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GOODWOOD REVIVAL MEETING
PREVIEW

haymarket

# GET SET FOR GOODWOOD!

- FORMULA ONE THRILLERS OF THE 1960s
- AFTER THE RACING STOPPED
- YOUR GUIDE TO THE REVIVAL 2005

A DATE WITH DESTINY



PATRICK TAMBAY ON WINNING FOR GILLES, FOR FERRARI - AND FOR HIMSELF

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# MOTOR SPORT




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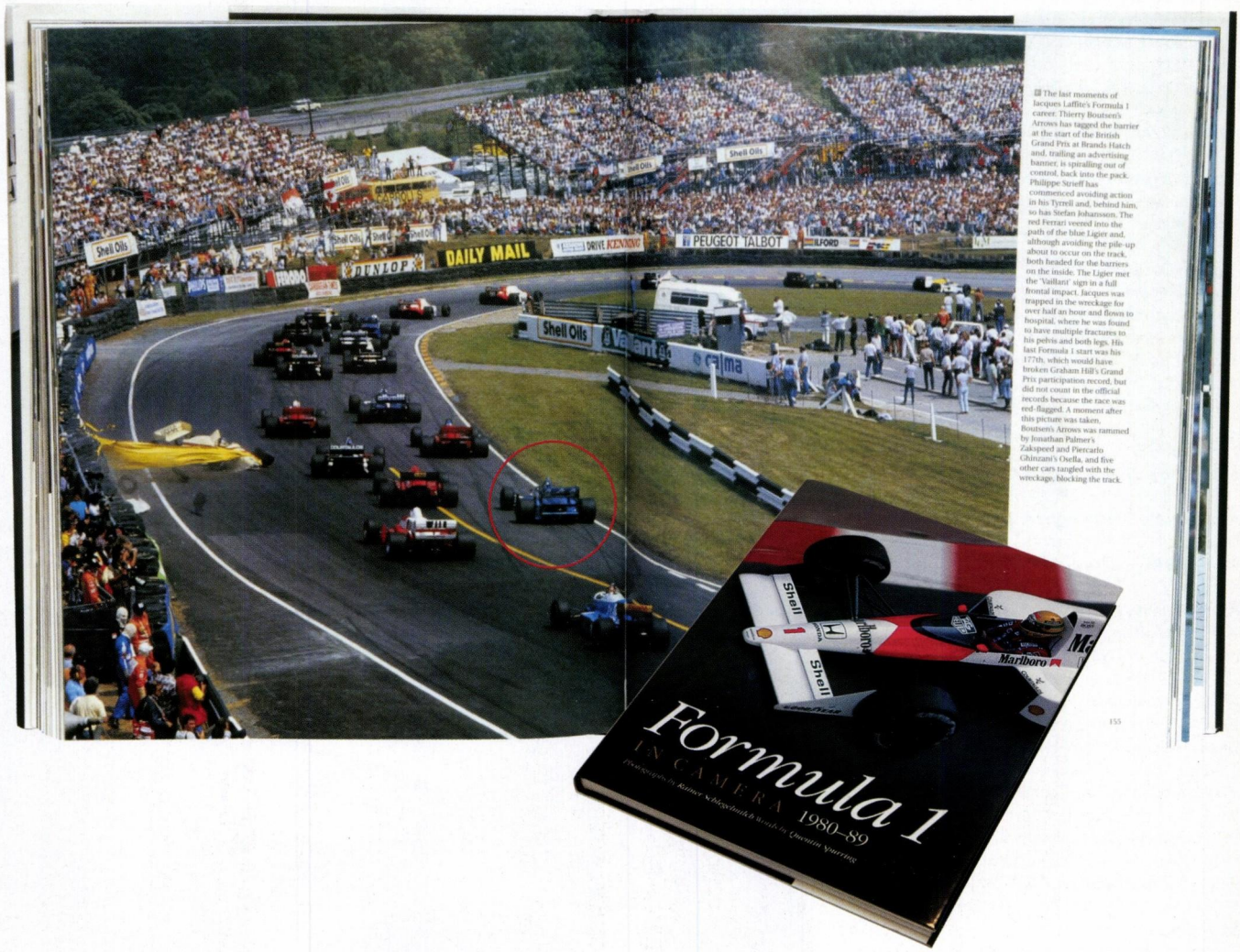
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# 30-second board

**New photo book release – *Formula 1 in Camera: 1980-89***


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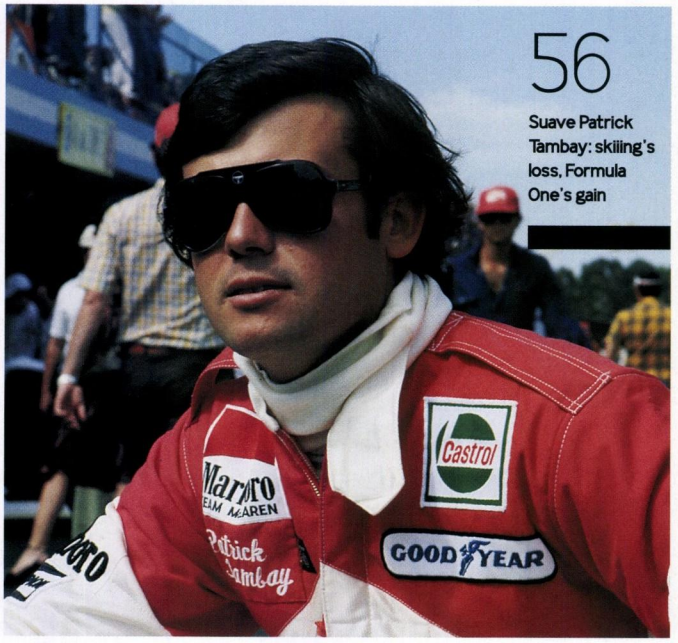
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James Mann LAT

# Legends

*Preparation and Sales of Sports, Competition and Collector's Motor Cars*



*"Phi Phi" Etancelin in the Talbot Lago T26C at the British Grand Prix Silverstone on 13th May 1950*

## Single Seaters

1948 Talbot Lago T26C
(Historic Grand Prix Car, pictured above)

1951 Pierce MG
(Historic Grand Prix Car)

1959 Lotus 18
Formula Junior

1962 Lotus 20
Formula Junior

1974 Gurney Eagle F5000 Car
(Ex James Hunt)

## Sports GT's

1958 Lister Jaguar (Knobbly),
50s Sports Racing Car

1959 Lola Mk1

1961 Cooper Monaco T61
"Fin Tail" Mk3

1963 Lotus 23B

1964 Lotus Elan 26R
"Ex Team Lotus"

1971 Ferrari 365 GTB/4
Competition (FIA car)

1984 Alba Ford AR3 C2
3.3 litre DFL Cosworth

## Classic Road Cars

1998 Ferrari F355 (RHD)

1995 Ferrari 456 GT

1990 Ferrari 512 Testarossa

1973 Porsche 911 2.7 RS

1973 Ferrari Daytona Spyder

1969 Ferrari 365GTC (RHD)

1965 Bentley S3 Saloon

1962 Jaguar E-Type 3.8 Litre
Series 1 Roadster

1959 MGA 'Judson Special'

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haymarket



'Driving abilities varied wildly, but the quick boys hammered past, glorious rooster tails hanging in their wake'

Damien Smith's

# Off the line

## SUPER-DOOPER PRIX

It was raining. Hard. I'd squelched up through the woods to Dingle Dell and was waiting for the cars to arrive, resigned to the fact that I couldn't really get any wetter. Strangely, it occurred to me that I couldn't be happier. Perverse, but you understand, don't you?

The thing is, Brands Hatch has always been my local circuit, a home from home. So when there's a rare meeting for 'proper' cars on the mini-Nordschleife Grand Prix circuit, I've just got to make the most of it – come rain or shine.

With no tannoys on this far side of the track I could only listen for the growl of racing engines to tell me that the practice session had started. I didn't exactly have to strain to hear them – not with 19 Formula 5000s heading my way. The Derek Bell Trophy, proudly sponsored by this magazine, had attracted perhaps the best grid of these 1970s monsters ever seen – at least until the following weekend... With a field bolstered by Formula Two and Atlantic cars, it was clear that I was in for a treat.

The cars, including nine gems shipped over specially from New Zealand, began splashing their way through the fast right-hander. As ever, driving abilities varied wildly, but the quick boys hammered past, glorious rooster tails hanging in their wake. Brave, I thought, even though Simon Hadfield had told me earlier that driving these brutes in the wet isn't so bad thanks to the width of the bulbous rear tyres.

Happily, conditions dried out for racing and as usual the HSCC's Superprix brought a fantastic display of action – all but a couple of races were decided on the last lap. A pity the crowd was so thin, but perhaps the weather was a factor in that.

The very next weekend the F5000s, the Group C cars and the rest turned out again, this time with both the Thoroughbred Grand Prix and Grand Prix Masters series, for the first Silverstone Classic meeting. Around 30,000 turned out over the two days to herald the arrival of this new festival of historic racing. The BRDC has a worthy successor to the Coys Festivals of the 1990s on its hands, although as Simon Taylor points out on page 109, there is room for improvement.

Now our attention turns to the Goodwood Revival, the meeting by which all are judged. In our preview issue we have focused on the rich heritage of the Glover Trophy Formula One races. The 1.5-litre formula may not have been popular with drivers, but it sure entertained, and continues to do so in historic form. I watched last year's Glover at St Mary's. I suggest you do the same this time – whatever the weather. M




New Zealander Murray Sinclair powers Lola T332 through spray at drenched Brands

Subscription hotline 08456 777819

Charlie Wooding




Patrese's Brabham leads de Cesaris' Alfa Romeo at Zandvoort, 1983. Now the old rivals are preparing for comebacks in GP Masters

# Patrese, de Cesaris to race again

## Italian F1 veterans sign up to join new GP Masters series

Riccardo Patrese, the most prolific starter in the history of Formula One, will break an eight-year absence from the race track when he takes part in the inaugural Grand Prix Masters event at Kyalami in November. The Italian, who started 255 grands prix from 1977 to '93, is among the second draft of F1 veterans to sign up for the series that aims to replicate the success of the seniors tours in golf and tennis.

Patrese, who hasn't raced since driving a TWR Nissan in the 1997 Le Mans 24 Hours, was revealed early last month as a GPM driver for the inaugural event, which takes place on November 13, and a short series of races in 2006.

Fellow countryman Andrea de Cesaris, who has been inactive in motorsport since the end of his F1 career in 1994, was confirmed at the same time. Patrese and de Cesaris were team-mates in grand prix racing at Brabham in 1987.

Patrese said: "I think this is a nice idea; it will be good to drive again after so many years away.



Andrea de Cesaris: 208 GP starts, no wins



Riccardo Patrese: 255 GP starts, six wins

"I'm looking forward to meeting up with some of my old rivals and talking about the old days, with a little bit of competition thrown in."

Patrese and de Cesaris will join 1980 World Champion Alan Jones, René Arnoux, Stefan Johansson, Jan Lammers and Christian Danner on the GPM grid. Alain Prost and Emerson Fittipaldi have also agreed to take part, but have yet to sign contracts.

Up to 16 F1 veterans will take to the grid at Kyalami in a field of 600bhp single-seaters based on the final Champ Car chassis to come out of Reynard Racing Cars prior to its demise. The design, which began life as the 98I, is being reworked by a group of ex-Reynard employees at Delta Motorsport and will be powered by a 3.5-litre Nicholson-McLaren V8 based on the highly successful Cosworth XB Champ Car engine.

Poulter insisted that the racers would not be recycled Champ Cars, but all-new chassis built specifically for the GPM series.

Poulter stressed that the Champ Car was only the "starting point" for the Masters car. "What is clear is that we are not using a straightforward Champ Car," he said.

### DTM LEGENDS
**Prost beats Mansell again!**

Alain Prost came out on top in the DTM Legends shoot-out at the Norisring. The four-time World Champion beat five other stars in a series of against-the-clock runs around the famous street circuit.

The 50-year-old, who has made a racing comeback in French GTs this year, headed the times in two of the three sessions at the event held in July. Emerson Fittipaldi was fastest in the third session.

Prost, Fittipaldi, fellow F1 champs Nigel Mansell (below) and Jody Scheckter, plus motorcycle world title winners Johnny Cecotto and Mick Doohan, swapped between Audi, Mercedes and Opel machinery during the event. Each driver got five laps in each marque of car.

Prost said: "Racing is in my blood, so it was great to do it. I was truly impressed by the performance my friends delivered out there."




A1GP Mclklein/LAT LAT

## BAR HEADS TO BONNEVILLE FOR SPEED ATTEMPT

What's the theoretical top speed of a Formula One car? It's the eternal bar-room poser, and a question that will be answered when BAR takes one of its 2005 contenders to Bonneville in October.

The run across the Utah salt flats, the traditional venue for Land Speed Record attempts, was suggested by team sponsor Lucky Strike and will take place with a close to standard BAR-Honda 007. A speed in excess of 250mph has been predicted.

"It's not a hugely modified car; it'll be in standard F1 form but will have to be modified for safety," said team boss Nick Fry. "It's got to have a parachute on the back, for example."

"It has to be FIA specification, otherwise it becomes a 'what is it?' type of project. We didn't want to increase the size of the engine or anything. We thought we would keep it relatively pure."

The first test runs on the salt took place in early August with the team's South African test driver Alan van der Merwe at the wheel.



Sébastien Loeb took sixth win in a row and seventh of season on Rally Argentina

## LOEB CLOSING FAST ON MOST WRC WINS RECORD

Sébastien Loeb is on course to overtake Carlos Sainz at the top of the all-time World Rally Championship winners list before the halfway point of next season, if he continues at his current rate of success.

The reigning world champion notched up a seventh win from nine starts this year on the Rally Argentina in July, eclipsing the record he jointly held with Didier Auriol for the most number of victories in one season. The phenomenal run brought him up to 17 wins and means the Citröen star is closing fast on Sainz's record of 26.

But the situation is complicated by Citröen's withdrawal at the end of 2005. Loeb's options for next season include a privateer Xsara while awaiting the French marque's likely return in 2007, or a switch to the factory M-Sport Ford squad.

Loeb scored six of his wins this year on consecutive events, but Peugeot's Marcus Grönholm ended his run on the Rally Finland in August.

## VERSTAPPEN JOINS LAMMERS FOR A1 GP

Former Benetton and Tyrrell grand prix racer Jos Verstappen should be the most experienced driver on the grid when the new A1 Grand Prix series kicks off at Brands Hatch in September.

The 33-year-old, a veteran of 107 Formula One starts, will line up in the Dutch team's entry in the self-styled 'World Cup of motorsport' this winter. He will drive one of the Lola-built racers run by fellow F1 veteran Jan Lammers' Racing for Holland team.

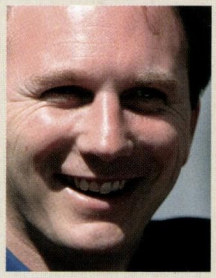
"I believe that Jos is the best man for the job," said Lammers. "He's a no-nonsense driver; he gets in and gets on with it." Verstappen, whose plans to move into Champ Cars after the end of his F1 career in 2003 came to nothing, will go head to head with a field made up mainly of up-and-coming single-seater drivers. Pedro Lamy and Alex Yoong, who are down to drive the Portuguese and Malaysian entries respectively, are the only other ex-GP drivers scheduled to take part in the series.



UK's Robbie Kerr topped first A1 GP test at Silverstone

# My first race

**FF1600 Winter Series, Brands Hatch, 1991**
by Christian Horner



It was the most scary experience I've ever had. I'd come out of 100cc karting and had won a Renault scholarship, but to do Formula Renault I had to go to the Winfield School in France and do some Formula Ford races to upgrade my licence. I did three in a Manor Motorsport Van Diemen and here I was in my first, pitched in against all these old Brands heroes like Andy Charsley and Chris Hall in Rays and Jamuns.

I remember being nervous about the start because you tend to roll downhill at Brands. It was a big moment for me, but I got through it. It was the roughest racing I would ever experience.

# ...and my last race

**Formula 3000, Nürburgring, 1998**




I knew halfway through the year that I was going to stop – and it was not a particularly spectacular final race for me (above). Juan Pablo Montoya won the race and the title in what had been an extremely competitive year. I qualified and raced towards the back, and drove the last five laps thinking these would be the last I would ever do. I just enjoyed it, knowing that when I stepped out of the car I would concentrate on being solely a team owner. My skill lay outside the cockpit; I'd gone as far as my talent was going to take me. But what I went through put me in good stead because I can relate to drivers and I know how to get the most out of them. That was the case in F3000 with Tomáš Enge, Bjorn Wirdheim and now with David Coulthard in Formula One. **DS**




Barrichello scores the first of his nine Ferrari wins in Germany in 2000

# Rubens leaves his mark

Rubens Barrichello will leave Ferrari at the end of this season as the fourth most successful driver in the team's history. The Brazilian's current tally of nine wins puts him behind only Michael Schumacher, Niki Lauda and Alberto Ascari, but his strike rate over his six seasons at the *scuderia* is inferior to a raft of pilots, including Giancarlo Baghetti, Patrick Tambay and Tony Brooks.

The Ferrari statement announcing his departure talked of a "fruitful and fortunate collaboration", yet the 33-year-old won just 9.18 per cent of his grands prix with the team, compared with team-mate Schumacher's 41 per cent. Should Barrichello fail to win one of the remaining six GPs this year, his strike rate will be behind 17 of Ferrari's 34 race winners since the start of the World Championship in 1950.

His contribution to the most successful period in Ferrari's history should not be overlooked, however. He has so far notched up 79 podiums and 378 points, helping the team to five consecutive constructors' titles and Schumacher to his five Ferrari drivers' crowns.

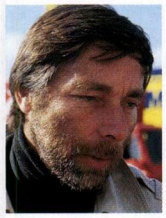
Barrichello now looks certain to join BAR after securing an early release from his Ferrari contract, which ran to the end of 2006.

Luca di Montezemolo, Ferrari's boss, said: "We gave Rubens the possibility of accepting an offer of a multi-year contract, longer therefore than the length of his relationship with us".

Barrichello's position alongside Schumacher will be taken by fellow countryman 24-year-old Felipe Massa, who is graduating from the Ferrari-powered Sauber team. Massa first tested for Ferrari back in 2001 and has been under contract ever since. He impressed Ferrari when he spent a full year out of racing as a test driver in 2003.

## NEWS IN BRIEF

Former Le Mans winner Jurgen Barth has retired from Porsche after 42 year. The 57-year-old followed his father Edgar into the Stuttgart sportscar manufacturer, joining as an apprentice in 1963. He took charge of customer sport at the beginning of the 956 era and remained in the role until his retirement at the end of July.



The future of the Phoenix Park motor races is again in doubt. The annual event, held in the inner city park in Dublin, was cancelled for the second time in three years due to a lack of funding. The organisers are trying to reorganise the fixture, which dates back to 1903, as a sprint.

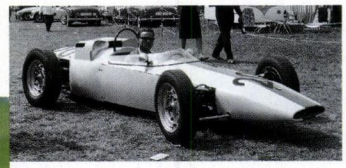
The founding father of the Daren sportscar marque, John Green, has died aged 74. After apprenticeship at Daimler and a stint at Fairthorpe, where he was involved in designing the Electron Minor, he built the first Daren in 1967. Green's cars proved successful in the hands of drivers such as Martin Raymond and Jeremy Richardson, until a serious accident at Thruxton in the early '70s put an end to Green's racing and the Daren marque. The name was revived in the late '90s after son David started racing in a Mk2, and a new car, the rotary-engined Mk7, was built. A successor was about to run at the time of John Green's death.

# 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 September 5. 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:** MBM F1
**Where & when:** Solitude GP, July 1961
**Winner:** We promised to be a little easier on you this time, and the result was a healthy postbag, all of them correct. However, **Thilo Figaj** from Germany supplied a raft of information about this highly unsuccessful grand prix contender, designed, built and driven by Peter Monteverdi, the Swiss car entrepreneur. Adapted from an F2 design, the car qualified last for the Solitude GP and managed only two laps before its Porsche RSK engine failed.

All LAT

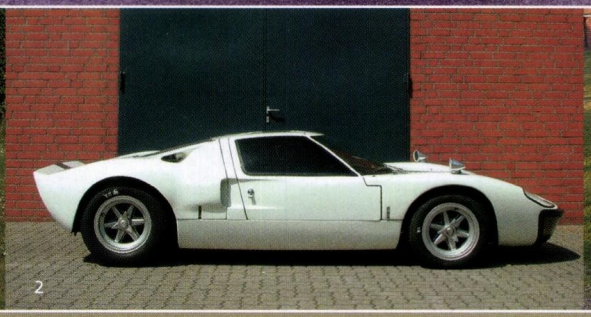
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Illustrated:
Top: The inaugural Monaco Grand Prix winning ex-Works 1928 Bugatti Type 35B - widely considered to be the most significant and original Bugatti in existence; the first winner of the motor sporting world's most charismatic Grand Prix, preserved in amazing 'time machine' condition since its acquisition by the present owner in 1954.

1 ex-Works, Le Mans Class winning 1961 Sunbeam 'Harrington' Alpine Coupé.

2 One owner from new 1966/72 Ford GT40, one of the final factory chassis assembled in period which was completed in 1972.

3 1935 Bugatti Type 59/50B - a spectacular example of one of the last refinements of the legendary Grand Prix Bugatti line.

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www.alfaromeo.co.uk




Alfa GT

EVENT OF THE MONTH

# Grande Prémio Histórico do PORTO

The first historic 'revival' meeting on the old Oporto Portuguese Grand Prix circuit was a resounding success. Marcus Pye enjoyed the sport - and socialising

Photography by Jim Houlgrave

The inaugural Grande Prémio Histórico do Porto presented some memorable racing and a wonderful snapshot of the Portuguese Grands Prix of 1958 and '60.

Sir Jack Brabham was a guest of honour at the July 8-10 event, 45 years after he clinched his second World Championship with victory at the tramlined street track.

The old Boavista circuit, overlooking the Atlantic Ocean, was recreated as far as practicable with an investment of around £2.5 million by the community, whose mayor Dr Rui Rio's idea it was. Promoter Talento, which is spearheaded by ex-national rally champion-turned-Formula One journalist Francisco Santos, espoused his crusade.

Given the bustling port's expansion, a 2.7-mile evolution of the old track (4.6 miles in its GP form) was not only recognisable but also imbued with the spirit of a place which first hosted racing in 1931.

Delineated by concrete blocks and guardrail, it was daunting at first, likened to a cross between Pau and colonial Macau. "Trepidacious," was one vastly experienced pilot's splendid description, implying that it demanded enormous respect.

Some drivers crashed in free practice, damaging their cars too badly to continue. Others admitted to being "terrified" but persevered. By the end of the weekend, the most capable were gagging to return. Only Carlos Monteverde was hospitalised, with a broken leg, after crashing his Ferrari 250LM.

Predictably, the competition proper was peppered with drama through the invited international classes to local events, which boasted a delicious 'old-world' charm.

Brakes and transmissions were always in for a caning, nowhere more evidently than in the Motor Racing Legends Pre-War sportscar feature. Calum Lockie overcame gearbox problems to storm Roger Saul's Alfa Romeo Tipo B to victory after David Franklin's Frazer Nash BMW 328's anchors caught fire!

Gentlemen Drivers were also in for the long haul. After a needlessly unruly opening lap, on which Matt Grist crumpled Monteverde's Ferrari 250SWB and Jürg Tobler dropped his Lola Mk1 in sympathy, Irvine Laidlaw and James Diffey growled their Porsche 904/6 through to win.

The Sports Racing Challenge threw up a surprise. After runaway leader Simon Hadfield's Elva-BMW Mk8 died, and Plinio Haas walloped his Lotus 23, Howard Redhouse and Stuart Wright won first time out in the former's Lotus 30.

Already the UK Formula Junior victor, Michael Schryver doubled up in the HGPCA Pre-66 race. Following 'queerbox' dramas he completed a cycle for the Lotus 18 in which John Surtees led the 1960 GP from pole before crashing.

Barry Cannell's Cooper T53 – which a local sage insisted is Brabham's '60 winner – was a strong second after Rod Jolley biffed his T51 at the Castelo do Queijo (Castle of Cheese!) corner. Adrian van der Kroft's ex-Trintignant T51 was third, but he won the Drum-Braked Sportscars in his T39 Bobtail after Laidlaw's Maserati wilted.

The Pre-61 HGPCA race was all about Maseratis. Stefan Schollwoeck triumphed in his 6CM, but challenger Allan Miles stopped his 250F, overcome by searing heat. The exemplary medics were at his side in an instant.

Boundless enthusiasm, the organisers' willingness to react to competitors' needs and a fine social programme set this first *GP Histórico do Porto* aside from so many events. In one running it has become a credible contender for the Historic Racing Event of the Year title. M









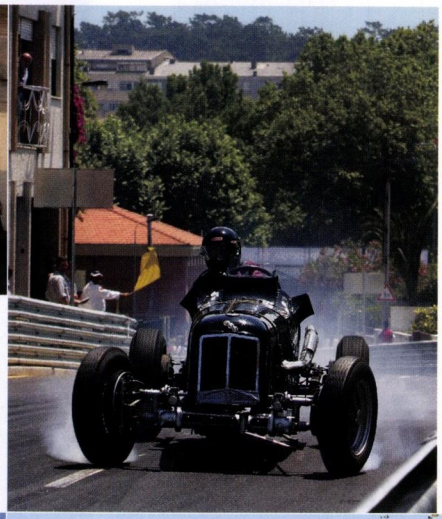
New circuit is an abbreviated version of the grand prix layout, but keeps its character

Graphic: Alan Eldridge

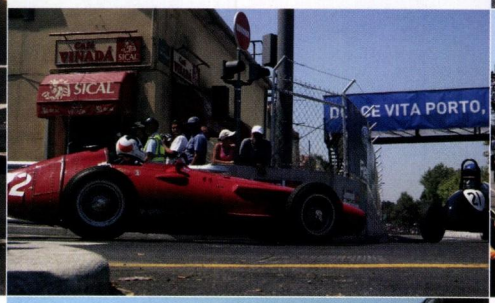






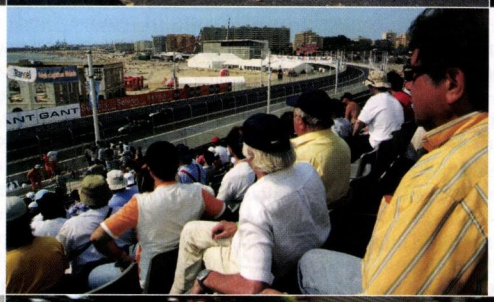


Above: Howard Redhouse shared his Lotus 30 with Stuart Wright to win Sports Racing Challenge. Below: Allan Miles corners his Maserati 250F before he was overcome by the heat. His retirement allowed the spectacular Mac Hulbert (right) to claim second in his ERA in the HGPCA Pre-61 race

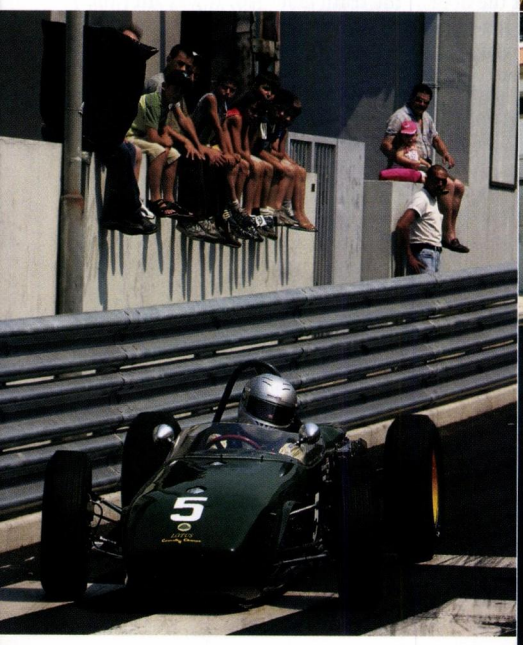


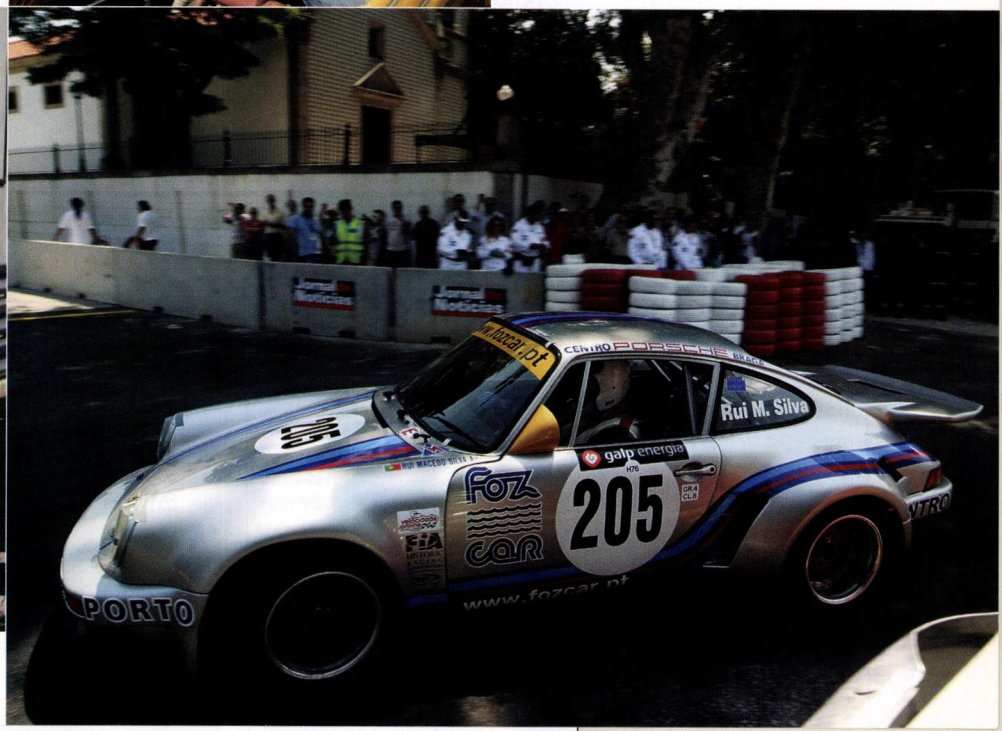


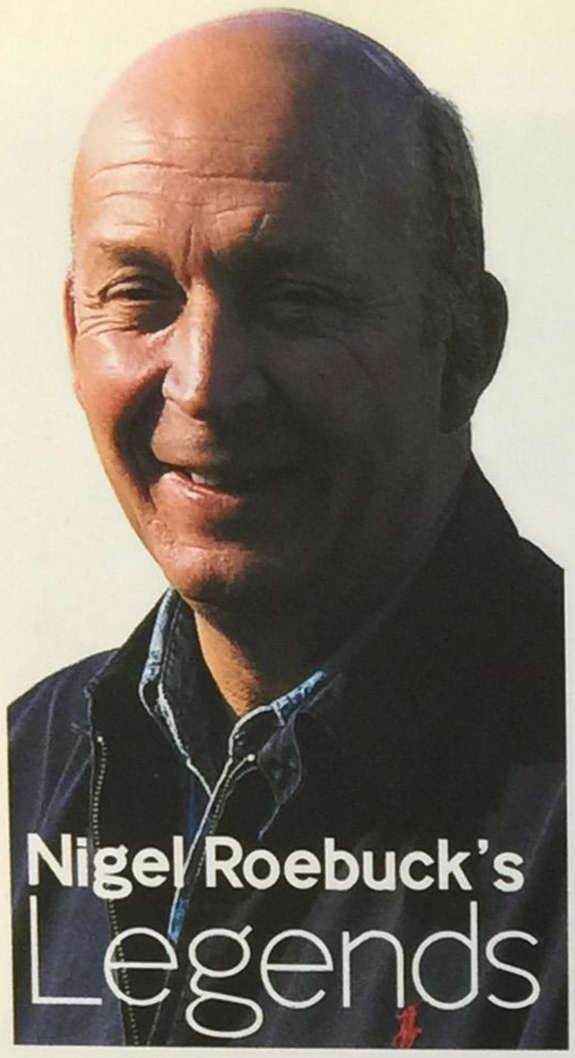

Above: Lola T70 battle as Miguel Amaral leads Carlos Barbot in Portuguese historic series contest. Left: Carlos Monteverde broke his leg after shunting his Ferrari 250LM. Below: Michael Schryver led the Pre-66 HGPCA race, then crashed out in his ex-Surtees Lotus 18



Above: Lockie trails Martin Stretton's FN-BMW in Pre-War race. Stretton's brother Sam would take another Frazer Nash to second. Left: somehow the beach did not have its normal allure for the Oporto locals. Below: Rui Silva at work in his Porsche 911 RSR- pretend it's 1973 and it could be Gijs van Lennep on the Targa Florio!





# Nigel Roebuck's Legends

Ayrton Senna believed that there was only one correct point of view: his own




Suzuka 1990: Ayrton Senna claims the title, dodgem style

Suzuka, Sunday October 21 1990. The two engineers, formerly colleagues on the same team, were talking through the day's events. "Well," said Tim Wright of McLaren, "that was a bloody waste of everyone's time, wasn't it?"

"Yes," shrugged Steve Nichols, now with Ferrari. "Still, er, congratulations..."

Someone else piped up: "Ron (Dennis) says it would never have happened if Senna had been allowed to have pole position on the left side of the track..."

At that, Nichols erupted. "Jesus Christ, where the hell does this end? It wouldn't have happened if they'd just given Senna the nine points, and not run the goddam race at all!"

Wright said nothing, just stared at the ground.

Three hours earlier, at 1pm, Senna and Prost had set off to do what they always did at Suzuka in those days: settle the outcome of the World Championship. Within 10 seconds of the start the McLaren and the Ferrari were in the gravel trap, the title now safely in Ayrton's hands. Into the first corner at 150mph he never lifted, but simply took aim at his rival. Immediately behind were 24 other drivers, and Prost's rear wing – sheared off in the impact – could have come down anywhere. To this day it remains the most reprehensible piece of driving I have ever seen in Formula One.

They had history, Senna and Prost, of course, and not only because they were the two greatest drivers of their time. Even before Ayrton arrived in F1, he recognised Alain as a class above the rest, and thus had him in the crosswires from the outset. Prost could live with the idea that there was someone even quicker than himself, but his distaste for Senna's ruthlessness on and off the track was profound. At Suzuka 12 months earlier he shut the door on his rival at the chicane, and that clinched his third championship.

After this coming-together, Senna had a push start – in the escape road, where the two McLarens had ground to a halt – and went on to win the race, but was subsequently disqualified. In this decision he saw the hand of Jean-Marie Balestre, then President of FISA (then the sporting arm of the FIA), and he didn't hold back from voicing his opinion.

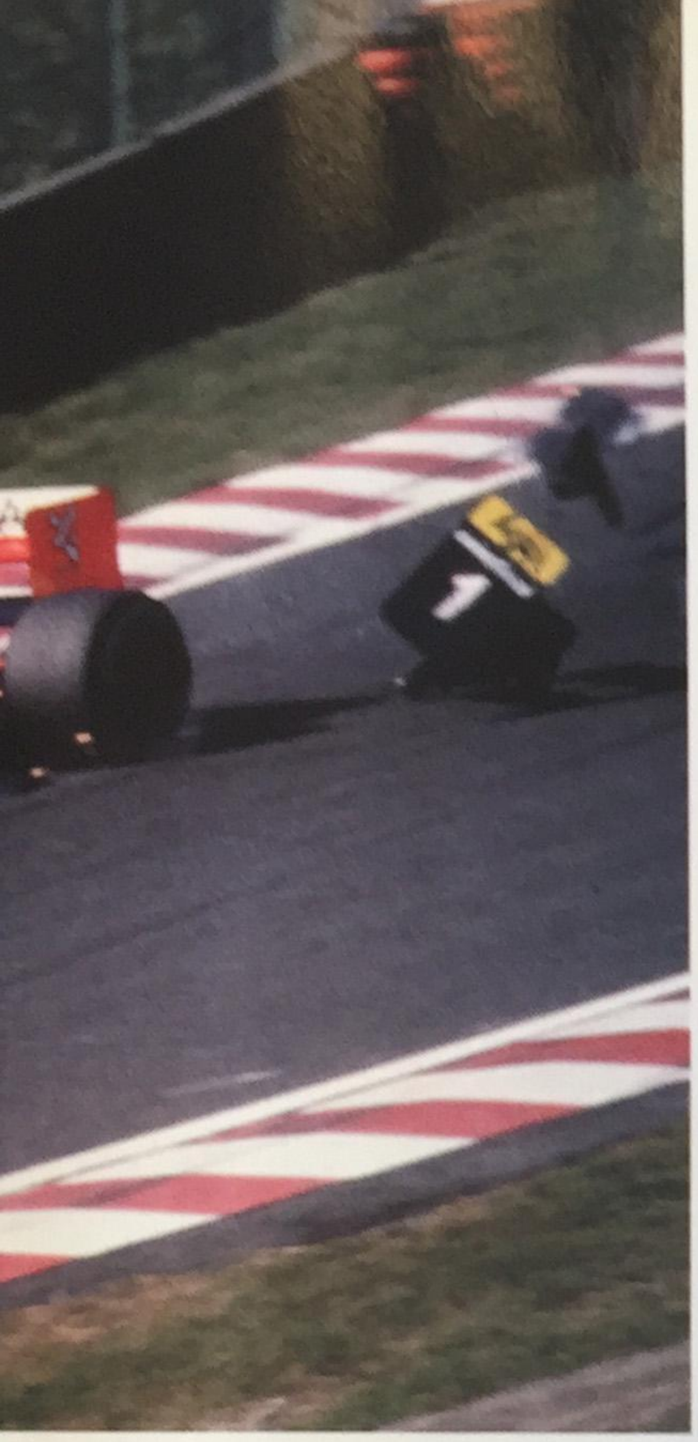
So to the 1990 race. As in the two previous years, Ayrton was on pole position, which – curiously – had always been on the right side of the track. The 'dirty side'. Well aware that Prost's Ferrari was potentially quicker in the race, that the start could be critical, Senna asked for pole to be moved to the left. Request denied. Again he saw the spectre of Balestre, and this time resolved to sort the problem in his own way. Thus, the 'championship decider' lasted only seconds.

## 'It remains the most reprehensible piece of driving I have seen in F1'

Afterwards, Senna professed his innocence, said that Prost had 'left a gap', but in a press conference 12 months later – in Japan once more – the truth emerged. It was after the race, and Ayrton, confirmed as World Champion for the third time (and with Max Mosley recently elected as Balestre's successor), was in a sunny mood – until someone asked a question about the two previous races at Suzuka. The room temperature went into free fall.

"I think what happened in 1989 was unforgivable," Ayrton began, "and I will never forget it. Even now I struggle to cope with it. After I rejoined that race, I won it, but they decided against me and that was not justice. It was theatre, but I couldn't say what I thought – if you do that, you get penalties, you get fined, you lose your licence maybe. Is that a fair way of working? It is *not*."

It is not often you get quiet, or anything close to it, during post-race press conferences, but when I listened again to the tape of that one, I was struck by the absolute lack of background noise as Ayrton spoke, his voice ever more impassioned.



"Then 1990 was almost... like, to prove a point. It happened the other way round – like, to show everyone that what you do here, here you pay. I asked the officials to change pole position, and they agreed – but what happened? Balestre gave an order it wasn't to be changed. I know this from inside the system and I thought this was really shit. I said to myself on Saturday, 'If, at the start, because I'm in the wrong place, Prost beats me off the line, at the first corner I'm going for it – and he'd better not turn in ahead of me, because he's not going to make it.

"And it just happened like this. I really wish it didn't happen, but it happened exactly as it had to happen. He took the start, got the jump on me, and I went for it at the first corner. He turned in and I hit him, and we were both off, and it was a shit end to the championship – not good for F1, not good for anyone..."

Least of all, of course, for Alain Prost, but Senna omitted to mention that fact.

"It was a result of the wrong decision, and partiality from people that were inside then, making some decisions. I didn't care if we crashed – I just went for it."

So you *did* cause it then, came a voice in the audience. "Why did I cause it?" Senna responded. "If you get f***** every time you try to do your job cleanly, within the system, what do you do? Stand back and say thank you? No way. You should fight for what you think is right. If pole had been on the left, I'd have made it to the first corner in the lead, no problem. That was a bad decision to keep pole on the right, and it was influenced by Balestre. And the result was what happened at the first corner. I contributed to it, but it was not my responsibility..."

Recently I have been reading – and much enjoying – the manuscript of Jo Ramirez's forthcoming book *Memoirs of a Racing Man*. Ramirez, former McLaren team co-ordinator, was a close friend and consummate admirer of Senna, but this does not make him blind to Ayrton's foibles. It was that day in Japan, Ramirez writes, which "made me realise he was capable of doing whatever was necessary to secure the title".

Soon after the debacle at Suzuka, when Senna was still disclaiming responsibility for what had happened, a photographer friend of mine, who had been standing on the inside of the turn and had filmed the whole thing, showed Ayrton one particular shot of the McLaren spearing into the back of the Ferrari. "That's a lie!" was the response, which rather confirms Ramirez's view that Senna always believed that the only true version of events was his own. Jo also points out that Ron Dennis was the only McLaren team member to congratulate Ayrton that day.

A couple of weeks later in Adelaide a statement was issued in which Senna was quoted thus: "I now feel that my remarks concerning Jean-Marie Balestre were inappropriate and that the language used was not in good taste". So *this* is what Alastair Campbell was doing back then.

No one took any notice of it, of course, because all who had been at Suzuka well knew that Ayrton had been speaking from the heart. It may have been unpalatable, certainly in part, but without a doubt it was born of passion and mercifully free of the political correctness which now suffocates grand prix racing as it does every other aspect of life.

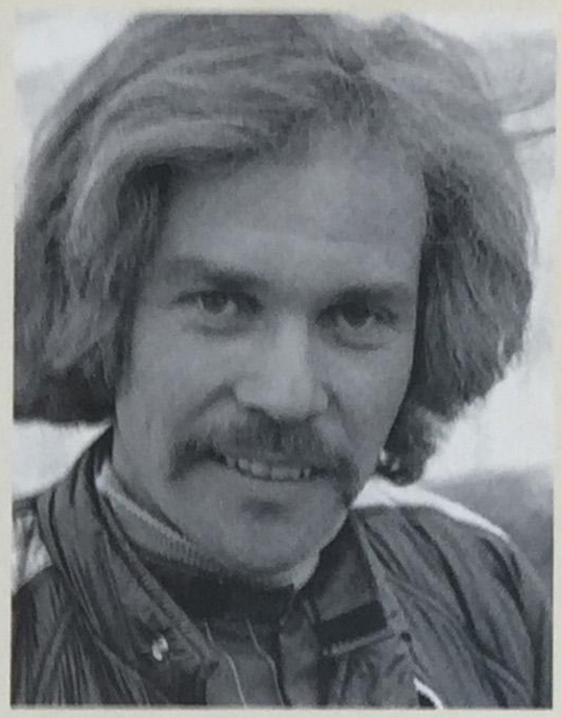
At press conferences today the biggest problem is keeping awake, whether you be a driver, there under sufferance, or a journalist, wearily wondering again how to convert, 'We think we're in good shape for the race, but we'll see what happens', into arresting prose. It wasn't like that with Ayrton Senna. M




Back at Suzuka 12 months on from the controversial crash, the press room listens in rapt silence to Senna's denial of responsibility

# Cult heroes

## BARRY LEE



To a car mad pre-teen who did not really understand (or care about) what constituted 'legitimate' motorsport, mid-70s Hot Rod racing was absolutely, categorically the best thing ever. The top guys started at the back and raced to the front, either under, over or simply through the opposition. On a quarter-mile oval. Magic.

And the man who deserves credit for making oval racing hip, if only briefly, was Barry Lee. With his Zapata moustache and gold lamé race suit, 'Leapy' knew how to work a crowd, but the tinsel belied phenomenal car control. With an innate sense of balance honed though racing speedway 'bikes, 'Mr 351' (his regular race number) was a successful rallycrosser before turning to the ovals in '71. That decade he became British, European and World champion umpteen times over. Racing several times a week, he notched up nearly 1400 wins, a figure that's never likely to be bettered. Lee also won a brace of Eurocar titles in the '90s. Away from the ovals the Essex man proved equally useful, competing in everything from FF1600 to the Paris-Dakar, via the BTCC. RH

Action Images/Sporting Pictures. LAT Peter Tempest



Morgan leads the Lotus of fellow F1 debutant Jim Crawford. Both went off in rain

# My only grand prix

**1975 British at Silverstone**
by Dave Morgan

**How did you end up finally getting your Formula One chance so long after your famous Formula Two victory at Mallory Park back in '72?**
Sometime in 1974 I had contacted John Surtees and asked why I had never been given the opportunity to test an F1 car. The next week I was down at Goodwood, running around sitting on a wooden plank. My sponsor, Southern Organs, stayed in touch with the team and then put together a deal for '75. I would do the British, German, Austrian and Italian Grands Prix in a TS16 and maybe the North American races.

**Qualifying initially went well for you. What went wrong after that?**
I was quite chuffed with the first session. I was 21st and ahead of people like Mario Andretti and not far off my team-mate John Watson. I remember coming out of Abbey, hearing this fearsome noise and diving straight into the pits. All I'd done was hit the rev limiter. After that we messed around with the gears, which turned out to be a disaster, and I didn't improve my time.

**Did you get the chance to improve the car for the race?**
I let John [Surtees] persuade me to put the F2 wing on for the warm-up, but I didn't get out because the clutch was slipping its head off. John thought I should still run the new wing in the race. I was kind of in awe of him, but I wasn't really happy to go out in low-downforce trim. I knew from F5000 that Silverstone requires a lot of downforce.

**What happened in the race?**
I couldn't even see the lights from where I was and I wasn't even inclined to put the car in gear because I was so beside myself that I had qualified so badly. The gearing was still wrong and the braking was terrible because of the lack of downforce. I made a pitstop because it started to rain, then came back in for slicks and eventually the heavy rain came and I aquaplaned off at Club.

**Not a rewarding experience, then...**
I've never been so disinterested in a motor race in my life. I was embarrassed to be out there. After going off I walked back to my caravan sure I had done my last-ever race.

**How come the Surtees deal ended?**
Southern Organs went bust the week after Silverstone when the government introduced a luxury-goods tax. The bosses staged their own disappearance at one point. It was a shame because I was so looking forward to the German GP, having got a grip on the Nürburgring in one of the two sportscar races I did with John Lepp to prepare for F1. I really fancied myself against Watson.

**Why did you not race for five years?**
I went to see Peter Warr about getting a test with Lotus, but nothing came of that. I more or less retired, though I should have done a Brian Redman and gone to the States. **GW**

# My only WRC win

**1980 Swedish Rally**
by Anders Kulläng

**What car were you driving?**
The same Opel Ascona 400 that I had used to finish fourth on the Monte Carlo. That had been the debut for this new Group Four car and we were delighted with the way it had gone. The car was taken by trailer – this was the old days! – all the way to Sweden, just stopping at Rüsselsheim for some spare parts. We did some testing and set-up with the Swedish Opel guys and then on the event service was a joint effort with the Eurohandler team.

**Did you have any problems with it?**
Yes, before the event. The problem was the Group Four wheelarches, which were too big. We used narrow studded tyres in Sweden, not the wide racers from Monte. If you touched the snow banks with the bottom of the wing extensions it pulled you into the snow. We prepared them so that when we hit the banks they would become much smaller – automatically.

**How did things go from the start?**
It was a bit of a disaster. The service car that was to bring the tyres for the first test on the trotting track outside Stockholm missed its place so we were on completely the wrong tyres for that surface. We were so slow that I think we were almost the last car in the rally. But things got better and we did our first fastest time on the last stage before the halt in Karlstad. But there was still some catching up to do. There had been a lot of fresh snow and the proper forest stages were in very good condition.

**Who was leading at this point?**
Stig Blomqvist in the Saab 99 Turbo. But then on the stage after the frozen lake I came round a corner and saw there was a Saab wheel lying on the side of the road so I knew Stig had some problem, maybe a puncture. Now I was in the lead but I knew that Stig would not give up so I had to try and show that it would not be so easy for him to catch me. On that long stage up in Gräsmark, where Stig and Saab did a lot of testing, I tried like hell. I told Bruno [Berglund, Kulläng's co-driver] that I would go 110 per cent. I didn't beat him: Stig was quicker, but only by one second. Psychologically I won that one!

**What happened next?**
Back at the rest halt in Karlstad I was still leading and I think Stig had passed Bjorn Waldegård in the works Fiat 131 to be second. Saab was trying everything to help him be quicker. They had Ola Stromberg going through the stages ahead of the rally to report on the conditions. All that just made me more determined. Right through that Saturday night there was a big fight between us. We were both doing fastest times and never more than a few seconds apart. So, when we got back to Karlstad in the morning before the last four stages, I still had a lead of about a minute.

**Were there any late dramas?**
Only a little worry from me personally. The longest of these four stages was the one where the crankshaft pulley had broken on my Kadett GT/E when I was leading the Swedish a year earlier. I hoped that fate was not going to deprive me again. It was the longest stage of the rally, almost 50 kilometres, but we flew through there and took 20 seconds away from Blomqvist. We were safe and the win was ours. **JDFD**




Deprived of the win a year earlier, Kulläng stormed the '80 Swedish

all LAT

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# TRACK BACK
50/30/20/10 YEARS AGO

## 1995



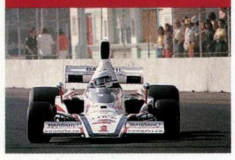
David Coulthard puts a disappointing year behind him by taking his maiden F1 win during the Portuguese GP. From pole, the Williams driver leads all bar one lap.

## 1985



Lotus ace Ayrton Senna comes out on top during the re-staged Belgian GP at Spa. Nigel Mansell (Williams) trails him home by 30sec in variable conditions.

## 1975



Brian Redman storms the inaugural Long Beach GP for Formula 5000 cars aboard his Lola T332. Tony Brise and Al Unser win their heats but retire in the final.

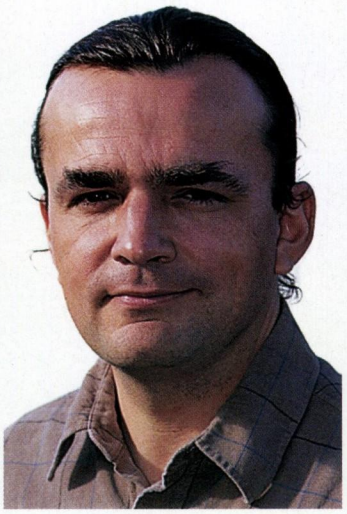
## 1955



Juan Manuel Fangio wins the Italian GP for Mercedes from team-mate Piero Taruffi with only Eugenio Castelotti offering any real challenge, the Ferrari man's tenacious drive being rewarded with third place.

LAT xpb.cc

# Adam Cooper's Trackforward





Fighting contained on track for a change: Montoya tackles Alonso at the start of British Grand Prix

## F1's political seas are looking unusually calm after Indy's storm. But how long will it last?

July was a busy time for everyone in grand prix racing as four races were squeezed into a single calendar month – the first time that's ever happened. Somewhat against expectations the month also featured a sudden outbreak of peace off the track.

Matters appeared to be building to a head around the time of the British Grand Prix, but in the aftermath of the London bombings the team bosses, to their credit, agreed that it would be sensible not to do their dirty washing in public. Usually the appearance of Max Mosley in the paddock would guarantee controversy, but a spirit of co-operation seemed to take hold that weekend. Apparently his informal conversations with team bosses were generally constructive, and as a result at least one key contentious issue was quickly resolved.

Four days after Silverstone Ron Dennis (representing six teams) and Christian Horner (as boss of Red Bull) met with Mosley in Monaco, and the matter of the US GP was discussed further. The earlier guilty verdicts imposed on the teams by the World Motor Sport Council were quashed as a result of 'new evidence.' The significance was that this change of mind by the governing body made it harder for interested parties Stateside to sue the Michelin teams for failing to put on a show. It also released a lot of pressure from the whole 'them and us' situation.

In subsequent weeks this positive force appeared to gain momentum. The manufacturer teams outlined their ideas of what direction the F1 rules should take, while the FIA, buoyed by the results of a survey of the public, revealed more details of its package. There was much common ground, along with key differences, mainly in terms of how much free rein the teams would have in employing their own technology.

**'The month featured an unexpected outbreak of peace off the track'**

At least both sides were talking, and significantly there was little public bickering after meetings. It was as if all parties had had a serious think about Indianapolis and its messy consequences, and finally realised that unless everyone works in the same direction, and the threat of a split is averted, the sport will implode.

There will have to be compromises, and exactly where we're heading is hard to determine at this stage. We can but hope that from the current rapprochement a sensible rules package emerges for 2008 and beyond, and that in the shorter term from next year we finally have a qualifying system that the wider public can relate to.

The more cynical view is that Mosley, bruised by the US GP saga, has adopted a conciliatory, low-profile approach in the run-up to the FIA elections later this year – and that there may yet be surprises in store for the teams once the voting is out of the way. Only time will tell...

# What goes around...

## ROSBERG & PIQUET, BRITISH GP




Rosberg, Piquet took GP front row in 1985...



...as did their sons in GP2 at Silverstone in July

In a neat piece of historical symmetry, Nico Rosberg and Nelson Angelo Piquet locked out the front row after qualifying for the GP2 Series races supporting the British Grand Prix at Silverstone, 20 years after their fathers did the same for the grand prix itself. Rosberg, who drives for the ART team spearheaded by Nicolas Todt, son of Ferrari chief Jean, converted his pole into a win. But there was misery for Piquet who ground to a halt before the start with wiring-loom problems. Rosberg also won at Hockenheim two weeks later and is closing on points leader Heikki Kovalainen.

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**1961 Ferrari 250GT SWB Berlinetta**

Chassis 2669, the magnificent example offered for sale, was delivered in 1962, to M Marriotti of Switzerland. The car remained in his hands until 1967 when it made its way to Paris, and in 1969 the car was importantly fitted with GTO heads and carberettors. France became 2669s home for many years until the mid 1990s when the car was purchased by the manager of Pink Floyd, Steve O'Rouke before being passed to its next proprietor in 1997. The car was then driven to the South of France by its owner where it resided it his collection.

In recent years the car has undergone some extremely comprehensive work, to include engine rebuild and unleaded conversion by Hoole Racing and a full gearbox rebuild and service by Moto Technique.

2669 has taken part in a number of recent rallies to include the London Lisbon Rally and the Tour Auto in which the car is a well known multi entrant. The car is supplied with FIA and FIVA identity papers.



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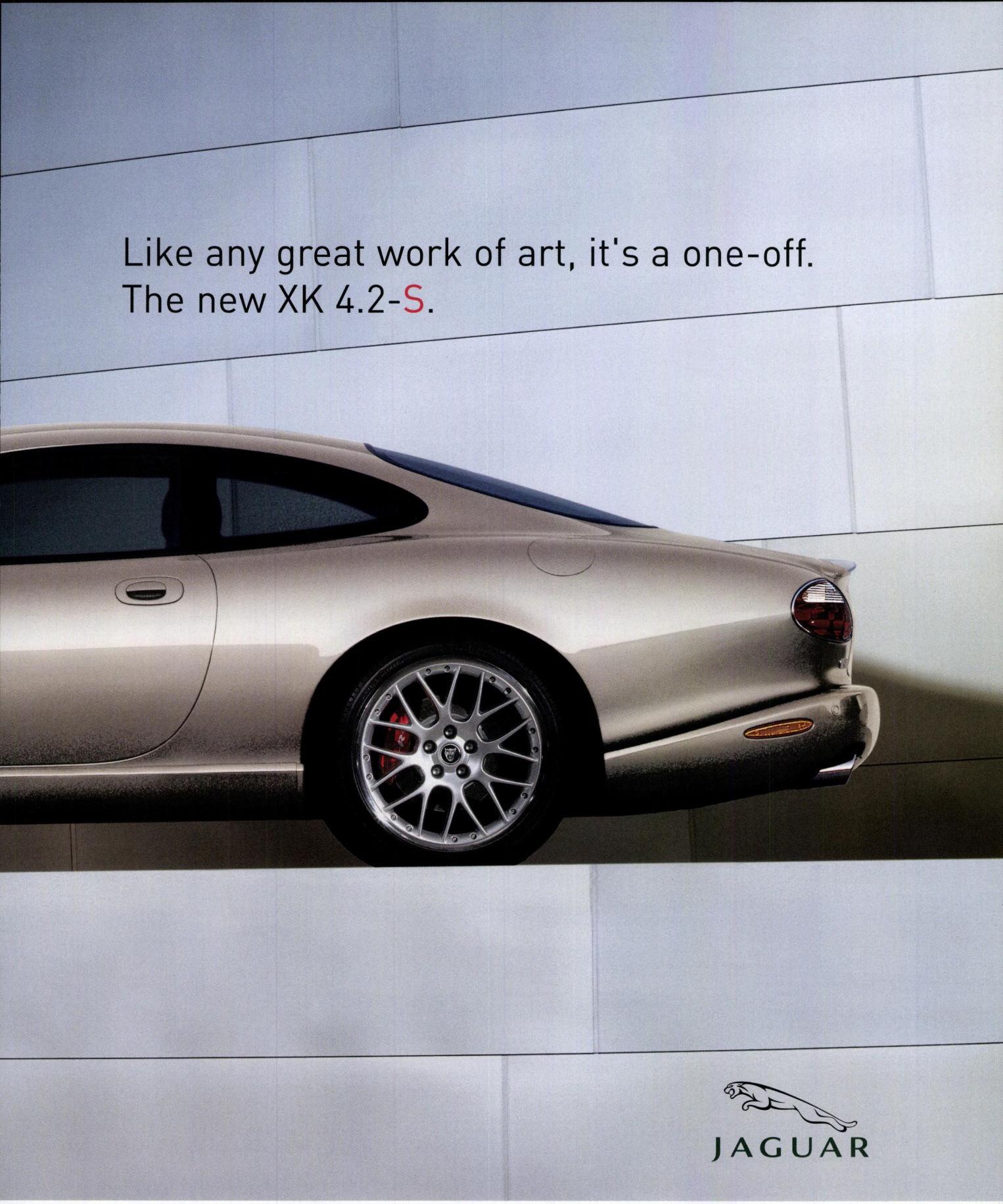


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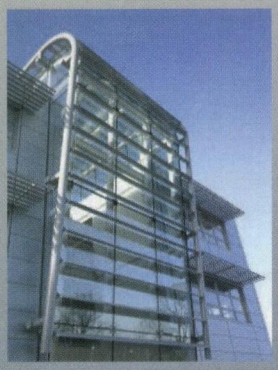
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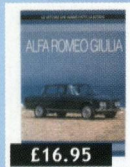
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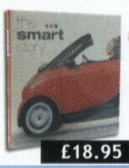
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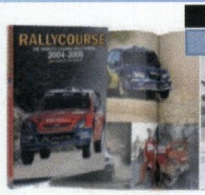
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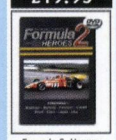
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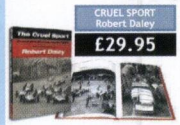
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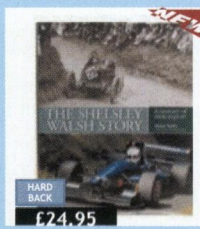
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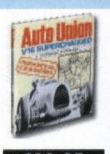
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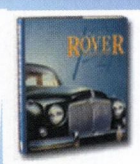


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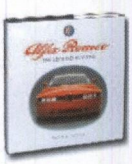


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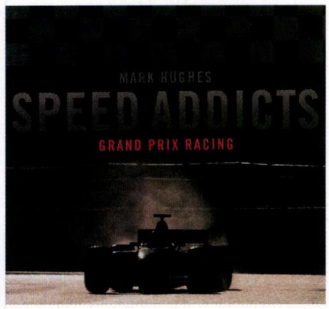

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# Reviews




Speed Addicts: Grand Prix Racing
by Mark Hughes
ISBN 0 00 721279 8
published by CollinsWillow, £35.00

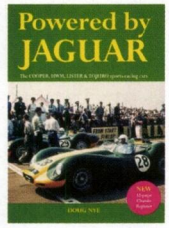
Who needs yet another offering purporting to be "the complete and definitive illustrated book of grand prix motor racing"? But from a wasteland of grubby, badly written, poorly subbed potboilers emerges this magnificent book, its stunning images accompanying the words of the incomparable Hughes.

He is, without question, the best English-language journalist ever to grace Formula One. It's easy to look back with rose-tinted spectacles at some of the fêted names of the past, but none of them have so effectively combined a passion for and understanding of the human *and* technical sides of the sport, viewed the political machinations with such wry, subversive humour and informed us so well as to how this affects what happens on the track. And all done with such creativity. He's our own beatnik Kerouac taking the best bits from the F1 journalistic greats and raising the bar for everyone.

Hughes does that every week in *Autosport*, filling in the colour between the black-and-white of what you saw on TV on a Sunday afternoon, helping you understand *why* it happened. In this book he's broken up 55 years of the World Championship, but within those eras there is no turgid chronology. Read each era précis (and its detailed captions) as a whole and, for those new to such ancient history, a good working knowledge can be built up. For those familiar with the great names, cars and races, there is new material and insight to illuminate our understanding of what made these men tick and perform in the ways they did.

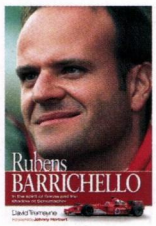
The photography comes from the archives of Keith Sutton, much of which he's bought in. There's some gorgeous stuff – and there's also some shocking stuff. The full-page shot of Lorenzo Bandini's fatal accident at Monaco in 1967 makes the hairs on the back of your neck stand up. But worry not: there are no images where you unmistakably see a man dying – there is nothing in this book that could truly be considered in bad taste.

The use of the 'Speed Addicts' title is quite clearly a cheeky druggy *double entendre*, one entirely in keeping with the book and the people Hughes empathises with. As with the great drivers, team owners, engineers, tyre men, mechanics and fans who've spent a month's wages on attending a grand prix, he is an adrenalin junkie who is always on the look-out for his next hit. This publication should keep you on a high for a while. **MS**



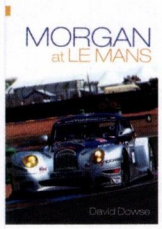

Powered by Jaguar: the Cooper, HWM, Lister & Tojeiro sports-racing cars
by Doug Nye, ISBN 1899870 77 6
Published by MRP, £29.99

Reissued and expanded, this effective history of Jaguar XK-powered sports-racers is written in a typically studious manner by historian Nye, so you get detailed back stories behind each marque and a thorough overview of their accomplishments. And it is very detailed. Inclusive, too, kicking off with Frank Le Gallais' LGS hillclimber. What really impresses here is the chassis register which deciphers individual histories, and the author isn't afraid to describe 'moody' cars as being 'entities' or 'lookalikes'. A useful reference work. **RH**




Rubens Barrichello: in the Spirit of Senna and the Shadow of Schumacher
by David Tremayne, ISBN 184425 200 0
published by Haynes, £18.99

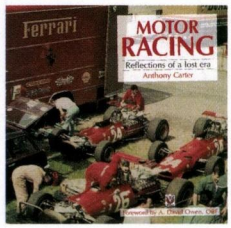
Aside from a shabby outburst against Heinz-Harald Frentzen in the wake of the 2000 Italian GP shunt that killed a marshal, Rubens Barrichello has long been one of the most dignified drivers in the F1 paddock. This author, who always wears his heart on his sleeve, clearly likes him too, but he's at his poignant best when he's writing about the real heroes of the sport. 'Rubinho' is an excellent driver, but not truly inspirational, and even Tremayne's fine crafting can't do much about that. From a well-heeled background, nice-guy Rubens turns in two or three exquisite performances a year just to remind you he's there. In other words, if Tremayne was a music writer this would be his book about Keane to while away the time before his next fantastic offering on real gods like Led Zeppelin. **MS**




Morgan at Le Mans
by David Dowse
ISBN 0 7524 3488 8
published by Tempus, £17.99

This isn't a blow-by-blow history of the Malvern marque at Le Mans, so don't expect much on Chris Lawrence's class win in 1962 or any gen on the pre-war years. Instead, Morgan's former press officer and team manager Dowse relates how and why this idiosyncratic make returned to international competition with the boss-eyed Aero 8 in 2002 and relates the relief as it made the flag at Le Mans in 2004.

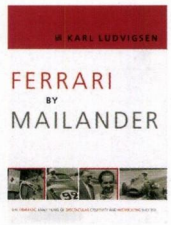
Despite expectations – repro is poor and the layout is dull – this is actually a very engaging read, the sort of plucky 'against all odds' story that British minnows are so good at. Dowse relates how the unfancied BMW-powered racers struggled for credibility with many, and states his belief that the manufacturer did little to capitalise on the Aero 8's relative success. **RH**




Motor Racing: reflections of a lost era
by Anthony Carter
ISBN 1904788 10 6
published by Veloce, £35.99

Yet another album of classic racing images, but this one is better than most. With informative overviews ushering in each chapter, Carter has an engaging style of writing, very much from an enthusiast's point of view rather than a journalistic one.

But it's the images that are the major draw in this work and there's a wonderful array from the mid 1950s through to the late '70s. We particularly like the pit photographs: Phil Hill, fag in hand, in discussion with his credulous looking mechanics alongside the Aston Martin Project 215 prior to the 1963 Le Mans 24 Hours; a smiling John Surtees giving a spanner man a lift in his Lola T70 after the 1966 International Guards Trophy; and Ronnie Peterson apparently wearing his Lotus 72. Pricey, but fun to dip into nevertheless. **RH**



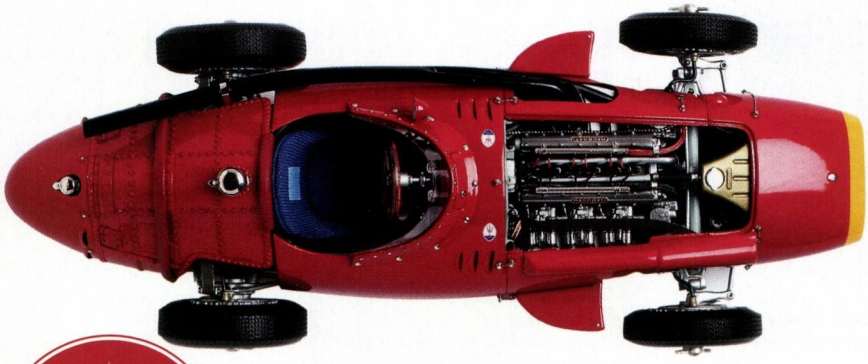

Ferrari by Mailander
by Karl Ludvigsen,
ISBN 1854 43 213 3, published by Dalton Watson Fine Books, £65

These days it's hard to imagine a reviews page that doesn't feature a book about Ferrari. Seemingly designed to damage coffee tables, this thumping 386-page heavyweight, complete with slipcase (naturally), could so easily have been another soulless cash-in. That it isn't is down to Rodolfo Mailander's wonderful images and Ludvigsen's insightful captions.

In 1950 Mailander gained Enzo's trust (eventually) and was allowed pretty much free rein to photograph what he liked in the factory and at the races, and you do get a real sense of what the nascent scuderia was like during its early years. The photos are uniformly beautiful and, for once, they're not cropped in. A pity then, that it's over-designed in places. Don't let that put you off, though. **RH**

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## Model of the Month



CMC's fantastic 1:18 1957 Maserati 250F German GP winner, '2529'. Full engine and chassis detail but amazing level of accuracy also includes functional bonnet hooks, simulated leather petrol tank straps and 301 rivets in the tail section. Priced at £145



Brumm's 1:43 1932 Mille Miglia-winning Alfa Romeo 8C2300 of Borzacchini and Bignami. Top value at £14.95



Spark's 1:43 1977 Aston Martin V8 that Robin Hamilton, David Preece and Mike Salmon took to 17th at Le Mans. £29.99



Minichamps' 1:43 Porsche 935 'Moby Dick' driven by Rolf Stommelen and Manfred Schurti to eighth at 1978 Le Mans. Outstanding mass-produced miniature for just £24.99



Auto Art's superb 1:18 1938 Mille Miglia BMW 328. Also available as '39 Le Mans racer and road cars. £49.95



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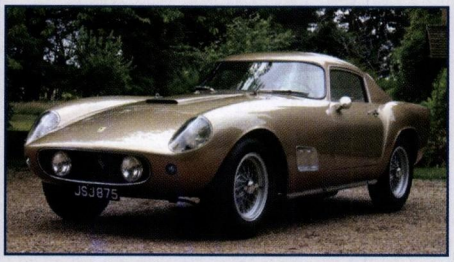
*1968 Porsche 910*

*Chassis No. 910-020 was originally supplied to Bill Bradley Racing who successfully competed at Hockenheim, Monza, Silverstone and Brands Hatch 1000 km's between 1968 and 1969. Bradley kept 020 for a further thirty years before passing to only the third and present owner. He has campaigned the car extensively in a number of retrospective events such as the 2002 and 2004 Le Mans Classic and the Targa Florio. The subject of recent extensive engine and gearbox work, 020 is supplied with FIA papers and is ready to compete in the forthcoming season.*



*1954 Moretti 750 GS*

*Moretti produced fewer than fifty 750 cc twin cam Gran Sport Coupés in 1954 clothed by such coachbuilders as Zagato, Vignale and Michelotti. With a lightweight aluminium body they were very successful in racing especially in the States. This Michelotti designed example is the perfect entrant for both the Mille Miglia and the Tour Auto.*



*1958 Ferrari Tour de France*

*Uniquely presented in Pinafarina Gold, this TDF is continuously documented from new including photographs illustrating the car's delivery to its first owner Mr. Casimiro Toselli. Campaigned at hill climbs, the Grand Prix of Venezuela and subsequently the GP della Lotteria di Monza, 0933 has been beautifully maintained and is accompanied with an original tool roll, manuals and pouch. As active supporters of one of the greatest rallies and of course the car's namesake 'the Tour de France', we think 0933 would make the perfect entrant.*

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*1956/77 Maserati 250F by Cameron Millar*

*1934 Mercedes-Benz 500K*

*1954 Moretti 750 GS*

*1968 Porsche 910*

*1985 Porsche 962C*

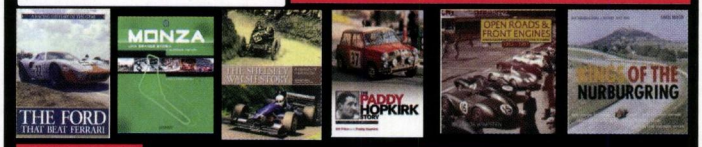
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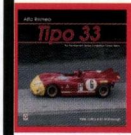
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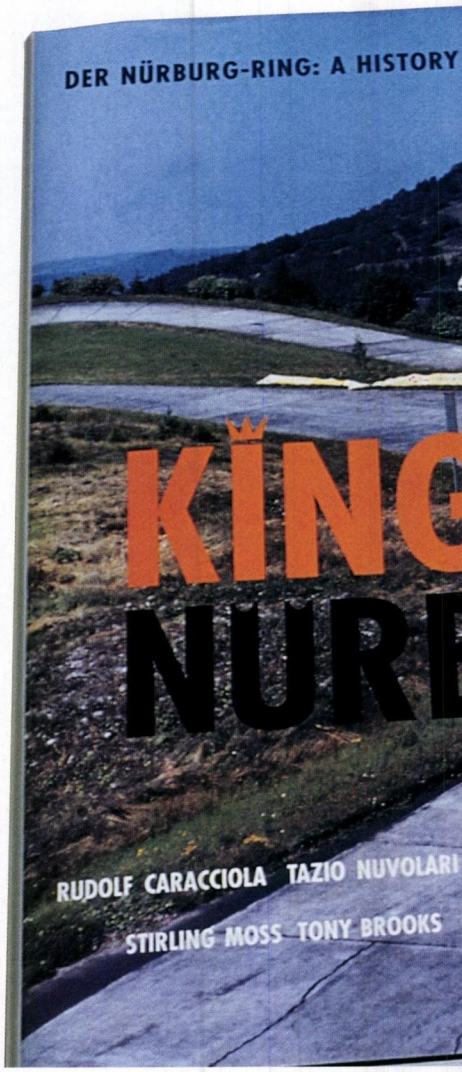
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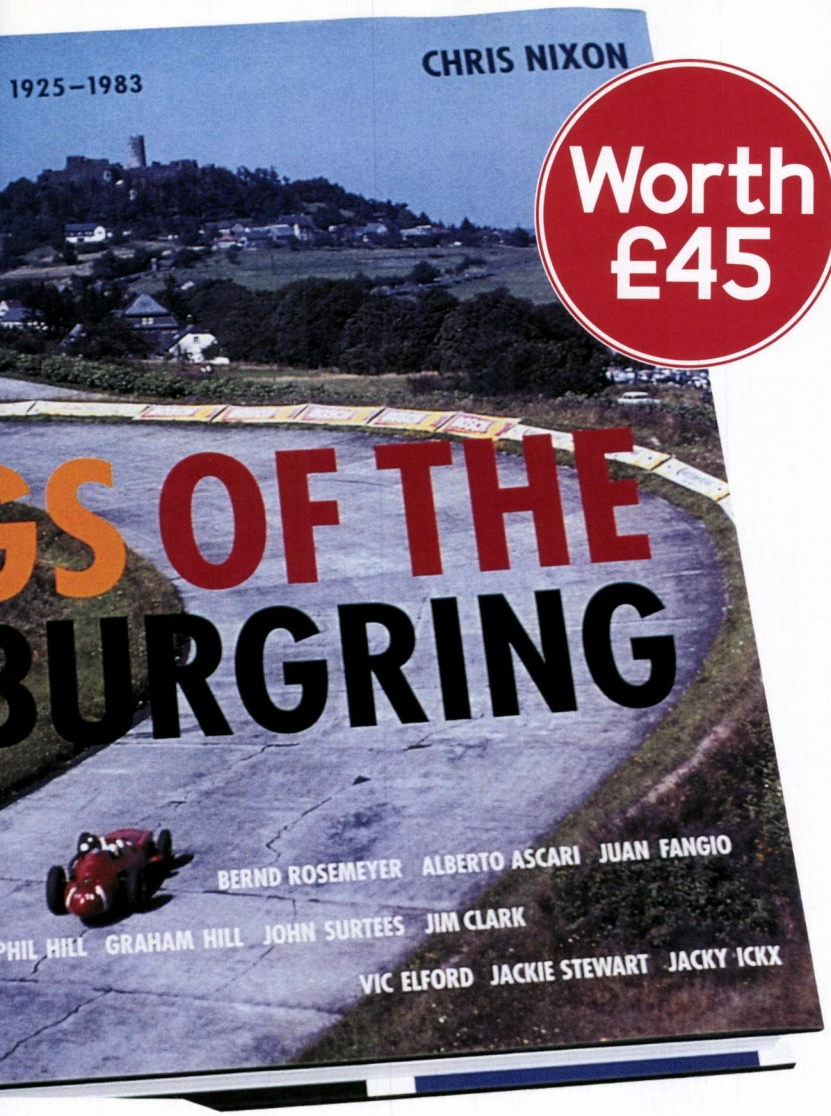




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## WHAT'S IN A NAME?

**Sir,** I very much enjoyed reading the article about the Honda RA300 (July issue). I was just 12 years old at the time of the Italian Grand Prix of 1967, the first year in which I had taken a serious interest in racing. I well remember waiting eagerly for *MotorSport* each month and can recall DSJ's report of this race.

The July article refers to the very narrow margin by which John Surtees beat Jack Brabham to the line. But I was a little surprised that there was no mention of Jim Clark's incredible performance that day.

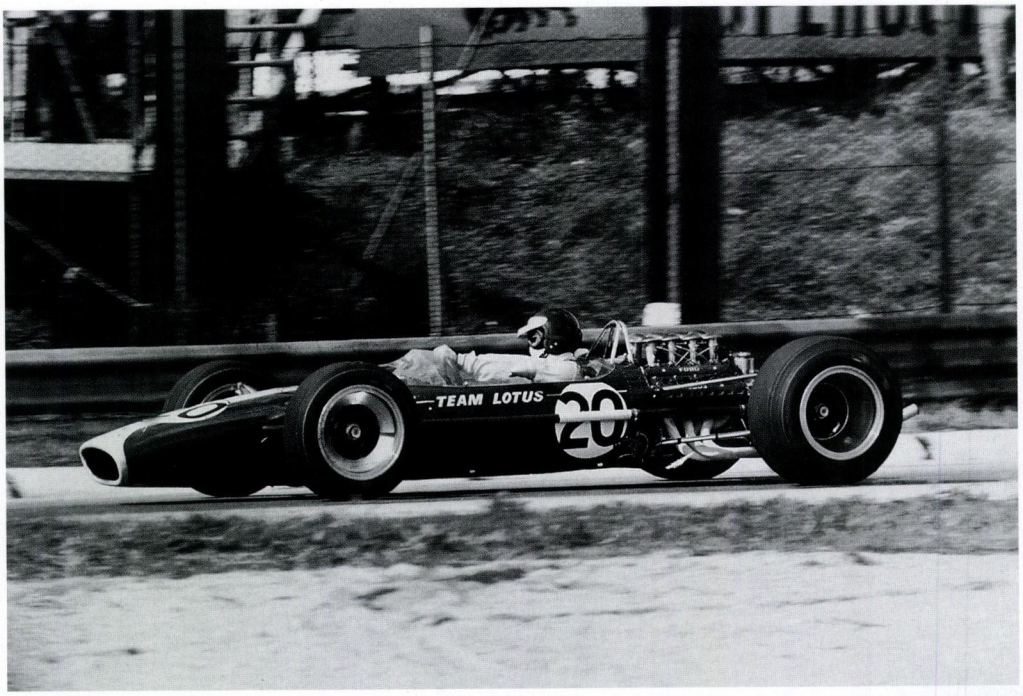
DSJ described, as only he could, how a puncture cost Clark an entire lap (no seven-second wheel changes in those days!), then proceeded to unlap himself, regain the lost lap and take the lead, only to run out of petrol with about half a lap to go.

It has to be said of course that had his team-mate Graham Hill not retired whilst leading, Clark could not have won anyway, but that does not diminish his achievement.

Going back to the Honda, you mention that it was nicknamed the 'Hondola', with good reason. I'm not sure whether DSJ actually coined that name, but I am certain that it appeared in his report, as did the equally suitable alternative 'Lolanda'. Sadly I cannot refer to the report as it was destroyed about 30 years ago, showing a total lack of foresight on my part.

**Ian Nicholson, York**

Ian, the alternative Honda terms appear in Jenks' 'Seen at Monza' column in the October 1967 issue **- Ed**




**Jim Clark should have won the 1967 Italian Grand Prix. But fuel pick-up problems meant that John Surtees would win in his 'Hondola'**

## POWER TALK

**Sir,** Paul Fearnley's feature on the BRM P201 brought back memories. I certainly remember hearing the result of the 1974 South African GP on the radio and anticipating a better season for the old team...

They were fully aware of their engine problems, of course, and even though Louis Stanley refused point blank to consider a Cosworth DFV-powered car, there were other possible solutions. It is no secret that the Bourne-based team experimented with a Ford Weslake V12 in an obsolescent P160 chassis over the winter of 1973-74 as it became more obvious that their own V12s were no longer up to the job. After the one-off Brabham BT39 and the Gulf-Mirage these trials surely must have represented a triumph of hope over experience! After a later plan to fit the P201 with Matra V12s proved abortive BRM was left to descend into Stanley-BRM...

Other points: Surely Phil Hill deserves credit for sharing in three out of Olivier Gendebien's four Le Mans wins, while I doubt that Jacky Ickx would agree with Derek Bell's contention that the Belgian was "always a lucky bugger". If he had not broken his leg in 1968 Ickx would probably have won the first of what would also have been seven Le Mans victories and quite possibly the World Championship in his first full year in F1.

**David Cole, Oakham, Rutland**

## ROBB BOWDEN

**Sir,** The poignant picture of the Eddie Jordan transporter crash in Austria during 1983 ('You Were There...', August) has prompted me to write to you .

In 1982 I employed Robb Bowden as our chief mechanic to run the Pharmacin-sponsored Ralt RT3 that was driven by Peter Argetsinger and David Sears in British Formula Three. He was assisted at testing and at race meetings by 'Alf' Underwood who was Derek Warwick's ex-mechanic.

Ever since that fateful day Robb has been constantly in my thoughts: a wonderful character whose dedication to his job was complete in every way. His attention to detail in the preparation and presentation of our car was second to none, which was an inspiration to everyone at HART (Hampshire Automobile Racing Team). He left us in 1983 to join EJR with our very best wishes, especially when he told me that Martin Brundle was to be his charge. It was a great privilege for me to have employed Robb.

At the time of Robb's death he was married to Kate. Sadly after his funeral at Silverstone church I lost contact with her. I would love to meet Kate again and, should she read this letter, perhaps she might decide to contact me through your office? Kate was very much a part of HART in those days as she provided mountains of food for us all throughout every meeting.

**Richard Speakman, Southampton**

## NOT THE BREADVAN

**Sir,** Eric Kwiatkowski asks in the August issue whether he really saw the Ferrari 'Breadvan' at Mallory Park in the 1960s. I doubt it. What I think he saw was Chris Kerrison's special-bodied 250 GT which bore a resemblance to the Breadvan.

In a scrapbook I have a tiny clipping from *Autosport* that shows a rear view of Kerrison's car at Devils Elbow. It has a registration MO 6 6178. I have two more clippings, one of the car in an Italian workshop and another that may show it at Spa or in Germany. Some years ago I taped a Discovery Channel TV documentary about GT Ferraris, and this has footage and commentary of a silver Piero Drogo-bodied car at Silverstone that seems to be the Kerrison version. The registration is 722 HYR.

If Mr Kwiatkowski contacts me, I would be happy to send him photocopies of the pictures. They would not be great, but may be enough to spur a fading memory.

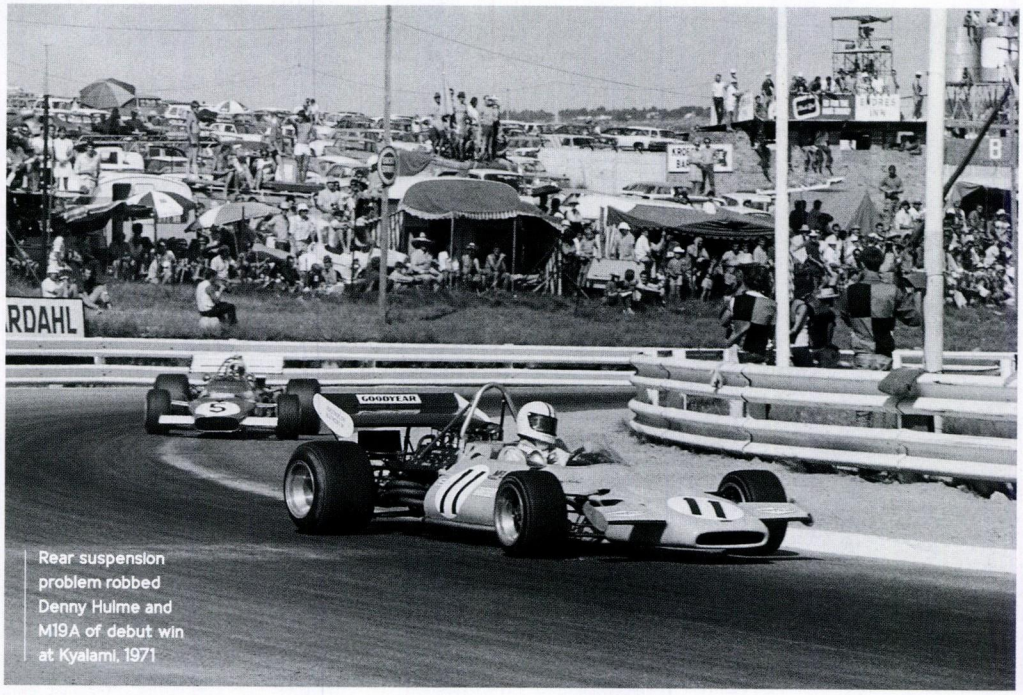
**David Pearson, South Africa**

## A VISIT TO OTFORD

**Sir,** I found your July article on Tom Pryce a fitting and touching account of this wonderful driver's career. Reading anecdotes from David Richards, Tony Southgate and Trevor Foster confirmed that Tom's quiet personality obscured a charismatic and valiant sportsman.

The article prompted a passing visit to Otford and Tom's grave. This I found in a slightly neglected condition, which surprised me given its proximity to Brands. After visiting St Bartholomew's, I found myself in the Willow Tea Rooms

# Star letter




Rear suspension problem robbed Denny Hulme and M19A of debut win at Kyalami, 1971

## TEETHING TROUBLES

**SIR, Your 'X-Ray Spec' article on the Fittipaldi F6 and the associated comments by the car's designer in August's edition reminded me of the time I met Ralph Bellamy.**

**In 1971 I was working as a dentist in Woking, Surrey where I encountered a new patient of Polish ancestry who I noticed was wearing a McLaren badge. I asked him if he was a supporter of the McLaren motor racing team but he said no, he actually worked at the factory and was involved in building the cars. This led to a long conversation about motor racing and I told him I was a long-time devotee of the sport.**

**A short while later he telephoned me at the surgery to say that the new Formula One M19A had just been finished and was about to be sent out for the South African GP. If I could get over to Colnbrook that day he would be happy to show me around the factory. I immediately cancelled my patients and set off to the McLaren factory where I was privileged to see the brand-new M19A, which in my opinion was the best-looking car that year.**

**Later that year my new friend phoned again to inform me that the new Indianapolis M16 was about to leave for the States. Did I want to see it? Once again my poor patients were cancelled and off I went to Colnbrook. I met Teddy Mayer and Bellamy who were both very friendly and pleased to take the time to show an enthusiast around. In those days everything was much more open and lacking the threat of industrial espionage.**

**That year was very difficult for the team following the sad loss of their founder, Bruce McLaren. Despite this they were still dominating the Can-Am series and competing at Indianapolis as well as F1. The M19A was unlucky not to win its first race in South Africa, but the car's rising-rate suspension appears to have been its Achilles heel.**

**I have unfortunately forgotten the name of my patient / friend of long ago, but have never forgotten his kindness in introducing me to the inner workings of a front-line motor racing team.**
**GORDON R LANG, BEDFORD**

See 'X-Ray Spec' in the January 2005 issue for Ralph Bellamy's memories of the McLaren M19A and the team's problems with rising-rate suspension **- Ed**

opposite the churchyard. I enquired of the proprietor if she had known Tom – and indeed she had. Mrs McWilliams spoke affectionately of "Thomas", and how her late husband had conveyed Tom and Nella to their wedding in his Austin 7.

I left minus a copy of *MotorSport*, but also with the feeling that everyone who knew Thomas Maldwyn Pryce loved him.
**Bryan Dugdale, Wycombe**

## MANY A SLIP

**Sir,** Thanks for a great set of evocative photos from the mid-1960s (August issue). Whoever composed the captions for page 57, however, seems to have lost the plot.

The top photo is actually the Monaco Grand Prix of 1965 (not 1966), with Lorenzo Bandini in the 1.5-litre flat-12 Ferrari 1512 fending off Jack Brabham in his BT11. After a long duel, Brabham forced his way past Bandini but retired on lap 43. Bandini finished second behind Graham Hill's BRM P261.

The photo at the lower left was taken at the Italian Grand Prix of 1966 (not 1967) with Jim Clark aboard the Lotus 43-BRM H16 leading Brabham (Brabham Repco V8), John Surtees (Cooper Maserati V12) and Jackie Stewart (BRM H16). The photo was taken during practice rather than the race, because Clark's car is bearing the number 20. He switched to number 22 for the race.

The third photo is also wrongly captioned. It cannot be Monza 1970 since Graham Hill was driving for Brooke Bond Oxo/Rob Walker and his overalls were styled accordingly.
**Aidan R Haile, Dumfries**

Oh dear. Dud info from the photographer slipped past us all. Apologies **- Ed**

# Jenks on...

## A 12-HOUR GP, 1967

**In the grand prix world there remains one more European event, which is the Italian GP at Monza on September 10, and it has the doubtful honour of being the Grand Prix of Europe. Mr Stanley, the secretary of the Grand Prix Drivers' Association, once made a sound suggestion to me when he said he thought that the Grand Prix of Europe ought to be something special.**

**His idea was that it should always be the last race of the European season and should be of at least 10 hours' duration. All the previous races would be in the nature of practice runs in preparation for *the* grand prix of the year and each country would take turns at organising it. Imagine 10 hours at Monaco, marvellous thought. And how about making the GP of Europe a team affair, with unlimited numbers of cars available to a pair of drivers. Clark and Hill would take turns at keeping a Lotus 49 in the race, Brabham and Hulme would team up in a Brabham, Rodríguez and Rindt in a Cooper-Maserati and so on. As each car wore out, fell apart or just broke, another would be wheeled out awaiting the arrival of the driver hot-foot from the wreckage of the first car. The driver changes, pitstops for fuel and tyres and so on would be terrific, but the pits would have to be arranged so that spectators could see what was happening, and why not make it a full 12-hour event? Imagine the activity in the Lotus pit as Hill took over from Clark, having the pedals, the seat, the rollbars, the spring rates, the windscreen and the tyres all changed, or they could compromise like drivers have to in long-distance sportscar racing. I'd put my money on Brabham and Hulme in the Brabham-Repco V8. This would be a grand prix with a difference and justify a title such as the Grand Prix of Europe. - Yours, DSJ**

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DSJ fancied Brabham for 12-hour GP win

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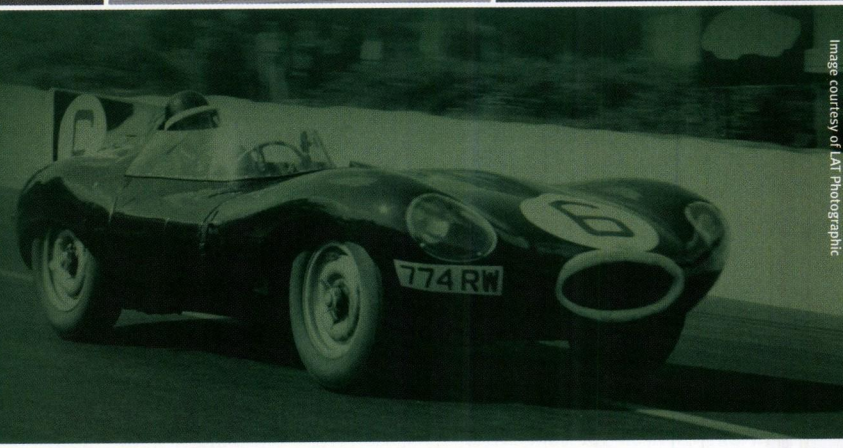



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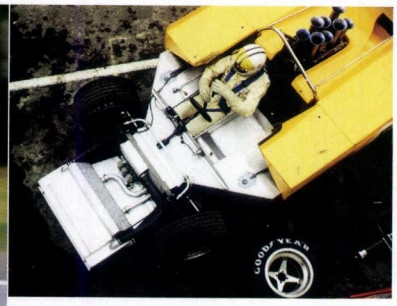
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## 50 years since Mike Hawthorn & Ivor Bueb's victory in 1955

# You were there...

One era, two continents: Can-Am and Chris Amon in North America; Interserie and... Amon in Germany





Left: great shot of Chris Amon's Ferrari at the 1968 United States GP

Above: Denny Hulme dwarfed by McLaren at St Jovite in 1971

A lovely selection here from Connecticut reader **John Merriman**. "Over a period of 20 or so years - starting in 1968 at Watkins Glen - I attended many Formula One, Can-Am and Trans-Am races in the US," he says. "From 1980 to '82, when I lived in London, I had the pleasure of going to several international races and vintage meetings at Silverstone, Donington, Brands Hatch and Prescott." John was keen enough to take a Van Diemen RF76 back to the US with him, and has since raced many Formula Fords at more than 200 meetings. "My plans are to continue racing forever - my wife's views on the subject notwithstanding!" While we realise we've had a fair bit of Can-Am in *MotorSport* of late, we thought these were great, especially Bridgehampton, the AVS Shadow and Stewart in the Chaparral.



Winner Hulme chases Bruce McLaren in '69 at Bridgehampton





Far left: Jackie Stewart in Chaparral 2J at Watkins Glen '70

Left: George Follmer races AVS Shadow, St Jovite '71



Watkins Glen 6 Hours, '73: Carlos Reutemann failed to finish in Ferrari

## 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!



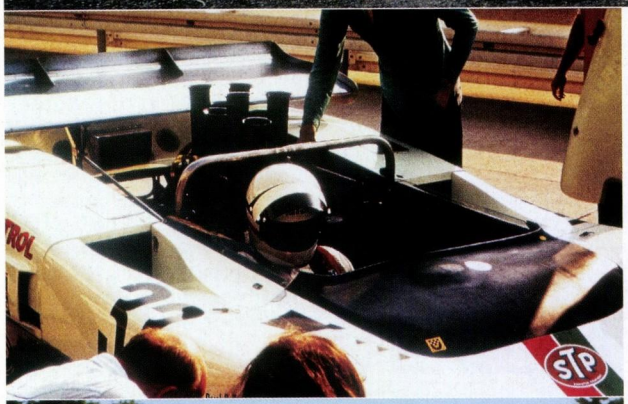
Super Vee at '71 German GP: that's Harald Ertl in the blue Kaimann




Above: Brian Redman in BRM P167. Check out Tony Southgate with the tie!




Below: Amon had a bad time in Matra at the 1971 German GP




The more esoterically-minded of us in the office (er, that'll be all of us, then) were extremely excited to see some unusual shots of German racing from the early '70s fall onto our desk out of an envelope sent by former German motorcycle champion (yes, really) **Walter Hoffmann**. "My friend Peter Jäger and I went to all the races we could reach with our Kreidler and Hercules mopeds, especially Hockenheim which is just 30km from our hometown," he says. "We were at the German GP at the Nürburgring and took some photos with our small camera, as we did at Hockenheim for the Interserie race, when we dug under the fence of the paddock to get in for free on practice days!" Walter now races a March 712 in historic Formula Two events. His photos are a neat mirror-image of those supplied from the other side of the Atlantic Ocean on the previous page, though sadly Interserie, despite this early participation from Derek Bell and Brian Redman, never matched Can-Am.



Middle pic: Derek Bell gets ready for action in McLaren M8E

Below: another M8E. This is Teddy Pilette in Ecurie Bonnier car




Above: Steinmetz Tuning Opel Commodore at German GP meet

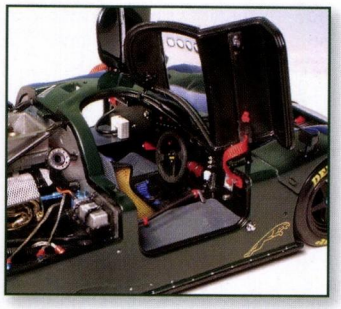
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# In the hot seat

# Rally drivers are best, reckons outspoken **Walter Röhrl**. His **loose tongue** often ruffled a few feathers, but it was his skills on a **loose surface** that scared F1 World Champions...

**You won Monte Carlo in four very different cars. Was that your favourite rally?**
Phil Bates, Bexley Heath
Yes. When I was young, I dreamt of winning Monte Carlo once, I never dreamt of being World Champion. There were many other nice rallies like New Zealand or San Remo, but if I have to choose just one, then it would be Monte Carlo.

**You drove DTM, World Sportscars, IMSA and Trans-Am. Which did you prefer? Enduros or sprints?**
Melissa Bones, Notting Hill
The nicest race car I drove was the Trans-Am Audi 200 that I raced in 1988. It was quite easy to drive, powerful with 630bhp, had good brakes and, for a 4WD car, it had no understeer: it was very precise on turn-in and was just fantastic to drive. Normally I preferred long-distance racing as it is a bit closer to what you find in rally driving, but I really enjoyed Trans-Am. They were basically sprints, normally about one and a half hours long, but the race at Niagara Falls was the most interesting: two and a half hours long, 40 degrees outside, 100 per cent humidity, lots of accidents. I lapped everyone except Scott Pruett in second place.

**You once told Fiat "if Sandro Munari is driving one more time I won't be." What made it so bad between you?**
Ross Ainscow, Amlwch, Anglesey
I like Sandro very much. He is a very nice guy. This remark was made because on the Safari Rally in 1979 I was recceing with Markku Alèn and we were both in near-standard Fiat 131s from the local dealer. We would get up very early in the morning and drive so slowly with these cars so as not to break them, and then about midday – whoosh! – Sandro would pass us in a works car at full speed. I was very upset with the 'prima donna', but now we are good friends.

**Was it more satisfying giving Audi a bloody nose with the Opel in the 1982 WRC than winning rallies with the Quattro two years later ?**
Les Bush, Bath
Yes it was. When I signed for Mercedes at the end of 1980 I also had an offer from Audi and their manager, Walter Treser, was very angry that I did not accept it. He did lots of interviews with bad comments about me so when I went back to the World Championship in 1982 my principal motivation was to beat the Audis and stop them being World Champion. For them to be beaten by me in an Opel with old technology was awful.

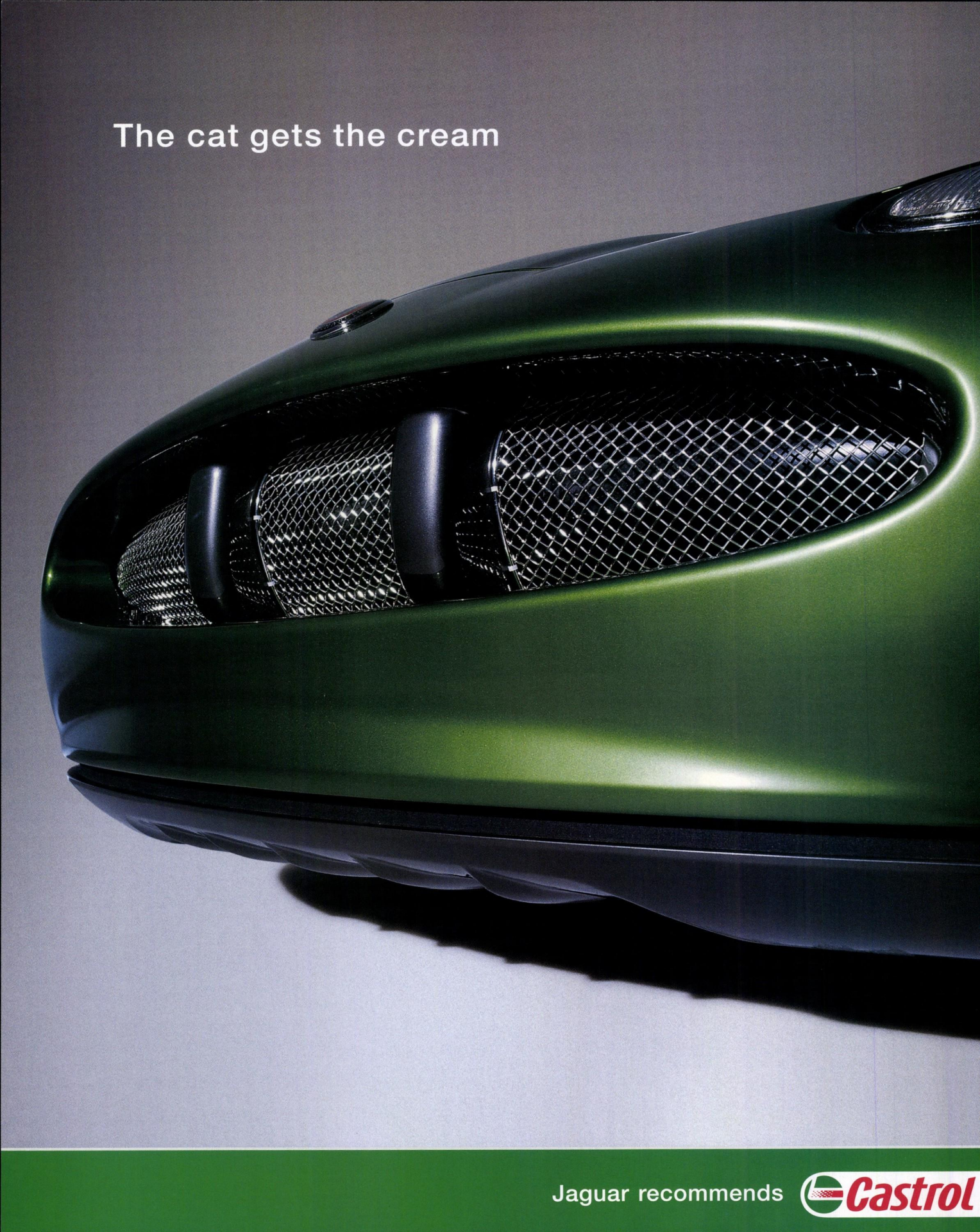


Martin Holmes LAT
**Röhrl finished second on '82 Safari Rally. He won his second WRC title in the Opel Ascona**

**In your era of rallying, do you think you were the best driver, or was there one of your rivals who you looked up to ?**
Damian Cullinane, Wareham, Dorset
In the beginning Hannu Mikkola was my idol. Also Timo Mäkinen was someone I admired very much. I always worked hard to be the best when I was driving, but I never thought of myself as the best. I always felt – knew even – that I could do better. I was my own biggest critic. I would say to myself that I had the best car, good luck, whatever, to explain any success.

**Was it a big disappointment when Mercedes decided not to do the 1981 season?**
Julie Blissett, Manchester
No, not really. I had one aim – to win Monte Carlo – and I had done that in 1980. I was ready to continue but not really for money or fame. I already had a bad feeling about the Mercedes deal. I felt I was like everyone else, only looking for the money. So when the board decided to withdraw it was like a relief for my conscience. And then I had a telephone call from Porsche who said they had no money but asked would I like to drive their car. It was the start of a big friendship. »


Walter Röhrl


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**Jackie Stewart said that anyone who claimed to like the old Nürburgring was a "liar". As a 'Ring regular, what do you think?**
Simon Davis, St Albans, Hertfordshire
During the past four years I've been developing the Porsche Carrera GT and I've found for the first time that the Nordschliefe is not always fun. The GT is too fast. If I test a 911 then it is fantastic on that track, but now I understand what Jackie meant. He was talking about Formula One. He is right. It is too crazy, even for me.

**How much of Pikes Peak did you actually commit to memory?**
Martin Baker, Crawley
It was a new world in every way for me. What I did was to drive it with my wife Monika and we made pace notes, which I then memorised – not the road, you understand, the notes. And this worked really well. Ari Vatanen had seen the road maybe 50 times and still could not be sure of the corners.

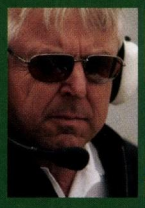
**Can you clarify exactly what you said about Michèle Mouton when you were title rivals in 1982?**
Phil Pyne, Cambridge
I am always in trouble for saying what I think. But this time I'm innocent! Before the Acropolis – which she won – I took Werner Grissmann, the famous downhill skier, up a gravel road with hairpins in the Opel and he asked could anything be quicker. I said "a monkey in a Quattro," meaning that the Quattro had so much power and traction that anyone could drive it quicker than the Opel up that hill. But, as often happens, it got around that I had compared Michèle to a monkey. She deserved her victories: it was only my good luck that I beat her to the title.

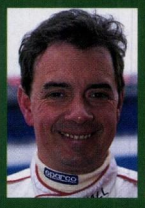
**You drove with up-and-coming F1 drivers at Lancia: Patrese, Alboreto and Cheever. Could any of them have made good rally drivers?**
Daniel Ayres, Romford
I think not. I remember I once took Riccardo in a Stratos on a special stage and afterwards he said, "With all these trees and things, you are absolutely crazy." And I could see that I was able to learn circuits much quicker than them, to come to a good lap time with not so much prior knowledge. This is the big difference between rally and race drivers – and thus it is difficult for them to do stages.

**What was your favourite rally car? And was the Sport Quattro E2 very difficult?**
Kevin Ludlow, New Zealand
From the pure driving view it was the Lancia 037. It was a car made for my style of driving – I don't like to steer. I believe the only secret in driving is to steer as little as possible. This was the way to drive the 037. In an Audi, if you didn't turn the steering wheel one whole turn then it didn't even react. Of course in power and traction the Audi was the best but it was hard to drive with the understeer and I had to teach myself left-foot braking.

**Did you ever have a go in a single-seater or were you too tall?**
Rashed Chowdhury, Telford
Just once in 1980 when a German newspaper wanted to get two World Champions from rallying and F1 to drive each other's cars. For two days they tried to fit me in Emerson Fittipaldi's car and then I did maybe 10 laps at Silverstone, my head sticking out well above the rollbar. It was not so bad. I got to within five seconds of Emerson's time but when we went into a forest with the Fiat 131 I was 30sec faster in just five kilometres. Emerson went with me in the car first – it was the RAC car that had the co-driver sitting in the back – and he told me that he would wave if I was going too fast. I only got into third gear and he was waving like mad... I saw him at the DTM Masters event at the Norisring in July and he still remembers that ride.

## Coming up...

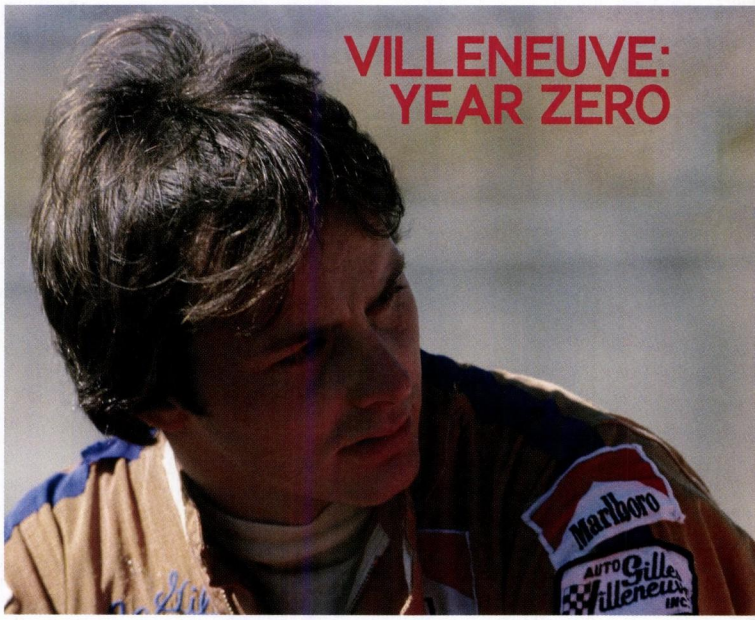

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# A mini adventure

40 years ago Goodwood held its last Formula One race. It was the final year of the 1.5-litre formula, which despite its critics provided some of the finest racing ever at the Sussex track. By Gordon Cruickshank

Photography by James Mann


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Picture it. The FIA has just decreed that racing's top formula will now run with 2-litre engines. Instantly the field is open to a stack of small teams, and only Ferrari has prepared for it by building a race unit to the new formula. But that doesn't matter, because any race organiser who wants to can run an F1 race outside the championship and still attract star drivers...

That's a flavour of how it felt in 1961 when the new rules for grands prix, in an effort to reduce speeds after a rash of fatal crashes, specified 1.5-litre engines. It hadn't been too hard for a privateer team to get hold of a suitable engine for the previous 2.5-litre formula, but now many team managers realised they already possessed the goods to go grand prix racing. Last year your 1500cc Coventry-Climax was an F2 engine; this season it's grand prix power. Ditto your Cooper or Lotus chassis. You might not expect to win, but you'd be in there with the big boys.

And as long as the race organisers offered decent starting money, even the big boys would come to your non-title race. There were eight grands prix in that 1961 season, but there were 24 other F1 races on top.

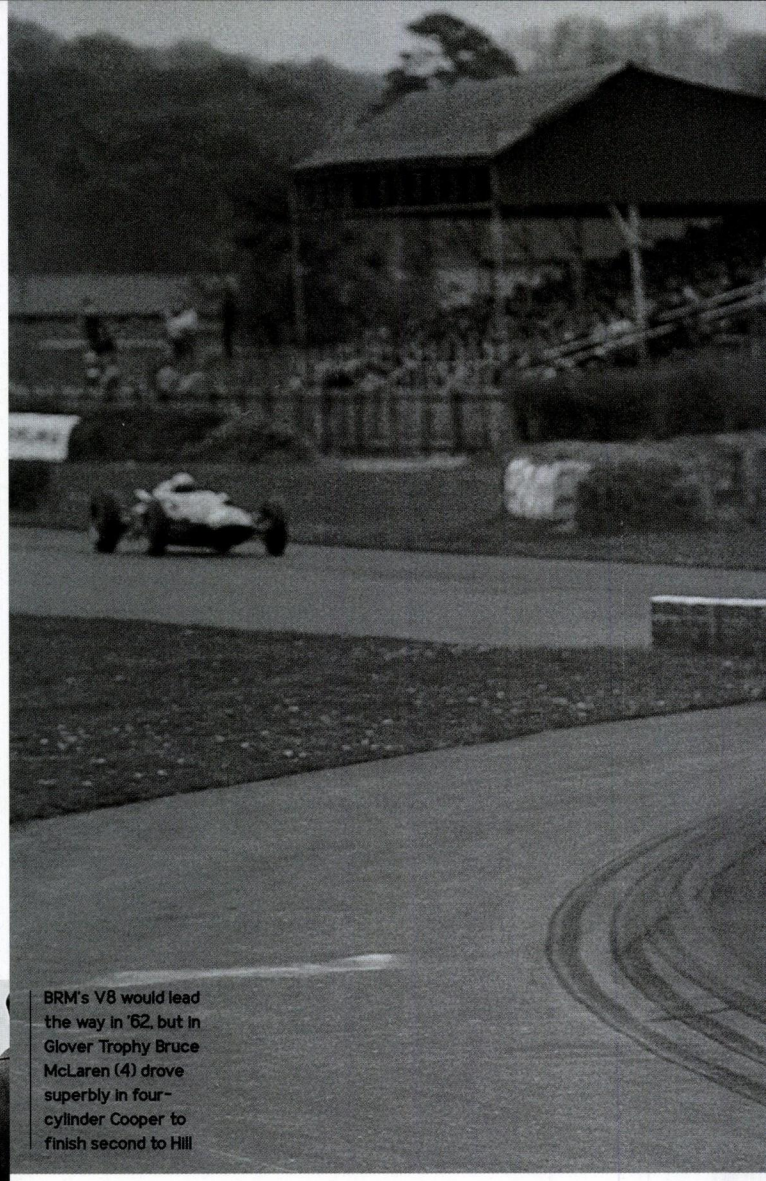
And the first pure 1.5-litre race of the new era for British fans was the Glover Trophy, held at Goodwood's Easter meeting.

The new rules weren't being greeted with enthusiasm, though. The British makers had spent time arguing against the capacity change instead of building new engines, and neither BRM nor Coventry-Climax had their 1500cc V8s ready. Unlike Ferrari, which had a new V6 ready from the off.

While many drivers disliked the plan, it seemed a godsend for privateer entrants. "We just fitted a starter, battery and rollover bar and suddenly we were in Formula One!" So says Tony Marsh, who as well as conquering the hills raced "on a broken shoe-string" in F1.

Ken Gregory, running BRP, one of the first fully-sponsored teams, also approved. "It was an easy route into F1 as everyone had a Climax. Our difficulty was that Charlie Cooper couldn't build enough chassis to supply us, so we had to buy Lotuses. Everyone had the same engine and there were very few mods. We did try a titanium crank and rods to get a few extra revs, but it didn't work."

Non-championship it may have been, but the front row of the Glover grid still boasted Stirling Moss, motorcycle world champion John Surtees, Roy Salvadori and Graham Hill, with Tony Brooks, Innes Ireland and Henry Taylor behind. Ferrari preferred to wait for the first title GP, at Monaco, while Lotus had sent Jim Clark to the rival Pau race the same day. But if the engines were small, they were closely matched – every car on the grid was powered by the four-cylinder Climax.



BRM's V8 would lead the way in '62, but in Glover Trophy Bruce McLaren (4) drove superbly in four-cylinder Cooper to finish second to Hill



Victory and new F1 lap record for John Surtees in Britain's first race of 1.5 era

All LAT

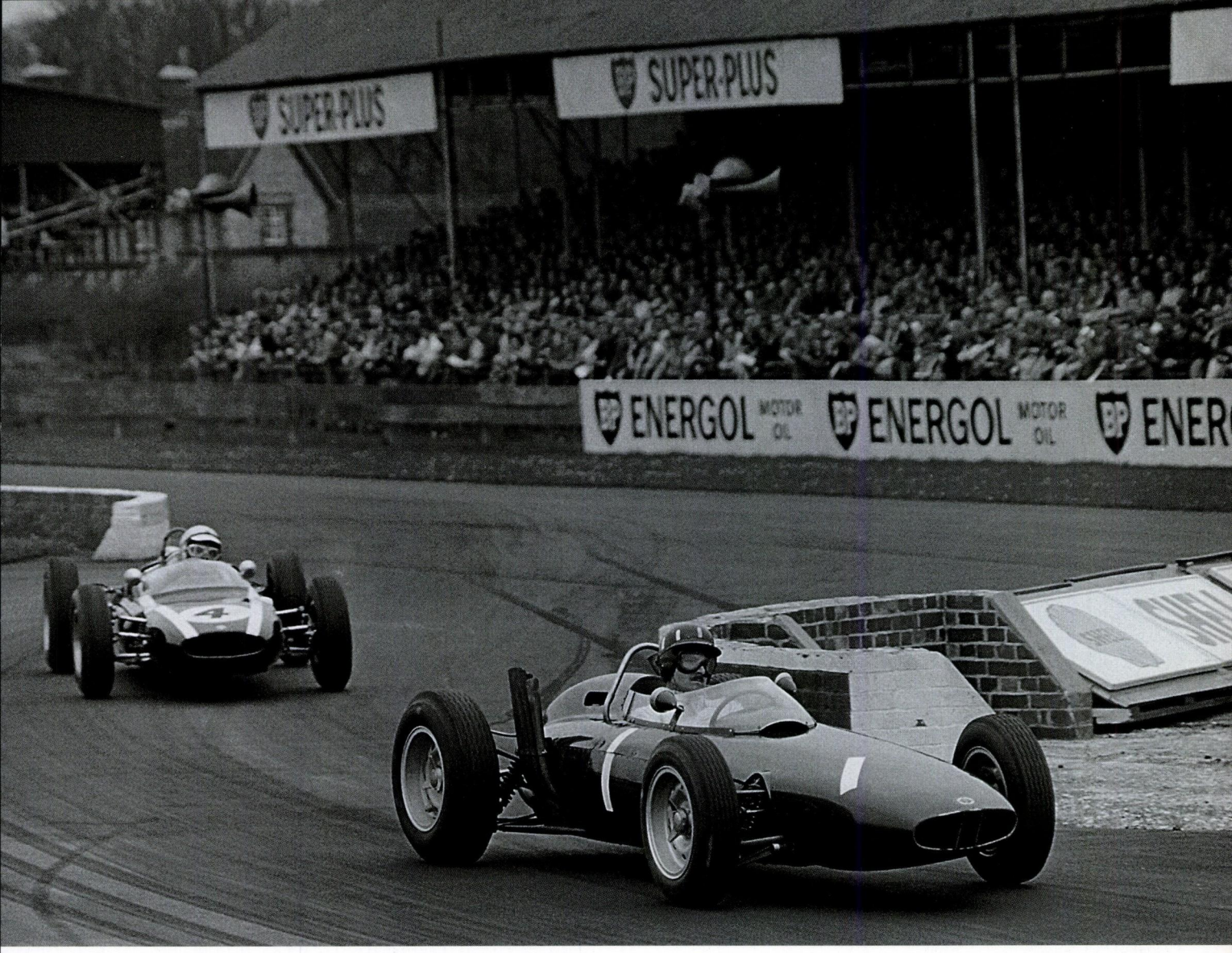
## 'The 1500 idea seemed rather mickey-mouse'

BRP engineer Tony Robinson: "The FPF was a terrific engine. We all rebuilt our own units but 95 per cent of them were standard. We made some small changes aimed at reliability rather than power, but the only person who made serious mods was Bill Lacey for Reg Parnell [the Yeoman Credit team]. But to me the 1500 idea seemed a bit farcical – rather mickey-mouse".

Even so, British fans were about to see the effects of sheer driver skill round everyone's favourite track.

From the off it was a needle-match between Moss, the established superstar in his Rob Walker Lotus 18, and John Surtees, whose Yeoman Credit Cooper passed Stirling away from the start. Hill in his newer BRM pursued, with the second Yeoman Cooper close behind him in the hands of Salvadori, but all eyes were on Moss and his intense efforts to catch the incomer. Maybe the new formula could only boast the same urge as a good road car, but a driver's will to win doesn't go away...

*MotorSport* was slightly sniffy about the new era: "it was a no-holds-barred duel, although it did not look like *grand prix* racing..." In the end Moss's engine went off, leaving Hill and Salvadori to follow




Surtees home for his first F1 win. Tony Brooks, meanwhile, had gone off passing Ireland. "I got onto the dirt, slid wide, hit the bank gently and stalled. Actually I could have re-started – I forgot I had a starter!" Understandable – this was the first year in F1 that an onboard starter was compulsory.

So despite gloomy forecasts, the new era produced a blistering race with a new F1 lap record. But Britain's first 1.5 winner doesn't let that victory alter his view. "I think the 1.5-litre formula was a mistake," Surtees says today. "I only had a part-year in the 2.5s, but just as I preferred riding a 500 to a 350, I liked the bigger engines."

Another critic was Tony Brooks, struggling with the four-cylinder Climax in his converted BRM 48/57, instead of Bourne's still-unready V8 which would later bring a championship for team-mate Hill. "Those cars were too easy to drive. So much of a driver's skill is throttle control, keeping the wheels just on the edge of spinning. If you can just plant your foot on the throttle that skill is gone. You can't maintain a four-wheel drift with 140bhp. You've got to have more power than the chassis can handle. It was one of the things which helped me decide to retire. Of course I was 12 months too early – the V8 was what we should have had, as 1962 proved!"

Meanwhile the Inter-Continental race, first of the British 3-litre series aimed at keeping the 2.5-litre cars alive, had brought Moss the Lavant Cup, at a speed 5mph below the Glover, due to poor weather. Maybe these new 'F1-lite' rules would turn up some decent racing after all.

With its relatively powerful V6 in its first mid-engined chassis, Ferrari would dominate that '61 title fight, with Phil Hill as its champion; but BRM and Climax had their V8s ready for '62. That meant the works teams had the tools to tackle Ferrari, but it pushed the privateers back into their own secondary field.

Goodwood had an answer: while the '62 Glover Trophy would again pit the star names and the new racing 1.5s together (minus Ferrari and Porsche), the Lavant Cup would be a second F1 event restricted to four cylinders only. That gave the FPF-powered fish their own pond to swim in, though the field was still headed by some of the top Brits.

The Glover, though, was the headline event, and no one was surprised to see Moss head practice in the UDT Lotus 18/21 packing the new Climax V8, a whole two seconds ahead of Graham Hill's P578, its stackpipes declaring that BRM had launched its V8. Yet to prove that the FPF wasn't dead, Bruce McLaren had whipped last year's four-pot T55 Cooper to within tenths of Hill, and the Climax V8 in Surtees' new Lola sounded great. It promised to be a memorable race.

And it was. It was the race which ended the career of the *wunderkind*. Even Moss doesn't know what went wrong, why he speared at undiminished speed into the earth rampart at St Mary's as he tried to pass Hill. It was a blow to international motorsport in more ways than one. That the greatest driver was just as vulnerable as anyone else shook the racing world; and it seemed to make nonsense of the hope that 1500cc power would bring safer racing.

That event overshadowed a brilliant contest which saw a spectacular effort from McLaren fail to unseat Hill's BRM from a half-minute lead; behind Bruce the four-cylinder Climax refused to lie down, Ireland and Salvadori taking third and fourth. Yet Goodwood had sketched out the season to come: in the second year of the new formula, you were going to need a multi-cylinder power-plant, and even »

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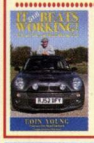
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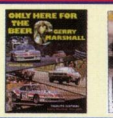
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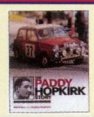
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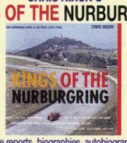




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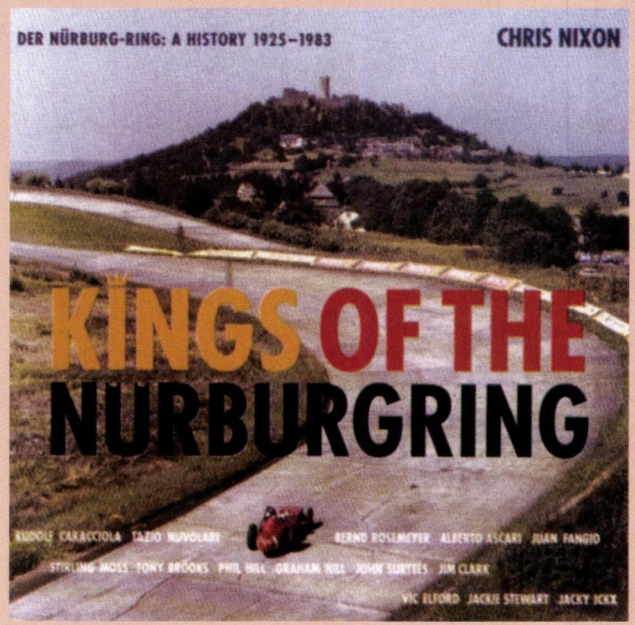
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## BRM v BRABHAM

**Return to Goodwood**

Both the cars we took to Goodwood raced in the last-ever F1 race there, at Easter 1965. Richard Attwood's P261, chassis 2617, was Jackie Stewart's mount and ran in third before having camshaft problems. Stewart won the '66 Monaco GP in it, despite having a 2-litre V8 against a 3-litre field. It has been rebuilt by BRM experts Hall & Hall.

Brabham BT11, number F1-1-64, is the car Sir Jack drove to third in that last Goodwood F1 event. It raced in grands prix in 1964 and '65, and Denny Hulme took it to fourth place in the International Trophy in '66. It now packs a 16-valve Climax and is maintained by Sid Hoole Racing.

The two chassis represent a contrast in F1. On the one hand the industrial might of BRM; on the other, a small new team led by a driver and buying in competitive running gear – one of the 'garagistes' who would have such an impact on Formula One.

Ferrari would prove to be short of a couple of pots. Complexity had replaced capacity. And as neither Modena nor Stuttgart was going to sell you an engine, the teams were all about to start knocking on the doors of Climax and BRM.

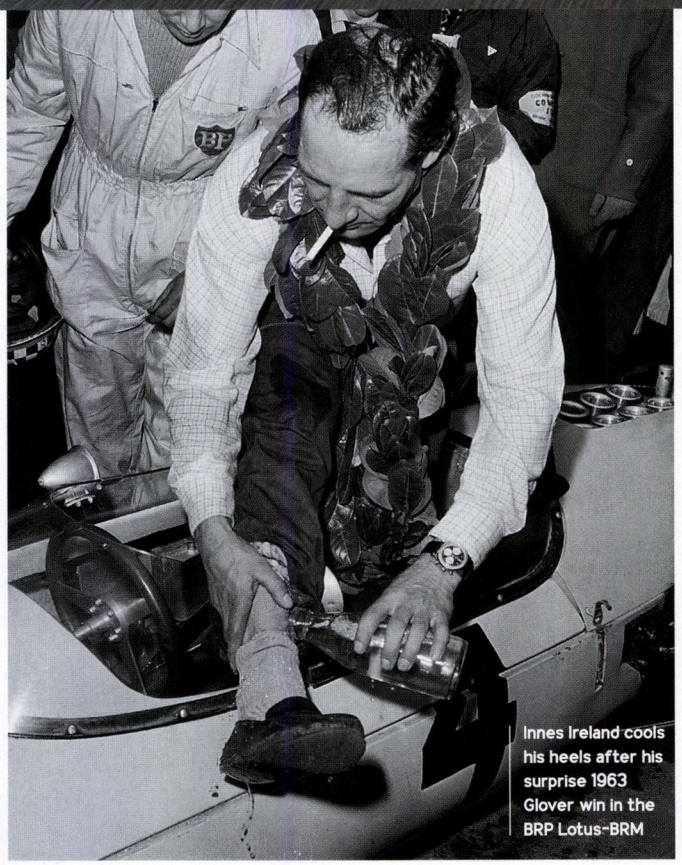
In the gloom which followed the Moss accident, *Autosport* called the four-cylinder Lavant Cup "a disappointing procession" with McLaren (last year's Cooper) and Salvadori (Lola) chasing Surtees who took an unassailable lead – until he clashed with a back-marker and lost a wheel from his Lola. As Bruce and Roy took the flag, followed some way behind by New Zealand privateer Tony Shelly, Keith Greene was making a big decision as he finished fourth in the Gilby. "The 1.5 series was cheap to do – our budget was £10,000 for both F1 and sportscars – but it tempted too many people. There was too big a skill's gap. It came down to races within races. When Moss or Surtees passed me I'd think 'what am I doing?'. That's why I quit."

Despite Greene's disillusionment, the playing field was wide: there were another five F1 races in Britain that year, and that's not counting the Grand Prix at Aintree.

> 'When Moss came past me I'd think 'what am I doing?'

If you were lucky you might get a V8 out of BRM, as Tony Marsh did. Or perhaps 'lucky' is not the right word. "Raymond Mays offered me a V8 and an interim chassis. At Brussells I was on the second row of the grid for one heat and finished fourth [Hill won in an injection car], but then had carb problems. After BRM rebuilt it it was slower than the four-cylinder. I got close to a court case until they agreed to buy the engine back."

Customers didn't always suffer, though. As Hill and BRM rose steadily to the top of the '62 championship, chased by Colin Chapman's ground-breaking Lotus 25 and its reliable Climax, not to mention the ethereal talents of Jim Clark, Ken Gregory's BRP was one of the teams relying on Bourne for motive power for 1963. Questions about whether customers got adequate attention evaporated at Goodwood that Easter, where the Glover, though no longer opening the British season, brought a shock result. »



Innes Ireland cools his heels after his surprise 1963 Glover win in the BRP Lotus-BRM

After qualifying a second ahead of McLaren's Cooper and Jack Brabham's eponymous BT3, both Coventry-powered, Hill led from laps 4-36 – then staggered to a halt with a fuel blockage. With teammate Richie Ginther already out, that let through Innes Ireland, flying on customer V8 power in his BRP Lotus 24. But this time the weekend at the Duke of Richmond's estate was no indicator of future events: despite rising to 205bhp, the BRM would be surpassed in the title stakes by Jim Clark and the less muscular Climax in Chapman's lighter monocoque. And with Porsche's withdrawal from F1 and Ferrari's disappointing showing even with a new 120-degree V6, it was Brabham who took third spot in the constructors' table.

Ironic, because Sir Jack does not look back on this period fondly. "The 1.5-litre formula was a disaster," he says. "It turned into a slipstreaming formula not much better than F2. 1966 could not come quickly enough for me."

What was firing the Australian was the prospect of some real power coming back: during '63 the FIA announced that in '66 the limit would double to 3 litres, or 1.5 supercharged. Now that was putting the 'grand' back in grand prix.

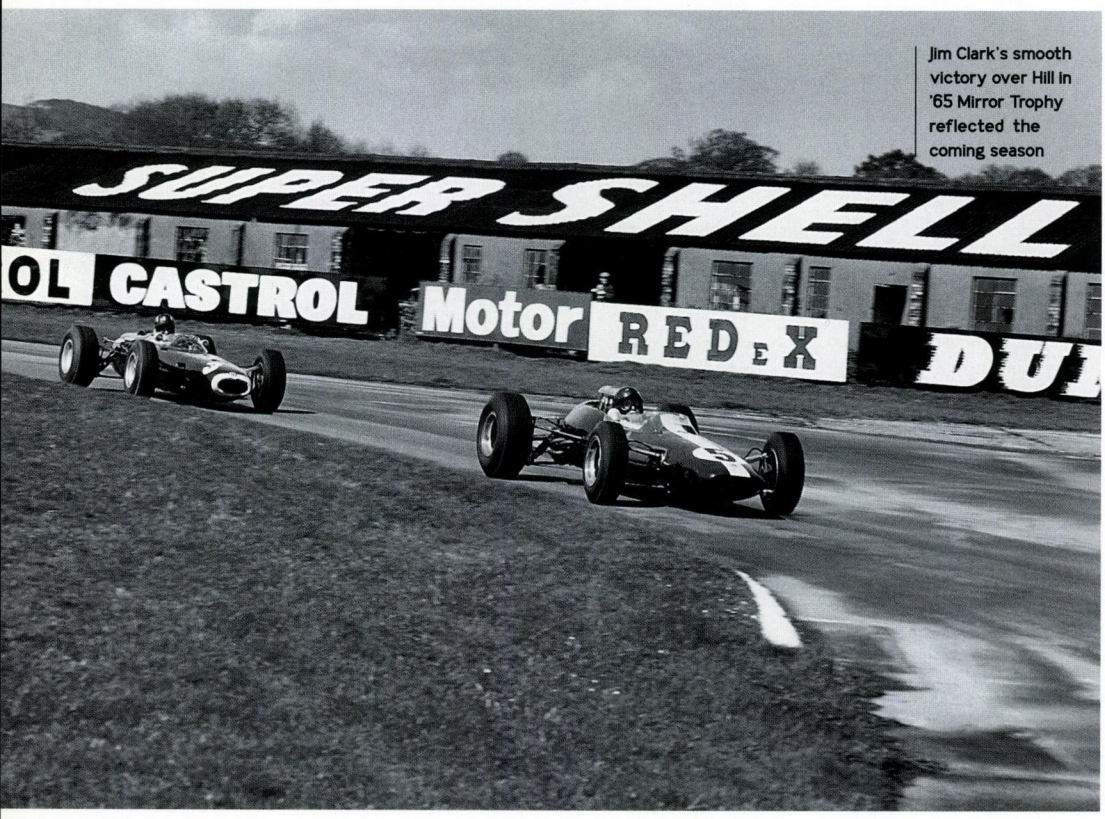
His opinions of small engines didn't stop Jack putting his new BT7 on the front of the grid, beside the eternal rivals Hill and Clark, for 1964's Easter gathering in Sussex, this time sponsored by the *News of the World*. And as if to cement the special feeling the F1 world had for this atmospheric meeting, Enzo Ferrari entered two of his scarlet warhorses – and then scratched. The compensation for the patriotic was that every car and engine was British, and so were the top six drivers.

It was a textbook result for Lotus, Clark and Peter Arundell finishing one-two – but only after a broken distributor snatched away Graham's dominating lead with two laps to go. Behind Arundell, Trevor Taylor (Lotus-BRM) and Richard Attwood in a works BRM kept Bourne's spirits up. Attwood remembers it well: it was the day he became a grand prix driver. He'd been given a car in its third season, and team patron Sir Alfred Owen was there to watch. "Goodwood is very special to me – hugely challenging. I had an old car, but I did alright; Sir Alfred told me I'd driven a good race and signed me up. And I didn't get another race for BRM all season!"

**'BRM signed me up – and I didn't get another race!'**

Taylor, too, looks back fondly: "the BRM was a fantastic engine, though ours didn't match the works ones. But I liked Goodwood, the mixture of fast and slow corners, the bumpy surface making the suspension work hard. It was bloody exciting. Of course, we were losing five drivers a year back then – you never knew who was still going to be there at the dinner table in the evening." And the 1500cc limit? "Oh, you just accepted that. If you're a racing driver you just get the best out of whatever car you're given. But the 3-litres were better. Speed never kills – it gets you out of trouble."

Maybe the mortality rate of the era argues against that; as always happens, designers were extracting more and more speed even as the formula moved towards its final season. Despite claiming it was concentrating on sportscars, with a V8 of its own at last (plus a back-up flat-12) and Surtees and Lorenzo Bandini driving, Ferrari had a real rival for BRM's new monocoque P261 and Chapman's improved 33. Hollywood couldn't have written a tighter storyline, as the final grand prix arrived and still any one of Hill, Clark or Surtees could lift the crown. No one could say now that limiting engine size meant limited excitement... Well, it was the »




Jim Clark's smooth victory over Hill in '65 Mirror Trophy reflected the coming season

## GOODWOOD F1
**1961 - 65**

Take the six races of the era, award championship points to the drivers and this is who comes out on top...

| | | |
|---|---|---|
| 1st | **Bruce McLaren** | 24 |
| 2nd | **Graham Hill** | 21 |
| 3rd | **Jim Clark** | 18 |
| 4th | **Innes Ireland** | 15 |
| 5th | **Roy Salvadori** | 13 |
| 6th | **John Surtees** | 9 |
| 7th | **Peter Arundell** | 6 |
| 8th= | **Tony Shelly** | 5 |
| 8th= | **Jack Brabham** | 5 |

**1961 Glover Trophy**
Pole: **Stirling Moss** (Lotus-Climax 18) 1m27.8s
Winner: **John Surtees** (Cooper-Climax T53) 95.76mph
Fastest lap: **Surtees** 1m28.0s (98.18mph)

**1962 Lavant Cup**
Pole: **Bruce McLaren** (Cooper-Climax T55) 1m37.0s
Winner: **McLaren** 99.05mph
Fastest lap: **McLaren** 1m24.9s (101.70mph)

**1962 Glover Trophy**
Pole: **Stirling Moss** (Lotus-Climax 18/21) 1m34.2s
Winner: **Graham Hill** (BRM P57/8) 102.65mph
Fastest lap: **John Surtees** (Lola-Climax Mk4) & Moss 1m22.0s (105.37mph)

**1963 Glover Trophy**
Pole: **Graham Hill** (BRM P57/8) 1m22.0s
Winner: **Innes Ireland** (Lotus-BRM 24) 102.44mph
Fastest lap: **Ireland** 1m22.4s (104.85mph)

**1964 News of the World Trophy**
Pole: **Jack Brabham** (Brabham-Climax BT7) 1m21.0s
Winner: **Jim Clark** (Lotus-Climax 25) 104.91mph
Fastest lap: **Graham Hill** (BRM P261) 1m21.0s (106.67mph)

**1965 Sunday Mirror Trophy**
Pole: **Jackie Stewart** (BRM P261) 1m19.8s
Winner: **Jim Clark** (Lotus-Climax 25) 105.07mph
Fastest lap: **Clark & Stewart** 1m20.4s (107.40mph)

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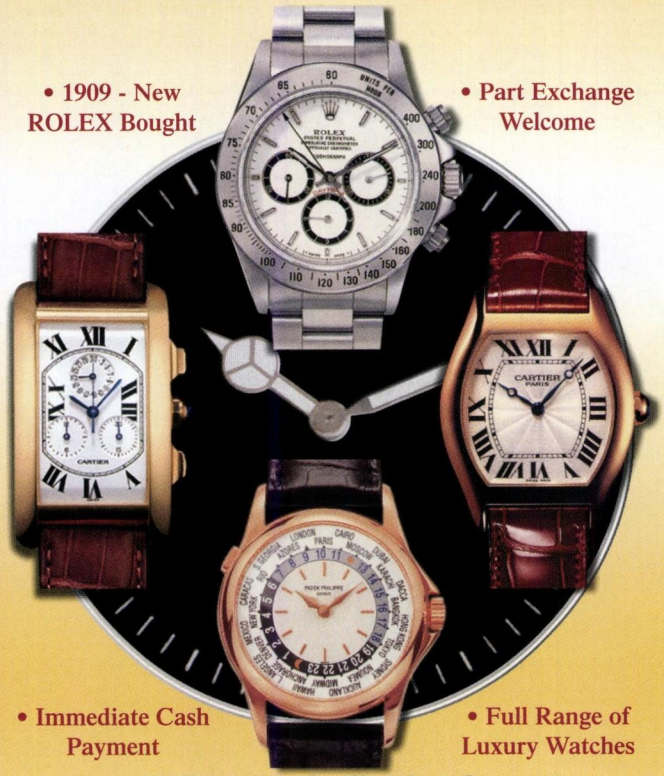
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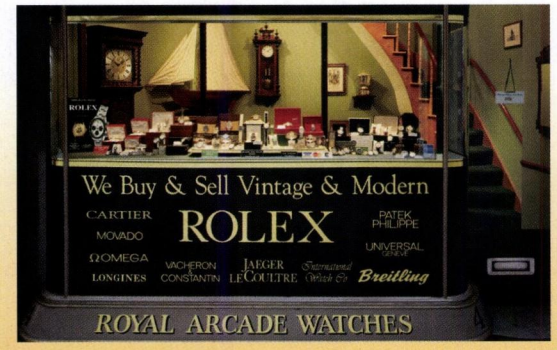
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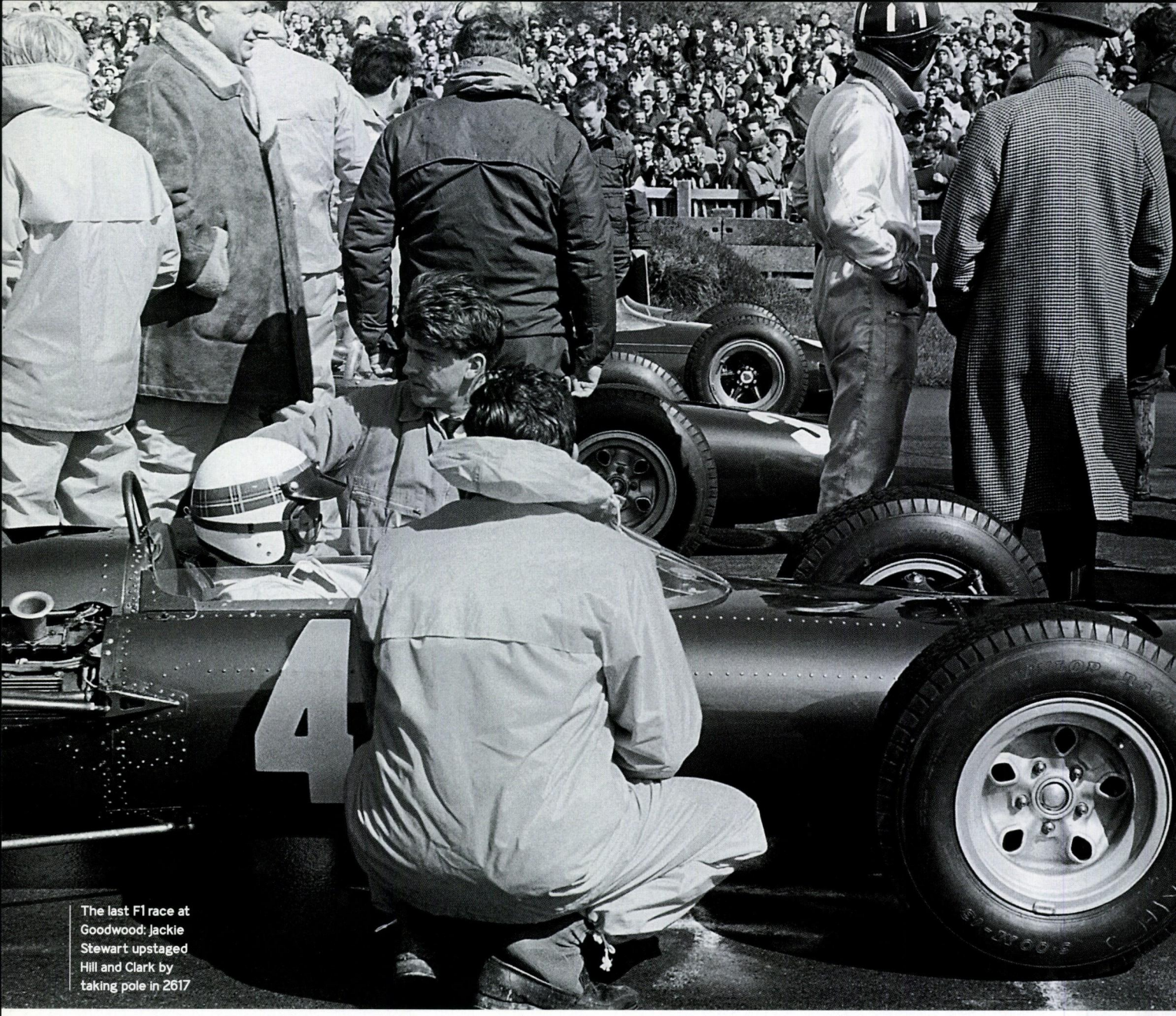
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The last F1 race at Goodwood: Jackie Stewart upstaged Hill and Clark by taking pole in 2617

bike-racing turn-coat, Surtees, having proven his talent so dramatically at Goodwood four years before, who wrapped it up and broke the British makes' monopoly on the economy formula.

It would be easy for an engine manufacturer to lose development impetus knowing that a powerplant has only one more season in it. For '65, though, Climax built a 32-valve version of its V8, with power raised to 210bhp. But it was less reliable, and would prove to be a disappointing final flourish – the Coventry firm had decided it could not afford to develop a 3-litre engine. This was its last year in racing.

1965 saw a reversal of what happened in 1961, when so many F2 races became F1 events. Now, with the prospect of privateers baling out of the new, more expensive F1, organisers switched many races back to the newly-revived F2. This year there would be only five non-title F1 contests, and Goodwood's Easter Monday offering, now sponsored by the *Sunday Mirror*, came more than a month after the Race of Champions at Brands Hatch. And it was a filthy day – snow, sleet and hailstorms interrupted the racing. Yet the draw of the Sussex track brought 50,000 people to watch an event which had so often indicated which way the F1 wind would blow.

This one was no exception. A struggle between Hill and Clark, resolved in the Scotsman's favour, presaged Clark's brilliant second title year when BRM's ageing V8 proved less and less competitive for Graham, and both were chased hard by Black Jack and Dan Gurney in the rapid Brabhams. The modest All-American hero, who would later electrify the grand prix circus with the crackle of a Weslake V12 in his own Eagle chassis, looks back with mixed feelings on the racing and the lack of safety concerns: "I didn't like the 1500s. They were slower, less demanding – which doesn't mean it was easy! I enjoyed the racing, and I had plenty of moments at Goodwood. And I was there when Stirling had his crash; it's not something I feel super about, but we just accepted the conditions then. Whether it was intelligent or not is beside the point."

Goodwood's final F1 event was also where Jackie Stewart posted a warning to the old guard; having won 11 out of 12 F3 races the year before, the young Scot qualified 0.8sec ahead of Hill and Clark and drove a terrific race. A camshaft problem let him down this time, but his talent was clear, and an eventual third place in the world championship confirmed it.

That Easter meet was arguably the apogee of Formula One racing at Goodwood; the following year the *Sunday Mirror* trophy ran to F2. The entry still boasted a galaxy of talent – 12 past or future world champions on the grid – and great





Climax engine of Brabham BT11 and BRM unit in P261 were the two main rivals at Goodwood

Thanks to Richard Attwood, Stuart Davey, Sid Hoole and Goodwood Motor Circuit for their help. For Goodwood track days ring 01243 755060 or go to www.goodwood.co.uk/trackdays

racing, but the effort of running a private racetrack, plus increasing safety worries on a circuit with little run-off and bordered by solid earth banks, was telling on the ageing Duke of Richmond. By mid-1966 Goodwood had closed.

Yet in the face of all those dire predictions about down-sizing grand prix racing, those involved in the 1500 era look back fondly to those Goodwood Easter meets which acted as a dress rehearsal for the title races. Ken Gregory: "They were great years: none of the politics of today, and so friendly. If you blew an engine another team would lend you one. The paddock was very sociable, it didn't feel as commercial as other circuits."

## 'On those spindly tyres cars moved around a lot'

John Surtees concurs: "The atmosphere was wonderful, and there was a novel paddock layout which meant that the public could get all around the cars without being in the pits. It had a certain warmth; at many F1 events they bossed you around – Monaco was always the worst – but everyone at Goodwood was so helpful."

Richard Attwood: "The formula wasn't popular, but actually the racing was great. The best driver's skill always comes through. On those spindly tyres the car moved around a lot; you had to be neat because there was no power to correct a slide." This month the Revival Meeting's Glover Trophy gives us a fresh chance to see what he means.

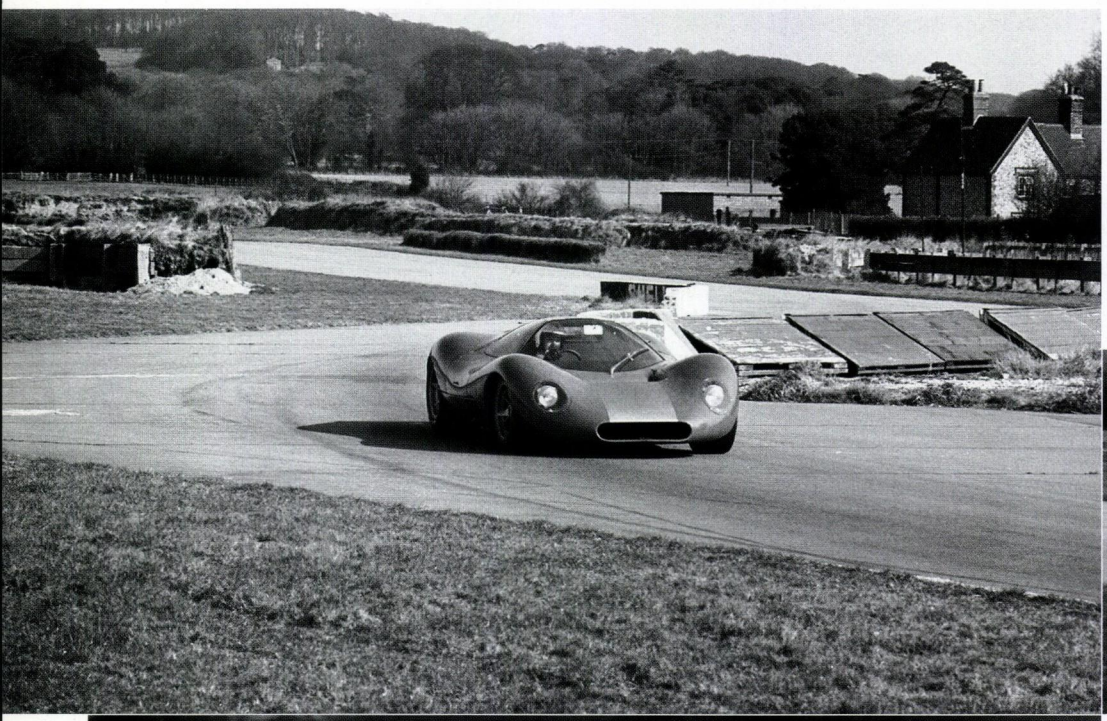
"Out at the back at Goodwood is the only place you'll see that today; it's the only time you'll see the very best drivers making these cars really work as they used to."

The sheer challenge of the Sussex track is still imprinted on drivers' minds, too. "Not for the faint-hearted!" says Surtees. Even Brooks, a critic of the small engines, relents: "I did enjoy driving Rob Walker's Cooper at Goodwood; power is less important there, it's one corner after another. You could say that I was less frustrated at Goodwood than elsewhere! But the sun always seemed to shine, and I liked the garden party atmosphere, with the Duke presenting the prizes."

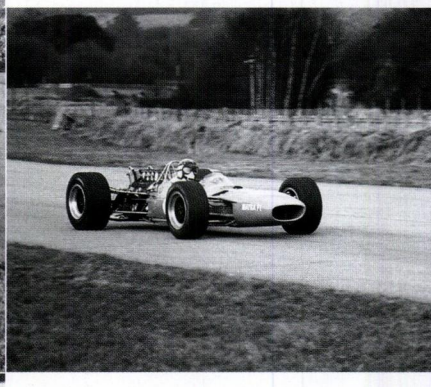
For Jack Brabham it provided a learning curve – or several: "It was the first circuit I raced on in England. An interesting track, good mix of fast and slow corners with some awkward cambers. And of course invitations to enjoy the Duke's hospitality were a bonus!" Drinks up at 'the big house' with the Duke were a unique element of Goodwood, a tradition which Charles March follows today with the Goodwood Ball and the drivers' cricket match.

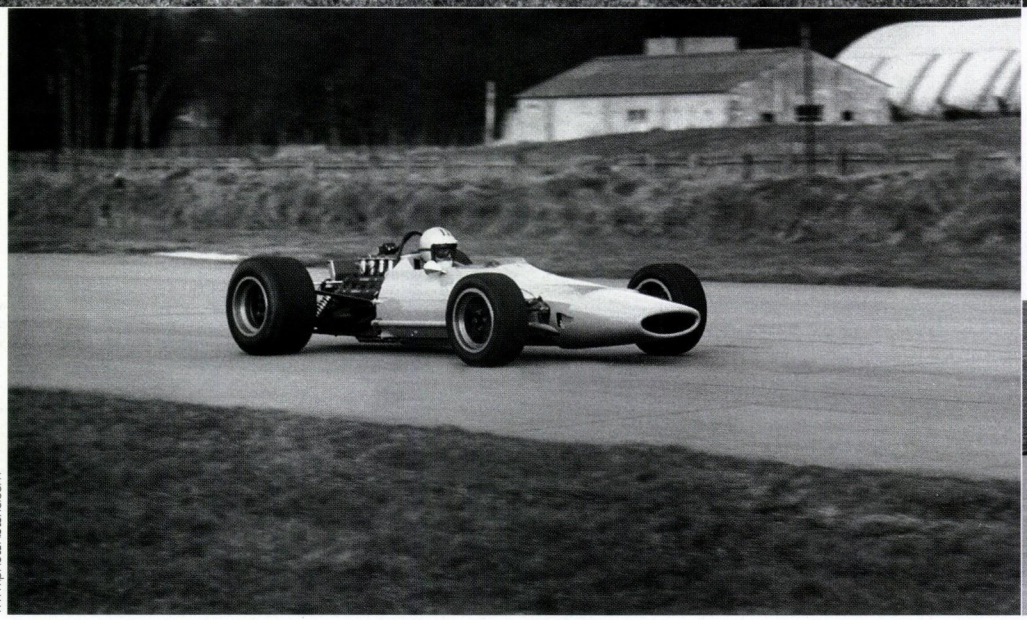
Hindsight always changes perspectives. A formula which many thought would condem the pinnacle of motorsport to a lacklustre procession turned out as one of those golden eras, with a wealth of driver talent, a wide spread of works and privateer entries, and a huge choice of F1 races in and out of the championship. And of those, Easter Monday at Goodwood made a wonderful curtain-raiser.

Perhaps an enthusiastic Trevor Taylor sums up this period neatly: "Everyone looked forward to Goodwood. It had everything – a fast, challenging track and a great atmosphere. I wouldn't have missed it for the world." M

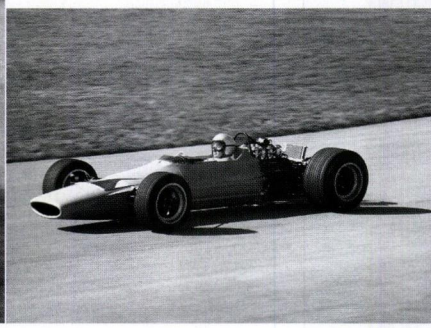


Left: Frank Gardner exits chicane in Alan Mann's Ford F3L. One of the new cars, driven by Bruce McLaren and Mike Spence, would lead at Brands before a driveshaft failure. Below: JYS at speed in new Matra-Ford MS10





Left: Denny Hulme in McLaren M7A. He would win Italian and Canadian GPs later in year. Below: boss Bruce McLaren would give M7A a winning debut at Race of Champions. He also won at Spa



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# Test match special

**After the racing action stopped, Goodwood lived on as a test track. Peter Robinson recalls a memorable day of star drivers and cars in 1968**

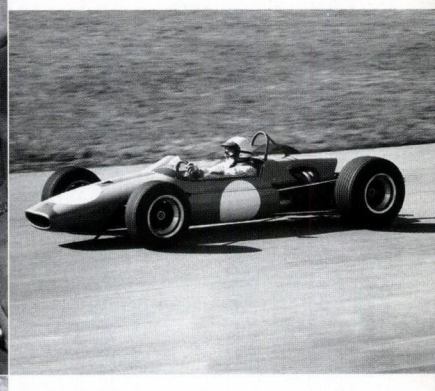
Racing at Goodwood came to an end after the Members' Meeting in July 1966, but as one key chapter closed for the Sussex circuit another began. Goodwood's qualities as an ideal venue for testing would be recognised for years to come and often, on a calm mid-week day when the wind was blowing from the north-east, the unmistakable sound of growling racing engines would drift over Chichester town centre.

These test days were often full of surprises for the casual spectator, perhaps none more so than one day in early 1968 when I knew local man Derek Bell was to try out his new Brabham Formula Two car. Teams would pay £25 per car, with a fee of £100 ensuring exclusive use of the track. But Bell wasn't alone that day.

Alan Mann wheeled out his new Ford F3L sportscar to test ahead of the Brands Hatch BOAC 500. Most of the running that day was carried out by Frank Gardner, but Graham Hill was also in attendance. Colin

Peter Robinson is offering a 15 per cent discount to *MotorSport* readers buying prints from www.photohistoric.com. After ordering on the website, please email info@photohistoric.com and quote 'testing times'

**Left: Ground control to, er, JYS? The Scot's radical fireproof race suit glints in Goodwood pit. Below: Derek Bell gets to grips with his new Brabham F2 car**



**Left: Brian Redman hugs chicane wall in Cooper-BRM. He would finish third in Spanish GP, then crash in Belgium. Below: Redman (left) takes a look at stunning new Ford F3L 'gullwing'**



Chapman had agreed to allow Hill and Jim Clark to race the F3L at Brands, so Graham was there to learn what he could and report to Jimmy, who was by then living in Switzerland and could only spend a limited amount of time in the UK. Chapman would of course subsequently change his mind and Clark would go to Hockenheim instead of Brands for that fateful F2 race...

Brian Redman was an interested onlooker as the F3L sat in the Goodwood pits. He was there with Cooper to sample the new front suspension on the team's Formula One car. A few months later in June a suspension failure would pitch him into a dreadful arm-breaking accident at Spa-Francorchamps.

Safety at Goodwood had always been rudimentary during test days, a converted Land Rover the only vehicle on hand to perform basic rescue duties. But the crusade for safety, led by Jackie Stewart, was already underway: on this day he was trying out an early fire-resistant race suit and had insisted on the attendance of an ambulance and a doctor for the test. Other drivers such as reigning champion Denny

## 'Stewart insisted on a doctor; Hulme was sceptical'

Hulme were sceptical. When he spotted a St John's Brigade ambulance and Dr Sheila Aldersmith in attendance, Denny suggested that if Jackie could tell him where he thought he was going to have his accident he would stand at the spot to take a photo! But with hindsight Stewart had a point: two years later Hulme's friend and boss Bruce McLaren would die on the Lavant Straight testing a Can-Am car.

Goodwood was the best place for enthusiasts to watch the top drivers of the day at work away from the races. During the subsequent 1968 season Jackie would notch up three grand prix wins in his Matra-Ford, Denny and Bruce a trio between them for McLaren and Graham the World title for Lotus. Meanwhile, Bell would impress in his Brabham and sign for Ferrari mid-season.

It was all before them on that remarkable test day in Sussex. M

PREVIEW

# Goodwood Revival

**The big event of the historic motor racing calendar is fast approaching. Paul Lawrence runs through the race programme for September 16-18**

Over the weekend of September 16-18 the Goodwood Revival will once again deliver a fabulous celebration of the sport's heritage. With two full days of racing, the meeting remains the historic highlight of the season as it heads into its eighth year. There is simply nothing like it.

As ever, the stars are lining up to take on the high-speed challenge of the former WWII airfield in Sussex. Sir Stirling Moss, Gerhard Berger, Jochen Mass, Dario Franchitti, Emanuele Pirro, Derek Bell and Peter Brock are just a sprinkling of the heroes planning to appear.

The event will also mark the 40th anniversary of Jackie Stewart's first grand prix win, at Monza in 1965. Around 25 cars from his career will be demonstrated each day.

As is now customary, Goodwood is advance ticket only so if you have yet to book, act quickly for it will be a sell-out. Call 01243 755055 or visit www.goodwood.co.uk to ensure you don't miss out.

## TIMETABLE

**What's on when**

| | |
|---|---|
| **Friday** | |
| 07:30 | Paddocks open |
| 08:40 | Air display |
| 09:00 | Practice begins (in race order) |
| 12:30 | Demonstration: tribute to Sir Jackie Stewart |
| 13:15 | Practice continues |
| 17:15 | Practice ends |
| 17:30 | Bonhams Sale |
| **Saturday** | |
| 07:30 | Paddocks open |
| 10:00 | Races 1 - 4 |
| 12:30 | Demonstration: tribute to Sir Jackie Stewart |
| 14:00 | Races 5 - 8 |
| 16:30 | Racing ends |
| **Sunday** | |
| 07:30 | Paddocks open |
| 09:40 | Air display |
| 10:00 | Races 9 - 12 |
| 13:00 | Demonstration: tribute to Sir Jackie Stewart |
| 14:00 | Races 14 - 16 |
| 17:00 | Racing ends |
| 18:00 | Prize giving |

## SATURDAY

**Race 1: Goodwood Trophy (12 laps)**

The best of the ERAs take on the immediate post-war grand prix and Formula Two single-seaters. Barrie Williams and David Wenman's Connaught A-type is the benchmark now that John Ure no longer has ERA R9B at his disposal.

**Race 2: Chichester Cup (14 laps)**

Rear-engined cars are back for this year's Formula Junior race. Expect a thriller, with 2002 winner Martin Walford hopefully back in his rebuilt ex-Peter Arundell Lotus 22.

**Race 3: Whitsun Trophy (18 laps)**

One of the big highlights of the Saturday programme. Half a dozen Ford GT40s are entered for the Whitsun Trophy, but look out for Frank Sytner's Lola T70 Spyder. He is on for a hat-trick of wins – if his entry is confirmed.

**Races 4 and 12: Barry Sheene Memorial Trophy (Parts 1 and 2, 8 laps each)**

Legends Wayne Gardner and Kevin Schwantz, plus Jamie Whitham, head the two-part 'bike race for 350-500cc 1962-66 machines – and Gardner is also chasing a hat-trick.

**Race 5: Earl of March Trophy (8 laps)**

Back after a two-year absence, the 500cc Formula Three cars will make a welcome return to the Goodwood mix. Julian Majzub has won it four times in the past, but the venerable Reg Hargrave – winner in 2002 – is capable of a repeat win in his Kieft.

**Races 6 and 11: St Mary's Trophy (Parts 1 and 2, 14 laps each)**

Always a Goodwood highlight, it's back to 1960s tin-tops this year with a race each day. Many of the big names will be in action – and you can bet that 'Whizzo' Williams will be worth the trip alone.

**Race 7: Brooklands Trophy (10 laps)**

Introduced in 2004, the Brooklands Trophy race was a real hit for the pre-war machines. Alfa Romeo, Bentley, Bugatti and Maserati will all be in contention for the race that fell to Duncan Ricketts' diminutive Dixon Riley a year ago.

**Race 8: Freddie March Memorial Trophy (12 laps)**

Wrapping up the bill on Saturday and named in honour of the present Earl of March's grandfather. It re-creates the Goodwood nine-hour races of the early 1950s with Jaguar taking on Aston Martin.



Sussex Trophy for sportscars will close the show at this year's Revival

## SUNDAY

**Race 9: Fordwater Trophy (12 laps)**

Back after being rested for 2004 is the race for production-based sports and GT cars of the late 1950s and early 1960s. The 2003 race fell to Morgan nut Adrian van der Kroft in his early Plus 4.

**Race 10: Richmond and Gordon Trophies (15 laps)**

The early rear-engined cars will surely set the pace among the Inter-Continental Formula and Formula One cars from 1954-61. In recent times only Philip Walker's front-engined Lotus 16 has been able to stem the Cooper tide.

**Race 14: Royal Automobile Club TT Celebration race (one hour, two-driver)**

For many fans, this is the race of the weekend as most of the stars line up in GT cars from the early 1960s.

Going for a hat-trick will be Mark Hales and Richard Attwood in the ISO Bizzarini, but there are so many pretenders to their crown. How about Franchitti and Pirro in a lightweight E-type, for instance?

**Race 15: Glover Trophy (16 laps)**

The most recent F1 cars in action over the course of the weekend are the 1.5-litre machines from the 1961-65 era. Expect former double Glover winner and period F1 racer Attwood to be a contender in his BRM P261, but the best of the Brabhams could set the pace.

**Race 16: Sussex Trophy (14 laps)**

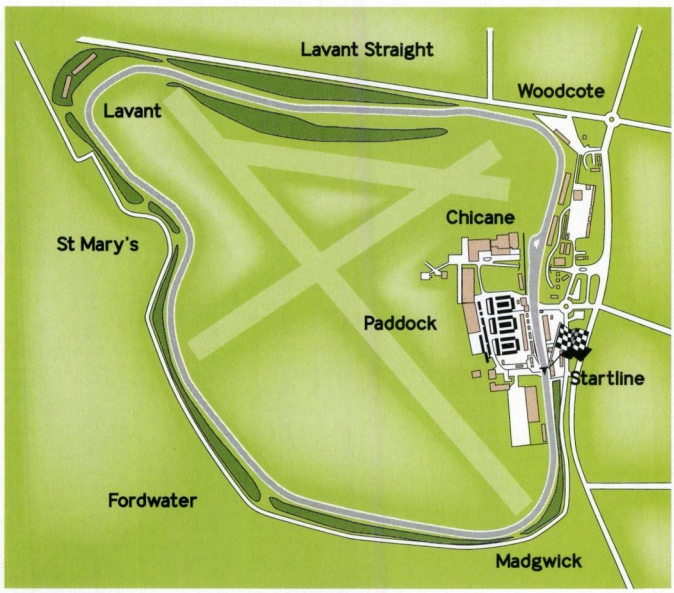
Tony Dron has made the Sussex Trophy very much his race in recent times in the Ferrari Dino 246S, but Julian Bronson roared his Lister Chevrolet to victory in 2004 in the race for World Championship sportscars from 1955-60. M



ERAs will kick off Saturday racing action



Lotus versus Cooper in Formula One race




Circuit layout as it was during Goodwood's 1948-66 heyday - except in better nick!

# Ferrari Classic Parts

## from

## 1948 - 1989




Magnificent Ferrari 166 MM Barchetta touring,chassis number 040 MM.
This is the actual car that finished 4th overall in the 1950 Mille Miglia,driven by Bracco & Maglioli.







Thanks to Maranello Ferrari Parts department both these cars compete regularly. Shown above in action Ferrari Daytona and 166 MM

# Ferrari Classic Parts

from

# 1948 - 1989




Ferrari Daytona Group IV.The actual car that raced at the 1972 Le Mans 24 hours under Colonel Ronnie Hoare`s Maranello Racing Team, driven by Peter Westbury, John Hine and Mark Konig, also competited at Le Mans the next year 1973 entered by Anthony Bamford (J C B sponsored) and driven by Neil Corner and Willie Green, finishing 6th in class.

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LONGINES



Tambay in 1982 at Ferrari: friends told him to drive for himself, not just for Villeneuve and Pironi

# As fate would have it

**Patrick Tambay seemed to have little control over the direction of his rollercoaster - and successful - career. He talks to Marcus Simmons**

He moved through motorsport like the hero in a Voltaire novel, his career seemingly shaped by destiny, a series of chance happenings and the recurrent reappearances of several figures who would disappear out of his story only to be reprised years later just when he least expected them to. The racing life of Patrick Tambay was inextricably linked with those of René Arnoux, Carl Haas, Didier Pironi, Gilles Villeneuve, Theodore Racing, Elf/Renault, Teddy Mayer and Alain Prost. It's an amazing – and fanciful – story.

During his 1972-89 career, Tambay was a suave, articulate, charming twenty/thirtysomething racing driver. Now he's a suave, articulate, charming 56-year-old deputy mayor of Le Cannet (a little town near Cannes), grand prix commentator and karting dad.

In other words, he's the polar opposite to the spontaneous, quirky Arnoux, the man with whom his career was most intertwined. An odd couple they looked at the recent Goodwood Festival of Speed, where both were present as ambassadors for Renault. And an odd couple they must have looked back in 1973, when they fought a duel for the European Formula Renault title that Arnoux won by virtue of his greater win tally (they were equal on points).

"René was the same then as he is today!" laughs Tambay. "He lived in a little caravan and went from track to track in it. He was a very, very strong rival – and 1973 was just the beginning of it. I missed a race at the end of the season because of an accident but it was such a strong battle – seven wins and six second places for him, six wins and seven second places for me!"

Tambay was in his second season in FRenault, which he'd got into by accident. In fact, his teenage years suggested his future was on the ski slopes rather than the racetracks. He was a French junior downhill champion and, on the back of his skiing form, won a scholarship to the University of Colorado: "My education as a sportsman was based around skiing. That's where I learned the physical and mental attitudes of sport. I did competitive skiing with the French national team until I went to university. And then I discovered the Renault Elf school at the Paul Ricard track..."

He was already a fan, of sorts, of motor racing, through magazine articles and work as a cameraman at the 1968 Monaco Grand Prix, "but I never dreamt of being capable of *driving* a racing car or being a competitor, never mind a Formula One driver. It was a world very far away from any expectations I had."

That wasn't the opinion, though,

> 'In 1973 René was just the same as he is today!'

of Ken Tyrrell or François Cevert, who were among the judges of the first ever Pilote Elf contest (with its prize of a free season in FRenault) at the Paul Ricard circuit in late 1971: "There were two sessions of 10 laps and I won the two series on the stopwatch. That was the major deciding factor. But on top of it I was coming from two years at Colorado University – I spoke American English, and for a Frenchman that was a bit unusual. Of all the drivers lined up in the final I was the only one capable of having any conversation with Ken Tyrrell! And you know very well that you don't succeed in sport – then or today – without being capable of speaking perfect English. Paris found that out [with the failed Olympic bid]! That's what I'm trying to teach my son [14-year-old Adrien, who competes at European karting level]. I was the only driver with no racing background, but my skiing background was probably very similar in terms of approach, and physically I was in top shape because I was training with the US ski team and the Colorado University ski team for the coming winter season."

After his narrow defeat at the hands of Arnoux, Tambay spent three years as an Elf-backed driver in the European Formula Two Championship. And in the third of these, 1976, he was paired at the Martini-Renault team with his old foe: Arnoux was pipped to the crown by Jean-Pierre Jabouille, while Tambay was third. "I had the offer to do another season in F2 with René at Martini in '77," he says. "I didn't want to do that – I wanted to go to F1. I said [to Elf], 'What can you do for me?' They said, 'If you go to F2 it's no problem for full sponsorship; if you want to go to F1 we have this envelope for you but we don't have any ways of guaranteeing anything.' I went to the United States GP at Watkins Glen in '76 to meet the grand prix teams and in the winter I sent telexes to all the teams. Finally I made a deal with Teddy Yip and Sid Taylor from Theodore to try to run the second Ensign from the French Grand Prix on."

Patrick's unwillingness to carry on full-time in F2 gave Pironi his break at Martini and his launchpad to international racing. Meanwhile, Tambay's trip to Watkins Glen resulted in a surprise invite from Theodore to race its Formula 5000 Lola at Riverside: "When you are young you do things one day at a time. I never saw a long-term objective – I just went on and on and tried to do the best I could every time out. It just happened. This thing in America just went click-click-click and there was exposure to different opportunities that I grabbed."

And how better to illustrate »

LAT

that than with Tambay's amazing summer of '77? First of all, his projected F1 debut at Dijon never happened: Patrick turned up, the Ensign didn't. But Larry Perkins was struggling in his Surtees, and Patrick was drafted in on the second day of qualifying to try and get the car into the race. He failed: "It was a bit of a silly thing, to try and jump into an F1 car you have never driven before and try to do your stuff, but that's the way things were done then."

Straight after that, Tambay flew back to Watkins Glen to race Haas's Can-Am Lola. Brian Redman had been badly injured in the opening round, and this relatively unknown Frenchman would be drafted in to replace him. Patrick won first time out and took a further five victories from the remaining six races to claim the title. "Carl Haas remembered me as the French guy who spoke American," he chuckles. "That gave me some bonus points! From then on I was racing Can-Am and F1, back and forth every other weekend. It was a bit of a physical shock."

The other shock came the weekend after, back across the Atlantic at Silverstone for his debut in the Theodore Ensign. Two new-to-F1 drivers starred at that British GP: one was Tambay; the other was Villeneuve, who Tambay had first met in September '76 when he contested the Formula Atlantic race in the French-Canadian city of Trois-Rivières (although Gilles had competed against Patrick in a one-off F2 race at Pau three months earlier). Villeneuve, the established Atlantic star, had thrashed all the imported heroes, including James Hunt. Hence Hunt's quest to bring Villeneuve to McLaren, and Gilles's F1 debut at Silverstone.

"Gilles was running in the Can-Am championship in '77 as well [in a Wolf-Dallara]," says Tambay, "so we were spending quite a bit of time in Canada when I was going back. That's how our relationship started. It consolidated a little bit later..."

Villeneuve's McLaren outing at Silverstone remained a one-off, but Tambay and his Theodore Ensign were ever-present for the rest of the F1 season. And he was clearly being eyed by the big teams for '78... "At the German Grand Prix Teddy Yip and Sid Taylor were putting pressure on me to sign a long-term contract. I was talking with Marlboro at the time, and Teddy and Sid said if I didn't sign the contract I could not drive. I said, 'OK, I don't drive.' In the end I *did* drive and finished sixth. Then in the Austrian Grand Prix I was racing the Ferraris of Niki Lauda and Carlos Reutemann on a damp track. I was in contact with Ferrari through [engineering chief] Mauro Forghieri. They wanted me to come down to Fiorano to meet with the Commendatore who was probably impressed and wanted to sign a young guy.









**Left: Patrick drifting at Thruxton in the F2 Martini-Renault in '76. Above: the awful '79 McLaren - Tambay failed to qualify in Monaco. Below: happy days with Can-Am Lola in 1977. This is at Trois-Rivières, where he won again**




"After that I talked to Marlboro and they called me up while I was in London on my way back to North America. We talked about the Ferrari prospect and John Hogan [Marlboro's motorsport chief] said, 'Well, if you want to drive for McLaren this is a firm offer and here is the contract. You'll be teamed up with James Hunt in '78. It'll be a very nice line-up, you'll have a World Champion driver with you to learn a lot from. If you go to Ferrari it'll be with Reutemann as your team-mate, they're switching to Michelin, it'll be very difficult technically, so...' I didn't know if Ferrari would happen or not and I didn't have an agent, so I said, 'OK, I'd better go for that' and right on the spot I signed the contract." And flew back across the Atlantic for another Can-Am race.

Tambay headed to Mosport, an event McLaren boss Mayer was also




Leading Patrese, Johansson and Mansell in 1985 Austrian GP in the Renault RE60B

attending. Patrick knew Villeneuve would be devastated that his hopes of a McLaren drive for '78 were about to be dashed, and it seems he may have broken the news to Gilles before Mayer did: "I knew that Gilles had a McLaren option for the next season. When I got there I told him I'd just signed the contract with McLaren, but that also Ferrari were looking for a young number two driver. He spoke with them, came to Monza for the Italian Grand Prix and finalised the deal with them for the '78 season!"

If only Elf and Renault could have foreseen all that. Twelve months on from the oil company's lack of conviction in Tambay's future, he had courted Ferrari, signed for McLaren and won a Can-Am title (not to mention possibly helping to start the Villeneuve/Ferrari legend, although it is reported that Ferrari actually called Villeneuve just after Mosport)...

But the next two years would be far from satisfying. In his first full season Tambay showed flashes of promise, but in 1979 he and John Watson (who had replaced Hunt) had a nightmare as McLaren struggled with the new ground-effect technology. It is well documented that Tambay had an edgy relationship with Mayer, though significantly he now plays that down for, typically in this story, he would work with Patrick again in 1986 at the Haas Lola F1 team.

At this point Prost, the 1979 European F3 champion, enters the tale. "I had an option with McLaren going into 1980," says Tambay, "and Teddy wanted to have a test between Prost and myself to decide who would be the driver alongside Watson. I said, 'It doesn't interest me – I'm not going to a driver contest with Prost for the McLaren M29.' So they signed up Prost and I went back to the States to do Can-Am with Carl Haas again."

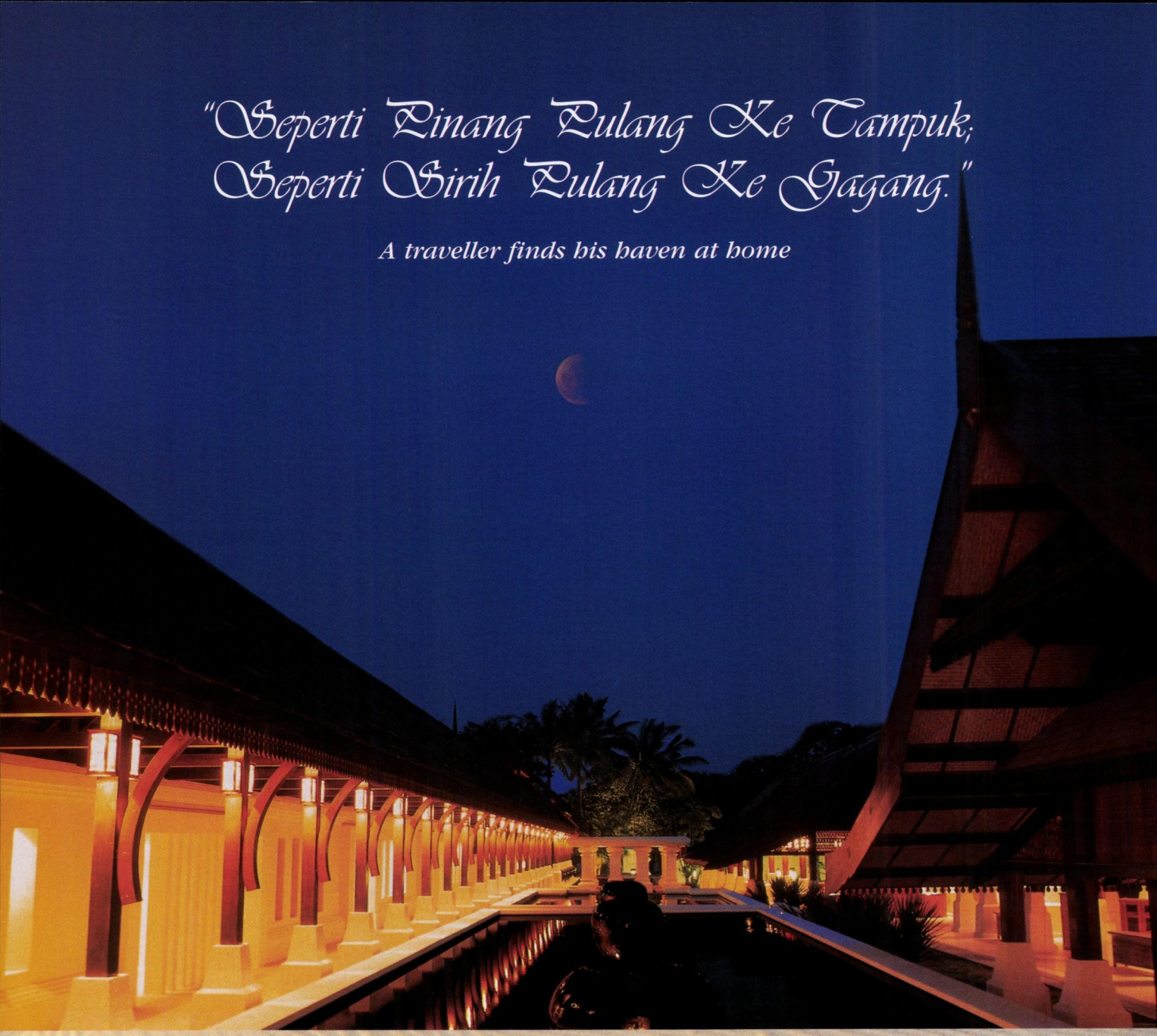
## 'At Ligier I ended up as the water-bottle carrier'

Another six wins brought Tambay a second Can-Am title: "Those cars were a lot of fun. Racing in the States was also very different – I loved the American ambience, though I didn't always like the American tracks! They didn't really care too much – but we knew the dangers were there and got on with it."

He was back in F1 again with Theodore in 1981, before he was called up at mid-season to replace the injured Jabouille as team-mate to Jacques Laffite in the Ligier-Matra squad. "At the second race, at Silverstone, things were beginning to look quite good. I was working with [Ligier designer] Gérard Ducarouge and I had a very good relationship with him. Laffite was run by [Jean-Claude] Guenard and Jabouille. They suddenly saw problems coming up because Ducarouge was technically running the team and was my racing engineer. Straight from Silverstone things were looking a bit troublesome and they fired Ducarouge the following week. I ended up bedding in the car, bedding in the brakes, being their water-bottle carrier. Everything centred with Jabouille and Guenard around Laffite, and I had all the leftovers."

It was time to get out of F1, seemingly for good. Tambay signed for VDS for a third season of Can-Am in 1982, the plan being to graduate to Indycars for '83. And his downer on F1 was reinforced when he stood in for the injured Marc Surer at Arrows for the South African Grand Prix, the first race of '82. It was, of course, the weekend of the infamous driver strike. "That was fun!" he recalls. "I flew from »

All LAT




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Desert dessert: Tambay was third on '89 Paris-Dakar. Below right: in F1 Haas Lola in '86

DPPI, Schlegelmilch

## TAMBAY FOR CHAMPION!

One of Patrick Tambay's favourite statistics is that, from shortly after joining Ferrari in mid-1982 to the same point in '83, he scored more points than any other driver. In late '83 there was a series of mechanical problems that pushed him out of the reckoning for that year's title. Here's how it stacks up:

**British GP 1982–Canadian GP 1983**

| | |
|---|---|
| Patrick Tambay | 52 |
| Keke Rosberg | 48 |
| Alain Prost | 46 |
| René Arnoux | 41 |
| Nelson Piquet | 30 |
| John Watson | 25 |
| Niki Lauda | 25 |
| Michele Alboreto | 24 |

Honolulu to London, London to Johannesburg and arrived on the Wednesday night for qualifying on Thursday. But on Thursday afternoon we went to a bus and we all drove to a hotel, and we had a hell of a time discussing through Pironi [the drivers' representative] with FOCA, Bernie Ecclestone and Jean-Marie Balestre. Big havoc! We got out the next morning because we thought we had an agreement, and straight away I discovered we *didn't* have an agreement, that we were going to be fined and to have our licences we had to pay $5000. I said to Jackie Oliver [the Arrows boss], 'To hell with F1 – I'm not driving. Find yourself another guy for this afternoon if you can.' I went back to the States, and I said the only reason to come back to F1 would be to drive for Ferrari or Renault…"

Three months later his good friend Villeneuve was killed at Zolder, and now Ferrari needed a driver to back up Pironi's title bid. Tambay sighs in reflection: "It's difficult to find words… First of all the drama, then the call came from Didier Pironi in the name of Ferrari. OK, we were a little bit used to those types of things in those days – it was part of the game unfortunately. But it was a very tough moment and I was on the other side of the world, based near San Diego. I did a few calls to find out if it was the right thing to do. I was going to a team where Gilles was the son of the house and very much loved and appreciated. They knew we were friends and they were missing him a lot, but no one ever made me feel…" He pauses. "It felt like they had agreed on the fact that it would be me, and I never felt that I was just doing…"

A stand-in job? They made you feel part of the team? "Exactly. They




## 'I was crying and did not think I would recover'

knew the relationship I had with Gilles and my sadness, and they made me welcome with their gestures and attitude. And there was a lot of support from the Italian fans. They had a very special relationship with Gilles and they kind of felt that I was carrying on for him."

This point was rammed home at the 1983 San Marino Grand Prix: "I came up to take my place for the grid and the marks on the track read, '*Patrick – vince per Gilles*'. For half an hour before the start of the race I stayed in the car crying, and with a lot of emotion that was so strong I thought I would not be able to recover to start the race. The mechanics were all aware what was happening – they were five metres behind me, all lined up, and no one was talking to me. It was just very overwhelming and so strong."

Tambay famously did '*vince per Gilles*', his second success for Ferrari. His first had come the previous summer in Germany, where Pironi had crashed seriously in practice in an accident which ended his career: "I remember journalists saying to me at Hockenheim, 'Now you are on your own. You are not racing for anyone else, you are racing for yourself.' I was always maybe too much in the shadow of my team-mates, too much respect for them. I was never really worried about beating them."

You weren't ruthless enough? "Maybe. The meaning of doing things was not the same as for some of the others. I was doing it for pleasure and the satisfaction of doing something well. I was maybe not hungry or aggressive enough."

Ten years after their first battle, Arnoux and Tambay were teamed at Ferrari for '83. And, with Arnoux scoring wins as the late-season form man, Tambay was on the move again for 1984. Replaced by Michele Alboreto at Ferrari, he moved back to the Renault fold, ironically to replace the sacked Prost. But Prost had the last laugh in his second stint at McLaren… "For '84 we had restrictions on fuel," says Tambay, "and we had no electronic device to know the fuel flow. McLaren had a much more efficient fuel management system than we did. I should have won the French Grand Prix but had brake problems. At Monza I led the race until the throttle cable broke five laps from the end."

After a disastrous '85, Tambay went back to Haas in '86 as the American entered F1 with Lola chassis: "A dream team! We had Adrian Newey, Ross Brawn, Neil Oatley, Tyler Alexander, Teddy Mayer… And that chassis was fabulous. We were on for a three-year contract, but the sponsors pulled out and Carl had to decide if he was doing it for financial reasons or for his passion. He had to stop."

And so Tambay was out of F1 again. He returned to racing in 1989 to drive a TWR Jaguar in the World Sportscar Championship (after twice finishing third on the Paris-Dakar Rally), but that was the end of his serious career, although he has competed occasionally since then: "When I got to the end of '86 in F1 I said, 'OK, I'll stop until the atmospheric engines come back.' With the turbos there was too much technology and so much difference between the teams. I thought I would come back in '89 because it would be more interesting, but by then I was not young any more."

He bowed out with dignity, in fitting with his personality, from a sport he kind of stumbled into in the first place. Maybe that's why Tambay carried himself so well, because everything was a bonus from what he'd expected. Good times? "Just the opportunity to be a racing driver, when initially I didn't think I'd be able to do it." That, though, is what fate intended for him. Voltaire could have told you all about that. M

The goal was patently not to achieve aesthetic perfection. As meaty as a skeleton, the bodywork jury-rigged to this HRG 1500 displays little in the way of decorative flourishes. Form follows function, the assorted dings, dents and chips only accentuating its antiquity. Within the cabin, for want of a more appropriate word, slivers of daylight peep out from beneath what pass for pedals, the throttle being roughly the size of a watch face. By comparison the steering wheel is vast, fronting a shapeless, roughly hewn aluminium dash that, in the words of one former owner, can handily double as a guillotine should you invert it. As one period driver did.

But... is it fun to drive! Until you reach a bump. Or even a pebble – the sort of surface imperfection that in most cars you wouldn't even notice. Here, you're sent flying with the sort of pelvis-puréeing landing that compresses vertebrae and prompts your teeth to lose touch with their moorings. At some point during the build phase, someone clearly neglected to instal suspension. But then this is all part of the HRG experience. Apparently.

When the triumvirate of Halford, Robins and Godfrey pooled the respective capital of their initials to produce the first HRG in 1935, their baby was already practically obsolete, its technology owing more to the previous decade: a rugged chassis comprising two parallel C-section channels running fore and aft, strengthened by tubular cross-members, the front beam axle stuck way out front supported by quarter-elliptic springs and located by the arms of the friction shock absorbers. With semi-elliptic springs at the back, there wasn't much in the way of elasticity to keep all four wheels in contact with the road, the ash frame beneath the skimpy but attractive body being designed to flex.

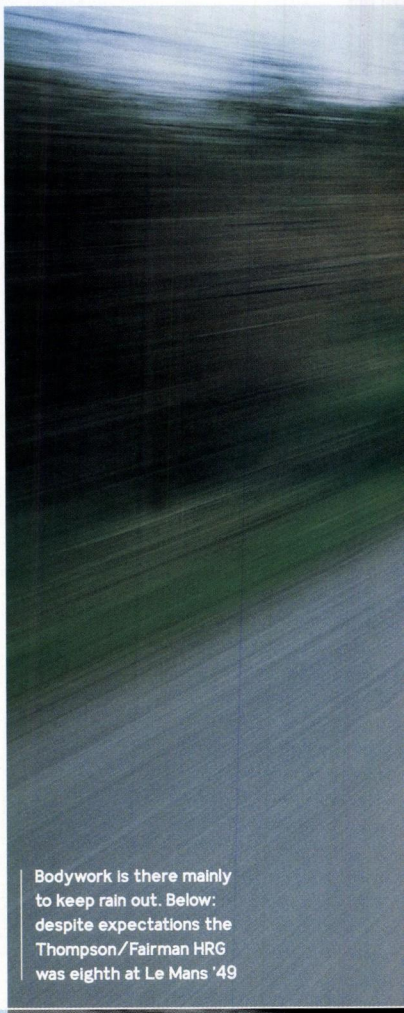
Thing is, HRGs handled and these 1.5-litre Meadows-powered machines soon proved effective in competition: one example, driven by Marcus Chambers and Peter Clark, won its class at Le Mans in 1939, a year after 1.1 or 1.5-litre Singer-derived engines were substituted.

Yet when the marque returned after the end of WWII it was a significantly different HRG that hit the market. Gone was the square-rigged, perpendicular body, in its place a radical full-width silhouette that lived up to its Aerodynamic nomenclature. Unfortunately, this new strain had one fairly fundamental flaw. Beneath the skin was essentially the same basic structure as before, and the aluminium coachwork wasn't up to the task of countering the flexing; it generally rattled a bit before shaking apart.

Nonetheless, the Aerodynamic did prove itself on the circuits, Clark gathering together four cars for an attack on the 1948 Spa 24 Hours, where they won the Coupe du Roi. However, Clark reasoned that for the following year's programme he should dispense with streamlining and opt for lightness instead, so his example was re-skinned at Monaco Motors in Watford where the new Le Mans outline, swiftly dubbed the 'Mobile Galosh', was created under John Wyer's invariably precise direction. Clark's team-mate Jack Scott followed suit, and a third car was created for Eric Thompson.

"I was all fired up by enthusiasm," recalls future Connaught ace Thompson. "My friend Robin Richards had asked me to drive with him in the Paris 12 Hours at Montlhéry in 1948 – so, at the age of 29, I became a racing driver. It was such fun that Robin and I bought an unused frame [according to the bill of sale 'One shop-soiled and obsolete HRG 1500 chassis only as seen and accepted'] from Charles Follett for £475 after spotting an ad in the *Evening Standard*. We towed it from Piccadilly up to Monaco's behind my 1921 14/40 Vauxhall. It was snowing at the time".

And thus in June 1949 all three 'Hurgs' arrived at the Circuit de la Sarthe for an attack on the 24 Hours classic, with Clark teamed with »



Bodywork is there mainly to keep rain out. Below: despite expectations the Thompson/Fairman HRG was eighth at Le Mans '49

'You're sent flying with a pelvis-puréeing landing'






# Small wonder

This HRG 1500 won its class at Le Mans and Spa in 1949. Richard Heseltine bounces into orbit - then descends to tell its story

photography by Glenn Dunbar/LAT





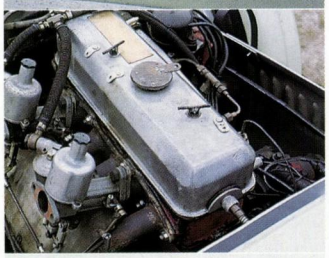


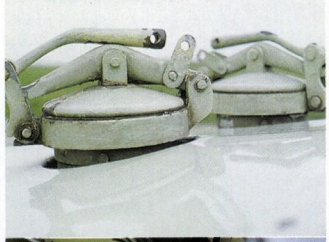
Spa '49: the bumpy Ardennes circuit saw the HRG fall apart. It still took a class win though!



HRG at cruising altitude: the body panels have little bracing, which proved problematic in period







From top: marque is now 70 years old; eager Singer 'four'; fuel tank fell out at Spa in'49; throttle pedal is miniscule

'Mort' Morris-Goodall, Scott with Neville Gee and Thompson joined in 'our' car by Jack Fairman after Richards "turned his car over testing it at Boreham and broke his legs."

It was Thompson who took the start – eventually. After the traditional sprint to his car it wouldn't start, despite him "pushing some knobs, pulling others, waggling the gear lever and kicking the clutch". On eventually getting under way he tore through the tail-enders and was running close behind the sister cars before handing over to Fairman at 7pm. The future Aston regular's stint was unremarkable aside from the dawning realisation that it was getting very dark very quickly. But then he *was* wearing tinted goggles.

At half distance NPB 71 was running in a respectable 15th overall, pulling 105mph on the Mulsanne Straight. Six hours later Fairman pitted to have the kingpins greased after putting two wheels in the sand; aside from being markedly down on braking power, there were no more dramas and the only HRG left in the race crossed the line in a remarkable eighth place overall, taking the class win.

So having survived one round-the-clock classic, Tolworth's finest headed for Spa. Two weeks on from their Le Mans triumph NPB 71 and three other HRGs competed for the coveted team prize, but the bumpy track punished the drivers, as Thompson recalls: "The fuel tank broke away from its mountings and we had to effect a repair using rope and a broom handle! It was in a bit of a state by the end of the race." Writing for *Autosport*, Fairman commented: "When passing the pits it sounded like a cartload of empty dustbins, but the gallant chassis would still knock up nearly 100mph along the smoother straight. The engine was running just as well at the 48th hour [of competition] as in the beginning." Thompson and Fairman had just taken their second class win in as many weeks.

From there Thompson drove the car in a couple of Goodwood handicaps, winning them both, before selling it on: "It wasn't really suitable for courting in." The car then disappeared to the Isle of Man, having been involved in a colossal shunt. Marque authority Ian Dussek rescued it in 1965, faithfully reviving the Le Mans veteran to period-perfect condition. This diminutive device later headed Stateside before returning to the UK in the mid-90s.

## 'The HRG was sold: it wasn't suitable for courting in'

Today, some years on from its restoration, NPB 71 appears a mite used. And all the better for it even if the sheer lack of, well, everything does intimidate on first contact. Minimalist doesn't quite cover it.

Yet when under way few cars are as amusing as this. It is *sooooo* much fun to drive, whether at cruising speeds or at a cruising altitude. With only 65bhp delivered at 3500rpm this isn't remotely a fast car, but the throttle response is so immediate that it *feels* fast.

Despite (apparently) having synchromesh, it's best to treat the Singer four-speeder as a crash 'box, cog-swapping being easy after mastering the lack of discernible gate bias. And the steering? With only 1¾ turns lock-to-lock it's disarmingly direct and precise.

Which makes it all the more pleasurable to hustle. There's no real power so you can balance the rear end on the steering all day. It is utterly faithful as the lack of meaningful suspension doesn't seem to affect its ability to whoosh through the switchbacks. And whoosh it does, the bodywork making a bid for freedom with each incremental rise in speed. You're constantly aware of things flapping, creaking and vibrating, the ally tonneau attempting to part company after accidentally nudging the pull cord under particularly hard cornering. But then the only bracing is above the front axle and the scuttle.

Brakes aside – there don't appear to be any – there's so much to love. While the bodywork gets jiggy at walking pace, the rest of the car feels taut and tied down. Driving it for 24 hours, let alone 48, is too horrible to contemplate unless there's an osteopath on standby. But should there ever be a 24 minutes of Le Mans for historics, get in line.

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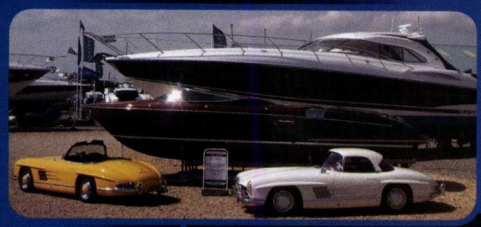
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# McLaren MP4/4

## Gordon Murray's move to Woking let him tackle some unfinished business, he tells Keith Howard

Brabham scaled its last summit with Nelson Piquet's World Championship in 1983, after which it proved the maxim that when you've reached the top there is only one way to go – down. So for his last season with the team in 1986, Gordon Murray tried something radical to pluck the irons from the fire: the low-line BT55 with its lay-back driving position and canted-over BMW engine.

It bombed. Murray admits to placing the car's centre of gravity too far forward, so it had "piss-poor traction", and the team suffered mysterious power loss in cornering that was only belatedly diagnosed as oil-surge problems caused by the engine's tilt. Pete Weisman, the American transmission guru who had worked successfully with Murray in the past, had suggested the layout and blamed BMW for a lack of enthusiasm in its last season. When I spoke to his widow Michelle three years ago she was unequivocal: "As far as I'm concerned, that's the reason the car didn't go well – there was just no effort from BMW to make it work."

As if all this weren't bad enough, Elio de Angelis died needlessly in a high-speed testing accident at Paul Ricard in May. He only suffered a broken collarbone in the impact but asphyxiated in the resulting fire because of a lack of extinguishers and an ineffectual fire truck.

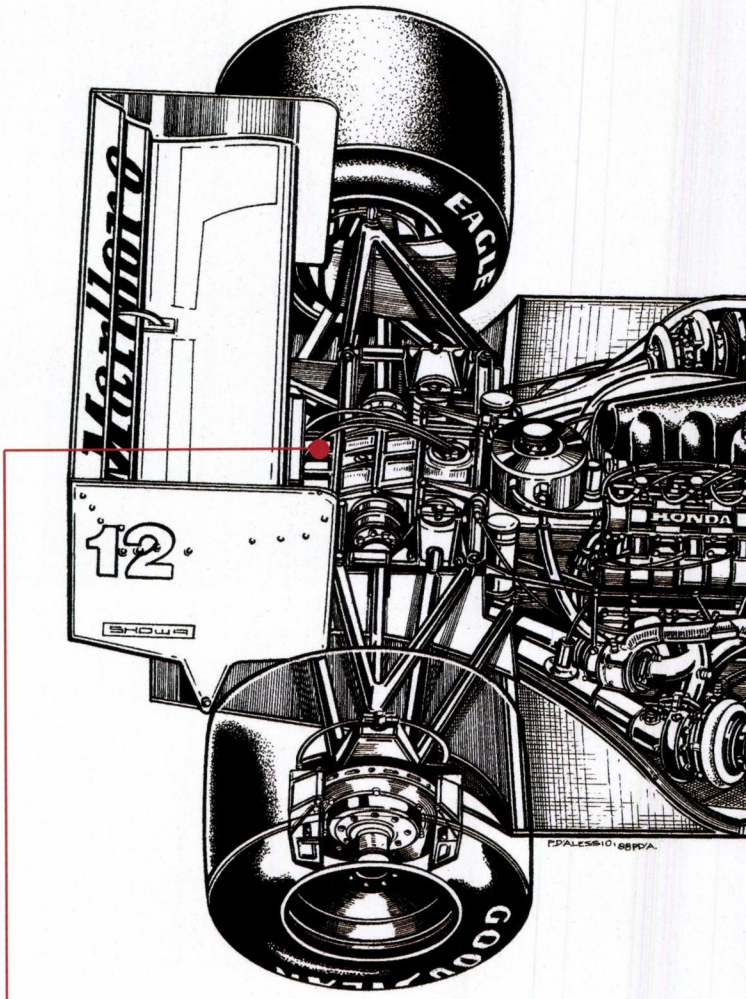
All told it was a rotten season for both Brabham and Murray. For the former it was the beginning of the end, but in 1988, having moved to McLaren, Murray reasserted his design talent in the most spectacular way imaginable. With Alain Prost and Ayrton Senna driving, his MP4/4 won 15 of the 16 grands prix that season, achieving such dominance that the team amassed a points total only one shy of 200 and just two short of all the other teams combined.

What is even more remarkable about this is that the MP4/4 was, in effect, a BT55 done properly. Because the Brabham had been a failure, nobody in the pitlane had paid it the attention it deserved. Its execution had gone awry, certainly, but its principal features signposted the way ahead. Although the lesson was lost on others, Murray remained convinced that his approach was the right one. As he describes here, everything came together at just the right time for the MP4/4 – and the result was a phenomenon.



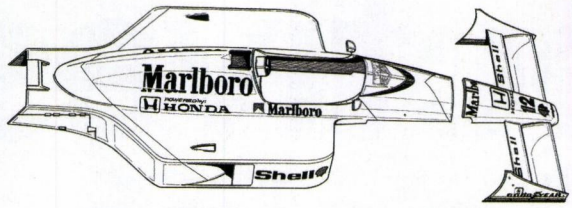

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Senna in wet practice at Monaco. But the weekend ended in disaster



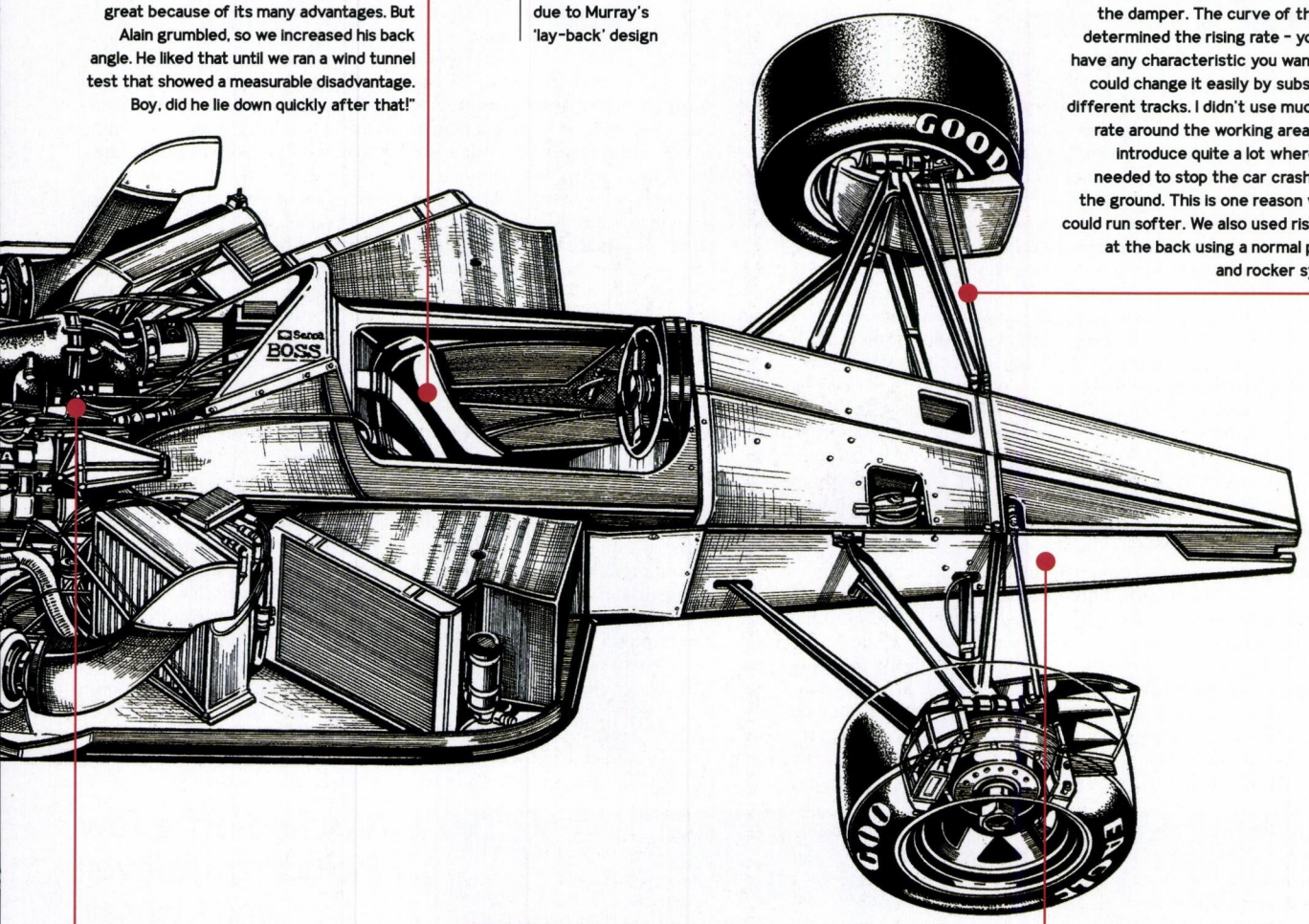

"Honda did a great job with the small clutch and lowered crank but it was so low that the driveshaft angles became ridiculous. I decided we needed a bit of genius and phoned Pete Weisman, who came up with an amazing three-shaft gearbox. Half the story of the car is the engine and gearbox, really. I'd first done a semi-dry-sump gearbox in the BT44 in 1974, but there was still a lot of oil in the casing. Pete said, 'How do you fancy doing a completely dry-sump 'box?' He put the transfer gears at the front and designed a close-fitting magnesium cover for them, with the clearances of an oil pump. That was the front scavenge pump. Under braking it picked up all the oil from the gearbox and, without any pipes, moved it to the oil tank just ahead of it. For the rest of the lap we had holes in the bearing bulkheads and a little scavenge pump at the back. It was the first true dry-sump gearbox and it made the most awful racket because there was no oil damping the vibrations. When we fired up the first car in the workshop we switched the engine straight off because we thought it had blown up. At the races we'd start the car on stands, and you could see people from other teams thinking, 'That's not going to last more than two laps'. But even with all that new technology in it, the 'box was reliable. That was Pete's genius."

"Colin Chapman was the first to achieve a 30-degree back angle for the driver with the Lotus 25. But designers, including me, kept sitting drivers up until some were 50 degrees above the horizontal. The driver's torso weight is a significant percentage of the car's overall weight, so this was crazy. If you could lower a gearbox by 5mm you would, but here were tens of kilos much higher off the ground than they needed to be. Ayrton was ultra-competitive so from the beginning he thought the lay-back driving position was great because of its many advantages. But Alain grumbled, so we increased his back angle. He liked that until we ran a wind tunnel test that showed a measurable disadvantage. Boy, did he lie down quickly after that!"




Shallow bodywork emphasises clean run to rear wing due to Murray's 'lay-back' design

"I always built cars with lots of wheel travel, sacrificing a little downforce by not running the car too close to the ground. That made it more comfortable and easier to set up. During '88, as we gained more downforce through wing development and running a bit lower, we did try running the car more solid, but the drivers hated it. On the front I used a trick that featured on the BT48, where we achieved rising rate using machined roller tracks on the bottom of the damper. The curve of the track determined the rising rate - you could have any characteristic you wanted and could change it easily by substituting different tracks. I didn't use much rising rate around the working area but did introduce quite a lot where it was needed to stop the car crashing into the ground. This is one reason why we could run softer. We also used rising rate at the back using a normal pushrod and rocker system."




"I carried the low-line idea across from the BT55 because I'd seen the massive aero benefits. And also partly bruised ego. But a number of things happened at just the right time for us to make a really good job of it. If the engine was already higher than the driver's shoulders then there was no point going low. So I went to see Honda about lowering the engine and found that they were already doing it. This and the smaller-fuel-tank regulation that year allowed us to do a really good job. We reduced frontal area by 10 per cent and lift-to-drag ratio by six per cent, because you could run a very simple rear wing and keep it well clear of the car's upper deck. It was luck, really - it just all came together at the right time."

## DISCIPLINE IS THE KEY

"When I came to McLaren I thought they would have masses of discipline and that they'd analyse everything," says Murray. "At Brabham I'd get everybody together after races to track problems and solve them. We had a detailed life assessment for all parts and we tracked materials carefully. I imagined that at McLaren it would be 10 times better. But there was absolutely nothing like this. I'd ask to see the reliability records from last year - the log of everything that broke and what was done about it - but they didn't keep such records. They didn't have meetings after every race because they didn't have a meeting room! When I started at McLaren, Ron [Dennis] said, 'You have *carte blanche* - anything you don't like, change. Anything you want, you can have. I want to win championships.' He absolutely stuck to that, and it was key in the MP4/4's success. I built meeting rooms, began to keep testing records, got hold of all the broken bits to analyse the problems. In '87 there were 74 chassis failures, where something had cracked or whatever. In 1988 we got this down to 17."

"When I asked about the torsional stiffness of the '87 tub it turned out they'd never measured it, or the engine or 'box. In fact a lot of the cracking problems they were experiencing were down to monocoque, engine and gearbox stiffness and the junctions between them. In those days they'd lay the tubs up at McLaren and then truck them to the south coast to be autoclaved [cured under heat and pressure]. When I arrived I said to Ron, 'Where's the autoclave?' He said it wasn't necessary to have one, but I said that meant letting somebody else have control over the tub's performance. 'If you need one, get one,' he replied. So I did. It cost us £450,000!"

# Objectives of Desiré

**Desiré Wilson could mix it with the best in single-seaters and sportscars. Richard Heseltine charts why, given a change of luck, she could have been a Formula One star**

A few weeks after storming the Brickyard in May, Dan Wheldon arrived for the Indycar race at the Texas Motor Speedway wearing a T-shirt announcing, 'Actually, I won the Indy 500'. While this could be interpreted as glorymongering, to him it was more a rejoinder to the media maelstrom surrounding the fourth-place finisher, IRL darling Danica Patrick. But then a woman succeeding in an arena awash with alpha males is always bound to get Y chromosomes bristling.

A sentiment shared by Formula one cult heroine Desiré Wilson: "Finally! A great woman driver with a formidable team and car. Danica has made us ladies very proud. She made a few rookie mistakes but fought like a lion, fending off quite a few very experienced drivers. This was absolutely the best achievement for a woman in Indycar racing."

But for the small matter of money (not to mention nationality and luck), it's not inconceivable that Wilson could have enjoyed star billing more than 20 years before Patrick. It wasn't for the lack of trying: "I started racing when was I five years old in Micro Midgets. I fell in love with the speed, the competition and the challenge. At the age of 17 my headmaster told me that he would not be surprised if I one day received South African Colours for athletics. My reply was that it would be for motorsport. I was awarded them eight years later for my racing achievements. For the next 20 years I lived and breathed the sport."

On graduating to 'long'-circuit racing in 1973, Desiré Randall, as she was then, finished fourth in the SA Formula Vee Championship, taking the runner-up spot a year later. Then came Formula Ford: "The South African series was very prestigious, a bit like the F3 series in the UK. Jody Scheckter had won it a few years earlier and the title meant the next step: racing in Europe against the best. My rivals fought me tooth and nail – psyching was the name of the game. I was always the underdog but nothing was going to stop me from winning the 1976 title. I had to beat the field and not one particular gender."

And, on arrival in Europe, she had it all to prove again, but results in UK and Benelux Formula Ford 2000 soon attracted supporters: "Being South African and a woman was a major stumbling block in my career. It was almost impossible to find sponsorship, even for someone who generated so much good publicity. Most of my drives were given to me by mentors."

One such was Brands Hatch supremo John Webb: "He was responsible for getting me into the Aurora AFX F1 series. John wanted a competitive female driver to help draw in the crowd." So in 1978, the same year she married latter-day circuit designer Alan Wilson, this outwardly quiet hard charger made the quantum leap to F1 in Britain's domestic series, with a best finish (from five starts) of third place at Thruxton in an Ensign N175. A year later, and armed with a Melchester Racing Tyrrell 008, there were further podiums at Oulton Park, Brands and again at Thruxton. The 1980 season would prove to be the high watermark, with an overall victory for Teddy Yip's Theodore squad: "Winning the race at Brands in the pre-ground-effects Wolf WR3 was undoubtedly one of the highlights of my career and earned me some respect and stature. That said, the team was struggling to support two cars. After three more successful races that year, beating my team-mate Kevin Cogan each time, they decided to run just the one. As I had no money I was laid off in favour of Kevin."

Not that her results had gone unnoticed: "Bernie Ecclestone had been trying to place me in a third Brabham for the '81 South African GP. A month before the race I received a phone call from Ken Tyrrell, telling me that the Brabham was no longer available so I would be driving for him. I was ecstatic. My dream was to drive for Ken as I respected him as a talent spotter.

"I wasn't able to test the car beforehand so the GP weekend was the first time I had so much as sat in it. I qualified 16th, 0.6sec slower than Eddie Cheever in the sister car who had been testing for much of



Wilson leads Serra, Daly and de Angelis at Kyalami '81. Due to political turmoil the race wouldn't count for points

**'I picked off a few including Cheever and Mansell'**

the winter. I made a disastrous start and found myself last off the grid. However, in the wet I managed to pick off quite a few drivers, including Eddie and Mansell in the Lotus. I worked my way up to ninth as the track started drying but tried a little bit too hard and spun out, touching a wall with my rear wing. I drove back to the pits but there was too much damage. I was pretty miffed with myself and then a few weeks later the FIA went and delisted the race due to political issues.

"After the race Ken was a bit annoyed with me for not having finished but said I had driven well and should get ready for Long Beach, »




Both LAT

Brazil and Argentina. A week before the US GP he called to say that Kevin Cogan had come up with some Michelob dollars so Long Beach was off. Two weeks before Brazil Ricardo Zunino came up with money for the South American events. Then Michele Alboreto found sponsorship for the rest of the season. Ken really wanted me in the car and tried to raise funding but couldn't get past the South African label at what was the height of the anti-apartheid movement. Later that year Andy Marriott thought he had a sponsor for me to join Arrows for 1982 but that fell apart too."

So her F1 ambitions were laid to rest – but there was always sportscar racing. Enter Alain de Cadenet: "I'd signed up for the 1980 Brands Hatch Six Hours and John Webb phoned to ask if I'd chosen a driver line-up. I hadn't, so he suggested I give the seat to one of his Brands instructors. He raved about this driver and I thought, 'Well if Webbie's got so much belief he must be good.' John neglected to mention his new star was a woman. Anyway, I took the car [the de Cadenet-Lola] to Brands and she was just unbelievable. I thought I knew my way around the circuit but she ended up teaching me things.

"The Six Hours was a very sad occasion as Martin Raymond was killed in a stupid accident so the race was stopped early. We were third overall and first in the Group Six class. Anyway, I thought seeing as we still have some life left in the engine let's do the Monza Six Hours. I kicked off and our 'old skip' loved the long straights there, but when Desiré went out it started raining. We had a lap lead over the Porsches and Lancias but they all then pitted for wets; Desiré was still on slicks. I swear I've only ever seen one other driver as good in the wet as her, and that's Jacky Ickx. Somehow Desiré kept it on the island and held on to win. Afterwards everyone told me how very John Wyer-esque my decision had been to keep her in the car. Truth is, we didn't have any wet tyres! Then of course we won the Silverstone Six Hours, where she'd been penalised a lap for missing the chicane, I think, and then made up the time with a really ballsy drive. She was absolutely fearless."

Then came Le Mans. "We were always underfunded and our cars were built from bits discarded by others," recalls de Cadenet. "I remember Ickx saying, 'You know Alain, I look at my Porsche and I think I'm at the Ritz. Everything is perfect. Then I look at your car and I think it's like being in prison.' But Desiré just got into the spirit of it all. She was just such a nice person and really gave her all.

"The 1980 race was her first time at Le Mans and this was probably our best chance of winning. Unfortunately she lost the lot in practice going through the Porsche Curves and Pete Clark – who was an aerobatics pilot – told me that he'd actually driven underneath her while the car was still airborne."

Wilson: "My one qualifying lap was lost by the officials and I wasn't allowed to drive even though the 'missing' time was found before the start and showed that I was among the fastest 10 drivers overall. The car was repaired and Alain and François Migault drove an incredible race to finish seventh. To this day I still struggle to forgive myself for making that mistake. Alain was the most unselfish person imaginable. I'll never forget how happy he was after our success at Monza and how gracious he was after I ended his chances of winning at Le Mans, a victory he had chased for years."

While there were other attempts – notably seventh in '83 with the Obermaier Racing Porsche 956 – Wilson still hadn't altogether given up on single-seaters. An Indycar career beckoned, if only briefly: "I'm grateful for the experience but boy, *what* an experience! My Indy career was a disaster. I was given the chance to drive in the 1982 500 by Teddy Yip. At a time when the March-Cosworth was the car to have, Teddy received some very bad advice from Bobby Unser, who sold him an '81 Eagle. Bobby charged as much for that Eagle as a new March and, with a large smile on his face, promptly went off and bought his driver Josele Garza a new March.

"The Eagle was evil! On a practice day I went over to Dan Gurney and asked him to put his driver Mike Mosley in the car to find more speed. He told me 'no' as I was doing 196mph on the straights and averaging 192mph, so no one would go faster in that car. On the first weekend of practice the team decided that my speed was not sufficient to make the race so they waved off my qualifying run: my time would have actually placed me in the race. I went back in 1984 and practised for a few days but decided that risking my life to find another 5mph wasn't worth it. I remember sitting with Jim Crawford after he had qualified on the front row, having not made the cut a year earlier. I asked him how he did it. He said, 'It's all in the car.' I never had any desire to go back."

And she never did, instead embarking on a 'have-licence-will-travel' sportscars-and-saloons vocation that netted wins for the Saleen Mustang squad before gradually retreating from full-time competition during the 1990s. These days, Wilson's only outings are at the Goodwood Revival. Anyone who witnessed her opening stint during the TT race last year in Bill Bridges' AC Cobra was left in no doubt that speed hasn't deserted her.

Last word goes to her favourite team-mate. "She drove the 'old shed' up the hill at Goodwood in 1999 and proved her bravery beyond a shadow of a doubt by mixing it with the F1 boys," says de Cadenet. "That car had Le Mans gearing, concrete tyres and she was fifth fastest! I honestly believe that if, like Danica Patrick, she had managed to get a well-funded team built around her, she would have won races in Indycar or in F1. Regardless of gender, Desiré had what it took to run at the front. No question." M







Above: "Evil Eagle!" Wilson's attempt at the '82 Indy 500 was a disaster. She would have made the cut but the Theodore team waved off her run. Below: winning big in Aurora AFX, 1980



Above: best Le Mans finish - seventh in 1983 aboard Obermaier Porsche 956. Below: Wilson takes over from Alain de Cadenet during 1980 Silverstone Six Hours. They took the victory



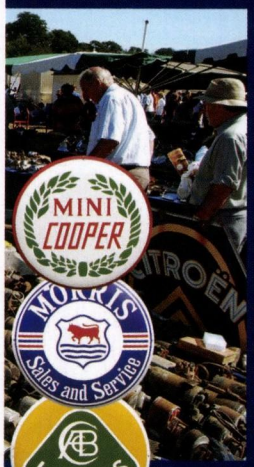

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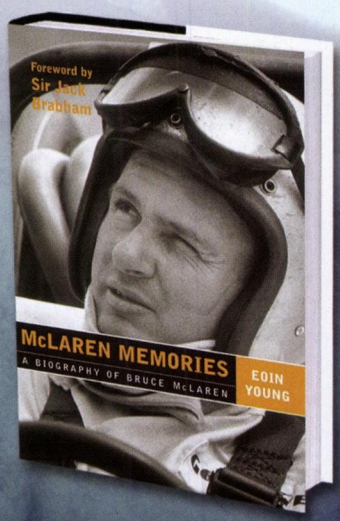
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# Chequered history



"Would Sir prefer a D-type or a DB3S?" Forecourt in late '50s. Right: Warner with "quick" Irwin

# The Chequered Flag was among the most visible race and rally teams of the '60s and '70s. Richard Heseltine catches up with former principal and wheeler-dealer Graham Warner

Well that's progress for you. Earlier this year another slice of motor racing lore slipped away unobserved and without comment: the Chequered Flag on Chiswick High Road is no more, razed to make way for an apartment block. For anyone who ever pressed their nose against the showroom window, salivating over the contents therein, it should have been a national day of mourning. To some 'The Flag' represented Lotus Elites slaying GT giants, to others the war cry of a Lancia Stratos flat-chat and airborne on the Mintex Rally.

A point not lost on erstwhile proprietor Graham Warner, the quietly spoken master of 'race on Sunday, sell on Monday'. Sitting in his study, fronting bookshelves heaving under the strain of aircraft histories, he's happy to talk about the old days, occasionally veering 'off the record' as he recalls tales of drivers' (cough) extra-curricular activities and the strokes pulled by his car-dealer contemporaries. He's far from sentimental but justifiably proud of his achievements.

"I'd always been interested in cars and racing," he claims, fixing his gaze at one of the few trophies visible among the flyboy stuff. "I suppose I inherited some of that interest from my brother, who was a designer with Connaught. I'd been a pilot in the RAF, flying Meteors and Vampires, and really wanted to go racing but I couldn't afford it. That's why I decided to go into the motor trade. All the guys I watched competing were car dealers during the week so it made sense for me to follow their lead. So in 1954 I joined Performance Cars, learning the business; what to do and more importantly what not to do. I then ran the sportscar department at Carr Brothers in Purley for a spell before deciding to go it alone. I started out with a small showroom on the Fulham Road in 1956 with about five cars in stock. I was 23."

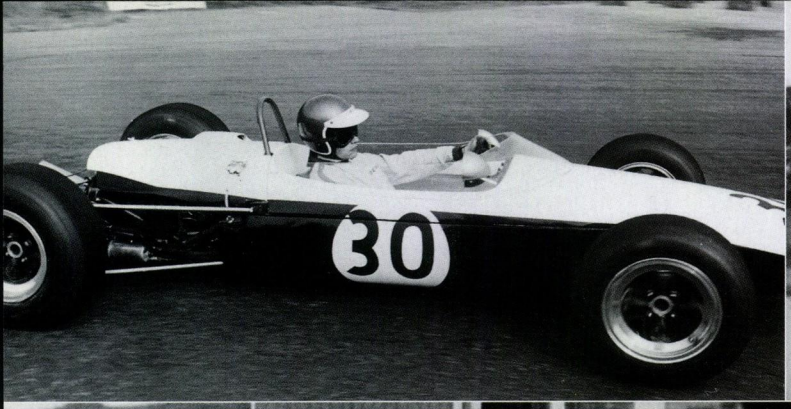
All that was needed was a business name: "I'd decided early on

## 'The Chequered Flag name summed us up'

that I was only going to deal in sportscars. I didn't want to do the Graham Warner Motors sort of thing so I thought of Pit & Paddock before arriving at The Chequered Flag, which seemed to sum up what we were about. Then the Suez Crisis erupted and a large showroom in Chiswick became available so I signed my life away and took up the lease. Fortunately for me, the crisis soon passed. It almost makes me cry when I think of some of the cars that we had on the forecourt at the time – D-type Jaguar, an »

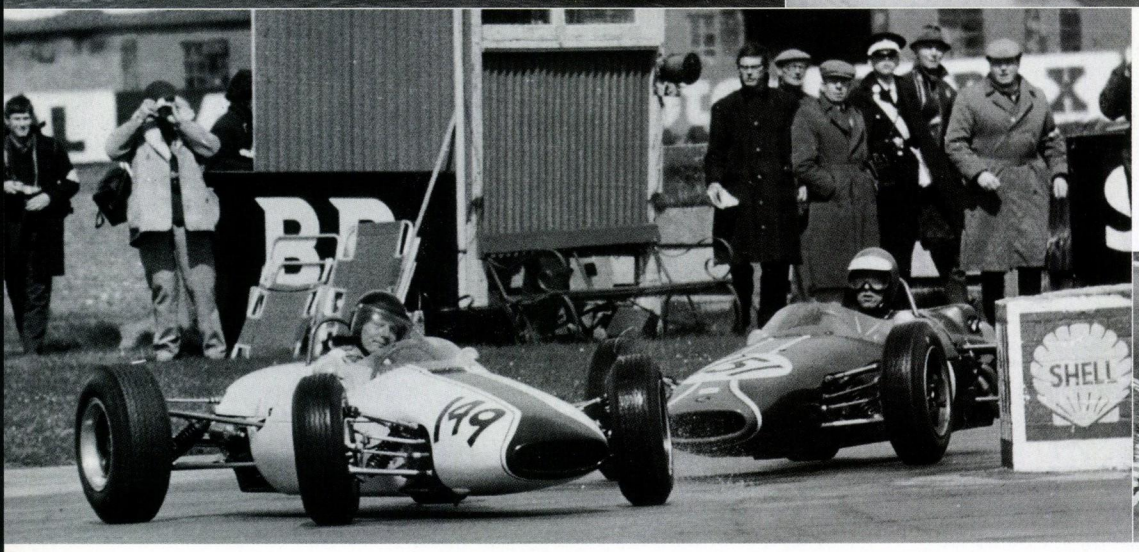


All photos: Graham Warner












Top left: Ickx was a team regular. Above: Warner leads Leston in Elite battle. Left: Woh! Pike fends off Courage in F3 'Flag Brabham. Below: JYS in 'worst' Elan (45)

ex-Peter Collins Aston DB3S, Ferrari 212 and so on. At one point I bought Brian Lister's team cars – 'Knobblys', streamliners and the rest – after he stopped racing, and almost purchased the Vanwall stable when Tony Vandervell pulled out of Formula One. We agreed a price but Tony had second thoughts."

So, with the business finding its feet, it was time to go racing: "My first event was the 1958 Easter Monday meeting at Brands Hatch. We had an Austin-Healey 100S in stock that was raceworthy and quite quick so I had it painted in black and white and headed to Kent. I put it on the front row and finished second to a Frazer Nash Le Mans Replica. From there we bought a Tojeiro-Bristol from Percy Crabb which was frankly beyond me, so I let Percy drive it. He then persuaded us to buy a Cooper Monaco. We went to Snetterton for the first meeting of the year where it lashed it down in practice and Percy crashed heavily into the sleepers and spent months in hospital. Fortunately he made a full recovery but of course the car was uninsured so that set us back a little."

Even so, with a fleet that by now also included a couple of Lotus Elevens and a Climax-powered Super Seven, Warner's *équipe* was getting noticed: "I got to know Colin Chapman quite well. I don't want to speak ill of the dead but he could be a slippery customer. Anyway, I'd bought one of the pre-production Lotus Elites off the Earls Court show stand and gradually modified it, making little fairings for the headlights and Perspex side windows to fit absolutely flush with the body. I then got a brainy chap in an Earls Court mews to build me an engine. His name was Keith Duckworth and he was being helped by a guy called Mike Costin. I seem to remember Keith was working on a sequential gearbox at the time. Anyway, the Elite was hugely successful."

## 'Between 1959 and 1961 I won about 50 races'

He's not wrong. Warner's battles with Les Leston's Elite DAD10 soon became a commentator's dream: "Between 1959 and 1961 I won about 50 races and Les usually came out on top when I hit trouble. He once took me off at Druids which annoyed me, but it was behind the trees so nobody saw it."

By now the team was growing in stature, its prominence being aided by young PR man John Webb. "Back then he fancied himself as a bit of a driver," says Warner. "While working with the John Davy Car Hire firm, John persuaded them to let him enter an MG Magnette at Brands. He arrived amid much fanfare, then stuffed it into the bank at Paddock on the first lap, so they let him go and he joined us. He was very good at getting publicity although I never liked the 'jet-pilot-goes-racing' theme to some releases."

And it was at this juncture that Warner's involvement in motorsport became all-encompassing. Picked by Aston Martin to drive the John Ogier-run DB4 Zagatos, he was already establishing himself as a racing car constructor: "One day in 1959 a chap called Les Richmond came to see me. He'd built a little Formula Junior called the Morland and wanted to build more: we thought it looked like a good idea so took it on. We named it Gemini for no other reason than it was my birth sign. And I can lay claim to having started the link between Ford and Cosworth. Originally we had modified BMC A-series engines built by Speedwell but they didn't rev, so when the oversquare Ford Anglia 105E engine came out I bought six from Lincoln Motors just up the road and gave them to Duckworth to modify. Graham Hill, who was a director of Speedwell, was not amused. I can still picture him waving his big fingers at me, his moustache bristling…

"Mike Parkes drove for us in 1961. He was a nice guy, a great driver and a talented engineer. His father was the chairman of Alvis and when we went up to see him in Coventry we sometimes used to go out for lunch in a Saracen armoured personnel carrier. We never had trouble parking.

"Anyway, with Mike's help the mid-engined Mk3 Gemini became a frontrunner, and with Bill Moss also on board we had a lot of success internationally. The innovative Mk4, though, was largely my idea.

"It was very advanced for its day, possibly too advanced as we didn't really have the finance to develop the design. It was one of the first cars in which the driver sat virtually reclined, with the chassis tubes running over his shoulders. There were side radiators, which was then unknown, with inboard brakes all-round using Mini driveshafts and a lot of offset so we could tuck uprights inside the wheels. Unfortunately we probably went too far with the gearbox. At a time when most constructors had four »

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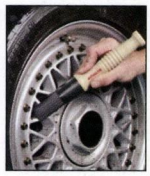



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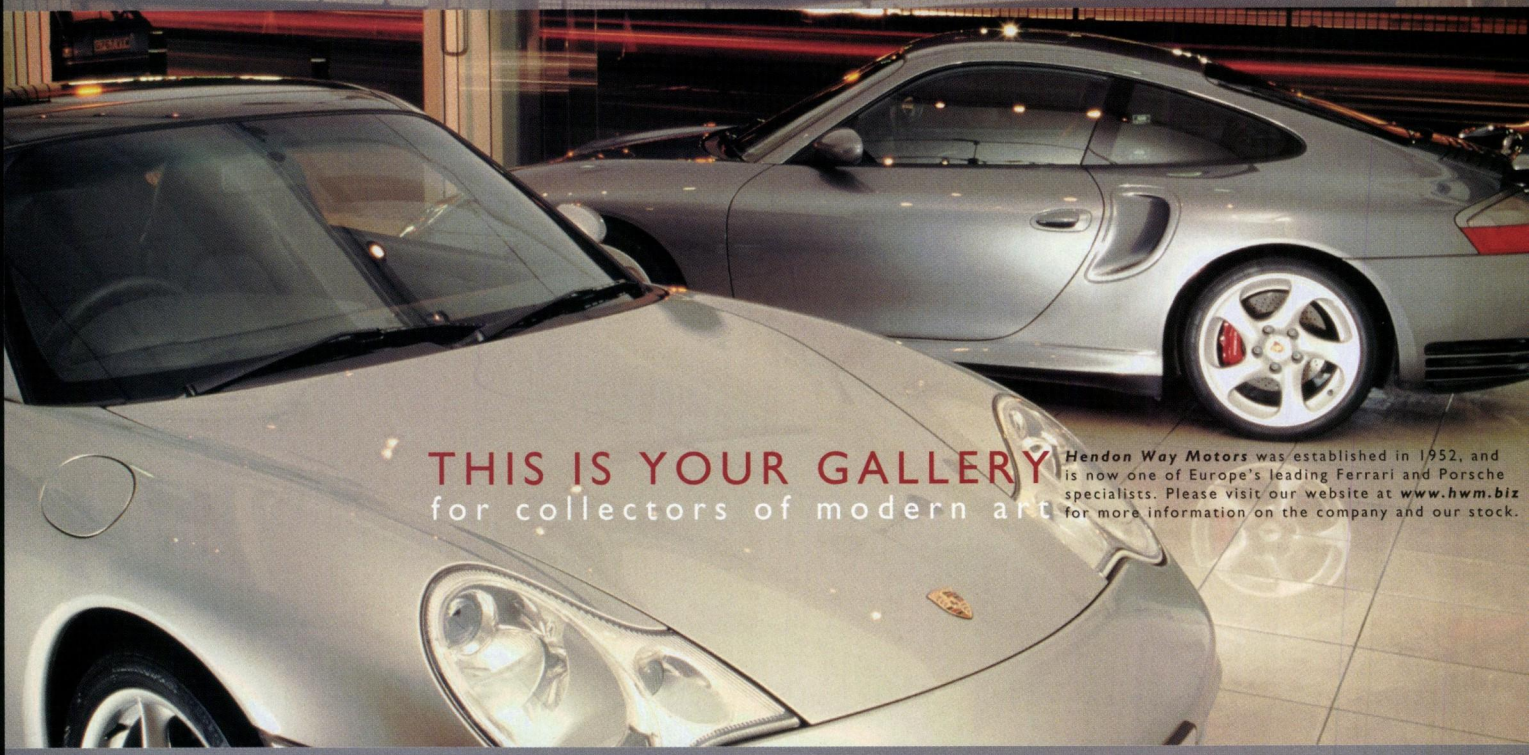
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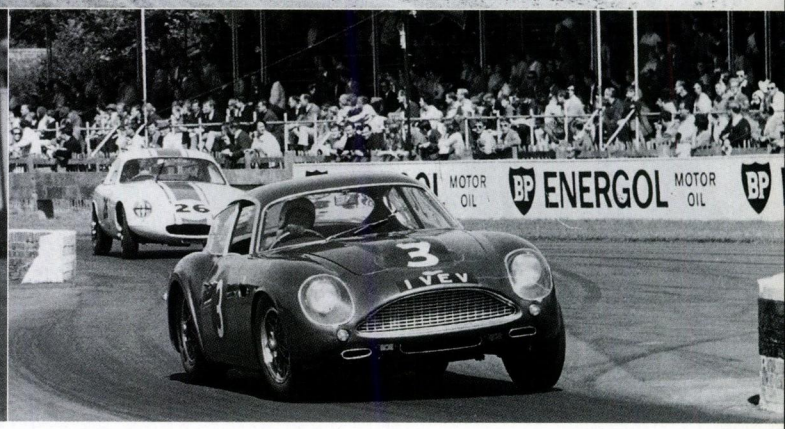


Above: Warner, Bill Moss and Gemini Mk4. Below: Roger Mac presses on at Goodwood in Cobra 289, '65. Below right: Warner in Aston at '62 TT



'64 Monte: Warner didn't enjoy his first taste of rallying but returned to the discipline in the '70s




gears, we had six through a special Jack Knight transmission. It gave us a lot of trouble so ultimately we knocked it on the head."

By the mid-60s Warner had effectively retired from driving, but not before giving the Lotus Elan its racing debut: "It was awful. The chassis kept flexing. You would arrive at a corner and it would go from understeer to snap oversteer in a heartbeat. I can still remember the rear wishbones after the first race: they'd twisted though 30 degrees. Chapman then asked us to make it competitive so we developed the Elan into the 26R. Jackie Stewart, who was one of our drivers, still says it's the worst car he ever raced."

Among the many cars the Elans came up against was Tommy Atkins's AC Cobra, driven by Roy Salvadori: "We ended up buying it and modifying the car quite substantially as it kept overheating. We fitted a much bigger oil cooler, ducted all the radiator air and had a separate intake for the carbs. We won a lot of races with that small-block car so bought a 7-litre version. That thing gave us no end of trouble in testing. I swear it would *boil* its oil. Even so, it was very, very fast and David Piper and Bob Bondurant won the very first of the big long-distance races at Brands with it, which was the only international event won by a 427 Cobra."

Not that Warner had finished with open-wheelers: "After the Geminis we ran the Brabham F3 cars in 1964 and '65 on behalf of the factory. We had Chris Irwin as one of the drivers who was very quick. Same too for Roy Pike who had the talent to have gone a lot further than he did. We also ran an F2 car for Roger Mac. Unfortunately we then got involved with McLaren and the M4. It was a pretty little car but a total disaster. We ran Frank Gardner and Robin Widdows in the F2 version with Ian Ashley and Mike Walker in the F3 cars. It was just one crash after another. In total, we made more M4 monocoques than McLaren."

As the 1960s drew to a close, Warner was forced to face the reality that it was selling cars that paid the bills: "To be honest I think we overstretched ourselves. I didn't want to drop the ball. In the early '70s we were briefly involved with the Token F1 team and had a sponsorship deal with Ray Mallock in F3 but I really needed to concentrate on the business so didn't do much motorsport after that."

Well, not immediately anyway. When Warner's squad returned to competition, it was in an altogether different arena: "In 1975 Richard Banks, who's now an Alfa Romeo restoration expert, kept telling me that I should have a look at rallying. To be honest I wasn't all that keen. I'd had a go as a driver in the early '60s [with a Reliant Sabre 6 on the '64 Monte Carlo, finishing fourth in class] and didn't enjoy the experience, but he kept going on about the Lancia Stratos and how it would be brilliant for business [Warner was a leading Lancia distributor at the time]. Anyway, through Mike Parkes I got an introduction to Cesare Fiorio and bought an ex-works Stratos, engaging Per-Inge Walfridsson to drive on the loose and Cahal Curley for Tarmac events. We got a lot of press coverage but the car was very fragile.

## 'We got a lot of publicity but the Stratos was fragile'

"Our first Stratos was completely destroyed when Walfridsson was leading the Welsh. It was a massive crash and he was lucky to survive. I then contacted Fiorio about getting another car and he told me that there were no more but mentioned a Stratos that had been abandoned by the works in Kenya during a recce for the Safari Rally. Eventually we managed to track down the remains and they left Nairobi airport the night of the Entebbe raid. Well, we rebuilt the car but still had problems so replaced it with a Porsche RSR which was fantastic. Dealing with the Germans was such a breath of fresh air after the Italians. Then John Davenport arranged a deal with us to rally a Triumph TR8 but it was too heavy to be effective."

Then it all started to unravel: "We got tired of warranty claims for rusting Lancias so switched to Opel. General Motors then insisted we take on a Vauxhall franchise. To cut a long story short, there was a hostile takeover and I lost 'The Flag'. I returned to aircraft and the restoration of a Blenheim. These days, I'm happy writing about historic aircraft."

So never tempted to write The Chequered Flag story? Pregnant pause: "I have been asked. I was thinking the other day about how many drivers we had. You know, there was everyone from Jim Clark to Bjorn Waldegård; Jacky Ickx to Tony Pond. Maybe I should write a history of the team as we didn't do so badly, did we?" That would be a rhetorical question, then.

# Emerald idol

## Billy Coleman: Irish rally legend who could have been an international superstar. By John Davenport

Just a short while ago I was sitting in the passenger seat of an ex-Rothmans Porsche 911 SCRS, about to do some 'demonstrating' on the Killarney Rally of the Lakes. The name on the car's livery was that of Henri Toivonen, but the instant the commentator's eyes lit on where Billy Coleman had autographed the paintwork last year all else was forgotten. From then on, despite all evidence to the contrary, this was Billy Coleman's car.

I rallied with Billy for most of my last season as a professional co-driver, first in his own ex-works Escort RS1800 and then in the Thomas Motors Mk2. First event was the Galway Rally, where we retired with a broken halfshaft within a few stages from the finish while leading. It was not a pacenote event and my role was basically that of timekeeper as Coleman showed his complete command of Irish lanes. But one memory stands out: I once broke the silence in a special stage by looking ahead, locating a sharp left-hander some way off and passing this nugget of information to Billy. We almost went off the road and he was evidently upset. At the end of the stage he explained that nothing should break his concentration. "If you see something like that," he told me gently, "tell me at the end of the stage." I did not interrupt the flow again.

No matter what part of Ireland you happen to be in, if you mention the name of Billy Coleman, chances are that someone within earshot will show interest and ask if you are a fan of rallying. His exploits at home and abroad have endeared him to almost three generations of Irish rally fans. Best known for winning in Ford Escorts, his CV also numbers Alpine-Renaults, Lancia Stratos, Fiat-Abarth 131, Opel Manta 400, Porsche 911 SCRS and 959, MG Metro 6R4 and BMW M3.

The eldest son of the Ford dealer in Millstreet, Billy Coleman was dispatched in his late teens to University College Cork to study for a degree in commerce: "To tell the truth I had no interest in the business. I wanted to take up farming but no one would listen, so I wasted four years of my young life." Then one night in 1966 he saw a notice advertising a film show at the Munster Car and Motorcycle Club. On his way there he saw "a tall thin bloke in a long black leather coat" hitching a lift. He stopped to pick him up and thus met Dan O'Sullivan. Two more different gentlemen one could not imagine, as O'Sullivan would become known as one of the hard-living, hedonistic engineers who were always having adventures, whereas Billy was – and remains – a quiet and sober chap.

Watching an evening of old rally films was enough for the pair to decide that they should go rallying. The chosen vehicle was a Ford Anglia and the first events were local night rallies, very similar to those in England and Wales, with the exception that the Irish OS maps were not quite perfect: "It could be a very frustrating business. There were roads that were on the map and were there, roads that were on the map and were not there and even roads that were not on the map but were there. Some guys knew all these things but we spent a lot of time investigating farmyards."

For 1967 a Ford Cortina GT was acquired. "We did the Circuit of Ireland in that car. It had all the go-faster bits like an uprated second gear and 5in steel wheels. We had no proper service, only my father and some friends following us round in the south. When we got to Limerick they said, 'Goodbye lads, you're on your own now.' I remember changing the brake pads on a forecourt in Sligo with the standard jack. And then we went all through Donegal with a howling diff. It was a miracle we finished."

With a twin-cam engine, what was now effectively a Lotus-Cortina did not distinguish itself on the '68 Circuit, burning out its valves on the last day. With his summer vacation from university looming, Coleman decided that racing was a better prospect and booked a full course with Jim Russell, but farming commitments kept him at home. Meanwhile, his brother had found a standard Escort and it was decided that the twin-cam engine would come out of the Cortina and into the Escort – and Billy's rally career would continue: "The »



'Coleman's exploits endeared him to three generations of fans'

LAT Martin Holmes




Coleman kicks up the dust *en route* to seventh on the 1978 Acropolis Rally in Mk2 Ford Escort

Escort was a crashed car from a housing estate up in Limerick that we bought for £250. Arthur O'Keefe from my dad's garage did a lovely job of straightening it out and it looked just fine. Then I did the Thomond Rally that autumn and fell asleep on the way home, hit a wall and extensively damaged the front end. There was another rally a week later so we did a quick repair job with chicken wire."

This incredible machine started the 1969 Circuit of Ireland at number 115, but was soon lying a little higher than that. In fact, after a string of fastest times it was giving the leaders – Roger Clark in his Escort and Paddy Hopkirk in a Mini Cooper – something to think about until on the last night in Donegal it slipped off into a bog on the Fanad Head stage. But the combination of the 'Tatty Escort' and its softly-spoken driver had captured the imagination of both press and public. For the Irish it was an adulation that lasts even to this day. As a result of this performance, Ford's Bill Barnett wrote a very positive letter to Billy and indicated that he would discuss his future during a trip to Ireland that summer, but "I had to go to America to complete my studies. It was planned I should be there a few months but it was more like a year. Missing that meeting put my rally career back at least five years."

With a new shell and engine, Coleman took the Escort to victory on the Cork 20 in 1970, but with the factory moving on to RS1600s the old T-C proved uncompetitive. Billy purchased an Alpine-Renault from the factory in Dieppe and in '71 won four asphalt stage events on the trot. On the '72 Swedish Rally he finished third in the GT class: "The race on the frozen trotting track was superb. I got away first and was on such a high that I stayed there. But I realised that it was the other cars being there that wound me up. I have often regretted that I didn't become a racing driver. And I realised later that on a normal rally stage I needed a co-driver insulting me to get me warmed up to drive really fast."

With the Alpine lacking on reliability, he bought an ex-Hannu Mikkola RS1600 with which he took third on the 1974 Circuit. Another ex-works Escort replaced it in May and he finished second on the Welsh behind Markku Alén. With second in Donegal, a string of top-five finishes in British national events and eighth on the RAC Rally, he was confirmed as a worthy British Rally Champion.




Coleman and David Richards were fourth on '77 Scottish in Fiat 131. Below: winning the '77 Donegal in Lancia Stratos







Above: fourth on '85 Tour de Corse in 911. Below: fifth on '84 Ulster in Opel



## 'For the Irish, the adulation lasts to this very day'

The following year Coleman won the Mintex Rally and was second in Spain on the Firestone, both of which encouraged Ford to lend him a car for the Circuit. Ford's rally manager at the time, Tony Mason, recalls: "It was a bit difficult to persuade Stuart [Turner] that it was worth giving him a car. Like Roger [Clark] and Hannu, he wasn't a Turner discovery. For me, Billy was an amazing driver but he was rather disorganised. On that Circuit I remember he disappeared into church on the Sunday morning before the restart and no one could find him. But once behind the wheel he had this amazing ability which frankly I don't think many of us realised at the time." He was second in the RAC championship to a fully works-supported Clark and, with continuing support from Ford Ireland in a Thomas Motors-run car, 1976 looked as if it was going to continue the same way, with wins in Galway and the Circuit.

But Coleman was unhappy with the Thomas Motors package of preparation and support. He had a call from Graham Warner of The Chequered Flag, who was running a Lancia Stratos in the UK. Billy agreed to drive and won the 1977 Donegal, but then "it proved to be not the most reliable car."

The deal brought a partnership with David Richards, who co-drove to fourth on the Scottish Rally. Throughout 1978 the Coleman/Stratos partnership soldiered on, and in '79 there was a Ford Ireland deal which netted him third in the European championship, giving him FIA 'A' status. A similar campaign was planned in '80, but while on a trip to the USA Coleman started to feel ill: he had caught a bacterial infection that is prevalent in farm animals but rarely attacks humans.

With the infection finally in recession, Billy got a chance to drive the Rally of the Lakes in December '83 with a Sidney Meeke Opel Ascona 400. He won, and for '84 he swept to the STP Irish championship aboard a DOT Ireland Manta 400. Then Richards offered him a Rothmans Porsche. He could only make fourth in the 1985 STP series, but he did go with Prodrive to Corsica where, on seeing the island roads for the first time, he took fourth place. He started '86 in the 911, winning in Galway, but on the Circuit the Porsches were bested by the new breed of four-wheel-drive supercars. Fortunately Prodrive and Rothmans had an MG Metro 6R4 and Billy got to win the Donegal and Cork 20 rallies – and took second in the STP points.

The following year he drove a BMW M3 for Prodrive on the Circuit but, when the engine failed after just two stages, Coleman decided that from then on his family and farming were going to take his time. If only things had gone a little more smoothly after that '69 Circuit, then Billy Coleman could have become an international star. It was not to be, but he will always be a legend in Ireland. LAT

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# Still crazy after all these years

Elliott Forbes-Robinson is one of the most consistently successful drivers North America has ever produced. Gary Watkins reveals how he's still winning big at 61




EFR in Spyder NF-11 '78. He was a star in the reborn Can-Am series and points runner up in '79

Murenbeeld/LAT

He beat Gilles Villeneuve in Formula Atlantic, Keke Rosberg and Alan Jones in Can-Am. He claimed championship honours in Super Vee, Trans-Am and sports-prototypes, and has competed in everything from the Daytona 500 to the Pikes Peak Hillclimb. He helped teach Paul Newman how to race and was once sponsored by Evel Knievel. Sounds like an amazing career, but you know the most remarkable thing about Elliott Forbes-Robinson? He's still winning big races at the age of 61.

Forbes-Robinson added another victory in the Grand American Sportscar Series to his bulging CV at Daytona in June. The win aboard a works-run Crawford followed on from another at the Barber Motorsports Park last year, a triumph that meant he had taken a major international victory in five consecutive decades.

There have been longer careers, but few drivers have retained their raw speed and been so successful at such an age. Forbes-Robinson, or EFR as he has been known for 30 years, retired from the cockpit 15 seasons ago only to come back and win the Daytona 24 Hours twice and claim a major sportscar title.

EFR couldn't believe it back in 1999 when he triumphed in both the American Le Mans Series and the Daytona 24 Hours driving a Dyson Racing Riley & Scott. But then he was taken aback 36 years ago, when he found himself standing on the podium alongside Mark Donohue in only his second season of racing: victory in Trans-Am's under-2-litre division at Sears Point in 1969 began the sequence of big wins. EFR was approaching his 26th birthday at the time. Which makes his longevity all the more amazing.

He may have been a late starter, but racing was in the blood. His father, also called Elliott, was a veteran racer on the West Coast who worked with Richie Ginther, competed against Dan Gurney and was a one-time team-mate of Archie Scott Brown. "My dad bought an Austin-Healey Sprite to get me started, but a wheel came off when he was testing at Riverside," says EFR. "The car was destroyed and dad sustained head injuries. He slowly recovered, but was never right."

The younger EFR, who was "20 or 21" at the time, wasn't put off. "I felt it was just one of those things," he explains. "It didn't diminish my drive at all because I had been




brought up in and around racing."

Graveyard shifts in the viewing rooms at Universal Studios in Hollywood, checking the miles of celluloid shot each day, provided the money and the free time to build up his first race car, an AC Cobra.

EFR began as he meant to continue. His debut at the Stardust Raceway outside Las Vegas yielded a victory and set in motion a whirlwind rise up the ranks. His successes led to drives in a Porsche 911S owned by a California car dealer and those first Trans-Am outings at the end of 1969.

"I finished second in one at Laguna Seca, won the class at Sears Point and then had an oil pump go at Riverside after I'd taken pole," he remembers. "That was my introduction to professional racing."

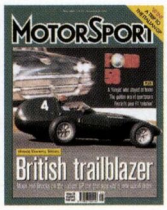
EFR moved onto another 911S run by West Coast Porsche and VW distributor John von Neumann, whose race programmes happened to be run by old family friend, Ginther. The Formula One veteran not only took Forbes-Robinson Jnr to Le Mans in '71 but also gave him his single-seater break: "Richie had a Zeitler Super Vee and asked if I wanted to have a go. I ended up running the final couple of pro races in '71." Elliott fails to mention that this was his first time out in major single-seater events – his win at Riverside came after just one regional outing in the car.

Part-seasons with a new Lola T252 followed in '73 and '74, but funds were not forthcoming to build on his successes. The car changed hands, but EFR went with it and claimed the championship. The T252 is sometimes referred to as a Lynn-Lola or alternatively just a Lynn. EFR explains: "We did a lot of modifications to that car. We cut four inches out of the rollhoop, laid me down in the tub and built a low-line body over the top. The factory didn't want to help us so we thought, 'Why should we call it a Lola?' The wife of the guy who owned the car was called Lynn…"

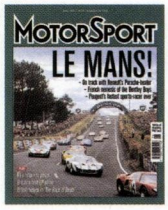
A graduation to the ultra-competitive world of Formula Atlantic followed in 1975. That put EFR up against the likes of Villeneuve and Bobby Rahal at the beginning of *the* classic era for the category. He notched up two wins at the wheel of his *Penthouse*-sponsored Lola T360 in Villeneuve's backyard at Mont-Tremblant and Mosport, but EFR's best memory of that season was the friendship he »

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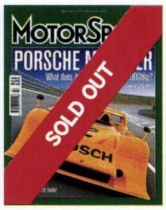
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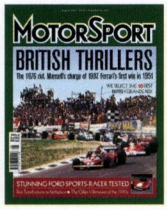
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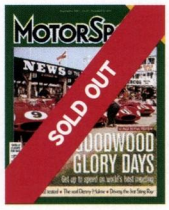
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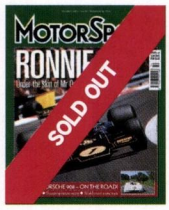
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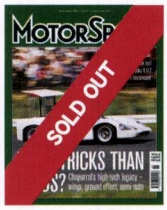
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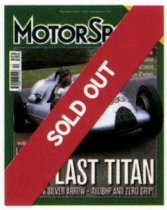
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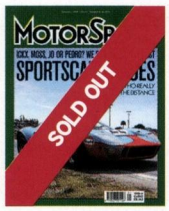
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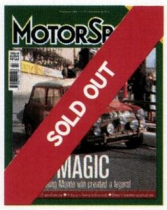
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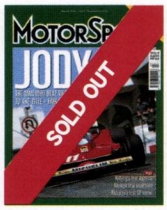
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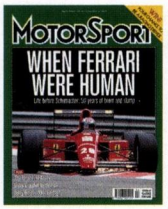
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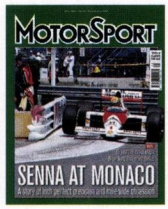
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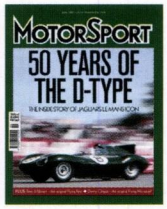
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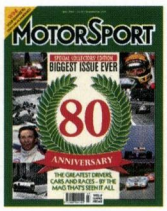
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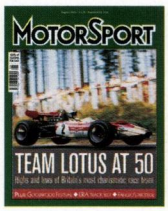
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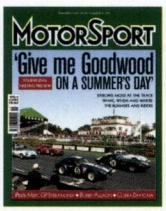
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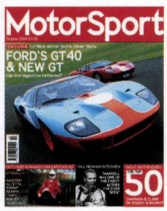
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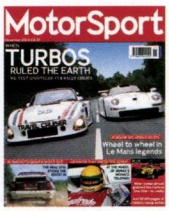
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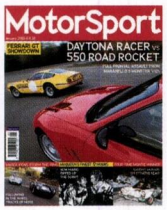
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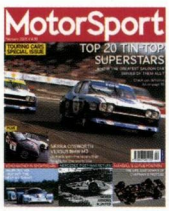
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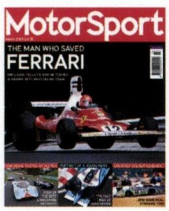
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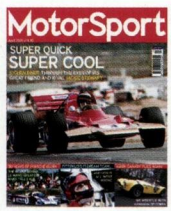
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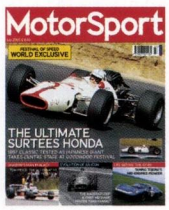
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fostered with the future F1 legend. "His kids, Jacques and Mélanie, were around the same ages of my two boys and we ended up hanging out," he recalls. "We'd travel together and park our motorhomes next to each other."

A stop-start Atlantic season the following year was combined with some F5000 outings, following on from a short stint in one of Dan Gurney's Eagles in '74. "Francisco Mir was a Ferrari dealer who put me in his Lola," says EFR. "He had a lot of celebrity clients. Evel Knievel was one and he sponsored our car."

F5000 morphed into the second iteration of Can-Am for 1977 and, with the backing of another show-business legend, EFR began what was arguably the most celebrated phase of his career: Paul Newman had been racing with an ex-Group 44 Triumph TR6 and Forbes-Robinson helped tutor the movie icon. That made him the obvious choice of driver when Newman linked up with team owner Bill Freeman to run a Lola T333.

EFR was at the forefront of the series for four seasons with a team that eventually turned into Newman Racing, the forerunner of the ultra-successful Newman-Haas Champ Car squad. With the Lola, which was subsequently rebodied and dubbed the Spyder NF-11, he won three races and notched up 16 podiums up to the end of '79, the year he finished runner-up to Jacky Ickx in the points.

"Everyone says that it wasn't the same as the old Can-Am," offers EFR, "but the cars were fast and the racing was excellent. If you were on the podium you knew you'd beaten some good guys. You were racing against Jacky Ickx, Alan Jones and Geoff Brabham, and that's without mentioning Danny Sullivan and Bobby Rahal."

Formula Two hotshot Teo Fabi joined those names the following year when he arrived at Newman as part of a deal with March, leaving EFR without a drive. That coincided with an offer from Grey Egerton, his car owner back in '74, to switch to NASCAR's Winston Cup, a category he had first sampled back in '76. "We did a few races [11 in total], but never really got a good car and life was never made easy for a road racer like me."

A successful return to Trans-Am yielded the title at the first attempt

## 'Gilles and I would travel to the races together'

at the wheel of a Huffaker Pontiac and he continued winning in the formula until 1987, dovetailing his campaigns with forays in IMSA sportscars: Forbes-Robinson was Don Devendorf's second paid driver when he started out with Nissan on the path to domination of the GTP category. EFR won at Miami at the start of '87 together with Geoff Brabham but walked away at the end of the year: "We kept having blow-outs and I didn't feel I could race on a tyre I didn't trust. I signed up to race for the Hendrick Corvette GTP programme only for Nissan to ring back and say they had swapped to Goodyears. I knew they would be unbeatable."

They were: Nissan and Brabham took four straight GTP titles. Hendrick, meanwhile, quit sportscars and EFR made an unrewarding switch to Mazda for 1989. Before the end of the following year he had hung up his helmet. "I wasn't having fun anymore," he remembers. "I never intended to return."

The newly-retired driver didn't turn his back on the sport: a chat with oval racing impresario Humpy Wheeler led to him becoming the central figure in the development of the entry-level Legends category. It remained his full-time employment until '98, long after his 'comeback' was in full swing.

EFR was never quite an ex-driver. He made a one-off start in the 1991 Nürburgring 24 Hours in a Porsche – "I couldn't say no to that" – before another old friend persuaded him to get back behind the wheel on a regular basis: John Schneider had been his team boss and team-mate in Trans-Am and now they joined forces in a pair of works-blessed Nissan 300ZXs in the World Challenge GT series.

EFR ended up winning the title at his first attempt, but Schneider had bigger ambitions: "John wanted to do Daytona and we agreed to drive a second Dyson Riley in '97. It was just going to be John, myself and Rob [Dyson, the team owner] in the car. No one figured we would do well, but we ended up leading."

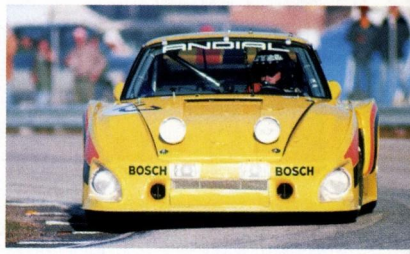
A regular seat at Dyson was an accidental by-product of that win. No fewer than seven drivers shared the laurels at Daytona, but EFR was the only top-liner to score points: "The pits at the Sebring 12 Hours the following month were allocated according to championship position, so they kept me in the car!"

EFR remained a permanent fixture in the Dyson line-up for the next five seasons. He rates the '99 ALMS title as perhaps his most significant success, though again it came about almost by accident.

"Dyson wasn't meant to do the full series," explains EFR, who didn't win an ALMS race that year, "but we finished second at Sebring and kept notching up the points."



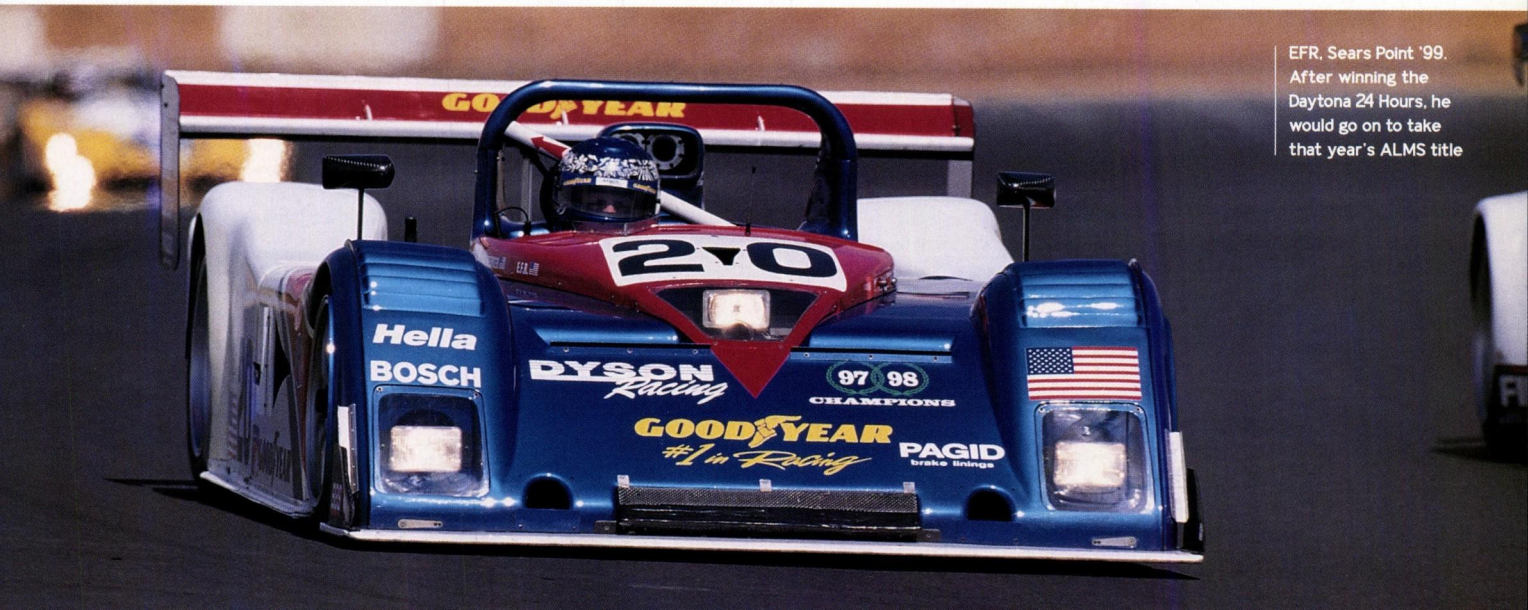
Evel Knievel sponsored EFR in F5000 in '74. Below: Porsche 935 at Daytona '80




The runaway success of the Grand-Am series has now given him a new lease of life. EFR had been tutoring the owner of one of the factory-run Crawfords and joined the team at Daytona last year. Then, when the wealthy amateur stepped down, the old stager was brought in to partner Butch Leitzinger full time.

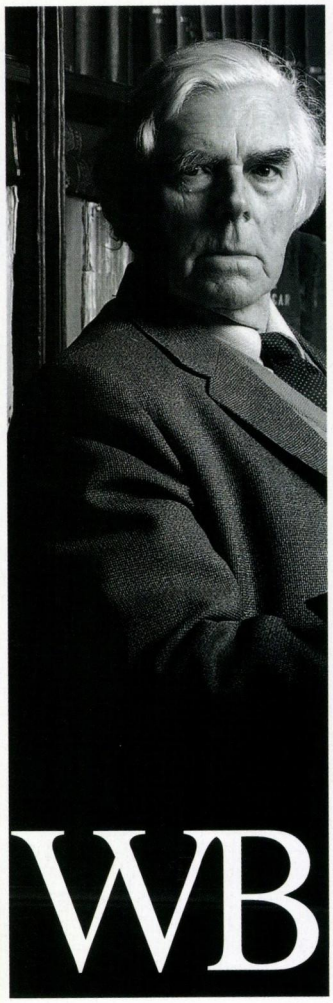
So is Forbes-Robinson the world's oldest professional racing driver? "I'm not sure that's something to be proud of," he laughs. "I'm just lucky that each winter someone looks down on me and gives me another season. It doesn't matter how I do because I race for recreation these days."

That may be so, but this grandfather just can't stop winning.




EFR, Sears Point '99. After winning the Daytona 24 Hours, he would go on to take that year's ALMS title

LAT Dole/LAT



WB



Mrs Eccles poses for husband Roy before trying the Crystal Palace circuit in her M-B

# Racing partnerships

Seeing the ecstatic joy Mr and Mrs Briggs shared at Brooklands in 1936 after the distaff side had won by a very narrow margin made me think of other married couples who raced. Mrs Briggs had started 54sec before Harvey-Noble in a supercharged 2-litre Bugatti and finished 4.6sec ahead, after doing a fastest lap of 101.23mph – very respectable for a privately-entered Brooklands-type Riley Nine. The bearded Mr Briggs used it to take third place in another race, tactfully lapping at exactly the same speed as his wife! And she, starting with Follett's 2.7-litre Alvis, then took a second place by just three-fifths of a second from it.

By this time other married couples had achieved some notable Track performances, like Tommy and Elsie Wisdom and W B Scott and Jill in a variety of fast cars, Mrs Scott gaining her 120mph badge in 1928 with a GP Sunbeam but her husband not until 1930 with their GP Delage. Jill Scott set a ladies' lap record, broken by Elsie Wisdom in the Leyland Thomas and then by Kay Petre in a Bugatti, until it was left for all time at 135.95mph in 1935 by Gwenda Stewart. Her brave exploits in cars ranged from 100mph three-wheeler Morgan to Derby Miller and Derby Maserati. Gwenda was famous at Montlhéry as well as at Weybridge.

When I met him the Hon Victor Bruce was modest about the successes he and Mrs Bruce had had, mostly in AC cars but with a Silver Eagle Alvis in the 1930 Double-12 Hour race, until his wife went shopping in Selfridges, saw a Blackburn Bluebird light aeroplane for sale, bought it, and gallantly flew it round the world, which took her nearly five months. The Hon A D Chetwynd and Mrs Chetwynd raced Lea-Francises effectively, while Mrs Duller, up to about 1925, raced with an Amilcar and, of course, jockey George Duller was very famous in all manner of cars.

Roy and Marjorie Eccles were prominent drivers, he with Frazer Nash, MG and Rapier Special and Mrs E with the latter, and Bill and Ruth Urquhart Dykes, the noted private-owner Alvis exponents, specialised in long-distance events, notably their combined 12-Hour Class record in 1928 at over 83mph in their well-used 12/50 Alvis.

In France Hugh and Colleen Eaton, the Eccles and the Wisdoms competed at Le Mans, and Mme Junek, heroine of the Targa Florio in her Bugatti, had a husband who also raced. It was his fatal racing accident which brought her career to a close, but his appearances have not been reported in the British Press.

After the war, family appearances in fixtures run by the VSCC and by similar organisations attracted more husband and wife participation, which is still evident today. One of the most successful in VSCC events was Peter Binns – who post-war took the Lycett Trophy for best aggregate performances in 1951, '53-55 and '58 – in '51 made best show in the Measham Rally in his '26 OM, and in '53 won at Bisley in his ex-Jacot E/OE 30/98 Vauxhall, which also did well when raced. Mrs Binns started racing with a Riley Sprite in 1949. When Mr Binns came to see me recently he was modest about all this but talked of the many cars he had owned, and still has. He now competes in continental rallies in his Ford, with ace navigator David Thirlby.

I shall never forget a remarkable incident. I was standing at a VSCC meeting on a straight on the old Silverstone circuit, where a hump obscured the drivers' sightline for a moment. I was wearing a track pass, but a marshal riding a BMW motorcycle came up to me and told me I was in a dangerous place. I replied that I knew what I was doing and intended to remain. I enquired how many races the rider had seen and he said only one.

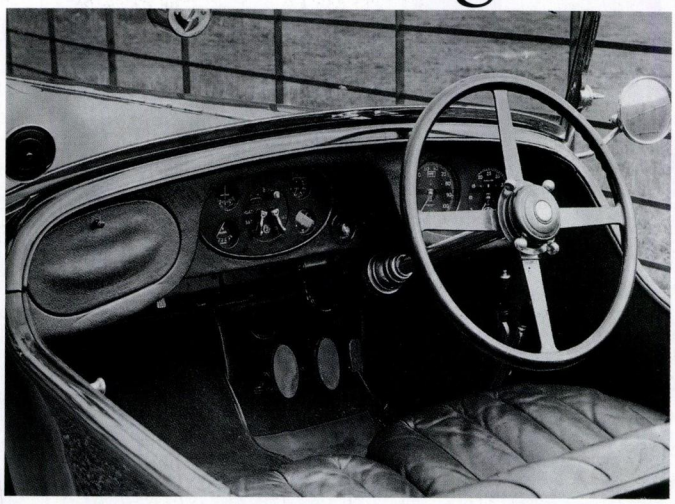
He then noticed that his bike was minus a footrest and went off *up the middle of the course*, looking for it. I heard the race start and in a short time over the brow came the Binns, in their Rileys. Miraculously they passed the bike, one on each side, at full speed. As the shaken rider, who had now returned to the verge, came past me I said wasn't I in a safer place than he had just occupied? He did not reply.

I await reprimands for omissions but I shall plead space restrictions.



Tommy and Elsie Wisdom return by air from driving a Wolseley out to Baghdad

# Levers left, right or centre...



Though the levers were now inside, the first Derby Bentley retained a right-hand shift

Why, I wonder, was the gear lever placed on the right on the majority of British vintage luxury cars? Could it have been because it was thought that those most likely to purchase such cars regarded things mechanical as a chauffeur's preserve and so it would have been unseemly for levers to be seen sticking up in a car's front compartment? Even though the back of such cars had ample space for three passengers there was usually space for two more on occasional foldaway perches. Relegated as a boy to such a seat in a 1920 Austin 20, I was faintly perturbed to discover that when erected these had only one anchorage.

Or was it because the majority of English people are right-handed and it was felt that the sometimes difficult task of changing gears was better done with a right hand? Surely it was not to prevent a paid driver having an excuse for letting his left hand stray onto the knee of a maid riding 'up front'. For whatever reason, most of the makers of motor carriages for the nobility and gentry, as David Scott-Moncrieff would say, were willing to incur the cost of the extra shaft to the offside gear lever, and its slight extra weight, even though this often rendered easy access to the driver's seat difficult. Daimler was an exception, having a central gear lever even on its majestic Double-Sixes, as did Jensen.

When Henry Royce's new R-R Twenty model was introduced in 1922 as a companion model to the 40/50s, its central gear lever and three-speed gearbox came in for so much criticism that he soon changed to right-hand controls and four forward speeds.

Yet central brake and gear levers were common on the Continent on top cars like the Hispano-Suiza, Isotta-Fraschini, and others, which was logical with left-hand steering, although nearside control levers could have been possible if any of the above-suggested reasons had been thought necessary. Bugatti instead favoured right-hand drive.

On American automobiles central levers were almost universal, and obvious with their left-hand steering. Has anyone serious views on this aspect of design?

# It all began with tyreless ABC

It is not unusual to remember one's first car. I am no exception but promise not to mention mine too often! The 1922 ABC should have cost me £5 but I was so excited I gave the breaker six quid by mistake – never mind, he had said when I first saw it without tyres that if I came back in a week he would have some put on, with no increase in price...

I kept this scruffy but prized possession in a big garage in Tooting High Road, and one day they came out with a *wooden* aeroplane-like cooling fan which the ABC lacked, but 15 shillings I thought too much. Among the collection of motor bits I have accumulated is another wooden fan; I think it may be from an early model of one of those wonderful Lancia Lambdas, a clapped-out 1926 sixth-series (with the later metal fans) version of which gave me much pleasure during the war, even if it lacked power in its old age and up mild main road hills was disappointingly sedate, reminding me of the pace of the Lancia 'bus which had plied the Waddesdon-Aylesbury route around 1930.

# When racing resumed – in the air

The six-car Indy F1 race will, I fear, be long remembered as the Michelin fiasco. But I can think of a race with only seven finishers (and four non-starters, one banned from starting because its engine was owned by the government). It was attended by H M The Queen, who signed the visitors' book informally standing up, and presented prizes given by the *Daily Mail* (£500) and by Shell. The race was won at 129.34mph after 1hr 28min.

What is more, it took place less than a year after WWI had ended, whereas Brooklands did not reopen until April 1920, to a poor season, and the first post-war French GP was not held until July 1921, rather putting motor racing in the shade.

The race, also attended by the Princess Royal and many dignitaries, was the Aerial Derby of June 26 1919, flown over two laps from Hendon and back over Kempton Park, Epsom, West Thurrock, Epping and Dartford, a total of 190 miles. The winner was Capt G Gathergood in a DH Airco 4R with 450hp Napier Lion engine. Next round the pylon was Lt R Nisbet, piloting a Martinsyde F4 with R-R Falcon engine, and third was M D Manton in another Airco with a Rolls-Royce Eagle engine. The handicap was won at 70mph by Capt E A Hammersley in the jolly little Avro Baby, powered by a 1909 35hp Green motor. There were forced landings but no casualties in this Victory Derby celebrating that the war really was over.

LAT



In the Twenties middle-of-the-road motoring only became a problem at holiday time

# Lost pleasure of the open road

It is only those of a certain age who show no surprise, when looking at pictures of the 1920s, at how free motoring was then. Cars are depicted in completely empty backgrounds, not only in the villages but in country towns. It took more time then to set up cameras, but the cars being photographed are seen parked on what would now be thought an indiscreet place, on blindish corners, for example, where in later times the cameraman would be moved on, perhaps with a pending parking fine, and the dreaded double-yellow lines were to follow.

It was indeed an age of pleasure motoring in those long ago 1920s. Hazards which drivers might then encounter were confined to steam traction engines or waggons taking on water from stream, river or, in towns, from approved stop-cocks, horse-drawn drays and, on holiday routes, the widely criticised middle-of-the-road char-a-bancs, hard to overtake, their inebriated occupants likely to sling empty bottles in your path. There could be dangers, too, from straying livestock and open, casually signed railway crossings.

Otherwise, car ownership was the means of enjoying pleasant carefree drives (punctures apart) in open cars amid the scents and sounds of the countryside, at perhaps double the then not seriously observed 20mph speed limit. Driving implied not only safely controlling a car, mastering a 'crash' gearbox and two-wheel brakes, but also taking correctly an intended route, with maps perhaps, but none of today's unsightly, enormous direction signs. Indeed, any such signs were unwelcome; *The Autocar* ran a campaign, suitably illustrated, against the 'Yellow Peril', those circular AA signs naming villages. Now such ugly discs must be collectors' items, though I used to see a couple in Wales not all that long ago.

The so-called open cars, from which the occupants had that fresh air and those country scents which added to the joys of motoring, soon diminished in numbers. Study Brooklands photographs and it is evident that even then spectators came mostly in saloons. Gone almost were the days when motor owners might have more than one car, an open one for fun excursions, a closed one for more formal journeys, as did a relative of mine who had successively a 10.4 Citroën, a Chevrolet, and then two Overland tourers, but kept an Austin 20 Mayfair laundalette for serious occasions. If it rained the chauffeur simply erected the celluloid sidescreens on the tourers. I can remember how a run of about 10 miles from Sully to Penarth was along narrow country lanes, the horn sounded at the many blind crossroads, although if you

were in a hurry there was a tollroad from Penarth to Cardiff.

In those long-gone days it was a time when sportscars such as the Vauxhall 30/98 which 'Cassandra', the *Daily Mirror*'s famous columnist, recollected in 1961 as providing "fast and furious fun", to which "WO Bentley's majestic green monsters would civilly reply" and "which dreaded nought except for one of Monsieur Ettore's wonder cars from the engineering cathedral at Molsheim".

'Cass' remembered the most obscure makes and, believe it or not, he had owned a chain-drive Frazer Nash, his "Fighting Temeraire, of which a motor magazine said it would be difficult to find a faster point-to-point vehicle". He wrote of the Stutz Bearcat that "nobody could be respectable in that", and remarked that "the Minerva could look a Rolls straight in the eye" and much more... All in a daily newspaper, bless him!

It was a time of public-road speed-trials and hillclimbs, illegal but accepted, until a friend of Raymond Mays in a Brescia Bugatti had the accident involving a stubborn spectator at Kop in 1924 and it came to an abrupt end. When I listed these enjoyable events of 1919-1924 in *MotorSport* they took two pages of small type, and T R Nicholson's book *Sprint* lists 212 main events for the period in its appendix, not including lesser ones and those held in Ireland and the Isle of Man.

In those days of the 'open road', and into the mid 1930s, before Bank Holidays, the weekly motor magazines would suggest nice drives to their readers, once asking staff writers for their favourites, including Sammy Davis, *The Autocar's* sports editor and racing driver, for his.

'Vagrant' would discuss outings with his wife and her Pekinese 'Mr Parker' to be undertaken first in their Wolseley and then in their Railton saloon 'Blackbird'; cissy stuff, but suited to those times. When owner drivers went for picnics on hot days they would cover their tyres with rugs to protect them, and then discuss, in the letters pages of the motor papers, which tyres, oils and petrols were suitable, which no longer happens.

I had a taste of it as a schoolboy passenger in the cars listed above over the quiet country roads of South Wales. But when I had my first car, a £5 ABC in 1938, the freedom was beginning to diminish, and soon congestion and restrictions had taken over, leading steadily to the road conditions now prevailing.

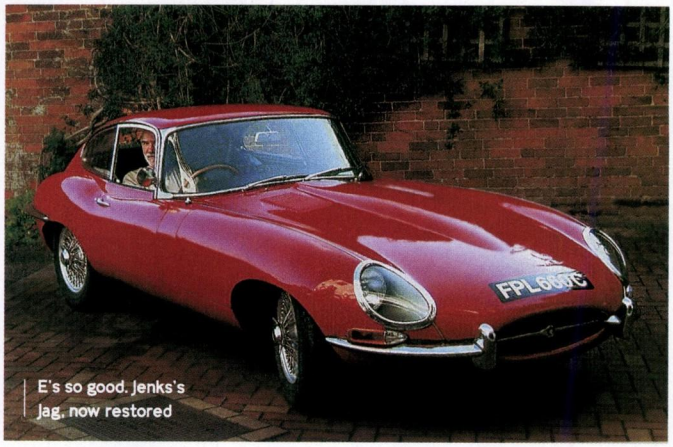
# Two-Jags Jenks

It is interesting that both of the two E-type Jaguars which Denis Jenkinson used for his long journeys when he was reporting continental races for *MotorSport* have survived and been restored to good order.

One is a fixed-head coupé FPL 680C, so is the first car that DSJ had, his second E-type being a drop-head version. Although both were company cars I do not remember a staff member of *MotorSport* having the coupé, so presumably it was sold on to someone outside the firm. The present owner would like to hear from previous owners.

It is astonishing but true that when he tired of his second E-type Jenks left it to rot in the bushes outside his Hampshire cottage. When he terminated his employment with *MotorSport*, the magazine's proprietor wanted the return of what had been a company car. He sent a truck to Crondall to collect it. But by then the car was so rotten that the truck driver found he could push a finger through the rusted body panels and said that if he tried to load it the thing would fall to pieces.

Not to be defeated, *MotorSport*'s owner somehow managed to get the wreck to London. It was then fully restored, I imagine with a new bodyshell, and advertised for sale as the car used by our famous Continental Correspondent. For the last couple of years it has been enjoyed by a Belgian dealer who is prepared to part with it for £43,000.

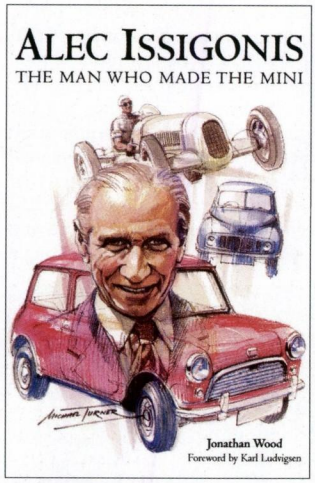


E's so good. Jenks's Jag, now restored

# The Mini marvel

Much has been written about Turkish-born Alec Issigonis CBE, FRS who, without proper engineering training, has been described as one of the greatest car designers Britain has produced, because of the Morris Minor 1000 and the Mini.

But the story of this remarkable man has had to wait for Jonathan Woods's *Alec Issigonis* (Breedon, ISBN 185983 449 3, £19.99). I found it a 'can't put down' account, with recollections from Ronald Barker, Charles Bulmer, Paul Frère, Spen King, Viscount Linley, Sir Stirling Moss, Alex Moulton, who created the rubber suspensions for Issigonis, and other friends of Alec's no longer with us. History made easy to read, with a chapter on the Alvis interlude and foreword by Karl Ludvigsen. Outstanding, amusing, complete.



A story Mini fans have had to wait for




In the commendable magazine of the Singer OC I learn that Ian North has been putting in overtime on his ex-family 1907 12-14hp Singer tourer, with help from a colleague who worked on it in the 1950s, to get it running for the Club's centenary Rally at Stoneleigh Abbey, Coventry on August 12-14, where it will be the oldest surviving Singer car in this country. The only other Singer car of this age is a 7-9hp model in Australia.

The Archie Frazer-Nash Memorial Race Meeting by the Chester MC and FN Section of the VSCC is scheduled for September 24-25 at the Anglesey circuit. Frazer-Nash's daughter Joe will present one of her father's Brooklands Cups as one of the prizes, and it is expected that on the Saturday the Lancaster bomber of the RAF memorial flight (with Frazer Nash gun turret) will make a fly-past. Races for Morgan three-wheelers, vintage cars and motorcycles are on the programme, entry fees £8 for one day, £12 for both days, advance bookings £10, from Anglesey Circuit Estate Office, Bodorgan, Anglesey LL62 5LP; regs from Robin Parker, 10 Earles Lane, Kelsall, Tarporley, Cheshire with an sae.

One of the very many attractions promised at the Shelsley Walsh Centenary hillclimb on August 21 is the appearance of a grand prix Auto Union. It will presumably make a demonstration ascent or two but it would be interesting to see how its times compare with the 45.2sec climb in the wet by Hans von Stuck in one of these cars at the same venue in 1936.

A new exhibit at the Bentley DC's private archive at Long Crendon is one of the hand-grips from 'Old No1' which was brought back in a box of spares from Le Mans in 1929, where No1 had won the race for Barnato and Birkin. Somewhere I have a cased piece of bonnet-strap said to have been on this same Bentley when it went over the banking at Brooklands in 1932, killing Clive Dunfee, which I must, when it turns up, also give to the BDC archives.

Reverting to my reference to streets in Jaywick Sands near Clacton-on-Sea being named after cars, questioning whether this is still so, a reader, Richard Hinton, has kindly done some research and tells us that it is still so, the names numbering more than 18 from Alvis, Belsize and Essex to Wolseley Avenue and including Brooklands Gardens.

LAT Bill Boddy

# Blitzen at Goodwood

It was good that DaimlerChrysler had its Blitzen Benz running at the Goodwood Festival. It must be the one in which John Duff went over the top of the Brooklands banking in 1922, resulting in criticism from Horace Barlow, the flamboyant regular driver of the 21½-litre monster. Duff was defended by several famous drivers, the correspondence published in Haynes' book on the giant Brooklands cars.

After the accident the Benz was acquired by the Mercedes Museum in Stuttgart and refurbished. It is the car with which Hornsted had taken the LSR in 1914 at 124mph. Before his crash Duff had lapped the Weybridge track at 114.4mph.

After Goodwood the car was displayed in the foyer of the RAC Club in Pall Mall, and I assume it will form one of DaimlerChrysler's Brooklands exhibits.



M-B museum ran the magnificent Blitzen Benz, once holder of the LSR

## Obituaries

I was profoundly shocked to hear that Jack J A Williamson had died, at the age of 92. He will always be remembered as the restorer of the 1923 10½-litre Delage after Cecil Clutton had crashed it when it caught fire during a race, and it was Jack who looked after and raced both it and the 1908 GP Itala after Clutton was not there to continue winning with these exciting cars, as did Jack's son 'Jonty' in later times. Equally well known and successful was Jack's 3/4½ Bentley, driven in the true spirit of a typical vintage car enthusiast. To Jack's wife Babs and to his son go our sincere condolences.

Another remarkable character, William Dale, has passed away, aged 85. He owned various vintage Bentleys, such as the No19 3-litre which he kept for 35 years, and an open 6½-litre. He was responsible for the memorial at Silverstone to L C Mackenzie, creator of many memorable vintage Bentleys, especially Forrest Lycett's wonderful 8-litre. Dale was chairman of the Scottish Region of the BDC. Our sympathies to his wife Rosemary and his band of traditional jazz players.

# Speed needn't kill...

'Speed kills' is a much-used slogan in the prevailing war on road-users. Yet we know that speed under the right circumstances is not dangerous.

PC Mark Milton was timed at 159mph in a police patrol car on the deserted M54. That he was acquitted by Ludlow Magistrates' Court endorses that such speed need not be dangerous. Judge Morgan heard that the PC had done 120mph in a 60 zone but accepted that on the 159 stint he was familiarising himself with his new car. It was emphasised that Milton was trained in advanced driving. The Judge commented that he "found it ironic that the case had been brought by the very people who purchase cars that go at this speed and who paid for the defendant to be taught to drive at such speeds".

So safe speed was exonerated. I am left wondering whether training to chase criminals might be better taught on winding roads or at race circuits than on a motorway. TV films of such chases seem to me to prove how dangerous they can be. Indeed, one innocent member of the public was killed when her car was swiped by a crime-chasing police car.

So while it was excellent to find a sensible judge accepting that speed is safe under certain circumstances, will this annoy those convicted of exceeding limits by a few mph after being caught by the miserable money-earning cameras?

PC Milton was backed by two police officers who did not accept his speed as dangerous. Unlike Rospa, which, of course, was shocked by it. The fact is that speed in the right circumstances has now been legally accepted. So those who can afford these ultra-quick cars can buy them with clear consciences, but should perhaps be discreet about when and where they extend them.



Cash box; but drivers are fighting back...

## RUMBLINGS



The Bentley DC's *Review* is full of the most interesting articles. For those who seek information on coach-builders, the June issue has seven pages devoted to Arnold of Manchester, while R-R fans may enjoy Ashley James's piece about the Mark VI Bentley, described as "unquestionably the best car in the World in 1946, ousting Daimler-Benz's one-model policy, BMW bikes, VW's vehicles which were then under the control of the British Army, and the Cadillac, America's best." It might seem worth joining the BDC to read them....

It is not only well-known racing cars that create interest when they survive from the past. Roger Bird is using one of the Morris Minors which he tells me once formed a trials team headed by Jack Bond in the 1930s. Its appearance differs somewhat from standard Minors of the period. For example, in 1936 larger headlamps were fitted, and the badge bar has been altered and now carries five badges, including that of the Brooklands Society. Mr Bird is a member and makes weekly trips to the Track where he has been working on the 1930s BARC timing system.



Mr Bird at the Track with the trials Minor

At the Bonham's/VSCC Olivers Mount hill climb in July FTD was made by Robert Cobden's 1937 Riley Falcon Special in 50.68sec, quickest pre-war car was Trevor John's 1925/28 AC/GN (51.3sec) and fastest vintage car was Charles Gillett's 1929 Frazer Nash (53.89sec). The sportscar FTD was 55.12sec by Pete Candy's Riley Falcon.

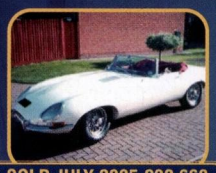
The Brooklands Museum is expressing pride at the loan of another ex-Track car. It is one of the 1933 works Singers which competed in the 1934 LCC Relay Race, driven by Eileen Ellison. The all-woman team finished fifth in this wet race, the other drivers being Kay Petre and Mrs Tolhurst. After the race this Singer was sold through the South Wales Singer agent Charles Henwood. The donor is Charles Pilbeam. Although in the original team livery, the engine and front mudguards are missing.

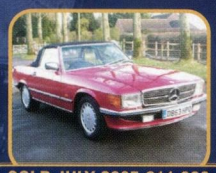
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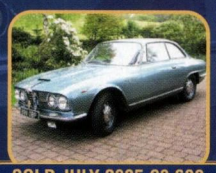
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# WHEEL TO WHEEL

## THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence








Far left: Hadfield's Chevron tops DBT. Middle: Sytner won both GPM races. Left: Hibberd and Jowsey fight it out

## FAST TIMES

KEEP TRACK OF ALL THE ACTION



Dayton's FW07 (21) beat the Folch FW08 in an all-Williams TGP scrap

# Sytner chalks up a Classic double

**Silverstone Classic: July 30/31**

Double wins were the norm as Silverstone burst back onto the historic racing festival calendar with the inaugural Silverstone Classic. From a programme crammed full with high-quality race series, Gary Pearson (Group C/GTP), Simon Hadfield (Derek Bell Trophy), Frank Sytner (GP Masters) and Michael Schryver (Lotus 18) all won twice.

While his fellow double victors had things relatively easy, Sytner could never relax as a gaggle of pretenders tried to dislodge his Penske PC3 from the top of the Grand Prix Masters races.

In Saturday's race Peter Williams (March 761) and Peter Wuensch (Wolf WR1) both gave dogged chase to Sytner. When Williams dropped four seconds a lap after losing fourth gear, Wuensch took up the fight and kept the gap to less than a second at the flag. However, out on the opening lap had gone James Hanson when his Surtees TS9B lost a wheel on the run to Becketts. The errant wheel then damaged the nose of Duncan Dayton's Brabham BT33.

With both Hanson and Dayton starting at the back on Sunday, Sytner might have expected some peace. However, Williams and Wuensch took up the battle once more and tracked the Penske over the opening lap until Williams was put out with battery failure.

Wuensch still chased, but now had his mirrors ever fuller of the flying Hanson, who had scythed up the order to third in just five laps. Wuensch fell to the Surtees under braking for Stowe on lap 10 and three laps later the Wolf pilot had a massive scare when a backmarker put him on the grass past the pits. Quite how he avoided the barriers during the resulting spin was a point that still mystified the shaken Wuensch half an hour later.

Hanson kept up a relentless pressure on Sytner, but oil from the catch tank of the Cooper T86C of series promoter Ron Maydon caught Hanson out as he lined up his last-lap attack into the complex. Though he ended his race in the



Ex-Sid Taylor Lola T70 MkIII of Sytner and Hadfield heads Denny Hulme Trophy field

gravel, Hanson had starred on only his second weekend of historic F1 racing. "The race was great fun," he said afterwards.

In comparison, the TGP contest was relatively straightforward as Dayton overcame the pace of early leader Joaquin Folch. Denied a podium finish by a misfire during a spectacular charge in the Brabham during the GP Masters race, Dayton finally bagged his only win of the weekend in his Williams FW07. "A good car makes it easy to look good," said Dayton modestly.

In their wake, Hubertus Bahlsen (Arrows A4) had to press on to stay ahead of Martin Stretton who just got quicker and quicker as he raced the six-wheeled Tyrrell P34 for the first time in more than a year.

Earlier on Sunday, Sytner had also won the Denny Hulme Trophy for World Sportscar Masters and Gentleman Drivers Sports Racing Challenge. Before handing his ex-Sid Taylor Lola T70MkIIIB over to Simon Hadfield to finish the job, Sytner went well clear of Irvine Laidlaw's Chevron B16. Sadly, a strong run from the similar car of David Yates ended heavily against the barriers.

Hadfield was the dominant force in the Derek Bell Trophy races, twice blasting his ex-Gethin Chevron B37 clear of a truly sensational field. The Formula 5000 pack, which numbered a record-breaking 26 cars with the Kiwi visitors, ran twice, joined by the Euro Formula Two pack on Saturday and the regular DBT competitors on Sunday.

Mike Wrigley (Lola T332) twice chased Hadfield from a distance as Murray Sinclair (Lola T332) and John Crawford (McRae GM1) headed the New Zealand contingent. Christian Fischer (March 772) and Stretton (March 712) topped the F2 classes.

Having returned to action after a back injury, Gary Pearson won both Group C/GTP races at the wheel of Derek Hood's Jaguar XJR11. On Saturday he had a fine tussle with the Nissan R90CK of Charlie Agg until backmarkers dropped the Nissan back a couple of seconds.

The much-anticipated re-match on Sunday was over almost before it started when the Nissan consumed its transmission during the opening quarter of a mile. Pearson romped home unopposed as David Mercer stepped up to take second in his Spice SE90C.

Schryver's Lotus 18 topped an overflowing HGPCA grid which covered more than 30 years of grand prix history. In both races the ex-Surtees car stretched clear of the field as an inspired Barry Cannell (Cooper T53) twice claimed second against some tough opposition.

One of the highlight races of the weekend came from the BRDC Historic Sportscar Championship as Philip Walker (Lotus 15) and Graeme Dodd (Cooper Monaco) again went head to head. The lead changed countless times before Walker edged half a second clear in the final laps.

Similarly close was the Historic Formula Ford 1600 race; in the end Nelson Rowe in his Crosslé 20F pipped Neil Fowler (Merlyn Mk20) after a tight tussle. James Winslow had been part of it too, putting his Macon MR8 right into the lead contest until its engine expired in spectacular fashion at Becketts. Michael Hibberd's Formula Junior victory over Edwin Jowsey was even closer, as Lotus 27 out-gunned Lotus 22 by four-hundredths on the final sprint to the flag.

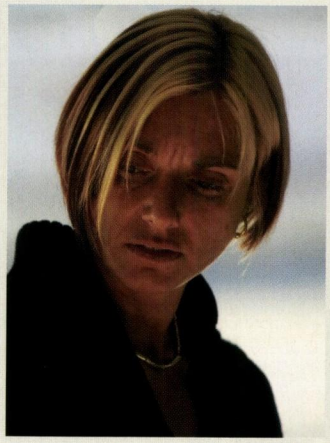
To bring the curtain down on the weekend, the BMW of Les Ely and Simon Garrad topped a hugely entertaining Jack Sears Trophy race for Historic Racing Saloons, but Leo Voyazides (Ford Falcon) and the Alfa Romeo Giulia of father and son Graeme and James Dodd gave valiant chase.

Mark Gillies (Maserati 300S) won the drum-braked sportscar race, Oliver and Grahame Bryant in their AC Cobra took a Gentleman Drivers win, and Patrick Blakeney-Edwards and Martin Stretton guided the former's BMW 328 to victory in the BRDC 500 race.



Voyazides' Falcon pushed the Ely/Garrad BMW in the Jack Sears Trophy tin-top bash

# Inside line



## JANINE PAYNE

On life in TGP and Group C

**What's your background?**

I was a champion body builder and I won a world title in Germany. I'm a personal fitness trainer as well. I've been with my partner Richard Eyre for eight years. That's how I got introduced to racing.

**How did you start racing?**

The first racing car I ever drove was Richard's Williams FW08C, when he was testing at Paul Ricard. I started racing in a Chevron B8, but we then decided to buy a modern car for me to get some experience. A whole Monoposto car was about the same price as the corner of a B8. Then I did a few years in ARP F3.

**When did you move into historics?**

This season, in TGP and Group C. I finished fifth in my first TGP race at Hockenheim. Then at Lausitzring I finished third. I passed Steve Hartley round the outside two laps from the end – those were the most nerve-wracking two laps ever. When I got out I couldn't take my helmet off, my hands were shaking so much. It was great to be on the podium.

**What about the Group C Porsche?**

I had my first run ever in the Porsche at Silverstone. I went from 21st up to 10th before I had a spin. I thoroughly enjoyed it, but it is totally different to driving the F1 car. But hopefully for the next races the second Jaguar will be ready and I'll race that.

**What next?**

That depends on Richard and the budget. I'd like to carry on doing TGP. Maybe next year, if Richard is more into doing Group C, then we'll do more of that.

Charlie Wooding, Jakob Ebrey, Jeff Bloxham, Jim Holdgrave




Spice boy Mercer bagged a pair of wins ahead of the Nissan and Jags

# Mercer adds Spice at Brands

**HSCC Superprix: Brands Hatch**
**July 23/24**

David Mercer took two excellent victories in the Group C/GTP races at the annual Brands Hatch HSCC Superprix in late July.

Driving his Spice SE90C, Mercer fended off Gary Pearson's Jaguar XJR11 in the opening 30-minute race, after Charlie Agg spun his Nissan out of contention when he caught oil at Surtees.

Race two was held on a drying track and Mercer grabbed the early lead from Justin Law's Castrol-liveried Jaguar XJR10, Nigel James (Porsche 962C) and Pearson, who fell away early on as his intermediate tyres took time to come good. As the road dried a little more, Pearson flew. Once past James, he made short work of Law, whose Jaguar was running on five cylinders, and was just over a tenth away from Mercer at the finish.

Richard Piper (McLaren M8F) took an easy Orwell Supersports win on Saturday, while MSA chairman John Grant (McLaren M8C/D) won on Sunday after a huge fight with Martin O'Connell (Chevron B19). Piper ended his race in the gravel, allowing O'Connell to take the fight to the Can-Am car, with Steven Arnold's B19 chasing them home.

Danny Wright took Philip Walker's Brabham BT11 to a well-judged HGPCA Pre-66 Grand Prix win, with a late safety car setting up a one-lap dash to the chequer. Michael Schryver had led all the way in his ex-John Surtees Lotus 18, but pole-sitter Wright grabbed the advantage coming to the line to win by a tenth of a second.

A magnificent Derek Bell Trophy grid, blessed with 19 Formula 5000 cars, produced an easy win for Simon Hadfield's ex-Peter Gethin Chevron B37. Hadfield had expected a fight with Edwin Jowsey's Lola T400, but Jowsey's clutch cried enough. That allowed Mike Wrigley's Lola T332 into second place while third fell to Frank Lyons' Lola T332, the ex-Tom Belso racer carving up from a poor grid position. The best of the strong Kiwi contingent was John Crawford's McRae GM1 in sixth.

An unusually tame BRDC Historic Sportscar Championship round fell to Graeme Dodd (Cooper Monaco), who easily distanced himself from Philip Walker (Lotus 15). Oliver Bryant's similar car took third from a subdued John Harper (Cooper Monaco).

Edwin Jowsey easily won the Historic Formula Junior race on Saturday, his Lotus 22 stretching clear of Mike Hibberd (Lotus 27) and Urs Eberhardt, who is racing his Lotus 27 for the 24th consecutive year. Jowsey led the majority of the Classic Racing Cars event, too, his Brabham BT28 keeping Matthew Watts (Brabham BT16) at bay. Jowsey defended strenuously but Watts wriggled by out on the Grand Prix loop to take the lead. Jowsey was then prevented from a proper fight-back by a red flag, one of many over the weekend.

Another red-flagged race was a wet Historic Racing Saloon counter, featuring a superb battle between Les Ely (BMW 2000), James Dodd (Alfa Romeo Giulia Sprint GT) and Graeme Dodd (Jaguar Mk2). Dodd Snr then spun at Surtees, but Dodd Jnr tried everything to find a way past the BMW. Ely had the grunt in a straight line and was able to keep the Alfa at bay up to the red flag.

Another superb fight came in the Historic Formula Ford race, with Neil Fowler (Lola T200) just fending off Nelson Rowe (Crossle 20F). Charles Barter (Datsun 240Z), Laurence Bailey (TVR Griffith) and Steve Maxted (Argo JM6) all took wins over the weekend, as did Martin Stretton (Lotus Elan) in the 40-minute Classic Sports Car race from Sean Walker/Ian Flux (Elan) and Denis Welch (Healey 3000).



Piper follows Grant in Supersports thriller



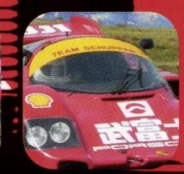

19 F5000s graced the Derek Bell Trophy

All Gary Hawkins

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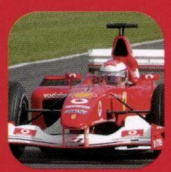






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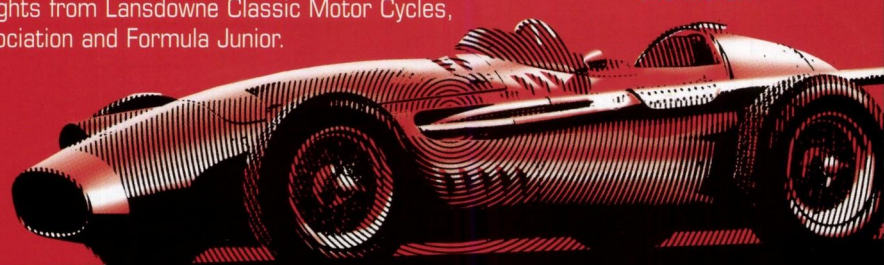
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# Sheldon's B16 turns back the clock

**Historycar: Chimay July 23/24**

Rain failed to dampen the annual Chimay road circuit event in Belgium, with John Sheldon scooping one of the major wins of the weekend in his Chevron B16.

One-hour races for the Top Hat championships formed the nucleus of the meeting, supported by demonstrations for various pre-war cars and a lone modern Formula One car, the Benetton B191 in which Michael Schumacher scored his first world championship points.

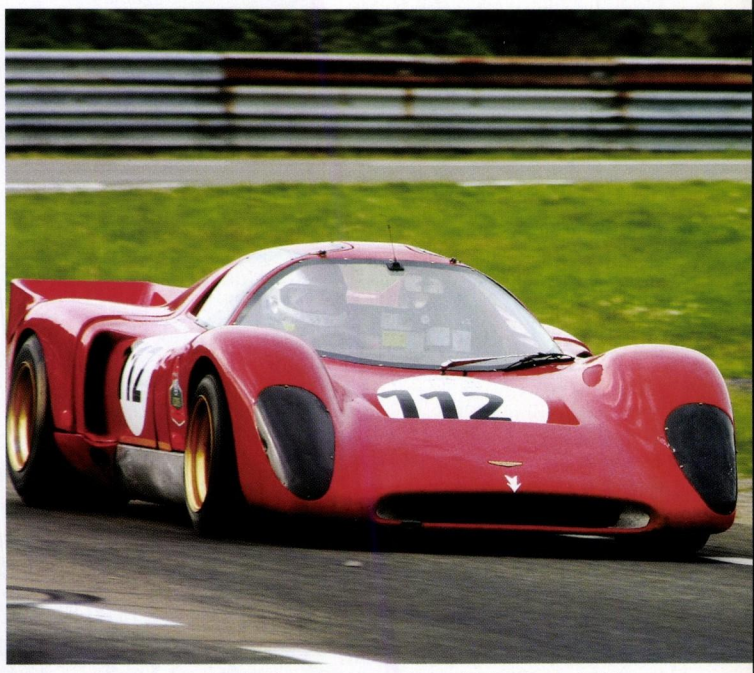
The Chimay Trophy for pre-74 Classic Cars was a runaway victory for Sheldon. The sportscar veteran won despite suffering an electrical problem that meant he needed a push start at his pitstop.

The road to victory for Sheldon was aided by the retirement of his main rivals, notably 2004 winners Jon Shipman and Mark Hales. Their Crossle 9S ended a fraught weekend with transmission problems. Second, a lap down, was the Dulon of Andy Reeves.

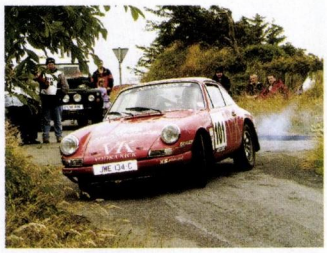
The Top Hat Historic Touring Cars looked set to be an Alfa Romeo benefit, with the Shipman/Hales GTA claiming pole ahead of the similar cars of Simon Arber/Adie Hawkins and Peter Sugden/Peter Rutt. Shipman led, but soon after he handed over to Hales the Alfa slithered over a vicious kerb, taking off the sump plug. Retirement was inevitable, and remarkably Hawkins went out in similar fashion a few moments later!

That left Rutt with a comfortable lead but when the rain came he was almost caught by the Alex Postan/Barry Robinson Lotus Cortina. They crossed the line just seven tenths of a second apart.

It was really wet when the Cloth Cap Historic Sportscars lined up. Once the round of pitstops was complete the David Grace/Robin Ward Austin Healey 3000 emerged in the lead, taking the chequered flag 13sec ahead of the TVR Griffith of Tim Fish.



Sheldon drilled his superiority into the opposition on the rural Belgian roads at Chimay



Aged 911 came out on top on Isle of Man

**Manx Historic Rally July 28-30**

## SMITH AND NICOLS HEAD THE BIG BOYS

Steven Smith and John Nichols won the Conister Trust Manx Historic Rally for the second year running at the end of July. Their 2005 performance was all the more remarkable given that their 1965 2-litre Porsche 911 beat all the newer and more powerful cars from the post-historic and classic categories in the process.

The Manx remains the toughest event in the Armajaro MSA British Historic Rally Championship, with 21 asphalt stages on closed public roads. As well as the usual thick fog over the higher stages on Thursday evening, the crews faced soaking wet roads throughout Friday.

Those conditions played into the hands of Smith and Nichols, as their stunning speed using pace notes kept them ahead of the pack, even when the stages dried out on Saturday. "We backed off on Saturday and were staggered when we still set fastest times over the opening two stages," said Smith.

Into second with a typically attacking drive to top the Post-historics went David Stokes and Ian Oakey (Escort Mk1). They lost time behind the shunted Datsun 240Z of Dominic Frattaroli and then plunged into a field later on Friday, but still took second after a big battle with the similar car of the charging Graham Samuel/Tony Phillips.

Meanwhile, Gareth Lloyd/Ryland James took the classic division on the driver's first taste of the island roads. They took honours after locals Martin Freestone and Chris Heyes had alternator failure on their Mk2 Escort.

**BRDC Historic Sportscars July 12**

## WALKER HOLDS OFF HARDMAN'S DINO

With the challenge from his usual rivals fading, Philip Walker had to see off the threat of Peter Hardman to win the BRDC Historic Sports Car race that supported the British GP at Silverstone.

Although Hardman put his Ferrari Dino 246S ahead on the drag race to Copse for the first time, Walker kept his Lotus 15 on the tail of the Ferrari and nipped ahead as they slithered through the complex for the third time. Hardman thrilled the crowds with his stylish handling of the Ferrari as he chased the fleet Lotus, but Walker offered no opportunities and ran out victor by a second and a half.

Julian Bronson (Lister Chevrolet) was not able to offer Walker the challenge that is usual in championship rounds, losing out with a spin as a fine battle for third between Jason Minshaw (Maserati T61) and John Harper (Cooper Monaco) finally fell to the latter.

Ten years on from his British GP win, Johnny Herbert took tenth place in the Jaguar D-type of Nigel Webb, one place behind the recovering Bronson.



Cobden's Riley claimed FTD at Oliver's Mount, one half of the Yorkshire Speed Weekend

**VSCC Yorkshire Speed Weekend July 9/10**

## COBDEN, FIDLER BREW UP YORKSHIRE WINS

Robert Cobden (Riley Falcon Special) and Ben Fidler (Lagonda Rapier) claimed fastest time of the day awards as the VSCC ran speed events at Oliver's Mount and Elvington during its Yorkshire speed weekend.

After a mix-up over the availability of the Harewood hillclimb course, the club arranged to use the Oliver's Mount venue on the outskirts of Scarborough for the first event.

The twists and turns of the motorcycle track were well suited to the more nimble cars and Cobden exploited that to take FTD in his 1500cc Riley, edging Fidler by two seconds in the 1500cc racing car class. Trevor John's 2-litre AC/GN Cognac was the best of »

David Pipes, Mike Hally, Mark Ballard




Benjamin Cox thrills the Prescott crowd aboard his Bugatti Type 13 Brescia

# Personal best for Baxter

**VSCC: Prescott August 6/7**

Sunshine, a packed paddock and a bumper crowd were the hallmarks of another hugely successful VSCC Prescott weekend. In competition terms, James Baxter was in unstoppable form as he hurled his Frazer Nash single-seater to FTD with a final-run charge that took him under 42sec for the first time.

With Mac Hulbert retiring ERA R4D after mechanical problems on his first practice run, Baxter was always likely to set the overall pace. Following a storming first run in 42.05sec, he improved to 41.89sec.

Among the closest rivals to Baxter was Carl Gray's Hardy Special from the incredibly competitive 1100cc racing car class. Gray's best was a stunning 42.43sec, while Tim Whellock's Hardy Special was a second and a half adrift. Michael Fitzmaurice topped the vintage division of the 1100cc class in his screaming supercharged Austin 7.

Elsewhere, Brian White (Frazer Nash BMW TT Replica) and Pete Candy (Riley Special) continued their excellent seasons to claim special sports class wins, and Paul Richardson (ERA R14B) beat Trevor John (AC/GN) to win the 1500cc racing car class.

the more powerful cars, stopping the clocks within three-quarters of a second of Cobden's time.

Charles Gillett was impressively fast in his 1929 Frazer Nash Super Sport to top the vintage cars, while Pete Candy's Riley Special headed the sportscars.

Fidler turned the tables the following day at the Elvington sprint course to beat Cobden by less than a second. With Gillett absent, Justin Maeers set the best vintage time in his Morgan Special, while Candy completed an excellent weekend by again setting the best sportscar time.

**VSCC: Mallory Park July 24**

## CAROLINE TRIPS UP AT FINAL HURDLE

Heavy rain did its best to take the shine off the VSCC's annual visit to Mallory Park. The headlining race was the Bob Gerard Memorial Trophy, which fell to the Alfa Romeo 308 of Duncan Ricketts, but only after a late-race accident at Devil's Elbow put Gary Caroline's Morgan Super Aero out of the race.

Capitalising on the soaking conditions, Caroline led the more powerful cars from the start as the conditions claimed the Morgan of Stuart Harper at Gerards. Meanwhile, Ricketts was making ground after a slow start and was closing in on Caroline when the leader went off when lapping the Bentley of Peter Morley. With the race halted and results declared at eight laps, Ricketts was the winner from Michael Windsor-Price (ERA R1A) after Mac Hulbert retired R4D.

Mark Gillies (Lotus 20/22) romped to Formula Junior honours, finishing 17sec clear of the Lotus 20 of a slow-starting Simon Diffey. Duncan Rabagliati (Alexis HF1) was the best of the front-engined cars while James Culver (Cooper Mk10) headed the 500cc F3 cars.

Another excellent Edwardian field had no answer to the pace of Tom Walker's Panhard-Levassor, whose task was eased when Duncan Pittaway retired the Monarch after a couple of laps. On handicap, however, the Nazzaro Targa Florio of David Biggins came out on top.




Ricketts couldn't match Caroline's speed in the Morgan, but still won in his Alfa Romeo

**HSCC: Castle Combe August 6**

## SONS SPOIL FATHERS' DAYS AT COMBE

Julian Barter posted a landmark first win over his vastly experienced father Charles when the Historic Sports Car Club series paid their annual visit to Castle Combe in early August.

That feat, in the 70s Road Sports encounter, was matched in the HRSR Historic Racing Saloon race by James Dodd (Alfa) who pipped father Graeme (Jaguar) in another crowd pleaser.

Both sons earned their wins the hard way, most notably TVR 3000M driver Barter who was caught and passed by his father's Datsun 240Z. Locking front brakes and plumes of smoke showed just how hard Charles was trying. Flat-spotted tyres left him with an increasing vibration and as he struggled in the 30-minute race, so Barter Jnr never relented and fought back to win.




Shepherd's 7 claimed Road Sport honours

David Smithies (Healey 3000) took Classic Sports Car honours by less than a second from Stephen Radcliffe (E-type), the pair having been split early on by Ted Williams who spun his Corvette into the Camp tyre wall.

Nelson Rowe kept Neil Fowler at bay throughout the Historic FF1600 race to extend his points lead. Lotus 7 driver Andy Shepherd took Historic Road Sports honours, his cause aided when the Milano GT of Mike Eagles, who had fought back from a first-lap spin, expired when leading.

Matthew Watts received the perfect 28th birthday present, as his Brabham BT16 was a runaway winner of the Classic Racing Car event. M

Rattlers/Alsop Charlie Wooding, Dan Edge

MotorSport

# Historic Racing at it's Best

Over the last two weekends in July, back-to-back race meetings at Brands and Silverstone showed why historic racing is flourishing in the UK.

The HSCC's Brands Hatch Superprix had great grids and great racing all through the championship card. The paddock and pits were full of mighty, powerful cars. Jonathan Palmer gleefully photographed the 20 F5000 cars in the assembly area for the Derek Bell Trophy race. They were thunderous as they powered through Paddock Bend on their opening lap. As the Orwell Sports Can-Am racers left the grid, Jack Brabham, at the meeting to award trophies for the Classic F3 race, reflected that it was good to be around cars that made the ground shake! The Grand Prix circuit makes for very good viewing and the speed of the Group C and GTP cars around the back of the circuit was awesome. The weather failed in its attempt to interfere with the fun. At times rain made conditions difficult. After the meeting drivers were full of praise for the high standard of flag marshalling. This was a very good meeting for officials, competitors and spectators.

Just days later, engines were fired up for the Silverstone Classic. Silverstone Circuits and their partners, Bonhams, Motor Sport and Classic and Sports Car had clearly done a very good job promoting the meeting. There were splendid displays from car clubs. In future this could become a 'must-do' event on every car club's calendar. The HSCC was responsible for action on the track and delivered a tremendous race programme that included entries for nearly 100 F1 cars from glorious Maserati 250Fs of the fifties through to more recent Lotus, Williams and Tyrrells, including the idiosyncratic six-wheeler. The paddock was open to spectators, there were over 500 racecars and at every turn there was another historic gem to be seen. On track the racing was exciting from the opening 44 car Historic Formula Junior 'Colin Chapman Trophy' race through to the closing 'Jack Sears' Historic Saloon race which included 11 big banger V-8 Mustangs, Galaxies and even a Dodge Dart. As the large crowd left the circuit they must have been reflecting on just how much noise and excitement had been crammed in to the Silverstone weekend.

Now the action moves on to the Oulton Park track in Cheshire. Over the Bank Holiday weekend of August 28/29 the HSCC is presenting the Oulton Park Historic Gold Cup meeting. Centre stage will be the celebration of Chevron's 40th birthday. Derek Bennett designed cars gave the Bolton based marque great success in both sports and single-seater racing. Legendary sportscar racer and Chevron specialist Brian Redman is already confirmed to take part and other racers with Chevron connections are targeted to attend. Around 100 examples of the marque's machinery will gather at the picturesque Oulton Park circuit. On track there will be Chevron feature races for both sports races and single-seater cars, from the original B1 'clubmans' cars through to later F2 and F5000 racers. All the HSCC championships feature on the programme including; a contingent of classic Formula 1 and Formula 5000 machinery in the Derek Bell Trophy races, densely packed grids of Roadsports and a GT and Sports Endurance racing event that will recreate the Tourist Trophy races of the 1950s and '60s.

Then, from the intricate twists of Oulton Park, two weeks later on Saturday September 10th the HSCC move on to swoops and swerves of fabulously fast Thruxton. All the championships are represented and it should be another day of great racing. Why not put both Oulton and Thruxton in your diary?

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













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Tyrrell grand prix trio headlines triple champion's celebration at Goodwood

# Stewart's Revival honour

The 40th anniversary of Sir Jackie Stewart's first grand prix victory will be celebrated at Goodwood's Revival meeting on September 16-18. The three-time world champion will take the wheel of a Tyrrell as around 25 cars from his career hit the track.

Tyrrell enthusiast John Delane is taking three F1 Tyrrells – 001, 002 and 006 – to Goodwood. "Jackie can drive one of our cars, and we hope to have members of the Tyrrell family in the cars as well," says Delane.

Stewart has only driven once at the Revival, when he demonstrated a BRM P261 in 1998. This year he will take part on both Saturday and Sunday to commemorate his first grand prix win in the Italian GP on September 12, 1965.

Stewart's links with Goodwood go back to 1963 when track manager Robin McKay recommended the young Scot to Ken Tyrrell. Three world titles and 27 grand prix wins followed over the next 10 years.

Cars from throughout Stewart's racing history will be demonstrated, from the Marcos he started racing at Charterhall through to BRM, Matra and Tyrrell F1 cars. Also on show will be an Ecurie Ecosse Cooper Monaco, the Rover-BRM gas turbine car and a Can-Am Lola.

Stewart remains the period lap record holder at Goodwood, setting a 1min20.4sec best jointly with Jim Clark in *The Sunday Mirror* Trophy in April 1965 in a BRM P261.



Tyrrell 001 will be part of Jackie Stewart tribute

## STARS LINE UP

**Who will be at Goodwood**

A gaggle of stars will be in action during the Revival, highlights being the St Mary's Trophy Saloon Car Race and the RAC TT Celebration. Still to be confirmed is the Goodwood debut of Dario Franchitti, due to race a lightweight E-type in the TT.

Lining up for the TT Celebration will be:
Sir Stirling Moss (Aston Martin DB4GT)
Jochen Mass (Jaguar E-type)
Gerhard Berger (tba)
Emanuele Pirro (Jaguar E-type)
Patrick Tambay (AC Cobra)
Peter Brock (Chevrolet Corvette)
Peter Hardman (Ferrari 330LMB)
Tony Jardine (AC Cobra)
Perry McCarthy (Aston Martin DB4GT)
Tiff Needell (Jaguar E-type)
Bobby Rahal (Ferrari 330LMB)
Lyn St James (Shelby Cobra)

Stars entered for the saloon race include:
Alan Jones (Ford Galaxie 500)
Sir Stirling Moss (Lotus Cortina)
Narain Karthikeyan (Lotus Cortina)
René Arnoux (Alfa Romeo GTA)
Vitantonio Liuzzi (Plymouth Barracuda)
Tiff Needell (Lotus Cortina)
Jackie Oliver (Ford Galaxie)
Marc Surer (BMW 1800)
Rauno Aaltonen (Mini Cooper)
Alan Mann (Ford Mustang)
Barrie Williams (Mini Cooper)
Rowan Atkinson (Mercedes 300SE)
Peter Brock (Vauxhall VX4/90)
Bobby Rahal (Ford Falcon)
John Fitzpatrick (Ford Galaxie)
Tony Jardine (Mini Cooper)
Rupert Keegan (Alfa Romeo GTA)
John Rhodes (MG 1100)
Sir John Whitmore (Ford Mustang)

# Cooper Bobtail 'barn-find'

More than 40 years after its last race, a 1955 Cooper Bobtail sportscar is to return to the track.

The car, which Dennis Barthel and Roy Watling-Greenwood drove in the '55 Goodwood Nine Hours, has been stored since 1966. But now it has been bought by Adrian Rush for Legends Racing and will be rebuilt to race once more. An entry at Goodwood in 2006 is the target.

"It's a very special 'barn-find'," said Rush. "The chassis is complete and the original body can be saved." After racing into the early 1960s, the car was dismantled and stored in a barn. It remained there until discovered by Rush several years ago.

Rush has made contact with Barthel (now 81), who is delighted that the car will race once more. He recalls going to the Cooper factory in 1955 to help finish building the car, when the factory was flat-out. The Bobtail, registered KNJ 800, came with its original paperwork. Ring 01451 821611 for more details.



Dismantled but complete: the Bobtail as found, and (inset) racing in the '55 Nine Hours

## 5000 MILES APART

A big contingent of European-based Formula 5000s is expected to travel to New Zealand this winter to contest the 2005/06 Flexoplas NZ Express F5000 Revival Series. Following the visit of nine Kiwi racers to Brands Hatch and Silverstone recently, interest in F5000 is running at record levels: 26 cars made the grid at Silverstone and more than 20 race-ready cars are now based in New Zealand. The five-weekend NZ series kicks off in November at Manfeild before resuming after Christmas for races at Pukekohe, Christchurch, Invercargill and back at Pukekohe to finish in March.

## LAING HURT IN ROLL

HRG racer David Laing was seriously injured on the opening lap of the BRDC Historic Sports Car race during the Silverstone Classic meeting.

Laing was making his championship debut in the 1947 HRG Le Mans when the car overturned at Copse and slid along the track with the driver trapped underneath.

The race was stopped and rescue services were quickly on hand to attend to Laing. He was taken to hospital at Stoke Mandeville with arm and hand injuries as well as suspected broken ribs.

Eyewitness accounts confirm that no other car was involved, as the HRG was the last in the 37-strong field to turn into Copse for the first time.

## KEY BRABHAM BACK

The very first Brabham sportscar returned to Britain for only the second time in 40 years when John Delane raced his BT5 during the Silverstone Classic. The twin cam-engined BT5 is a 1963 car and was originally entered by Ian Walker Racing for Frank Gardner.

It was then exported to the US in 1964 and has been there ever since. Now fully restored by Delane, it will run at Goodwood this year, which was the scene of its only other European race in the last four decades. "It's a wonderful little car," said Delane.

## CHEVRON RETURN

The Chevron B29 which Tom Wheatcroft entered in Formula Atlantic in 1975 for Richard Morgan has returned to racing, in the hands of the HSCC's chairman Chris Sharples.

Chassis 04 had not been used for 20 years until Sharples acquired it and had it re-prepared by Simon Hadfield. Sharples, who has only previously raced Historic FF1600, will campaign the car in Derek Bell Trophy races. It has been finished in period Wheatcroft Racing livery and was recently reunited with Wheatcroft and Morgan at Donington Park.

After Wheatcroft, the car was owned by Ken Bailey and Eddie Jordan, who won the Irish Formula Atlantic title in it.

# ANGOULEME UNDER THREAT

The Circuit des Remparts race meeting on the streets of the French town of Angoulême is under threat following a decision by the local authority to put a 50km/h speed limit on the event.

Although the 2005 Circuit des Remparts will go ahead as planned on the weekend of September 17/18, the organisers fear that this could be the final running if the ruling is not overturned, and they have launched a campaign to save the highly successful event.

Without consulting the event organisers from ACOCRA, the Prefect of the Department announced that he was imposing the restriction for 2006 as he was not prepared to accept responsibility for any accident that might occur. The event still runs over the original 'round the houses' circuit, which dates back to 1939, and has become a hugely popular fixture on the European classic racing calendar.

"It does seem that the Prefect has not consulted the facts and legal rights of the event to be staged, and he may now be looking for a way out of such a foolish move," said an event spokesman. "Nevertheless, it has been decided to launch a petition for signatures in support of the race meeting. By his action the Prefect could destroy forever this wonderful event." More details are available at www.circuit-des-remparts.com.



Scenic Angoulême track could be under the axe

## CLASSIC SUCCESS

The inaugural Silverstone Classic has been hailed a success, and circuit bosses are already planning to make improvements for the 2006 event. Around 30,000 people attended the re-born Silverstone festival at the end of July, and over 500 cars and 700 drivers competed in the 17-race weekend.

"I thought the first event was an excellent foundation," said Richard Phillips, MD of Silverstone Circuits. "The feedback from competitors was tremendous. There are a lot of things we can improve upon, including paddock layout, but we want to keep the informal feel and maintain the accessibility."

The 2006 Silverstone Classic will run over the weekend of July 28-30, and planning is already underway.

## THAT MANN AGAIN

Alan Mann returned to racing for the Historic Racing Saloon events at Brands Hatch and Silverstone recently after more than three decades away from the sport running his aircraft company. Best known for entering saloon cars throughout the 1960s for many leading drivers, Mann has now come back to racing with a Ford Mustang.

However, the car was badly damaged during testing at Goodwood in March and has only just been finished. "It's only been running for about 10 days," said Mann at Silverstone. "We've got massive understeer at the moment."

The car is due to appear at Goodwood when Mann will share the car with Sir John Whitmore in the St Mary's Trophy race.

## AINTREE THREAT

The Aintree Circuit Club has applied to English Heritage to have the former grand prix circuit designated a listed site. This is a final bid to save the track from being lost to construction work for a new grandstand for the horse-racing course with which it shares the site.

The listing inspection was carried out in July as the proposed new stand threatens to destroy the remains of Tatts Corner.

The bid is to preserve the historical integrity of Britain's only purpose-built grand prix venue, 50 years on from Stirling Moss's 1955 victory for Mercedes. The application has the support of Moss, Tony Brooks, Peter Kilfoyle MP and the Merseyside Civic Society.

# NEWS IN BRIEF

**The Motor Racing Legends Pre-War Sportscar Series will have an additional race at Silverstone on September 10 in support of the inaugural Silverstone 24 Hours. The 40-minute race will run immediately before the 4pm start of the endurance race and will be open to 42 cars on the Silverstone GP circuit.**

**Owners of classic F1 cars who prefer not to race them will have the chance to take part in demonstration sessions during rounds of the Thoroughbred Grand Prix Championship next season. In response to interest from car owners, track time each day will be made available for suitable cars.**

**The Goodwood Marshals' Club is hard at work to attract new recruits ahead of the Revival meeting in September. The club gained exposure with a stand at the Festival of Speed, reporting interest from around 100 people. It hopes to widen its promotion in 2006. Contact Anne Clarke on 01329 833901 or www.goodwoodmarshalsclub.com**

**Former Grand Prix racer Mike Wilds is eager to return to historic rallying even though his debut on the Manx Historic Rally ended in retirement. Before the gearbox failed on his XS Racing Porsche 911 (below), Wilds was starting to enjoy the experience despite sliding off the road in dark and foggy conditions on the opening leg.**



**Roger Nathan returned to racing for the first time since the late 1980s when he shared the Brabham BT8 of Brendan Roberts during the Silverstone Classic meeting. Nathan, who raced a BT8 40 years ago, tested the car at Silverstone in May and accepted the offer of a drive in the Gentleman Drivers Sports Racing Challenge event.**

**The third running of the Gran Premio Argentino Histórico will be held from September 2-10, covering over 2300 mile in six legs of sealed and unsealed Argentinean roads. The historic regularity run is open to touring cars of the 1950s and 1960s and entries include 1960 standard class winner Gunnar Andersson in a Volvo PV544.**

# HAMMER DOWN

Racers that are going, going, gone

SOLD



**The H&H Classic Auctions sale at Buxton on July 27 saw a new world record price for a vintage Lagonda. The 1934 Fox & Nicholl team car (above), driven by Benjafield/Gunter to 13th at Le Mans in 1935 (see *MotorSport*, August), went for £430,000 (including buyer's premium), a whopping 53 per cent over the original estimate.**

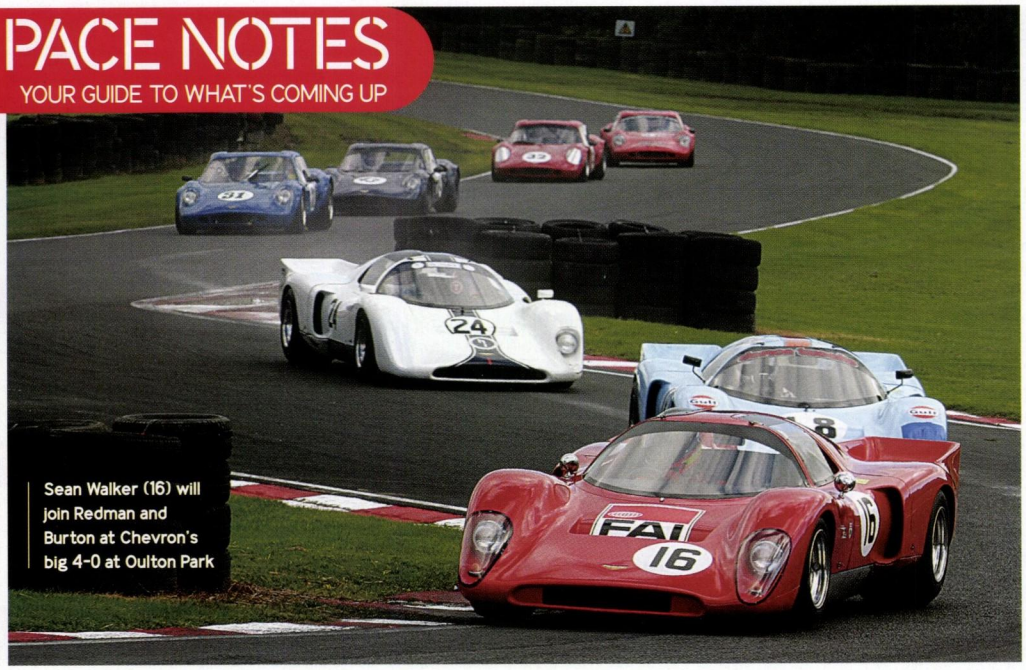
FOR SALE



**A bumper crop of racers are set to go under the hammer in the coming months. As we go to press, Christie's sale at the Monterey Jet Center includes the famous Scuderia SSS Ferrari 250GT SWB 'Breadvan' which is estimated to reach $2.5 million. On the same day (August 18), Bonhams & Butterfields is selling a1966 ex-Autodelta Alfa Romeo TZ2, chassis 116, with an estimate of $1 million, along with the ex-John Greenwood 'Spirit of '76' Chevrolet Corvette that once clocked 236mph on the Daytona banking. Closer to home, Bonhams's Goodwood Revival sale on September 16 promises as many as 40 cars including the Bugatti Type 35B driven to victory in the first ever Monaco Grand Prix in 1929 by Grover Williams (above). Arguably the most original of its type, it's expected to reach £2.25 million. It had been on display in the late Prince Rainier's museum in Monaco for the past decade. Also for sale are an ex-Chris Lawrence Deep Sanderson 301 and the Sunbeam Harrington Alpine (below) that took the Index of Thermal Efficiency prize at Le Mans in 1961 (full story next month).**



Jakob Ebrey, Andrew Thomas, James Mann, Glenn Dunbar/LAT



Sean Walker (16) will join Redman and Burton at Chevron's big 4-0 at Oulton Park

# Chevron's Oulton celebration

**HSCC Oulton Park Gold Cup**
**August 28-29**

An unparalleled celebration of the Chevron marque is the centrepiece of the HSCC's Gold Cup meeting over the August Bank Holiday weekend. As many as 80 Chevrons will take part in dedicated races as the marque's 40th anniversary season comes to a high point.

Such has been the demand for places in the unique Chevron-only races that three have been planned. One grid will be for single-seaters, with the sportscars sub-divided to accommodate entries from all over Europe. Brian Redman, a works driver in period, will return to his home circuit to drive the B16 in which he won the Nürburgring 500km in 1969 and possibly a B42 Formula Two car.

Other leading runners include B26s for John Burton and Gareth Burnett, B16s for Jon Minshaw, Sean Walker and Irvine Laidlaw, and Richard Piper's B31.

The Gentlemen Drivers movement will make its debut at the Cheshire track, while 1950s sportscars are well represented by the penultimate round of the BRDC Historic Sportscar series. A full programme of races for the HSCC championships completes the programme from Historic Racing Saloons to Historic FF1600.

Sunday has a midday start while Monday has more qualifying during the morning followed by a full afternoon's racing. This includes two Chevron races, Gentleman Drivers GT and Sports, BRDC Historic Sports and the HSCC's Derek Bell Trophy, as well as Historic Racing Saloons, Historic FF1600 and Classic Sports contests.

**Tour Britannia**
**September 5-8**

## GT40s TO THE FORE ON TOUR BRITANNIA

Over four days in early September the inaugural Tour Britannia will pit around 50 classic sports and saloons through a mix of races and Tarmac special stages.

Seasoned rally organiser Fred Gallagher has created an event with races at Cadwell Park, Silverstone and Rockingham joining timed tests at hill and speed venues Shelsley Walsh, Loton Park and Curborough.

As well as 50 cars in the competitive event, another dozen or so will contest a regularity rally over the same route. Heading the entry are three Ford GT40s for Ray Bellm, Adrian Newey and Richard Meins; Bellm will start as pre-event favourite. However the Chevrons of Michael Schryver (B6) and Chris Chiles (B8) are expected to excel.

"We're delighted with the quality and diversity of the entry," says Gallagher, who plans to make the Tour an annual event on the British historic calendar.




GT40s are expected to shine in the Tour Britannia with Chevrons leading the chase

A strong contingent of European-based competitors is also entered. From Spain will come Le Mans veteran John Sheldon with his Lotus Elan. Having already won the French and Spanish equivalents, Sheldon is now aiming to complete the set by winning Tour Britannia. John Hugenholtz (Mustang GT350) and Pietro Silva (De Tomaso Pantera) are other leading visitors.

Among the older cars are the Alfa Romeo P3 of Roger Saul, the Jaguar C-type of Neil Hadfield and the Ferrari 250GT SWB of Ned Spieker.

Tour Britannia is based in Stratford-upon-Avon and returns there each night, with several venues being made available for spectators. Monday's leg (September 5) includes Belvoir Castle (9am) and Cadwell Park (11am). On Tuesday, the action centres on Rockingham (10.15am), for both a sprint and a race, while Wednesday's route heads west to include Shelsley Walsh (8.30am), Loton Park (11.30am) and Curborough (2.45pm). The event concludes with races at Silverstone from 9am on Thursday. More details from www.tourbritannia.com

**Tourist Trophy Centenary**
**September 7-12**

## SUNBEAMS TO SHINE AT TT CENTENARY

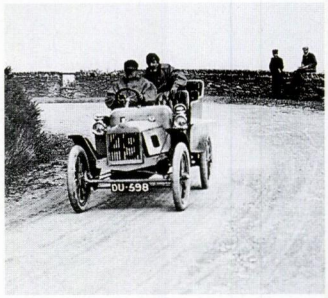
A re-enactment of the 1905 Tourist Trophy on the original 57-mile Isle of Man circuit on Saturday September 10 will mark the centenary of the first running of the famous race. Cars from the early years of the event will tour the road circuit as part of four days of celebration for the evocation.

Prior to the run on the main circuit, cars will take part in a sprint on the Ramsey sea front and a hillclimb on the spectacular section of the Tourist Trophy course that climbs out of Ramsey on the mountain road.

Oldest car set for the event is a 1903 Darracq, with around 25 cars dating back to before WWI also entered. Of note are no fewer than seven Sunbeams from 1913-14, while around 15 Bentleys will represent the 1920s and '30s.

The hillclimb will run on the morning of Thursday (September 8), taking in the Hairpin and the Gooseneck, while the TT Heroes Sprint in Ramsey will run on Friday from around 10am.

Saturday's re-enactment of the 1905 race will start and finish at the TT Grandstands in Douglas, which is also the venue for the Isle of Man Motor Show.



Centenary of the TT all set for Sept 7-12

LAT Jim Hodgrave




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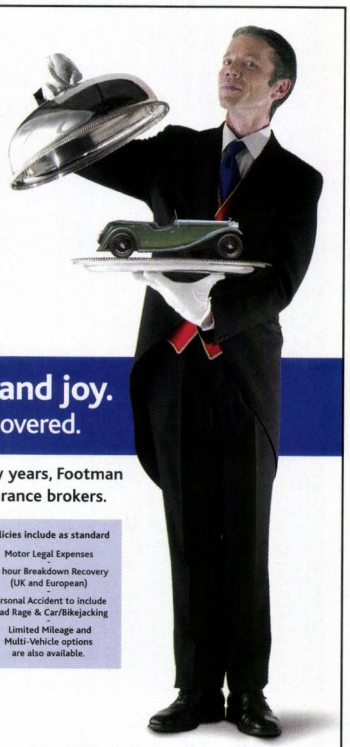
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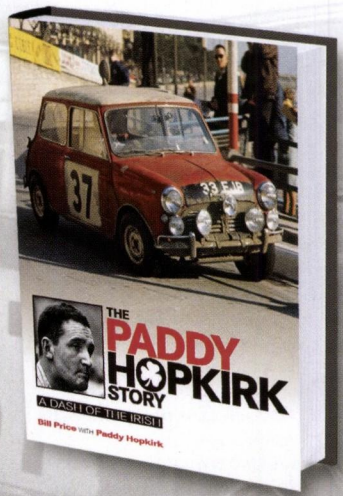
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Alan Miles' glorious 250F fends off similar car. Ten of these F1 icons are expected at See Red

# Red is the colour for VSCC

**VSCC See Red: Donington Park**
**September 3-4**

At least 10 Maserati 250Fs taking part in a dedicated race for the Italian marque will be the main attraction at the VSCC's See Red meeting at Donington Park.

The iconic 250F will be celebrated during two full days of racing, with several examples on display as well as those racing in the hands of drivers including Mark Hales, José Albuquerque and German brothers Josef and Stephan Rettenmaier. The Maserati race will top Sunday's programme, with the collection of 250Fs demonstrated each day.

The VSCC Historic and Vintage Seaman Trophy races will be another feature of Sunday, with a fine grid for the historic race including half a dozen ERAs and the Alfa Romeo P3s of Roger Saul and Tony Smith. It will be almost exactly 70 years since Smith's car won the inaugural Donington Grand Prix.

A double-header for the Group C/GTP series will be headed by the Nissan RC90K of Charlie Agg and Brands Hatch double winner David Mercer (Spice SE90C).

Other significant races include the Flockhart Trophy for front-engined Grand Prix Cars and an HGPCA Pre-65 Grand Prix car race. Sportscars of the 1950s will contest an HGPCA 'drum-brake' race. Running into the evening on Saturday will be a two-hour pre-war sportscar team relay race. As in the successful 2004 race, teams of four cars and drivers representing many marques will battle for glory.

Racing is from 1.30pm each day, with adult admission costing £15 per day, or £13 if booked in advance on 01608 644777.

**Circuit des Remparts**
**September 17-18**

## BUGS TO FLY DESPITE ANGOULEME DOUBTS

With increasing political pressure on the future of the event, the 2005 Circuit des Remparts in the French city of Angoulême could be the last running, at least in the present format.

Held over the weekend of September 17-18, it's a mix of races and high-speed demonstrations around the historic walled city. The 1.3-kilometre course is unchanged since Raymond Sommer won the first running in 1939.

A race dedicated to Bugattis is at the core of the programme, with qualifying and racing held throughout Sunday. In 2004 such was the support for the Bug' race that the field was split into two.

A grid of Frazer Nashes is another popular element of the programme, with many of the cars travelling from the UK. In '04, Colin Pearcy won in his Le Mans Rep.

New for 2005 is a race for front-engined Formula Juniors, as the category makes its Angoulême debut. Tony Goodwin heads the entry in his Gemini, but will be challenged by Michael Ashley-Brown (Volpini) and Frenchman Olivier de Boucheron in his Stanguellini.

Supporting the racing will be a touring rally, held on Saturday, while the cars competing on Sunday will run in a demonstration on Saturday morning.



Angoulême will reverberate to the sound of Bugattis and Frazer Nashes in September

## RACE PROGRAMME

**Check out where the action is**

### AUGUST

WHEN AND WHERE:
28/29 OULTON PARK
What: Gold Cup meeting, including Chevron races, HGPCA drum-braked sports, BRDC Historic Sportscars
Admission: £12
Contact: Tel: 01829 760301; www.motorsportvision.co.uk

### SEPTEMBER

WHEN AND WHERE: 3/4 LE MANS
What: Le Mans Story race meeting on the Bugatti circuit with Grand Prix Masters
Contact: www.grandprixmasters.org
WHEN AND WHERE: 3/4 DONINGTON
What: VSCC See Red race meeting with Maserati, HGPCA races and Group C/GTP
Admission: £15
Contact: Tel 01608 644777; www.vscc.co.uk
WHEN AND WHERE: 3/4 MAGNY COURS
What: TGP; Jochen Rindt F2 Trophy
Contact: www.tgp-f1.com
WHEN AND WHERE: 5-8 VARIOUS
What: Tour Britannia, race/rally event for historic sports, GT and saloon cars
Admission: Depending upon venue
Contact: Tel 01295 268888; www.tourbritannia.com
WHEN AND WHERE: 7-12 ISLE OF MAN
What: Tourist Trophy Centenary, including a run on the 57-mile original TT circuit
Admission: free
Contact: www.visitisleofman.com
WHEN AND WHERE: 10 THRUXTON
What: HSCC race meeting
Admission: £10
Contact: Tel 01264 882200; www.barc.net
WHEN AND WHERE: 16-18 GOODWOOD
What: Revival Meeting
See full preview on page 52
WHEN AND WHERE:
17/18 ANGOULEME
What: Circuit des Remparts race meeting
Contact:
www.circuit-des-remparts.org
WHEN AND WHERE:
23-25 SPA-FRANCORCHAMPS (B)
What: Classic Six Hours of Spa, with a fabulous line-up including GPM, Gentleman Drivers, HGPCA, Pre-War Sports and Top Hat races
Contact: www.spa-francorchamps.be
WHEN AND WHERE:
23-25 BRANDS HATCH
What: FIA World Championship for Thoroughbred GP Cars
Admission: £35
Contact: Tel: 01474 872331; www.motorsportvision.co.uk
WHEN AND WHERE: 25 LOTON PARK
What: VSCC hillclimb
Admission: £10
Contact: www.vscc.co.uk

Jim Hodgrave, Andrew Thomas

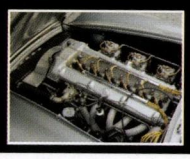
**We are proud to announce the availability of one of the original, rare and highly-desirable Aston Martin DB4 GT Zagatos - Chassis No. DB4GT/0190/L**

0190/L was built in 1962 for Commander James Murray. Prior to delivery it was raced by Roy Salvadori in the May BRSCC event at Brands Hatch, finishing first in class and second overall behind the Ferrari GTO of Innes Ireland.

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.

The subject of a total restoration between 1995 and 1997 and a recent $30,000 refurbishment programme, 0190/L is offered in superb condition throughout and provides a unique opportunity to purchase arguably the most original of all DB4 GT Zagatos.

Please call Adrian Hamilton for further details. £POA.






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## Surtees TS9B 1972 F1

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# SEE RED

## September 3-4 2005 at Donington Park




Ferrari Media



Geoff Ford




Jim Hodgson

This year Maserati will be the focus of the VSCC's SeeRed meeting at Donington Park on the weekend of September 3-4. A Maserati-only race, for predominantly 250Fs and other front-engined grand prix cars from the marque, will be the main feature. Following the success of last year's Ferrari-themed event, another demonstration of the Scuderia's modern Formula One cars will provide a special highlight. Lovers of vintage cars are not forgotten with a packed schedule of races. The Historic Seaman trophy race celebrates the 70th anniversary of the 1935 Grand Prix held at Donington and it is planned that many of the original cars from that race will be competing. There will also be two races for Group C racing cars over the weekend. Once again, SeeRed is an event not to be missed.

*MotorSport* and the VSCC have teamed up to offer one reader and a companion a chance to witness these historic cars in action with a VIP prize. This package gives you and your companion entry to the event for the whole weekend - and, as with all VSCC events, you can get up close to the cars in the paddock and rub shoulders with the drivers. To make your weekend extra special you will be driven around the circuit in one of the course cars. Later, there's transport to a nearby hotel for a three-course meal and a night's stay.

**If this sounds like a dream come true, then all you have to do is answer the following question:**

**Where is See Red held this year?**

**a)** London **b)** Glasgow **c)** Donington Park



## HOW TO ENTER

**TEXT** Simply text MSRED with the answer a, b or c, plus your name and postcode, to 80088, eg: MSRED A Stan Smith TW8 5PQ. Please ensure you leave a space between each word. Calls cost 25p plus usual network charges.

eg:

MSRED A STAN SMITH TW8 5PQ

SEND TEXT TO **80088**



**E-MAIL** MotorSport@haynet.com
**POST** SeeRed, MotorSport,
60 Waldegrave Road, Teddington, Middlesex
TW11 8LG, UK

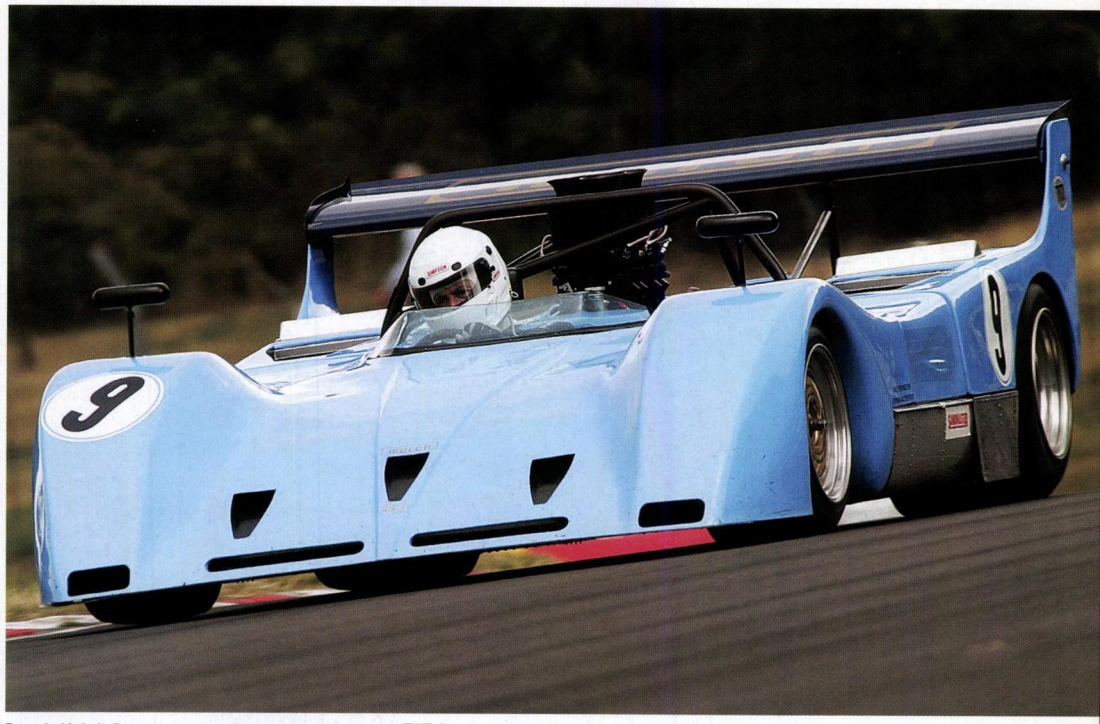
**TERMS & CONDITIONS** **1** Closing date for entries is August 31 2005 **2** Entrants must be resident in the UK **3** The prize is for one reader and a guest. **4** The winner will be the first person selected at random from all correct entries received by the closing date **5** No cash alternative is available **6** The decision of the organisers is final and no correspondence will be entered into **7** Information on the winner of the competition will be available two weeks after the published closing date and will be supplied upon receipt of a stamped self-addressed envelope **8** This promotion is open to all UK residents except employees and relatives of the promoters. The promoters are Haymarket Publishing Limited and The VSCC. Entry into this competition gives consent for The VSCC and Haymarket Publishing Limited to contact you. Other offers may be made.

www.see-red.uk.com



# Marcus Pye's Diary

**Two major classic meets on the Pye itinerary this month – one is Britain's newest, while the other is our longest-running**



Brands Hatch Superprix saw Frank Bradley's March 707-2 out in short-nosed, rear radiator evolution bodywork for the first time

**BRANDS HATCH** In its 16th year, the Historic Sports Car Club's Superprix is Britain's longest-established classic race meeting by a country mile. The Orwell Supersports Cup – that Italo-German-run celebration of Can-Am, Interserie and two-litre Group 6 sports prototypes, which grew out of Charles Agg's much-loved original of the 1980s – has maintained its international element in recent seasons.

Once renowned for its freakish hot rods, developed far beyond their period specification, the series is increasingly attempting to toe the FIA line. And tighter regulations have made for purer racing among the big bangers up front, as well as the smaller, nimbler cars snapping at their heels. As a result the current V8 contingent is the strongest for years, and more cars are coming out.

Britons Richard Piper and MSA chairman John Grant, who won a race apiece at Brands in McLaren M8F and M8C/D respectively, are the most consistent, but two of the three massive Marches built in 1970 are running them close. The other, incidentally, is in Peter Kaus's Rosso Bianco Collection in Germany.

The ex-works, ex-Chris Amon 707-2 run from Peter Schleifer's stable (latterly for Glenn Price) now contrasts greatly to 717-1. The 707, in which Helmut Kelleners won the Interserie round at Croft in 1970 and which later on dominated Supersports events in Chris Chiles's hands in the '90s, raced in its subsequent evolution bodywork for the first time historically at Brands.

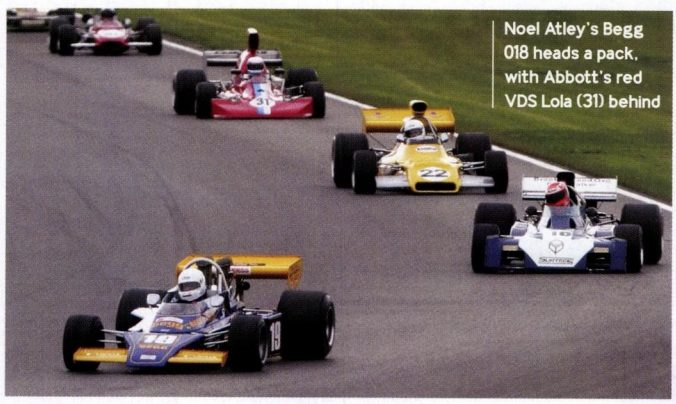
The change from long, finned nose and front radiator to snub snout and twin rear rads is cosmetically dramatic – gone is the strong family resemblance to March's first F1 car – but Richard Dodkins's team was heartened that it still cooled the huge Chevrolet engine adequately. With 860bhp, and 850ft lb of torque, it needed to, for eel king driver Frank Bradley's peace of mind.

But competition is set to intensify. Bavarian Audi dealer Schleifer has recently bought the ex-Team VDS McLaren M8FP, chassis 06, which in turbocharged form was a fearsome Interserie ride for Teddy Pilette. The car is currently normally aspirated, but Trevor Parfitt of Scott Racing Services, which runs Peter's cars, says that the forced induction kit may return over the winter.

Enthusiasm for the thumpers is growing apace. Gerd Wuensch, the former Morgan racer whose Orwell fashion house supports the pan-European series, has bought Schleifer's Lola T222, and Kiwi Ross Maxwell, who is leading the pre-72 2-litre class in his Chevron B19, has acquired a highly original McLaren M8F, chassis 03, in the USA.

**SILVERSTONE** A week after its members aired their cars at Brands, the nine-strong New Zealand Formula 5000 Association really got going at the Silverstone Classic, where their combative nature and pioneering spirit was rewarded with two Derek Bell Trophy races.

Airline captain Murray Sinclair had brought over his ex-Graeme Lawrence Lola T332 HU28 once before, but this time pulled together a splendid touring party, also showcasing Begg and McRae cars, with the equally enthusiastic David Abbott, who modestly described himself as a "bus driver." Abbott is actually senior pilot training officer with Cathay Pacific.



Noel Atley's Begg 018 heads a pack, with Abbott's red VDS Lola (31) behind

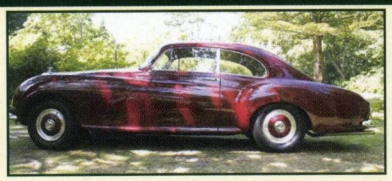
The first car to catch my eye was Noel Atley's recently acquired Begg 018, the unique ex-Jim Murdoch chassis of '74 and the last of seven F5000s made by George Begg at Drummond on the South Island. I fell in love with this stunner in Gavin Bain's motor book emporium in Christchurch in 1991, so to see it race was very special.

But I was blown away by Abbott's Lola T430, its rakish likes set off by Count Rudy van der Straten's strong red livery, with longitudinal white and blue stripes. None of the three built raced in Europe in period, but bizarrely they all now reside in Christchurch.

Abbott's is HU1, one of two Team VDS chassis, raced by Pilette in the USA in '76 and subsequently by Alan Hamilton, Alfredo Costanzo and Bob Minogue in Australia. The wreck of sister car HU2 (bisected in a '78 crash at Melbourne's Sandown Park circuit) is due to be rebuilt in F5000 guru and racer John Crawford's workshops this winter. HU3, used as a back-up for Brian Redman's Boraxo-backed T332C, is owned by Todd Stewart.

Gary Hawkins, Charlie Wooding

# CHASE MOTORING CLASSICS



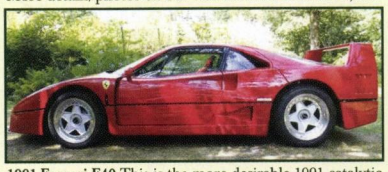
**1954 Bentley R Type Continental** Finished in Regal Red with Ivory trim, automatic transmission, and a desirable E series car. Exceptional bodily, interior and mechanical condition and benefits from a continuous well documented history (full engine rebuild in 2001). Supplied new in April 1955, the car has subsequently had 5 known owners, and is UK registered on its original number plate. The car has featured at numerous rallies, events and TV articles. We also have another more expensive but newly restored manual car arriving soon. More details/photos on our web site.....**Price: £160,000**



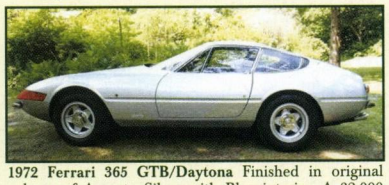
**1955 Mercedes 300 SL Gullwing** Finished in original colours of Mercedes Silver with Red leather interior, sports suspension and 'Rudge Knock-off' wheels. Essentially, a two owner car having been on loan to the National Motor Museum for 25 years. The car was subsequently sold to a new owner who embarked on a 'nut and bolt' restoration by UK Mercedes specialists O'Keefe at immense documented cost. The car possesses a continuous history file, FIVA papers and is UK registered on its original registration. The condition is concours in every way. More details/photos on our web site. .....**Price: £235,000**



**1965 Aston Martin DB5** Finished in stunning Royal Blue with Biscuit leather interior. Exceptional original condition, having benefited from a complete body, interior and mechanical restoration in 1989 by the Vintage Carriage Company. The car comes with a simply huge history file containing restoration receipts, old MOT's and service history. With DB5's achieving up to £200,000 for concours examples, this represents excellent value. More details/photos on our web site.....**Price: £90,000**



**1991 Ferrari F40** This is the more desirable 1991 catalytic converter, adjustable suspension model and also a UK delivered car with a continuous service history file from Maranello. Cambelts/petrol tanks were recently renewed, and the car has covered a mere 9,900 documented miles. The car comes with a full service history and file together with original Ferrari wallet and books. The car is near concours condition and has often been commented on by Ferrari specialists as to its exceptional condition. More details/photos on our web site.....**Price: £187,500**



**1972 Ferrari 365 GTB/Daytona** Finished in original colours of Argento Silver with Blue interior. A 32,000 mile car having benefited from a complete 'nut and bolt' restoration in 1997. A comprehensive history file together with wallet, books and original tool kit and 9" rear wheels. The car has featured in numerous magazine articles and books. After having owned 5 Daytona's previously, this is clearly the finest example and probably undoubtedly one of the best in the UK, if not the World. More details/photos on our web site. ....**Price: £100,000**



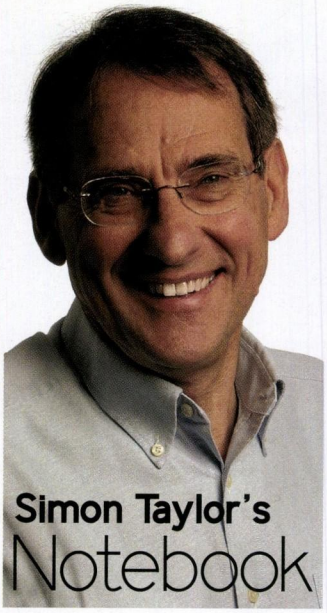
**1964 289 Mark II AC Cobra** CSX2388-Built by an ex-team Cobra mechanic in 1980 from parts sourced in the US, the car is accurate in every respect and detail, including a superb body by AC cars. UK registered as 1964 on the number plate '1964 AC' and comes with valid HSCC and FIA papers. Also well known car within the AC owners club, SAAC and many historic rallies (Tour Auto, etc). Probably, one of the best most useable, well built and prepared Cobra's with a recent engine rebuild by Mathwall. More detailed history/photos of the cars are on our web site. .....**Price: £95,000**

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# Simon Taylor's Notebook



On leave from F1, Adrian Newey drove his Essex Wire GT40 to a Silverstone class win

## The first Silverstone Classic boasted a huge entry, a chaotic paddock, and every type of historic racer

Silverstone's new Classic meeting was a fine achievement, in particular because such an immense and high quality entry was assembled for the hectic two-day programme. Almost 550 cars, from the 1920s to the 1990s, started 17 races, and they echoed almost every racing epoch.

Of course, a classic event at Silverstone is always going to be a matter of old cars being raced around a modern circuit, rather than a real step back in time. Compared with the stylish quest for originality of the Goodwood Revival, or the hard-edged road circuit charm of a Pau or a Porto, there was a distinct lack of atmosphere. This is inevitable: Silverstone not only has to cater for modern motorsport all year, but also has to meet the damaging requirements of Bernie's circus each July. So it will never be able to look or feel as it did 40, or even 20, years ago.

But at least the wide, featureless track and its vast paddock can accommodate huge numbers of cars. There were nearly 60 Formula One machines from the 1966-85 era across two half-hour races. There were Le Mans sportscars from the 1930s, the '50s and the '80s. In two thunderous 12-lappers there were 29 full-blooded Formula 5000s. The Formula Junior race, representing just five seasons from 1959 to '63, drew 44 starters and 40 finishers. It was marvellous stuff, and the racing itself was almost universally very good.

Some of the lack of atmosphere can be remedied next year if the organisers are prepared to impose more paddock discipline. Ever since F1 forced the BRDC to turn Silverstone's entire infield into a Tarmac desert, there has been too much room. So nobody seemed to worry if a competitor set up camp where he wanted, with motorhome, awning, trailer, car, and a clump of support vehicles and equipment. Cars of differing categories were scattered from Copse almost to Stowe, and it was impossible for spectators to examine all those historic cars in context. Hard-worked mechanics may dislike Goodwood – because they are forced to park their transporters, trailers and support vehicles a long way away – but the result is a beautifully ordered period paddock which is a vital part of the entertainment. A higgledy-piggledy mess of modern vans and rusty trailers does not enhance the experience of getting close to the cars.

Of course, many of the service vehicles in historic racing these days have to be F1-sized anyway. Some of the most prolific racers run their operations as a business, preparing customers' cars as well. Martin Stretton and his team were looking after eight cars at Silverstone, from an F1 Lotus 87B and two 250F Maseratis to a Formula Ford. In the two-driver BRDC 500 Martin drove both Mike Sythes' BMW and Murray Smith's low-chassis Invicta, winning in one and simultaneously finishing fifth in the other.

Duncan Dayton is a prime example of today's serious historic racer. An evidently very successful American real-estate developer, he manages to find time for modern ALMS and Grand-Am in the States as well as historic racing on both sides of the Atlantic. Single-seaters are his particular love, and he has a large collection. In this country his cars are looked after by Sid Hoole, whose huge transporter disgorged for Duncan three F1 cars for three different races: a 1959 Lotus 16, a '70 Brabham BT33 and a '79 Williams FW07. He was a front-runner in all of them and a winner in the Williams.




Martin Stretton in the six-wheel Tyrrell. His historic racing is business as well as fun

But, happily, you can still race in historics on a comparative shoestring. Tony Goodwin started racing with an 1172 special in 1956, when he was an impoverished medical student. Over the next 28 years he managed to combine racing around Europe in F3 and sportscars with his daily round as a doctor, finishing Friday morning surgery at his practice in Kent before dashing for the ferry with battered tow-car and trailer to get to Zolder or Montlhéry in time for his practice session. He has owned and raced his ancient Turner through four decades, and his 1959 Gemini is one of the fastest BMC-powered front-engined Juniors. It is very nicely turned out, although Tony admits that his Transit tow van does have patches of rust "to lend it some authority on the road."

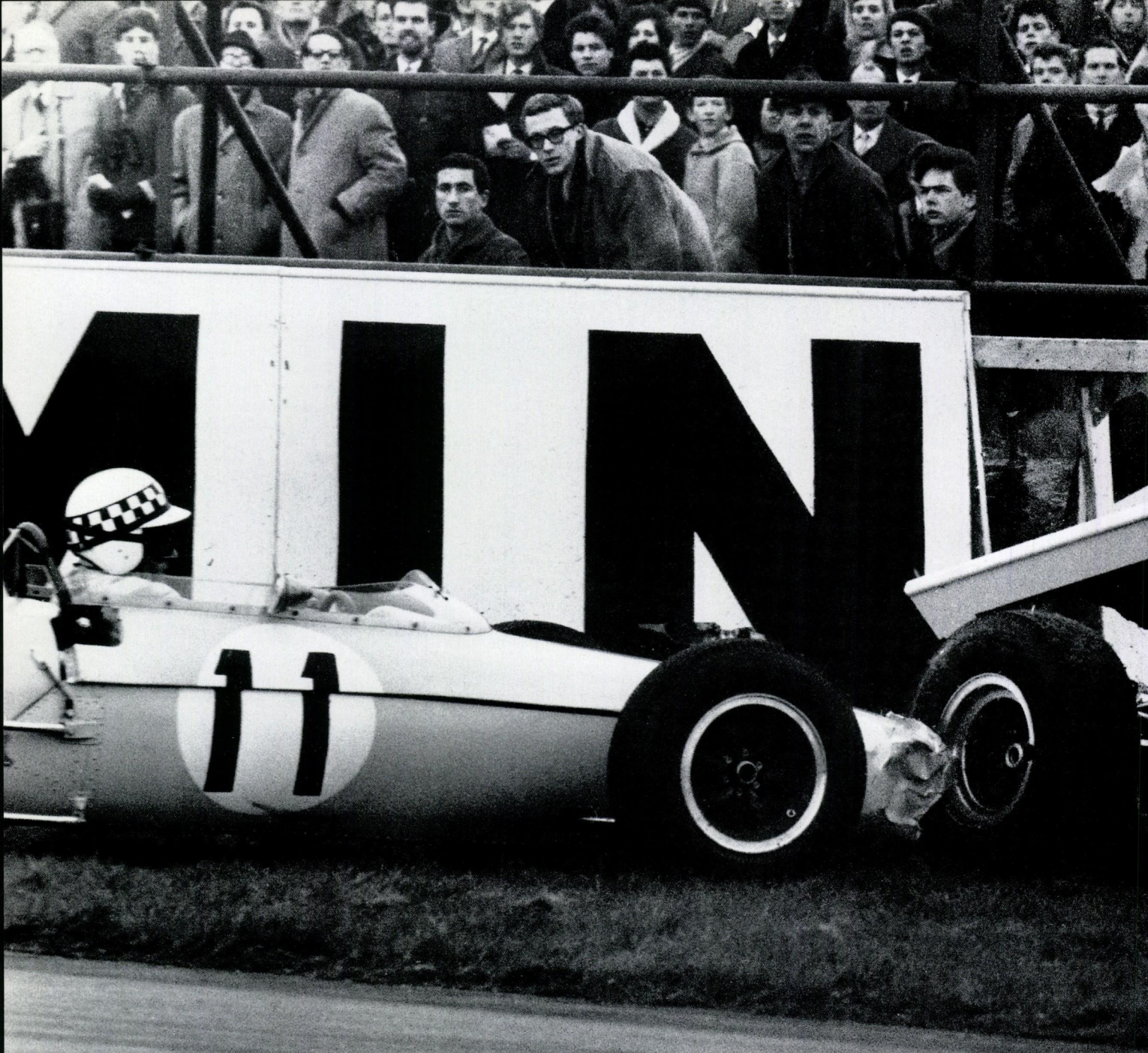
Many come to historic racing late in life, having been too busy earning a living in their younger years. Once they have the time and the money, they can start to enjoy the cars that entranced them in their youth. Adrian Newey is one of those – except that he is still one of the most successful racing car designers of all time. Having always been too busy to think about racing himself, he was 44 years old when he was able to sneak away from F1 long enough to get his signatures in a Ferrari 355.

Now Adrian has a superb white and maroon Ford GT40, the ex-Scott/Revson/Whitmore/Gregory Essex Wire car, which arrived at Silverstone in an unassuming, unmarked white van. He drove it single-handed in the one-hour Denny Hulme Trophy, unbuckling and running round the car during the mandatory driver-change stop. His racing is meant to be relaxation, but he goes hard – hard enough to spin at an oily Becketts, and have a big sideways moment at the same corner a lap later. But out of a huge 44-car grid he won his class and finished 12th overall.

While Adrian was racing at Silverstone, one of his designs, with Kimi Räikkonen at the wheel, was winning the Hungarian Grand Prix. But Adrian clearly values his time off from F1. He says Ron Dennis has given up voicing an opinion about it – in his hearing, anyway.

And, at a time when F1 is much condemned for lacking a human face, watching a top McLaren man enjoy himself campaigning a historic car makes one feel altogether better about it. M

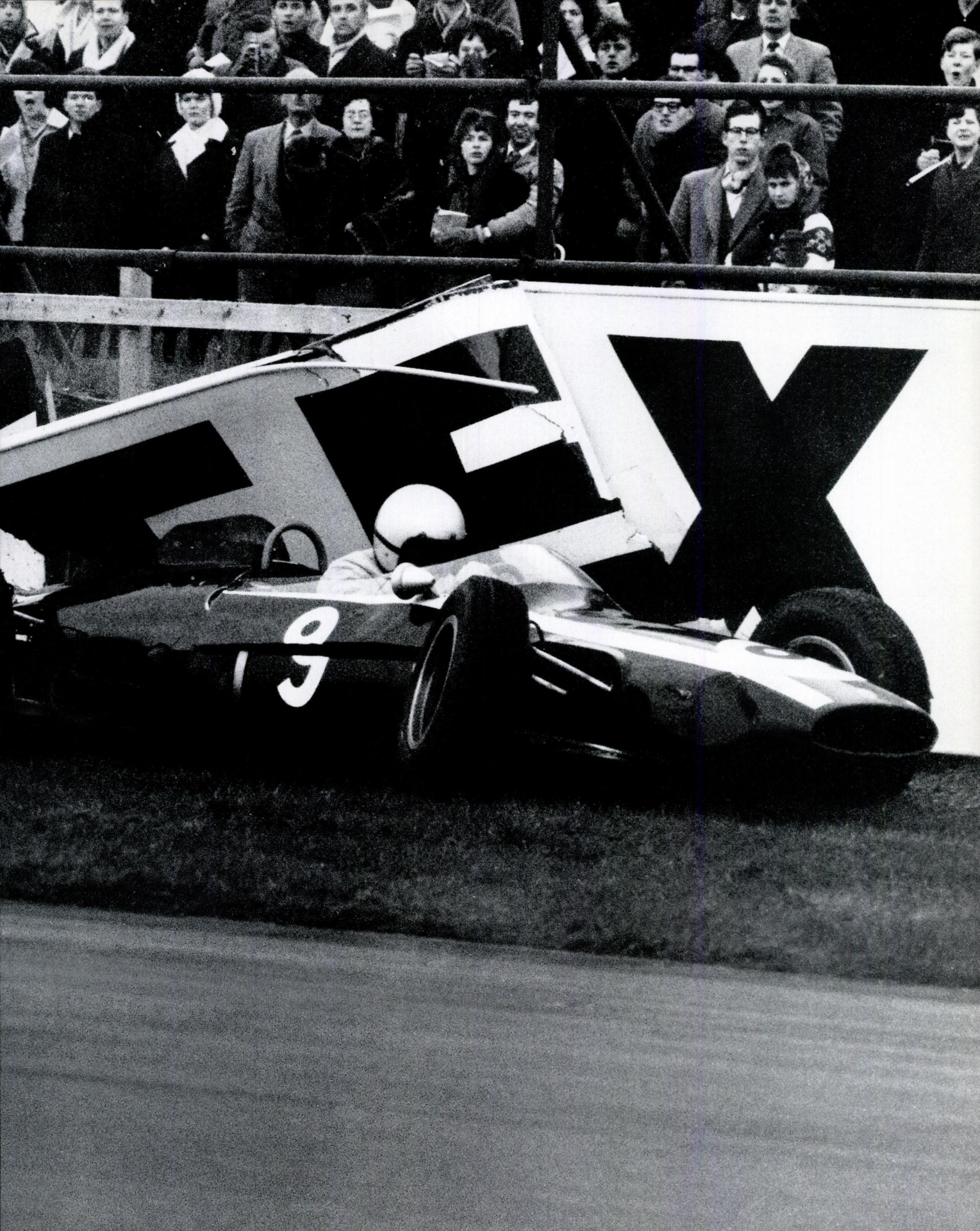
Both Jim Hougrave



# Parting Shot

**NEWS OF THE WORLD TROPHY, GOODWOOD, 1964**
Crunch! Innes Ireland (11), Bruce McLaren (9) and Pete Arundell were battling for fourth until they got to Madgwick Corner on the ninth lap. Ireland spun the BRP-BRM and was collected by McLaren's Cooper-Climax, with this result

photograph by LAT


J




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Peter Stillman, Finest Hour Gallery

We were delighted with the high quality audience, we enjoyed meeting both old friends and valuable new contacts. We anticipate being back in 2006 with a bigger presence.
Steve Worrad, Maverick Motorsport

Apart from attracting new drivers and spectators to the ever growing race programme, many of the racers from the period were surprised and delighted to discover that the cars are racing today ...and the Historic Hall was a great publicity platform!
Jim Graham, Group C/GTP Racing

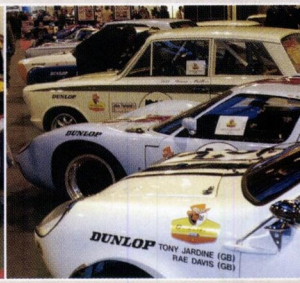
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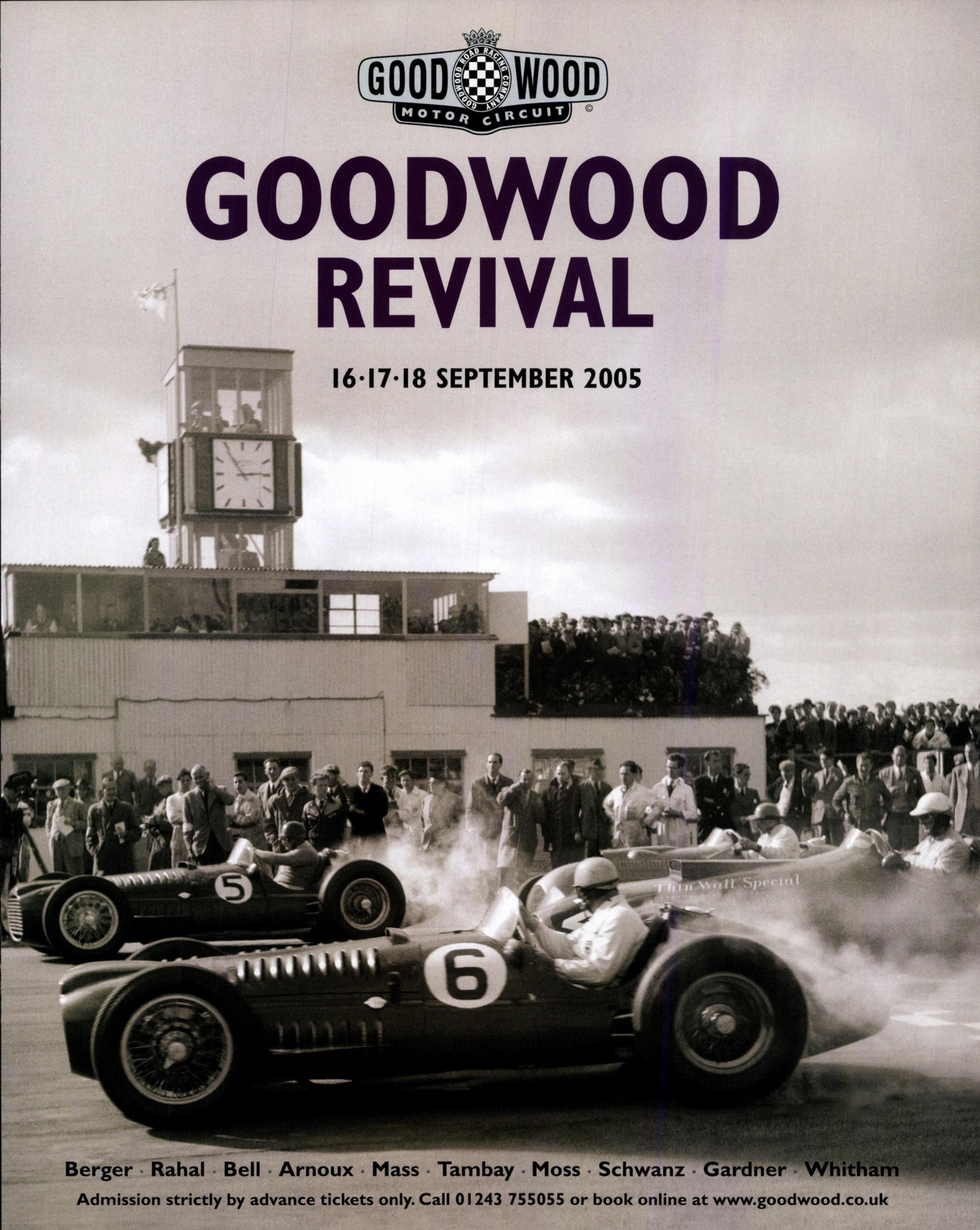

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# MotorSport RESTORATION NEWS

September 2005

The world of historic road and racing cars has seen interest grow rapidly over the last decade. Events such as The Goodwood Revival, Le Mans Classic, Tour Auto and Mille Miglia have raised the public profile of the historic racing calendar.

In addition to this influx of activity remains the fabric of the historic race and rally scene, the generations of passionate enthusiasts dedicated to keeping the 'golden era' of the automobile alive.

The backbone of this industry is the restoration company, without whom, the racing and rallying would simply not exist. On these pages you will find companies providing a blend of state of the art facilities, with skills honed over the entire lifespan of certain marques, resulting in craftsmanship second to none.

Whether you require ground up restoration on a Rolls-Royce Phantom, racecar preparation for an E-type Jaguar, or Ferrari 250 GTO accident repair, these experts are here to help.

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Finding the right genuine part for your Aston Martin can also be a nightmare, we know, as we hear the stories. At Aston Engineering we have over the last 20 years, worked very hard to establish a parts department dedicated in supplying the right parts for all Aston Martin models from DB4 up to DB7. This dedication was recognised when we were awarded Aston Martin 'Heritage' status for genuine parts, restoration and servicing by Aston Martin.

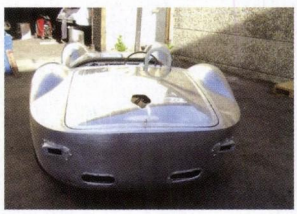
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Known for having an extremely high standard of workmanship within a small and unique client base, G&A Fabrications have restored and rebuilt some of the most famous of historic road and competition vehicles in the world. Aston Martin Projects 212 and 214, Bird Cage Maserati, various mkII Cobras for racing and lightweight DB4's are a few examples of the many marques and models that have been referred to the skilled craftsman at G&A. For an extended list of cars as well as many types of work in progress please visit our website, or alternatively why not drop by and see for yourself.



We specialise in chassis and bodywork. This can be anything from a special bracket to a complete new body. We are able to assist and work with other restorers who might not have the facilities for major projects.

Driven by a raw passion for the exotic and historic cars in which we specialise, our proudest quality is the dedication we have to turning out the very highest standard of work.

## moto technique ltd

Moto Technique is renowned for its Ferrari sportscar work, mechanical servicing and rebuilds. In addition, interesting projects from many other manufacturers can regularly be found in the company's premises in Surrey. However, whilst all the traditional skills and crafts are employed to get classic cars back to perfect condition, Moto Technique is also embracing the latest technology to ensure the very best service for its worldwide customer base.

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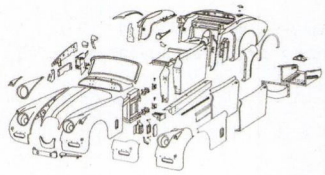
## Contour Autocraft

Established in 1976, Contour Autocraft manufacture every panel for the Jaguar XK range. From the smallest bracket to a complete body shell. As a small family business they pride themselves on the quality of service they offer the restorer.

They export parts all over the world guaranteeing them to be as original specification. Every panel is built by highly skilled craftsmen to tight tolerances on purpose made jigs and tooling, achieving the highest degree of excellence attainable.



They also carry out repair work on original body shells restoring them to good-as-new. Iain Macleod began his career in a large firm of coachbuilders back in the 1950s and is now in his 50th year of work. Bruce Macleod joined his father in 1979. Between them they have a vast experience of car body sheet metalwork and have trained many professional and amateur restorers in this trade.



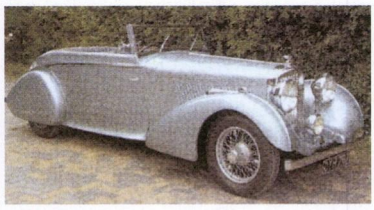
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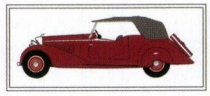
## Fiennes Restoration Ltd

As well as having an enviable reputation for its restoration work on pre-war Rolls-Royce and Bentleys, Fiennes Restoration is a market leader in the manufacture of parts and components for these cars.

Having focused previously on the smaller engined cars, a major step was taken in April this year when the company took on the manufacture and supply of parts for the Rolls-Royce Silver Ghost, Phantom I and Phantom 2 by the acquisition of Coldwell Engineering. A wide range of parts is available to assist in the restoration of these iconic cars, from cylinder blocks for the Ghost, to Phantom carburettor parts and many more. Enquiries for any parts for these cars are welcomed.



Meanwhile the restoration work undertaken by Fiennes continues to win awards. The Masters Class at the 2005 RREC Annual Rally was taken by a recently completed Derby Bentley (illustrated), and a Wraith, totally restored some years ago in our Workshops, was Best in Class. The company undertakes full mechanical and coachwork restoration, and has also had considerable success with the preparation of cars for international Rallies.



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## BEACON HILL GARAGE

Well known for many years as experts in the preparation of Jaguars, Beacon Hill Garage have achieved an excellent reputation for both race and road car work.

Originally known as Colborne Restorations before moving to their present workshops, the company was responsible for building the 'low drag' E-type raced by John and Stephen Markey which now forms the centrepiece of a large European collection. They have recently finished a ground up rebuild of 9 VPD, the Ex-Coombes works prepared car that was lost for many years and last raced in 1961.



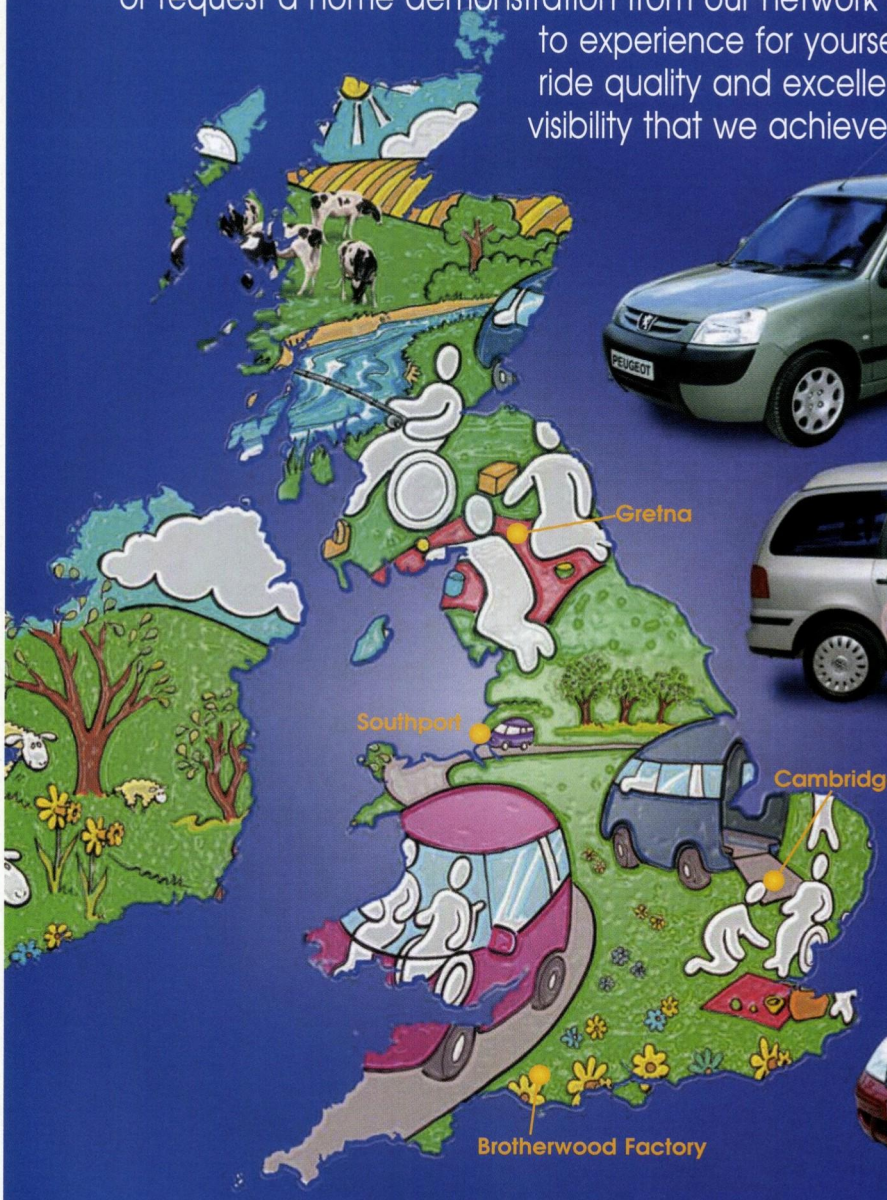
In a parlous state when found, a very large proportion of the original car was saved, including the complete front and rear bulkheads and all the running gear. The engine still had it's polished crank and rods all correctly numbered although at some time the block had been replaced. As well as Jaguar, other makes are given the benefit of our expertise and at present our workshop contains examples of Maserati, Ferrari, Alvis, Lotus, Healey, Daimler and a very unusual Ex-Brooklands special. Please call if you think we may be able to help.

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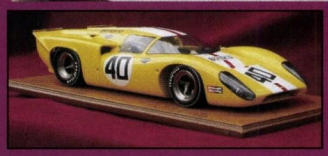
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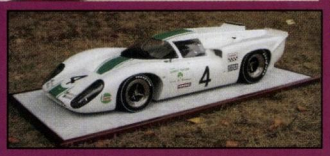
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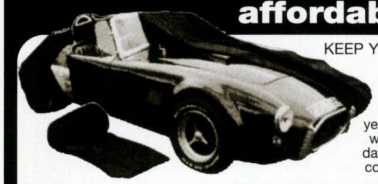


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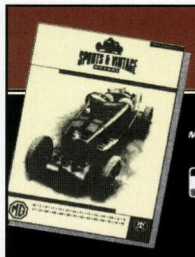
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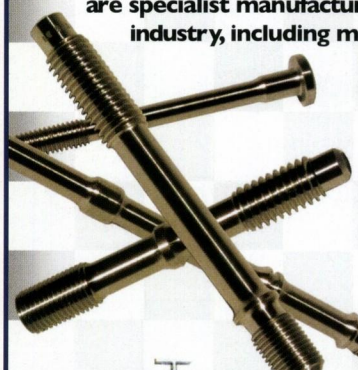
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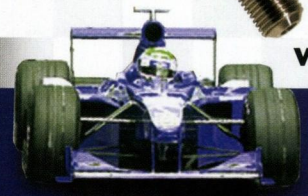
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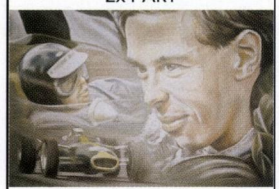
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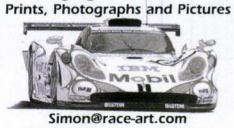
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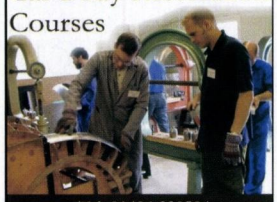
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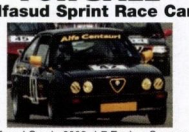
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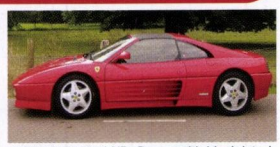
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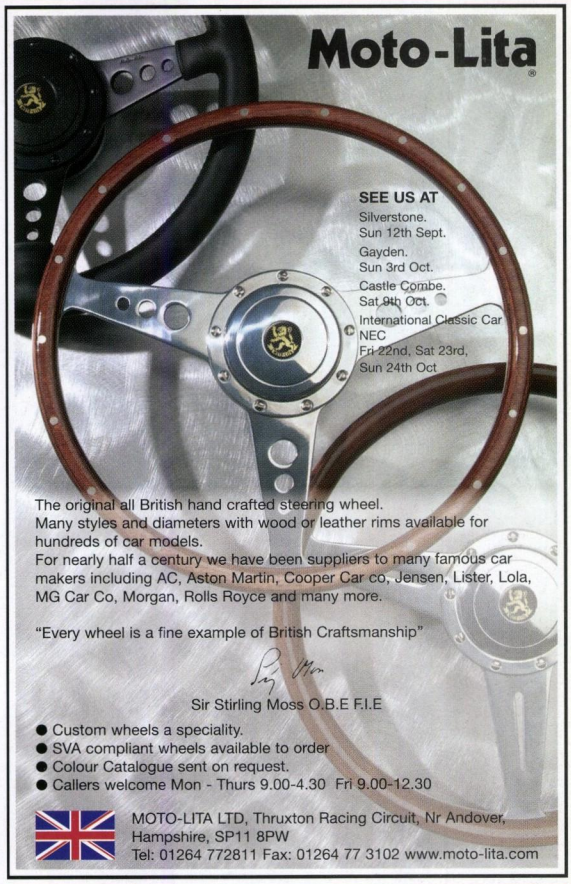
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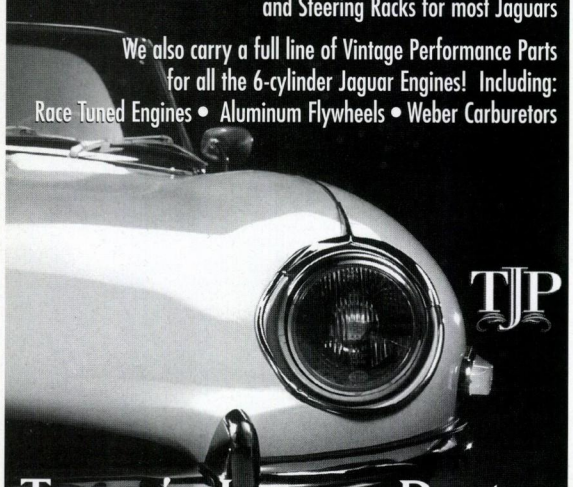


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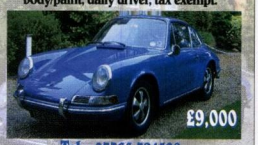
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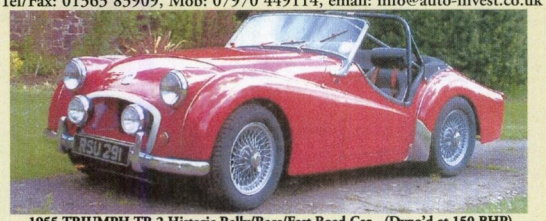
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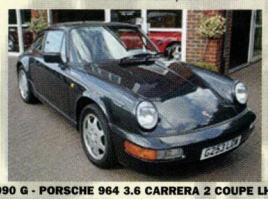




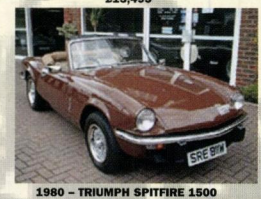
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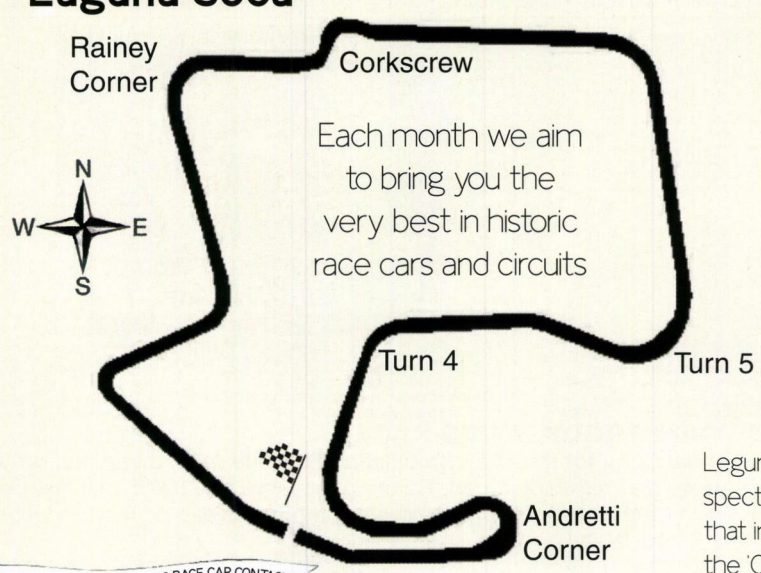
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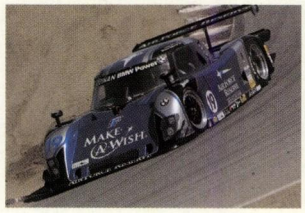
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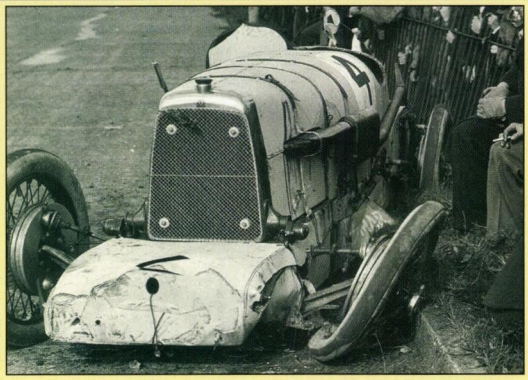
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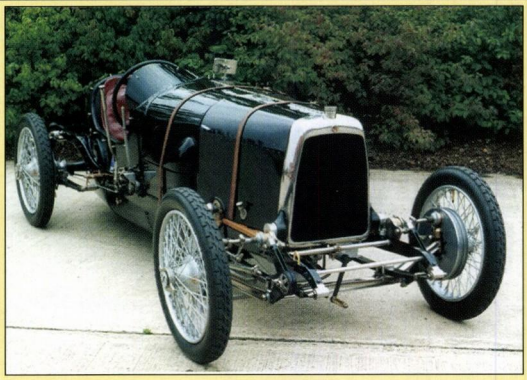
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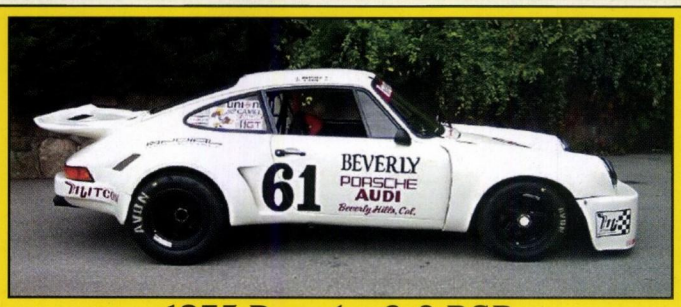
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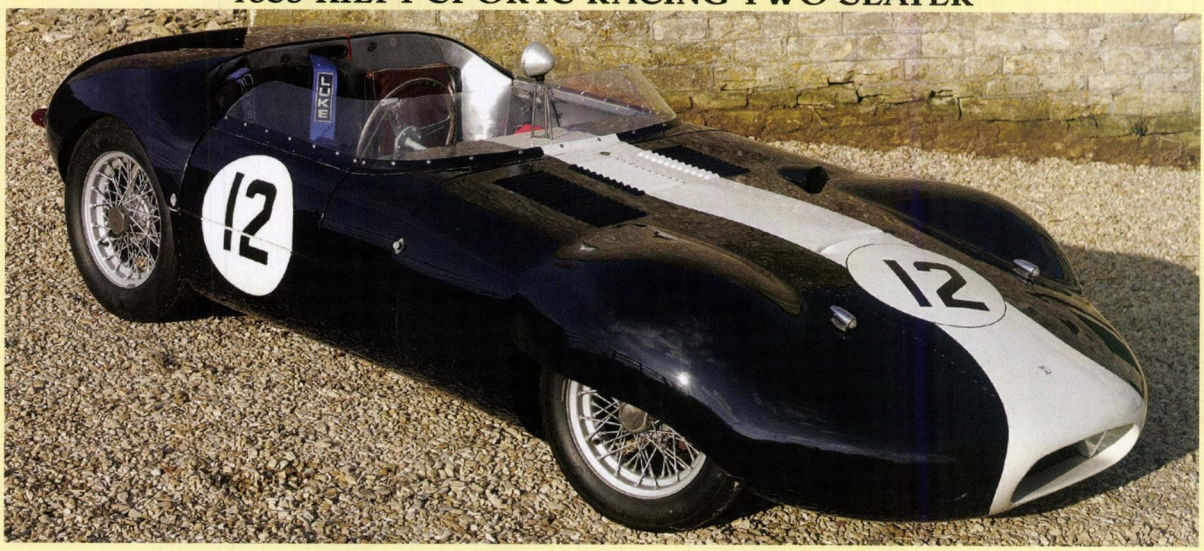
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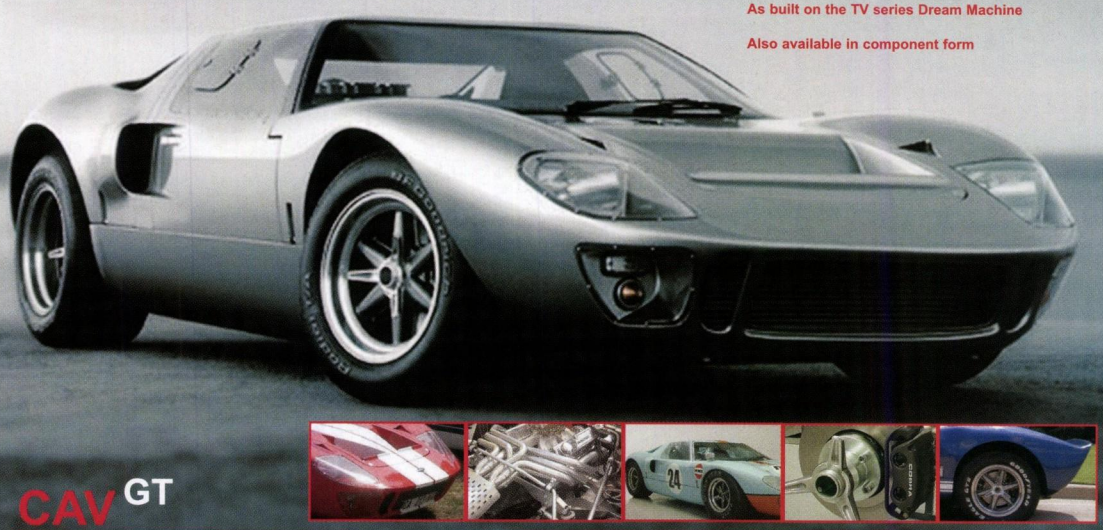
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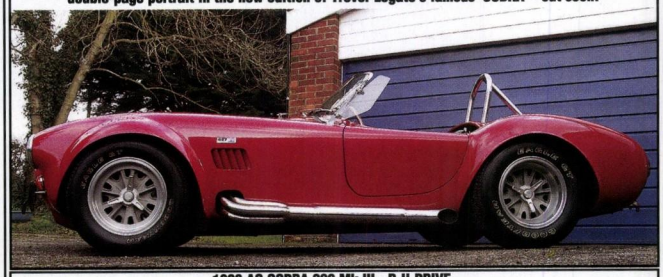
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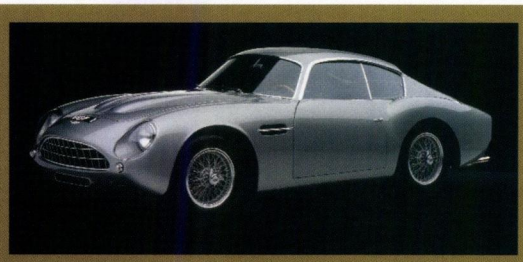
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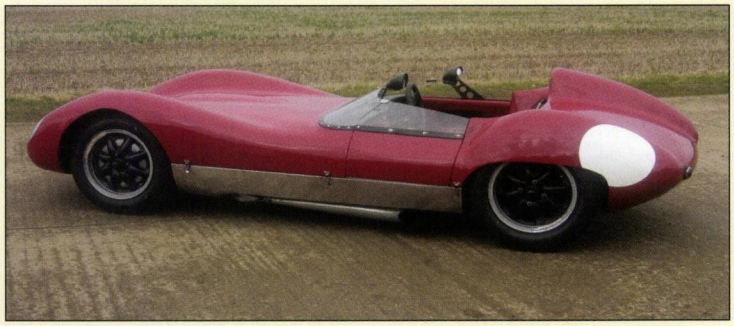
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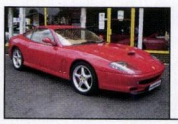
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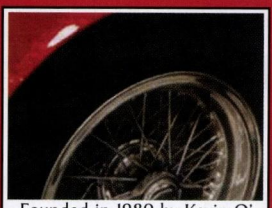
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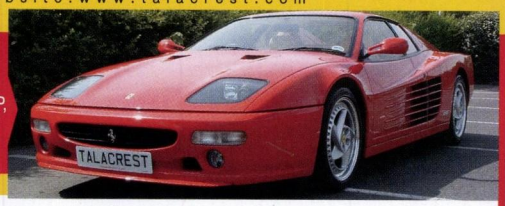
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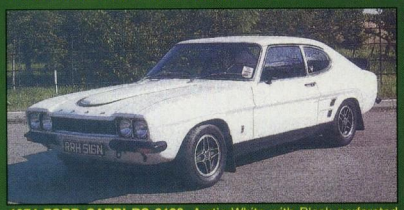
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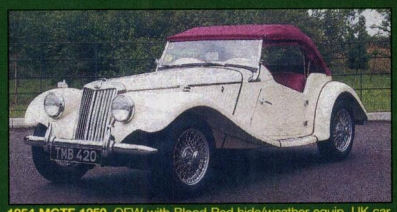
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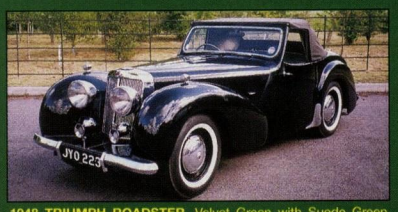
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1968 MGC GT. Golden Sand with Black hide piped Red. Low ownership and mileage with a most detailed history. Overdrive, Derrington modified engine, minilite centre lock wheels, uprated suspension, webasto sunroof etc. An outstanding, extremely original example, would satisfy the most critical ..... £10,995

1967 AUSTIN HEALEY SPRITE 1275 MK4. Tartan Red, with Dark Grey trim, ex-Jersey car, 37K from new, heater, wire wheels, wood rimmed wheel. If there's a better example out there, I would like to see it; absolutely stunning ..... £8,995

1969 MGB 1.8 ROADSTER. Teal Blue with Black hide. Restored some years ago to a very high standard. Uprated suspension, CWW, mohair hood, wood rimmed steering wheel, wing mirrors etc. A very nice example ..... £8,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver with Grey cloth trim. Re-built some years ago using the last factory shell. Uprated suspension, quick rack, rear anti-roll bar, oil cooler. Uprated engine, LSD, Skip Brown competition exhaust, spot lamps, fire extinguisher. An outstanding low mileage example, presently prepared for sprinting & hill climbing; would make a serious rally car ..... £8,495

1980 PORSCHE 924 LE MANS. GP White with Black pinstripe trim. Local car, 49K with total service history, elec windows/mirrors, radio/cass, twin spot lamps, sun roof. A most outstanding low mileage example of this limited edition Porsche ..... £6,995



1950 JAGUAR XK120 ROADSTER, (original English RHD With Matching Numbers) Black With Red Leather, wire Wheels with Upgreaded Brakes, (Originals & Spats With Car) Circa £68000 Spent By Last Fanatical Owner, One Of the Best You Will Ever Find, .....£49,950.



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) .....£28,950



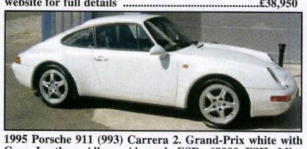
1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc .....£12,950



1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE.. Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec.....£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 .....£38,950



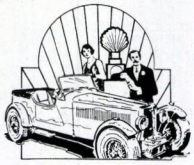
1995 Porsche 911 (993) Carrera 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets.....£31,950.



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file ....£26,950 (See our Web-site)

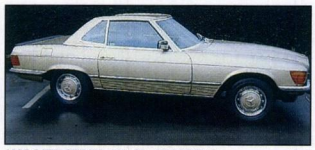


1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA



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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



1997 FERRARI 355 GTB, RHD, Giallo Fly Yellow, with Grey leather Sports Seats, (kevlar Backed) Challenge Exhaust, SS, Aircond, CD, 18000 Miles Only ( Just Had Cam Belt Service) FFSH, My Own car For The Last 4 years, One previous Owner, This is As Good As you Will Ever Find, .....£59,950) Inc. Reg, 143F. or £54,950 without.



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.



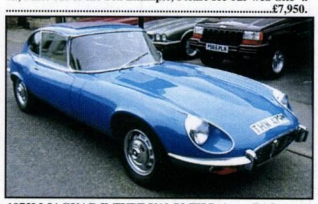
1973, PORSCHE 911 CARRERA 2.7 RS, Replica. (fitted 3.6 Engine ) Finished In jet Black, with black Trim, This is the Best Replica we Have Ever seen, Please see our Web-site, Or Phone For Full Details .....£34,950.



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example .....£13,950

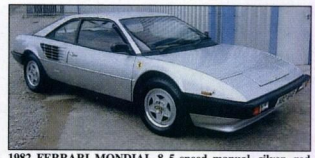


1974 ROVER 3500 (P6) Auto. White with Aurtem ruffeled trim, One Owner 71000 Miles only, Full History, MOTs, Tools, Hand Books ETc. Never Restored, Rear Seat Never sat on, Mint out of the box Example, Please see our web-Site .. .....£7,950.

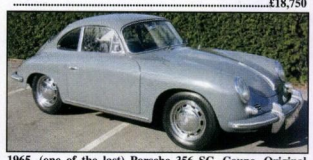


1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only .....£19,950

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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



1965, (one of the last) Porsche 356 SC. Coupe, Original, LHD Example in classic grey, with Black trim, Chrome Wheels, matching Numbers, Superb and very hard to find in this condition, Stunning .....£22,950



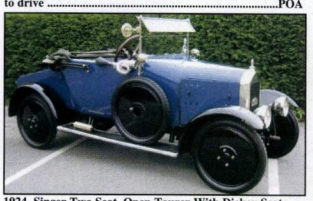
1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website) .....£26,950



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 .....£29,950



1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motor car, and stunning to drive .....POA



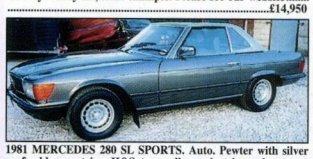
1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site....£12,950.



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.



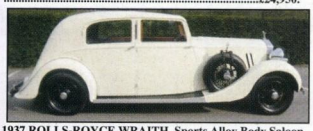
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website .....£14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file .....£12,950



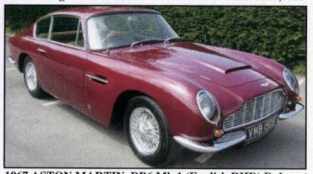
1961 JAGUAR 2.4 MK 2, Manual BRG, with Suade Green Leather, This Amazing Car has Covered Only 20800 miles from New. and has Full Jaguar main agent, (and Specialist) History, all handbooks, Service Book (tools Unused ) Totally Rot Free, Never Ever Restored, And The Most Original Classic car we have Ever seen, this must be Unique.!! .....£24,950.



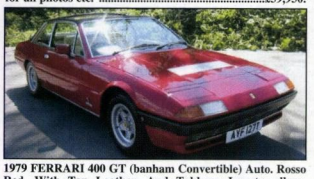
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1965 JAGUAR 3.8 MK 2 MOD, Original RHD with Matching numbers., Finished in Warwick Grey with Red leather trim, CWW, PAS. Stainless Exhaust, Upgrades, etc. This Is As good as It Gets.!! .....£27,950.



1967 ASTON MARTIN DB6 Mk 1.(English RHD) Dubonet Rosso, With Natural Hide, Fitted CWW, Manual Gearbox, and PAS. Three Owners from New, Approx 30000 Miles Only Till Stored for many years, Restored By its last owner of 12 years to Concours Standards, Super-Unleaded-Engine etc, If you are looking for of the best in the uk, (under £80000) This is as good as it will get. Please see our web-site. for all photos etc. .....£59,950.



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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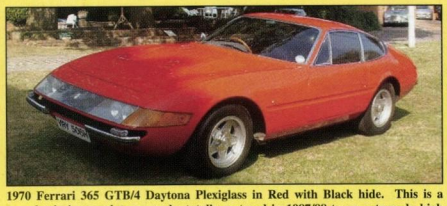
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1979 ROLLS-ROYCE SHADOW 2. 58000 FSH, MINT.
1965 BRISTOL 408, LOW MILEAGE (ONE OF THE BEST IN THE WORLD).
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1989 MERCEDES 560 SEC, SUPERB
1985 BENTLEY TURBO, 63000 MILES FSH.
1947 BENTLEY MK6 WITH OVERDRIVE

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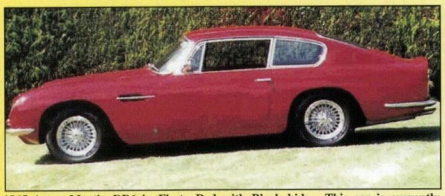
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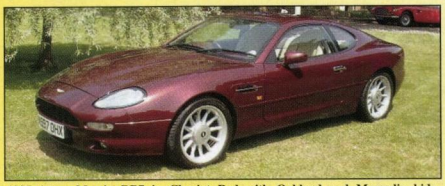
1970 Ferrari 365 GTB/4 Daytona Plexiglass in Red with Black hide. This is a completely immaculate example, totally restored in 1987/88 to an extremely high standard. Completely re-painted, re-trimmed, engine completely re-built, suspension re-built and advertised in 1989 for £325,000. This is a really excellent example and is sensibly priced at .....£89,950. Further details on request.



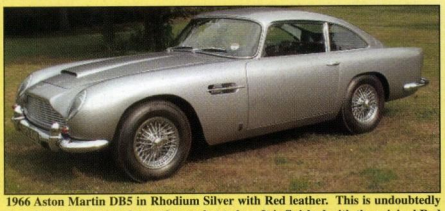
1959 Aston Martin DB4 Lightweight Race Car in Goodwood Green. Runnymede Motor Company are proud to offer for sale the most raced and one of the most famous of the Aston Martin DB4 lightweights. Please see our website for full details of the car including its numerous successes. .....£POA



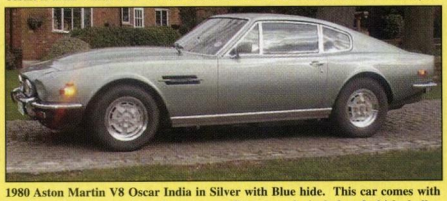
1965 Aston Martin DB6 in Fiesta Red with Black hide. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with 48 dcoe Webers and has chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. .....£49,950



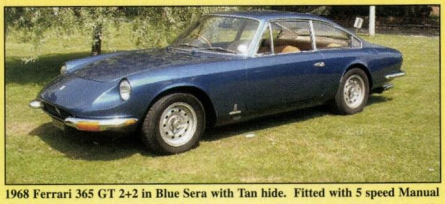
1995 Aston Martin DB7 in Cheviot Red with Oxblood and Magnolia hide. An absolutely pristine example having had just two owners and comes with all usual refinements including CD auto changer, Parktronic, air conditioning and electric seats. The car has automatic transmission and full Aston Martin service history. 50,000 miles. .....£32,950



1966 Aston Martin DB5 in Rhodium Silver with Red leather. This is undoubtedly one of the nicest examples on the market today. It is finished with the original Red hide interior and has been the subject of a total chassis-up restoration by renowned Aston Martin specialists, Rex Woodgate & Co. No expense has been spared and the result is a car which is in "as new" condition and is faultless to drive. ..£145,000



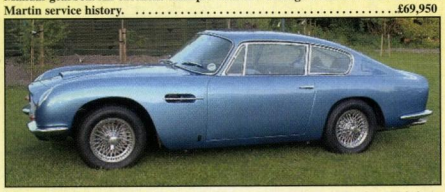
1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service. .....£26,950



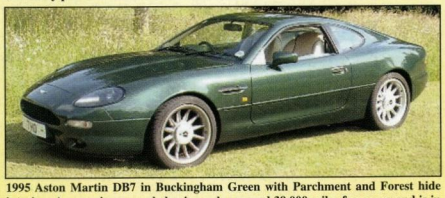
1968 Ferrari 365 GT 2+2 in Blue Sera with Tan hide. Fitted with 5 speed Manual gearbox, Cromodora alloy wheels, ZF power steering, air conditioning, electric windows. Outstanding condition with service history. Very rare being one of only 50 right hand drive cars built. 29,000 miles. .....£32,950



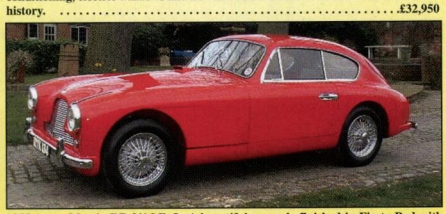
1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. .....£69,950



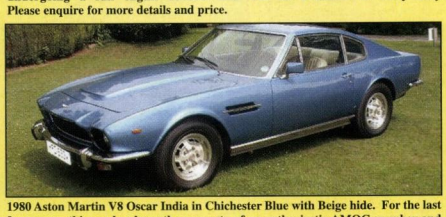
1968 Aston Martin DB6 in pale metallic Blue with original Black leather. This is an extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on the maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wirer wheels and 3 eared spinners, this car is sensibly priced at .....£49,500



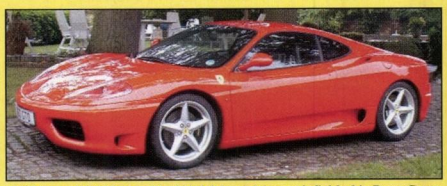
1995 Aston Martin DB7 in Buckingham Green with Parchment and Forest hide interior. A very nice example having only covered 39,000 miles from new and is in excellent condition throughout. Fitted with automatic transmission, air conditioning, electric windows and all usual refinements. Full Aston Martin service history. .....£32,950



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.



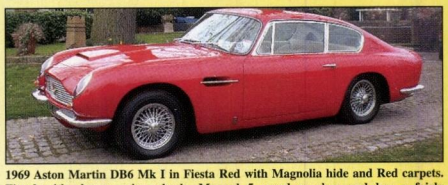
1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years, this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and the car is in very fine order. .....£32,950



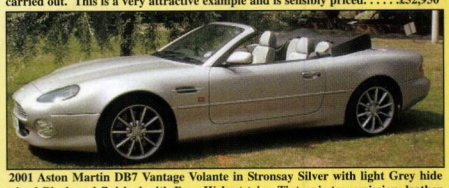
2002 Ferrari 360 Modena F1. This left hand drive car is finished in Rosso Corsa with Nero hide interior and is fitted with Challenge rear grille, sports seats, wing badges, 18" alloys, air conditioning, paddle shift and has just had a cambelt service. Only 18,000km. .....£64,950



1964 Lotus Cortina Mark I (pre airflow model). Prepared to FIA race specification by Motorsport International at Snetterton. The car is equipped with a brand new engine and currently produces 170bhp. Other new or fully refurbished parts include Weber carburetors, exhaust, exhaust manifold, 40 litre aluminium tank, FIA roll cage, close ratio gearbox and fire extinguisher. The car has been prepared to a very high standard and comes with a complete file and photographic record of all works carried out. These cars are now relatively rare but gain entries for top events such as Goodwood Revival, Cloth Cap, Top Hat and Gentlemen Drivers. Priced to sell at .....£26,950



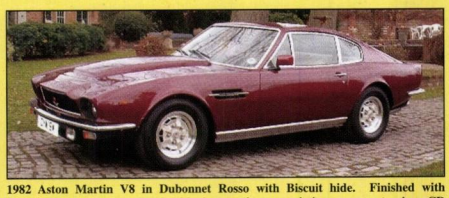
1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide and Red carpets. Fitted with chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991, the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced. .....£52,950



2001 Aston Martin DB7 Vantage Volante in Stronsay Silver with light Grey hide piped Black and finished with Burr Walnut trim, Tiptronic transmission, leather hood cover, high level rear brake and Alpine upgraded stereo together with all usual refinements. Has total service history. Please enquire for full specification. .....£59,950



1990 Aston Martin Virage in Oxford Blue with Magnolia hide piped Blue. Fitted with Blue carpets, this is an excellent example with full Aston Martin service history. Automatic transmission and mesh grille, this car represents excellent value. £23,950



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

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1955 O.S.C.A. Tipo MT4-2AD Berlinetta by Vignale
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