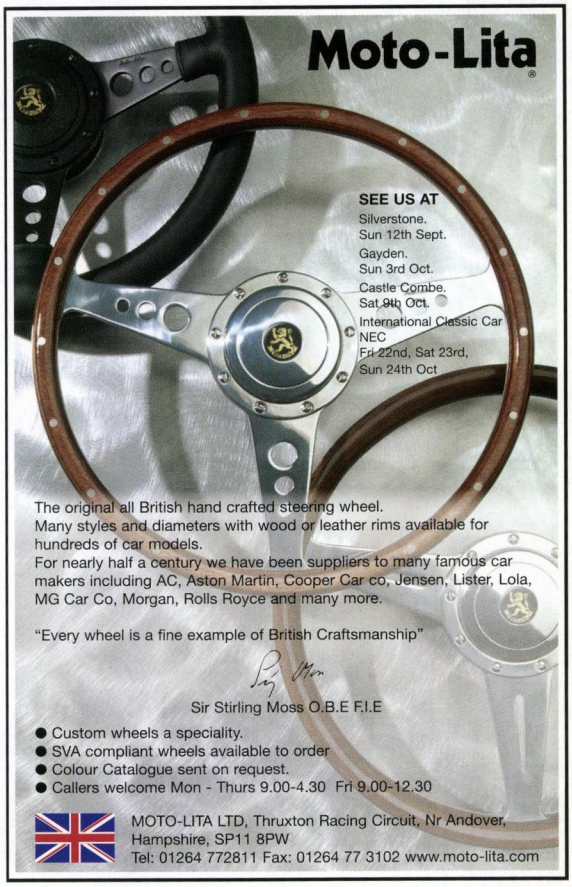
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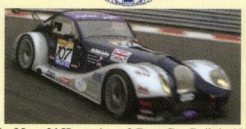
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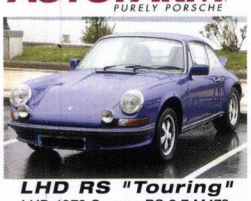
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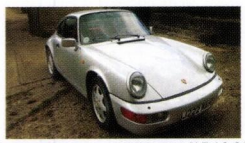
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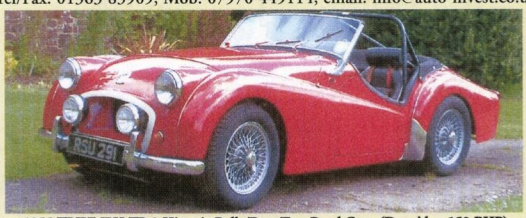
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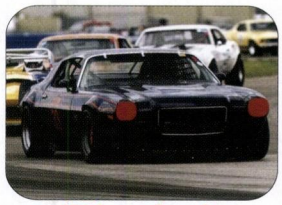
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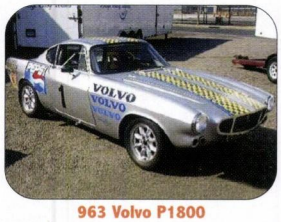
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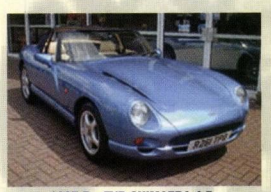
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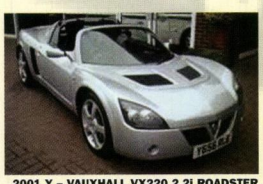
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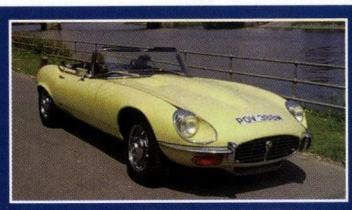


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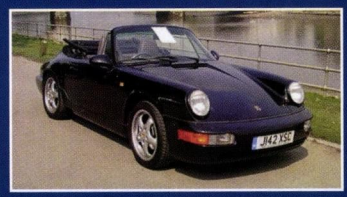




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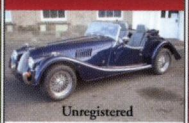
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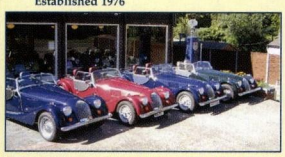
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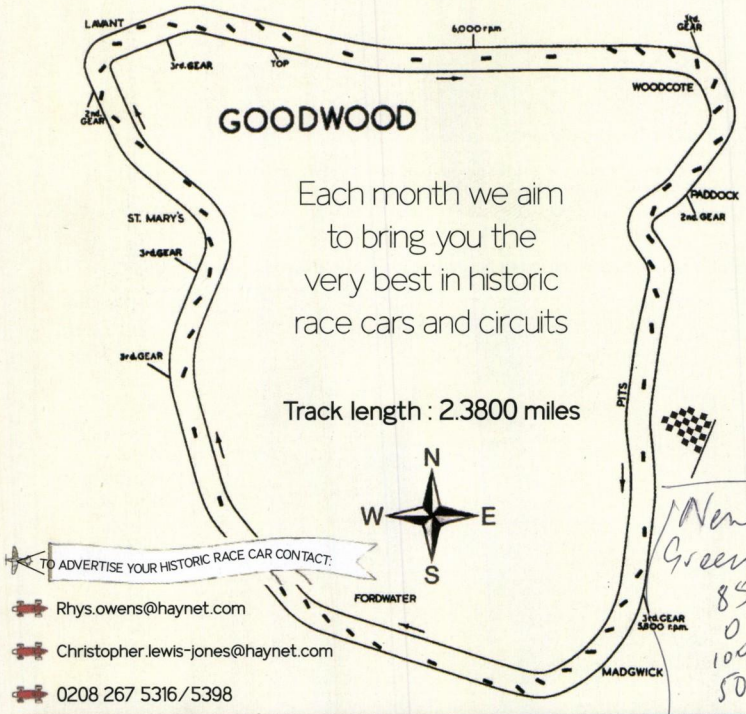
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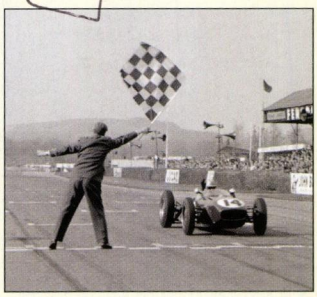


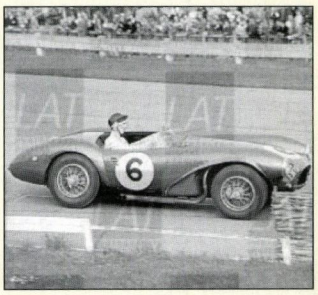
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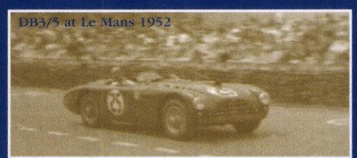
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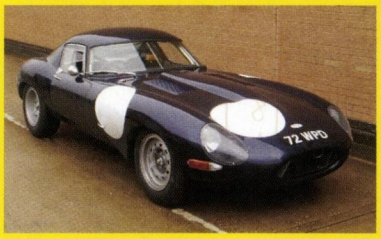
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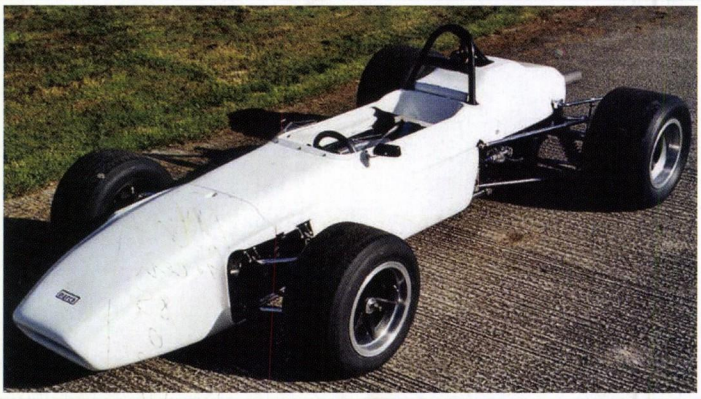
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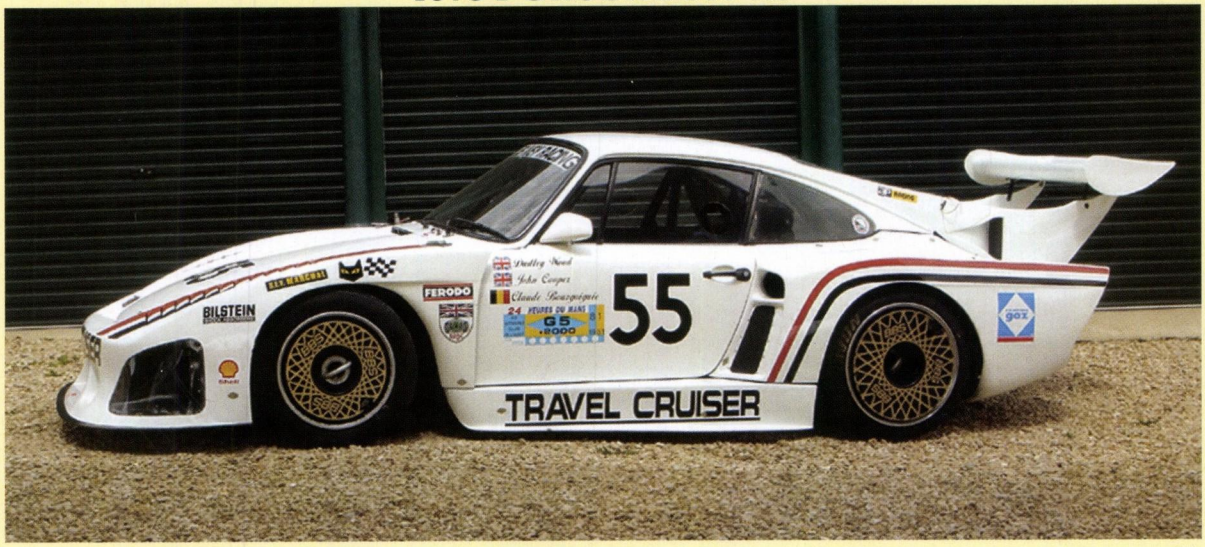
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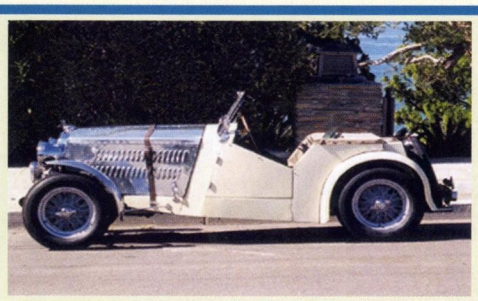
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Contact Jeremy Stock 01424 427790 (h) 07766111226 (m) or e-mail: stockjgl@aol.com



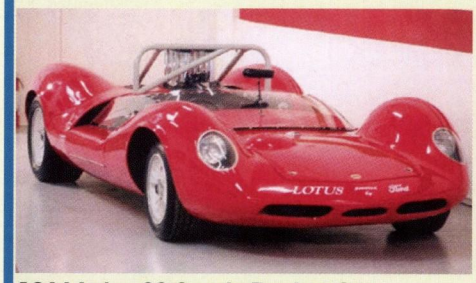
1961 Lotus 20, Chassis #20/J/930
Fully prepared to original specs.
Early drum brake, pre-Hewland car. **$35,000**



1935 Wolseley Hornet Special, #175625
Raced Monterey Historics, nicely prepared, spares incl. original wheels. **$31,500**



1964 Lotus Cortina Mark 1
Alloy lids, doors, trunk, 1600 twin cam, close ratio gearbox, ltd. Slip. **$29,000**



1964 Lotus 30 Sports Racing Car
#30/L/8, Well documented US Racing, ownership history. Fully Restored. **$225,000**

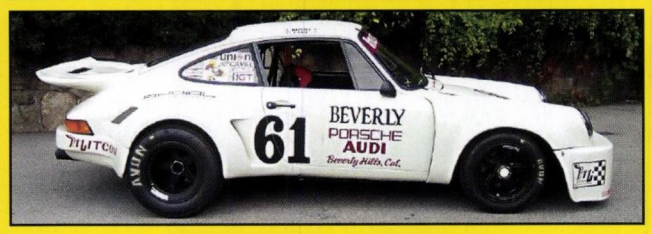


1978 Wolf WR6-2 Formula One
Ex Scheckter 2nd place Canada, 3rd place US GP FIA papers, fully prepared, spares.**$225,000**

Inventory For Sale:

-1960 Cooper Monaco
-1974 Ferrari 312B3 F1
-1987 Jaguar XJR12 Group C
-1956 Maserati 150S
-1953 OSCA MT4 1500
-1970 Porsche 908.03 Spyder
-1974 Porsche 3.0 RSR
-1966 Repco 620R V8 Engine
-1966 Shelby GT350 Mustang

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OTHERS:

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1959 ALFA ROMEO Giulietta Spyder, White/Red, 54,000 miles, 1 owner, bumper-to-bumper refurbs as needed!
1965 AUSTIN HEALEY 3000 MK III BJ8, Silver Blue/Blue, chrome wires, overdrive, Older restoration.
1962 MERCEDES BENZ 300 SL Roadster, Blue/Tan, late iron block, disc brakes, recent documented restoration.
1957 PORSCHE Speedster Club Sport Racer, Silver/Green, disc brakes, fuel cell, fresh eng. rebuild, alloy head faring.
1961 PORSCHE RS61, Silver/Red, 1 of 13, complete mechanical restoration, fresh 4-cam.
1970 PORSCHE 914/6 Orange/Black, complete mechanical & cosmetic rebuild, 2.7 liter motor. A road rocket!
1975 PORSCHE 3.0 RSR, Ex-Vasek Polak/Jim Busby, many factory trick items and updates. Complete restore!
1980 BMW M-1, Red/Black, 18,000 miles. Excellent cosmetic and mechanical condition.

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1973 Formula One Brabham BT42-6

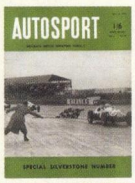


Offered For Sale

The sixth and last BT42 built and raced by Brabham (MRD) for the 1973 F1 World Championship. Gordon Murray's first F1 design. Five F1 starts ('73 Stommelen & Watson, '74 Larrousse). Best finish (12th, 1973 Italian and Canadian GPs)
Complete with FIA papers, long stroke DFV, HANS-ready 2004 Willans harness, many spares and a complete set of body molds. On the button and eligible for the major 3L historic F1 racing events and series. A unique, rare and competitive car that is easy to run.

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Raced in over 34 Grand Epreuves in 1952 / 53. Then two stage supercharged by HWM works followed by illustrious career in Tasman series.

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Ferrari 360 Modena F1 1999 V. Grigio Alloy with black Daytona electric seats with red inserts, black carpets, 28,900 miles, air conditioning, red calipers. FSH.



£56,995

Ferrari 355 F1 Spider 1998 R. Red with crema hide and red carpets, 28,000 miles, air conditioning, twin airbags, crema hood cover. Fitted with Navtrak.



£44,995

Ferrari 348 GTS 1994 L. Red with creama hide and red carpets, 10,200 miles, air conditioning, colour coded from factory, 320bhp engine, one of 15 UK cars built. A superb example.

Selected Ferrari's... Many more available

Ferrari 456M GTA 2000 W. Silver with black hide and silver stitching, 13,300 miles, black carpets, air conditioning, silver calipers. Cambelt service recently completed. **£56,250**

Ferrari Testarossa 1987 D. Red with magnolia hide and red carpets, 16,000 miles, air conditioning, twin mirrors, sports exhaust. An excellent low mileage example. **£35,995**

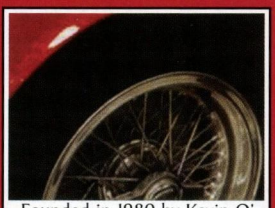
Ferrari 348 TS 1992 J. Red with magnolia hide and red carpets, 22,100 miles, air conditioning, colour coded sills. Fitted with RAC Trakstar. **£35,995**

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Blue Tour De France with tan hide, blue carpets, climate control, power steering, electric roof, electric seats, adjustable suspension, twin airbags,ABS, Alarm/immobiliser, radio cassette, 39,300 recorded miles. **£49,990**



1996 355 Berlinetta

Canna du fucile Metallic with Bordeaux hide, black carpets, adjustable suspension, power steering, climate control, ABS, twin airbags, V-8 3.5 Litre 380 BHP, 34,000 recorded miles. **£47,990**



1993 348 TS

Grigio Titanio with Grey Hide, Black Carpets, Climate Control, ABS, Electric Windows, Pioneer Radio/Cassette/6 x CD, Sigma Alarm, 1 of Only 261 UK RHD Cars,15,600 recorded miles.**£32,990**



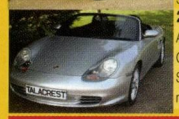
1999 355 GTS

Argento Nurburgring with Bordeaux hide, Bordeaux carpets, climate control, adjustable suspension, ABS, power steering, twin airbags, alarm/ immobiliser, trakbak, carbon kick plates, leather head lining, radio/minidisc player 15,300 recorded miles. **£54,990**



1973 365 GTB/4

Rosso Chiaro with full black hide, red inserts, black carpets, air conditioning, electric windows, cromadora 9" rear wheels, comprehensive service history, 4.4 litre V-12 352 BHP, 1 of only 158 UK RHD cars built between 1968-1973, 5 owners from new, 63,300 recorded miles. **£94,990**



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Arctic Silver with Black Hide, Black Carpets, Climate Control, Tracker, Power Roof, ABS, Power Steering, Electric Seats, 17" Alloys, Wind Deflector, Radio/CD. 1 owner from new, 12,700 recorded miles. **£28,990**

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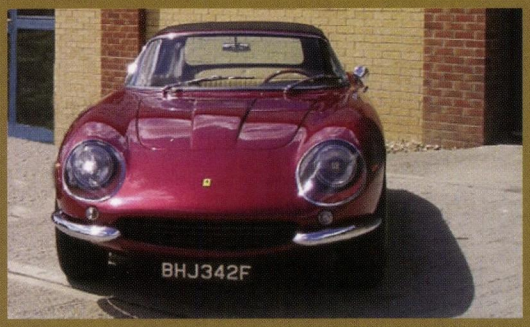
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355**	£275	£540	2.7 Motronic £840. 5.2 N/A	5.2 Motronic £840. 2.7 N/A	£790	N/A
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308* 328* Mondial QV* Mondial 3.2*	£260	£440	£1,155 #	£440	£345	£395
F40*	£295	£595	£1,290	£695	£550	£495
TESTAROSSA**	£295	£575	£675	£1,545	£790	£49
512 TR & M **	£295	£575	£675	£1,545	£990	£495
456** GTA	£295 £295	£790 £1,322	2.7 Motronic £1,890 £2,422. 5.2 N/A	5.2 Motronic £1,890 £2,422. 2.7 N/A	£745 £745	£675 £675
550** 575**	£295	£790	N/A	£890	£745	N/A
400 412	£345	£845	£845	£1,845 #	N/A	£875

* Cam belts every 2 years ** Cam belts every 3 years # Valve clearances included

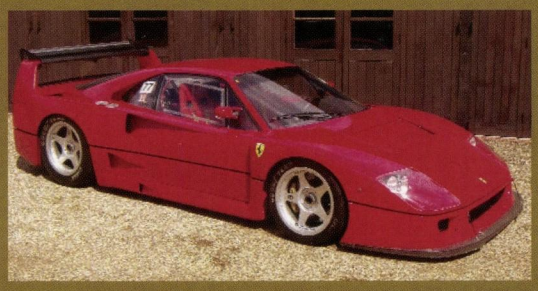
Duncan Hamilton at the wheel of his Lago-Talbot Grand Prix car, Sliverstone 1951



Ferrari 275 GTB/4 NART Spyder Conversion
Finished in burgundy with beige trim, this car is fresh from its conversion and restoration and is totally stunning in every respect. £POA.



1959 Ferrari Dino 246 GP car, Chassis no. 0006
This magnificent Grand Prix car was reconstructed by Graypaul Motors in 1972 using many original important components such as engine, transmission, brakes, suspension etc. 270 bhp. Full FIA papers. This car has been campaigned throughout Europe for many years with notable success. Perfect for the 2005 season. £POA.



1991 Ferrari F40 LM, Chassis no. 92235
This is one of 17 very rare F40 LMs produced. Supplied new to the well known Matsuda collection in Japan and never used. With a total running time of under 20 hours from new, this immensely powerful car is close to perfect in every way. £385,000.



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Green with biscuit leather interior. This exceptional near-concours example is fitted with a 6.3-litre V12 engine and 5-speed gearbox by Forward Engineering and has undergone major restoration by RS Panels. Virtually unused since restoration, the car is now offered as one of the very best E-Types available anywhere. £87,500.

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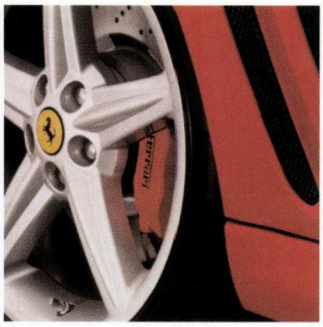
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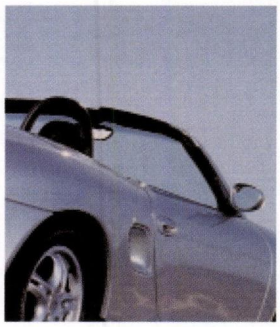
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2004 996 GT3 RS WHITE/BLUE 1,400 miles
Black interior, white roll cage, fire extinguishers, 4 point harness

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2003 911 GT2 MIDNIGHT 6,000 miles
Black leather, Aluminium kit, Bose

2002 911 GT2 ARCTIC SILVER 18,000 miles
Black leather ali kit

996/TURBO/C4S

2003 911 TURBO SEAL GREY 7,000 miles,
Black leather carbon pack, sat nav, park assist, 1 owner

2003 996 TURBO POLAR SILVER 8,000 miles
Black leather, sunroof, uprated radio CD, Liptronic lights, Bose

2001 996 TURBO BASALT BLACK 20,000 miles
Black leather, sat nav/phone, sport seats, Bose, liptronic lights

2001 996 TURBO SEAL GREY 9,000 miles
Black leather, sunroof, sports seats, liptronic lights, park assist.

2004 996 C4S CABRIOLET BASALT BLACK, 5000 miles
Black ltr, sat nav, PSM, comp, mem heated seats, Bose, liptronic lights

2003 996 C4S BASALT BLACK 22,000 miles
Black ltr, white dials, Bose, sports exhaust, heated seats, ali pack

2003 996 C4S ARCTIC SILVER 7,000 miles
Black leather, PSM, Computer, mem seats, park assist, 18" wheels

2003 996 4S OCEAN BLUE 19,000 miles
Dark Blue ltr, white dials, sunroof, sport seats , uprated radio

CABRIOLET 996

2003 996 CABRIOLET SEAL GREY 6,000 miles
Black leather sports seats, 18 in alloys, Bose heated seats,

2000 996 CABRIOLET TIP MIDNIGHT BLUE 30,000 miles
Blue ltr, sat nav, PSM, comp, mem seats, ruffled ltr, ali pack, liptroni lights

1999 996 CABRIOLET ARCTIC SILVER 43,000 miles
Blue leather, white dials, 18 in alloys, heated seats, ali pack

1999 996 CABRIOLET POLAR SILVER 51,000 miles
Blue leather interior, PSM, Xenon lights

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2002/3 996 COUPE MET BLACK 8,000 miles
Black interior, sports exhaust sunroof, 18 in alloys

2003 996 COUPE OCEAN BLUE 15,000 miles,
Blue leather, 18in, GT3 alloys, switchable sports exhaust , Bose

2003 996 COUPE SEAL GREY 37,000 miles
Black ltr, sat nav, PSM, sports exhaust, 18" alloys, liptronic lights, Bose

2002 996 COUPE OCEAN BLUE 21,000 miles
Natural hide interior, 18 inch alloys, Bose system, ruffled ltr, PSM

2002 996 COUPE SEAL GREY 28,000 miles
Black leather, PSM, Bose, 18" wheels, sports seats, liptronic lights

1999 996 COUPE MIDNIGHT 22,000 miles
Grey leather, sunroof, sports seats, 18" alloys

993

1996 993 RS MIDNIGHT 25,000 miles VERY RARE
Black leather RSR Bi plane spoiler superb provenance

1997 993 CABRIOLET ARCTIC SILVER 54,000 miles
Grey ltr, 17" alloys, uprated radio/CD, climate control, computer

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1993 911 CABRIOLET BLACK 73,000 miles
Linen leather int sports seats, uprated alarm and immobiliser

1990 911 CABRIOLET RED 56,000 miles
linen leather, sports seats, computer, full service history

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COUPE 997

2004 997 COUPE BASALT BLACK 5,000 MILES
Grey leather 19" wheels, heated seats, sat nav, PCM, park assist

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2003 BOXSTER S TIPTRONIC ARCTIC SILVER 11,000 miles
Black ltr, white dials, 18"alloys, sat nav, PSM, Bose, park assist,

2002 BOXSTER S ARCTIC SILVER 11,000 miles
Black ltr, sports seats, cruise, white dials, 18" wheels, liptronic lights

2002 BOXSTER GUARDS RED 15,000 miles
Black leather, PSM, 18 in alloys, Bose, White dials, ali pack

2002 BOXSTER S SILVER 9,000 miles
Boxster Red ltr interior, sat nav, climate, Zenon lights, white dials

2001 BOXSTER S LAPIS BLUE 25,000 miles
Blue ltr, ali pack, White dials, computer, 18" GT3 alloys, red calipers

2001 BOXSTER S ARCTIC SILVER 14,000 miles
Metropole Blue leather trim, CD, 17in alloys

2001 BOXSTER 2.7 OCEAN BLUE 17,000 miles
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Ex-Le Mans, Superb Provenance

1967 275 GTB4 RED 44,000 miles
Crema hide interior, stunning rosso coachwork

2003 360 MODENA F1 RED 4,000 miles
Tan leather, sat/nav, electronic lights, Bose headrests

2002 360 SPIDER F1 YELLOW, 15,000 miles
Black, yellow seats with yellow inserts

2002 360 MODENA F1 RED, 7,000 miles
Creme int, crema ltr, red carpets, liptronic lights, radio, CD, alarm

2001 360 SPIDER RED 6,000 miles
Crema leather, Red carpets, 19 " wheels, embossed headrests

1998 355 GTS F1 RED 20,000 miles
Crema leather uprated, radio CD, recent service

1998 355 GTB RED 20,000 miles,
Crema leather, uprated radio CD, recent service

1992 348TS RED 23,000 miles
Creme leather, climate control

1991 TESTAROSSA RED 5,000 miles
Creme leather, Red carpets, CD player

1991 TESTAROSSA RED 17,000 miles
Black hide, Red carpet, uprated sound system

1985/6 MONDIAL COUPE QV RED 54,000 miles
Creme, Red carpets, air con, sunroof, good history

1985 MONDIAL CABRIOLET COUPE
Red, 40,000 miles L.H.D. black leather, air con

1985 MONDIAL COUPE RED 36,000 miles
Black interior, Black carpets, air con, sunroof, excellent history

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1967 E-TYPE 4.2 ROADSTER 1.25 SILVER 54,000 miles
Original RHD, factory hard top, concours

1998 AC COBRA SUPER BLOWER RED 6,000 miles
Black leather Ex Coca Cola car

1936 BENTLEY ¼ PILLARLESS COUPE
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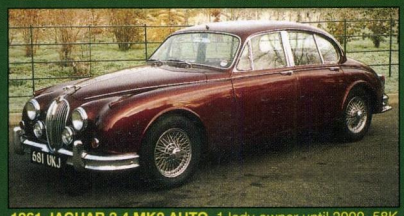
1968 TRIUMPH TR5 PI. Signal Red with Black hide. Multi concours winner incl Benson & Hedges & Autoglym. Restored by Pumfords to the ultimate standard. O/D, CWW, tonneau cover, early competition history, low ownership and very low mileage. I doubt there is a better example, could not be replicated for less than £50,000.RHD - **£26,995**



1933 MG F TYPE MAGNA 2 SEATER. Battleship Grey with Blood Red hide and Black weather equipment. Less than 600 miles since a concours ground up restoration, 12" brakes, front fog lamp, K fillers, Brooklands steering wheel, alloy dash with full instrumentation, a superb 6 cyl MG, not to be missed.RHD - **£26,995**



1955 JAGUAR XK140 ROADSTER C TYPE. Signal Red with Black hide and Black weather equip. Total nut & bolt restoration to the highest of standards. C type head, twin spot lamps, dual exhaust, spats, heater, less than 800 miles since completion. This is just what the doctor ordered. Simply stunning!RHD - **£47,995**



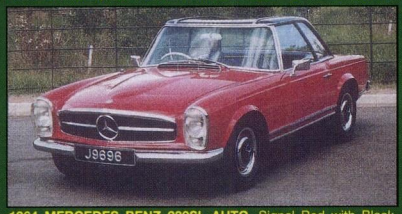
1961 JAGUAR 3.4 MK2 AUTO. 1 lady owner until 2000. 58K warranted documented miles. CWW, PAS, radio. Unblemished Opalescent Maroon with Blood Red hide. Cars of this quality & pedigree rarely come onto the open market.Virtually as it left Browns Lane.£23,995.RHD - **23,995**



1954 AUSTIN HEALEY 100/4 BNI. Ice Blue with Dark Blue hide and weather equipment. Recent professional ground up restoration to an exacting standard, original UK car equipped with overdrive, wire wheels, heater, laminated screen etc. An impeccable example of the purest Big Healey.RHD - **£23,995**



1937 RILEY 12/4 SPRITE SPECIAL. Silver with Blood Red trim. Professionally built to an exacting standard for the late president of the Ulster V.S.C.C., engine to sprite spec, pre-selector gear box, kenlowe fan. Eligible for many V.S.C.C. events, a remarkable turn of speed and stunning looks. Very sensibly priced.RHD - **£17,495**



1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick! RHD - £28,995



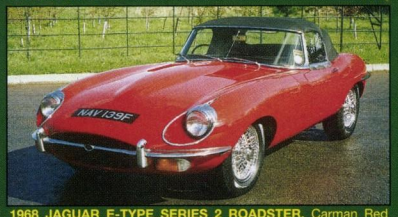
1963 AUSTIN HEALEY 3000 BJ7. Ivory with Black hide piped Cream. Professional restoration to the highest of concours standards; less than 1000 miles since. O/D, wire wheels, adjustable column, stage 2 engine with unleaded head, mohair hood. Examples of this quality rarely come onto the open market. BE QUICK!RHD - **£33,995**



1989 MORGAN PLUS 8 3.5 EFI. Rosso Corsa with Cream hide piped red. Alloy wheels, twin spots lamps, aero screens, reclining seats, boot rack, radio, immobiliser, door locks, walnut dash, 39,000 miles with FSH. A most outstanding example.RHD - **£19,995**



1998 AC COBRA SUPERBLOWER. Finished in Midnight Blue with full Red hide. Two owners, 20K miles, FSH. Equipped with roll hoop, cat 1 alarm, Halibrand wheels, stone guards, twin overtaking mirrors etc. An impeccable example of this very rare AC factory built supercar. RHD - **£52,995**



1968 JAGUAR E-TYPE SERIES 2 ROADSTER. Carman Red with Black hide & Black mohair hood. A superbly well restored example with uprated shockers, comp CWW, unleaded head, reclining seats etc, ready for the summer.RHD - **£39,995**



1948 TRIUMPH ROADSTER. Velvet Green with Suede Green hide. Total professional body off chassis restoration carried out in 1988 to the highest of standards, very little use since. Extensive history, full tool kit, correct specification, original registration etc, a splendid example of this 'cads' car.RHD - **£14,995**

1965 FRUA JAGUAR 3.8 COUPE. '66 Geneva Show car, Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 costing in excess of £100K to the highest standards. Unique styling exercise by Frua, never taken up by Jaguar. I know not why, maybe due to cost of production; absolutely stunning; 'unrepeatable' £59,995

1959 TRIUMPH TR3A. Midnight Blue with Red hide and weather equipment, a totally restored example with overdrive, wire wheels & up-rated engine. The standard of restoration is stunning and would be hard to better £21,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine & all syncro gearbox. Sebring White with Red hide. Restored to the highest standard by marque specialist at enormous cost. Unique & stunning... ..... £21,995

1960 DAIMLER DART SP250. Ivory with Blood Red hide. Restored over a number of years and maintained to an exceptional standard. Rack & pinion steering, unleaded heads, electronic ignition, ace wheel discs, motolita steering wheel. Excellent condition and very good value £18,995

1965 SUNBEAM TIGER SERIES 1A. Speedwell Blue with Black hide. Uprated engine, T10 gearbox, Minilite wheels, Koni shockers, extra instruments; a very well restored example in excellent condition. One we have sold before £18,495

1963 JAGUAR 3.8 MOD MK2. Metallic Burgundy with Red hide, uprated and equipped with PAS, CWW, coil over rear suspension, unleaded head, reclining seats, 4 pot callipers, Koni shockers, Motolita steering wheel, music system, all synchro overdrive gearbox. In extremely original condition and superb to drive £15,995

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure £15,000

1972 LOTUS ELAN SPRINT. Gold Leaf Team colours with Black trim. A superbly restored example with new Lotus chassis, alloy tank, blue printed engine, K.O. wheels, original radio, elec windows etc. The performance and handling are amazing, would see off many modern super cars; outstanding £14,995

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value.... £12,995

1967 MINI COOPER 1275S. Black with Cream roof & Black trim. Full house F.I.A. rally car, SC close ratio gear box, Safety Devices roll cage, twin tanks, Halda, triple spot lamps, minilite wheels, works rally spec brakes, suspension drive shafts etc. Superb condition, RAC papers and ready for the most serious of rallies. You could not build this car for less than £25,000 ..... £12,995

1967 MGB 1.8 ROADSTER. British Racing Green with Black hide. Overdrive, CWW, unleaded stage 2 engine, boot rack, motolita steering wheel. Very little use since a professional ground up restoration costing £18,000. They don't come any better £12,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver, Grey cloth. Rebuilt some years ago using the last genuine factory shell, ZF gearbox, LSD, uprated adjustable susp, quick rack, oil cooler, blue printed engine, catch tank, fire ext. Very little use, only the odd hill climb; now's your chance to make a serious rally car, impeccable condition..... £8,495

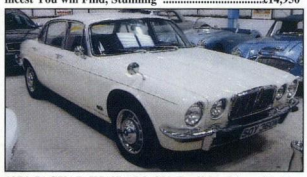
1975 AUSTIN MAXI 1750. Finished in Fern Green with contrasting Light Tan interior. Only 3 owners from new and in extremely good usable condition... ..... £1,295



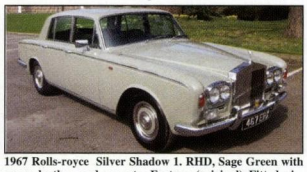
1999 JAGUAR XJR 4.0 LTR SUPERCHARGED , Anthracite with doeskin Leather, Aircond, Criuse, Electric sunroof, Full Electric pack, Latest Alloys, 90000 FJSH. 2 Owners, In mint out of the Box Condition, (a True Classic Jaguar).....£14950



1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



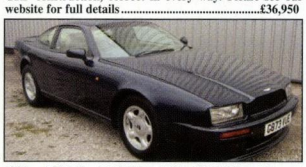
1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



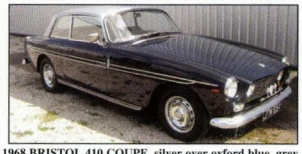
1967 Rolls-royce Silver Shadow 1. RHD, Sage Green with green leather and carpets, Factory (original) Fitted air-cond, knee rolls, PAS. 29000 miles Only Superb History file, This car is mint, and the best we have seen to date.....£POA



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details £36,950



1989 ASTON MARTIN V8 VIRAGE, Manual. Oxford Blue, With tan leather, Aircond, full electric pack, 24000 miles Only, Full Service History, all Invoices, MOTS, tools books , etc. Superb Original Example, and very hard to find like this. .....£32950.



1968 BRISTOL 410 COUPE, silver over oxford blue, grey leather trim, in the last family for 10 years, superb history file, and a lovely original example that drives as new, please see our web-site. £24950

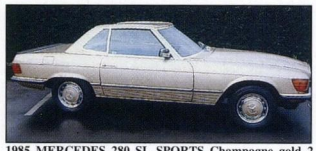


1966 BRISTOL 409 COUPE AUTO. goodwood green with tan leather trim, minilite wheels, selectaride,massive history file. supurb example, very hard to find like this, please view our web-site. £25950



The School Garage

(MARTIN J DALY) Est 1979



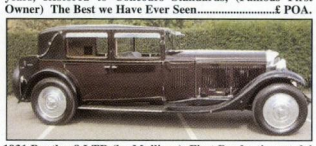
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 Marcedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen) £17950



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen.....£ POA.



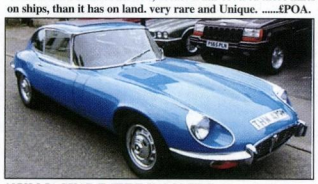
1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website .....£POA



1927/8 RALLY ABC. VOITURETTE.With Chapuis Dornier Dry Sump Le-mans Engine.In Private Collection for many years, Has just been fully Re-commissioned, to a very High standard. Thought to be one of Two in Existence of this Specification. A unique Opportunity to acquire a very rare motoring Treasure. ....£ POA.

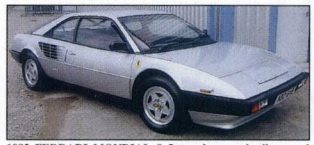


1937 CADILLAC LA SALLE 5.3 V8 Manual Finished in Burgundy with Natural felt/cloth trim, This Amazing Motor car has been in 3 collections since the war and has covered a Genuine 1650 miles from new, in fact it has covered more miles on ships, than it has on land. very rare and Unique. .....£POA.



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

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1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this).....£18,750



1984 SCIMITAR GTE 6A AUTO.Champagne with full black leather piped, PAS, full Electric Pack, Minilite Alloys, 46000 Miles Only with Full History, This is the Nearest to a brand-new Example you will Find. Stunning £9950



1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website) £26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £32,950



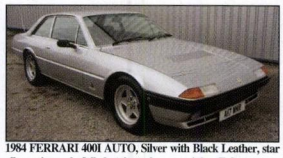
1952, BENTLEY MK VI MANUAL (4.5LTR) BIG BORE ENGINE. Brooklands Green with Light Brown Leather, Sunroof , Original Touring Kit, Two previous Owners, 54000 Miles Only, This superb Car is in Unrestored, original Condition, It drives as New and is The Best we have seen, ...£34950



1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site....£12,950.



1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File. ..... £18,950.



1984 FERRARI 400I AUTO, Silver with Black Leather, star alloys, air-cond , full electric pack,new stainless Exhaust, new tyres, 50000 miles, FSH, all books, tools, Invoices etc They do not get better than this.....£16950



1987E FERRARI 328 GTB. Nero with Cream Leather , Star Alloys, Air-Cond, 22000 Miles Only, FFSH, The Nearest To a Brand New Example you Will Find, All Books, Tools, MOTs, etc.Cherished Number, This is As Good as It will Get £39,950



1968 MGC ROADSTER, Famous Rally car, Professionally and Expensively Prepared for Historic ralling, has competed in many rallies such as London-Cape town, and the Inca Trail, Massive spec, (see our Website) all papers, Docs, etc.....£24950



1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1973 Aston Martin V8 MK1 auto. Finished in Tankard grey, with mulberry leather trim. alloys, air-cond, etc. original English Uk matching numbers car, fortune spent in recent years. Nice honest,example and superb value at .....£24950.



1997 BUILT, DAX COBRA, 4.0LTR V8, (very high Build Quality, and Spec.) Space frame chassis, Full Jaguar Running Gear, Genuine hallibrand Wheels, Bronze Green, with silver centre, Black Leather, Cobra seats, side-winder Exhausts, Chrome roll-Bar. Less Than 4000 miles, Stunning and very Fast £24950



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car .....£19,950.

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1960 BENTLEY CONTINENTAL S2. (CHOICE OF TWO, TWO DOOR COUPES) BOTH MINT

1955 ASTON MARTIN BD2/4, (ONE OF THE BEST IN THE WORLD.)

1967 JAGUAR E-TYPE 4.2 ROADSTER

2001 FERRARI 550M 10000 MILES ONLY AS NEW

1948 BENTLEY MK 6

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.

ROD LEACH'S NOSTALGIA

SUPERFORMANCE LE MANS COUPES

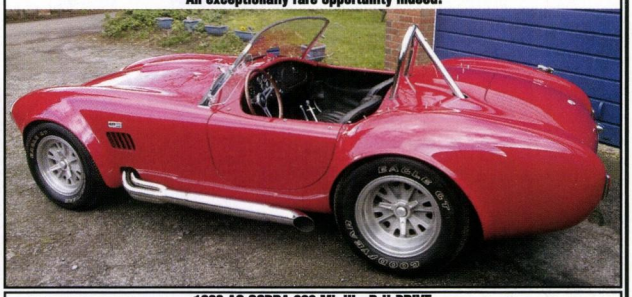
The 2005 Series of these stunning new 207 mph Peter Brock designed GT's are now available for early delivery. Eminently practical with every comfort incl. A/C, power steering and brakes, rear hatch opening with extensive luggage space and peerless build quality, these are utterly sensational modern-day supercars. The 6.6 litre Rousch Ford/Ford V8 engine gives over 500 bhp, 0 - 100 mph in 8.6 secs, and the standing 1/4 mile in 11.5 secs.! ONLY A HANDFUL (EITHER R.H.D OR L.H.D.) WILL REACH THE U.K. THIS YEAR, PRICED AT £78,000 + VAT ' ON THE ROAD'. FINANCE AVAILABLE.

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1966 SHELBY FORD COBRA 427 Mk III - L.H.DRIVE

Rebuilt from the bare chassis in the 1970's and converted to partial 'S/C' spec. Premier Award Winner at the 1981 S.A.A.C. Convention. Subsequently owned by several well-known U.S. collectors including the President of Paramount Films. Exported to Europe in 1989, imported to the U.K. in 2004. Total mechanical check-over and full service just completed by Alan Smith (Thunder Road). Superbly presented throughout with delightful patina spanning 40 years. An exceptionally rare opportunity indeed!



AC COBRA 427 MK III 'SEMI-COMPETITION' - L.H.DRIVE

1 of only 8 specially commissioned AC Cars Ltd. Works 'Continuations' ever built. Over 3000 hours in the making and totally indistinguishable from the 1965 original, down to the very last detail. Mathwall handbuilt 485 b.h.p. 427 c.i. (7 litres) engine gives 0 to 100 m.p.h. in 9.8 secs. Fully trimmed in black, with matching weather equipment. In addition, this is the actual car featured in Jeremy Clarkson's Motoring Years (BBC2 TV) - video available. Absolutely shattering performance, but total docility for all types of traffic. 1,150 miles only and as new. Awesome!

Now eligible for National and International Historic Tours and Rallies etc.



1966 AC COBRA 289 Mk III - R.H.DRIVE.

First owned by famous boxer Billy Walker and Lord Russell, then modified for competition in the 1970's. Totally reconstructed in the early 1980's, after which it became probably the most successful Mk III of all in the hands of Aidan Mills-Thomas, with 80-plus wins in over 300 events entered. New 300+ bhp Peter Knight engine just fitted. Full F.I.A. Papers and taxed/ M.O.T'd etc. A wonderful and exciting road car as demonstrated by chef Gordon Ramsey in 'Pulling Power' TV in 2001, but totally 'sorted' and prepared for immediate track and/or other Historic events.



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AC ACE 1957

Another superb rare car, also, left hand drive. Black superb body, with excellent tan leather interior.Original overdrive fitted.Fully restored several years ago.Only 28,287 miles from new!!!! Yes, twenty eight thousand two hundred and eighty seven miles!!!! Elegible for the Mille Miglia and all other Historic Racing!!!! An all round excellent car in all aspects £48,500.

ORIGINAL AC ACE 2.6,1962

In my opinion the most beautiful British car ever made and very rarely advertised. Only 37 of this rare 2.6 model, manufactured by AC Cars Company, and only 12 ever manufactured left hand drive!! This car has been the subject of a total restoration 2,000 miles ago. She is in totally splendid condition. New light beige leather as original. New blue paint as original. Only 2 owners from new. Full car looks and drives wonderful!!! reputed miles from new 12,021....Yes, twelve thousand and twenty one miles!!!!! £ 88,500



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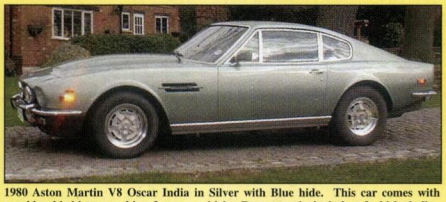
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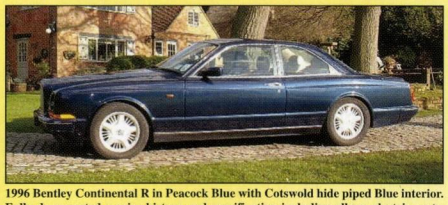
1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner vehicle. Recent works include refurbished alloy wheels and a full service. £26,950



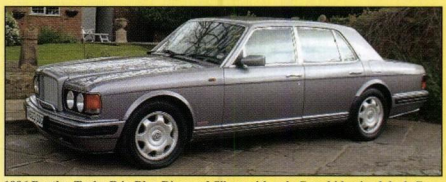
1971 Ferrari 365 GTB/4 Daytona Plexiglass in Ferrari Red with Black leather. A very rare car, one of only approximately 12 right hand drive cars, this excellent example was the property of the late Victor Gauntlet (Chairman of Aston Martin) and comes with considerable service history including recent service and new clutch. 60,000 miles.....£69,950



1996 Bentley Continental R in Peacock Blue with Cotswold hide piped Blue interior. Fully documented service history and specification including alloys, electric seats, heated front seats, CD multiplay and air conditioning. £59,950



1997 Bentley Turbo R L in Red Pearl with Magnolia hide piped Red. Finished with a Red top roll, this beautiful example drives very well and comes with full Bentley service history. 52,000 miles. £33,950



1996 Bentley Turbo R in Blue Diamond Silver with pale Grey hide piped dark Grey. This is a beautiful example with complete Bentley service history. Fitted with 18" alloy wheels, cruise control, air conditioning, Walnut trim and all usual refinements. Sensibly priced at £25,950



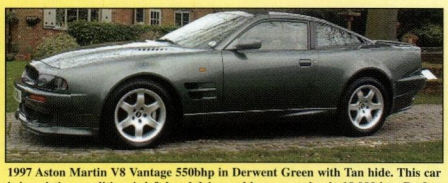
1992 Aston Martin Virage in Cleveland Red with Tan hide interior. Automatic transmission, sports suspension, matching numbers and OZ alloys. 30,000 miles. Full service history with HWM and perfect throughout. £26,950



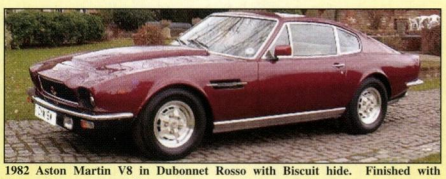
1972 Jaguar E Type Series III V12 Roadster in Azure Blue with light Tan hide. An extremely clean example which has been in the same ownership for the last 27 years and has been extremely well maintained. Comes with very detailed service history dating back to the 70s. Fitted with Manual transmission, power steering, chrome pressed wheels and new carpets. New MOT and just serviced. £33,950



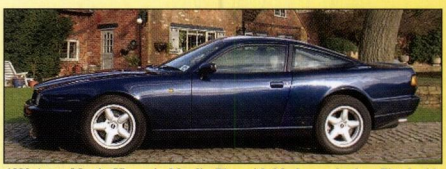
1984 Aston Martin V8 Volante in Windsor Red with Tan hide and Tan hood. Automatic transmission and BBS alloys, this is one of the best examples we have had in recent times with a complete Aston Martin factory service history. Please enquire for more details. £42,950



1997 Aston Martin V8 Vantage 550bhp in Derwent Green with Tan hide. This car is in pristine condition, is left hand drive and has covered only 19,000 km. Perfect throughout.....£69,950



1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide. Finished with Burgundy carpets and fitted with Automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



1990 Aston Martin Virage in Mendip Blue with Mushroom leather. Fitted with automatic gearbox, power steering, air conditioning, heated electric seats, Volante alloys and stereo system. Service history, excellent value. 31,000 miles. £23,950



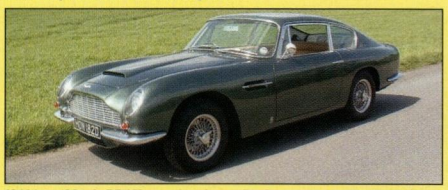
1955 Aston Martin DB 2/4 Mk I. A beautiful example finished in Fiesta Red with new Black hide interior and fitted with chrome wire wheels. It is currently undergoing a full engine rebuild and will be available in early July. Please enquire for more details and price.



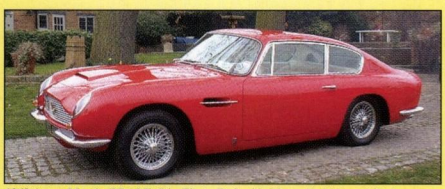
1965 Bentley S3 Standard Steel Saloon in Black over Silver. Finished with sumptuous Red hide interior, this car is in beautiful condition throughout and drives extremely well. Price to sell at £26,950



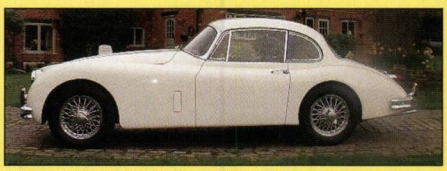
1962 AC Greyhound in Red. Fitted with Triumph 2.5pi 6 cylinder engine and overdrive gearbox and wire wheels. Recent MOT, body in reasonable shape but could do with a repaint and the interior requires some refurbishment. Would suit enthusiast. £7,995



1966 Aston Martin DB6 Vantage in pale metallic Green with new Tan hide interior. Fitted with chrome wire wheels, Manual transmission, 5 speed gearbox, electric windows and is in perfect condition throughout. Please telephone for detailed specification.....£58,500



1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide and Red carpets. Fitted with chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991, the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced. £52,950

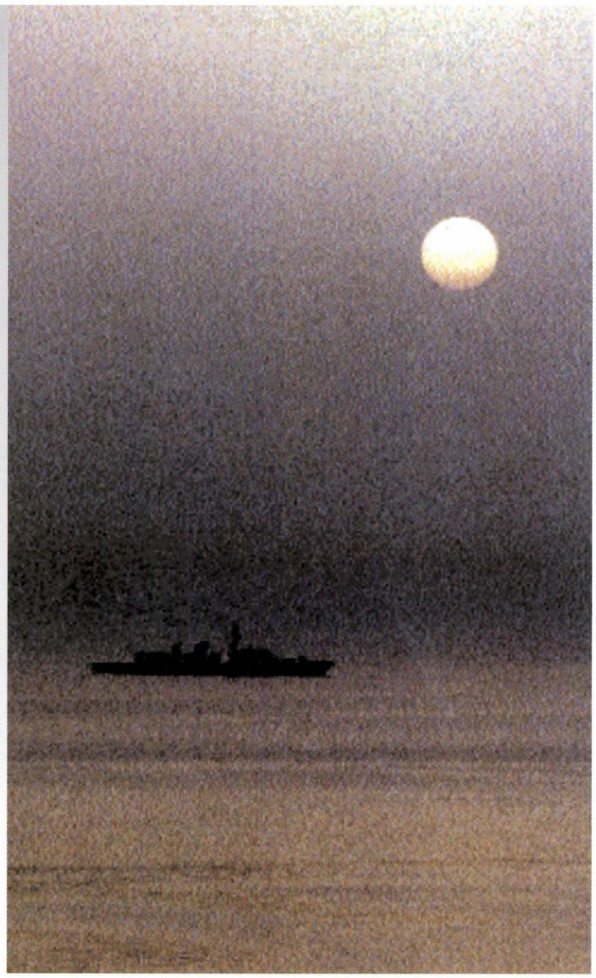


1959 Jaguar XK150 3.4 in Old English White with Red hide. Fitted with chrome wire wheels and Avon turbospeed radials, this car has been the subject of a fully comprehensive rebuild by Jaguar specialists 7 or 8 years ago and is in the condition you would expect from such a restoration. Its only deviation from original is the addition of a 5 speed gearbox for high speed motorway cruising. £29,950

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1961 Ferrari 250 GT SWB Sefac 'Breadvan'
Chassis no. 2819 GT
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The ex-Bill Serri, Jr.
1928 Bugatti Type 43A
Chassis no. 43292
Estimate: $700,000-900,000 (*Detail Left*)

1965 Ferrari 1512 F1 Single Seater
Chassis no. 0008
Estimate: $1,000,000-2,000,000 (*Detail Right*)

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