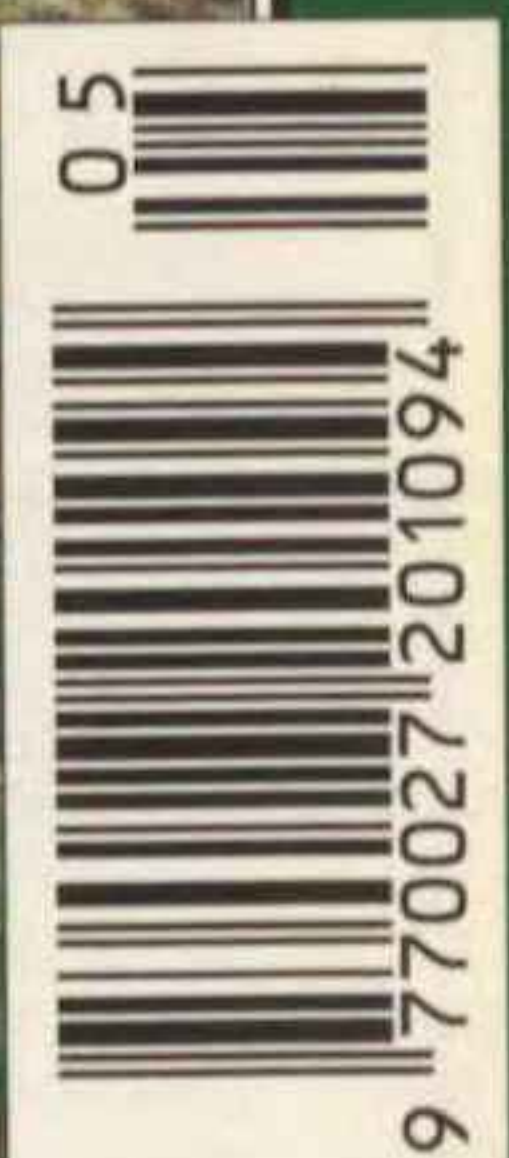


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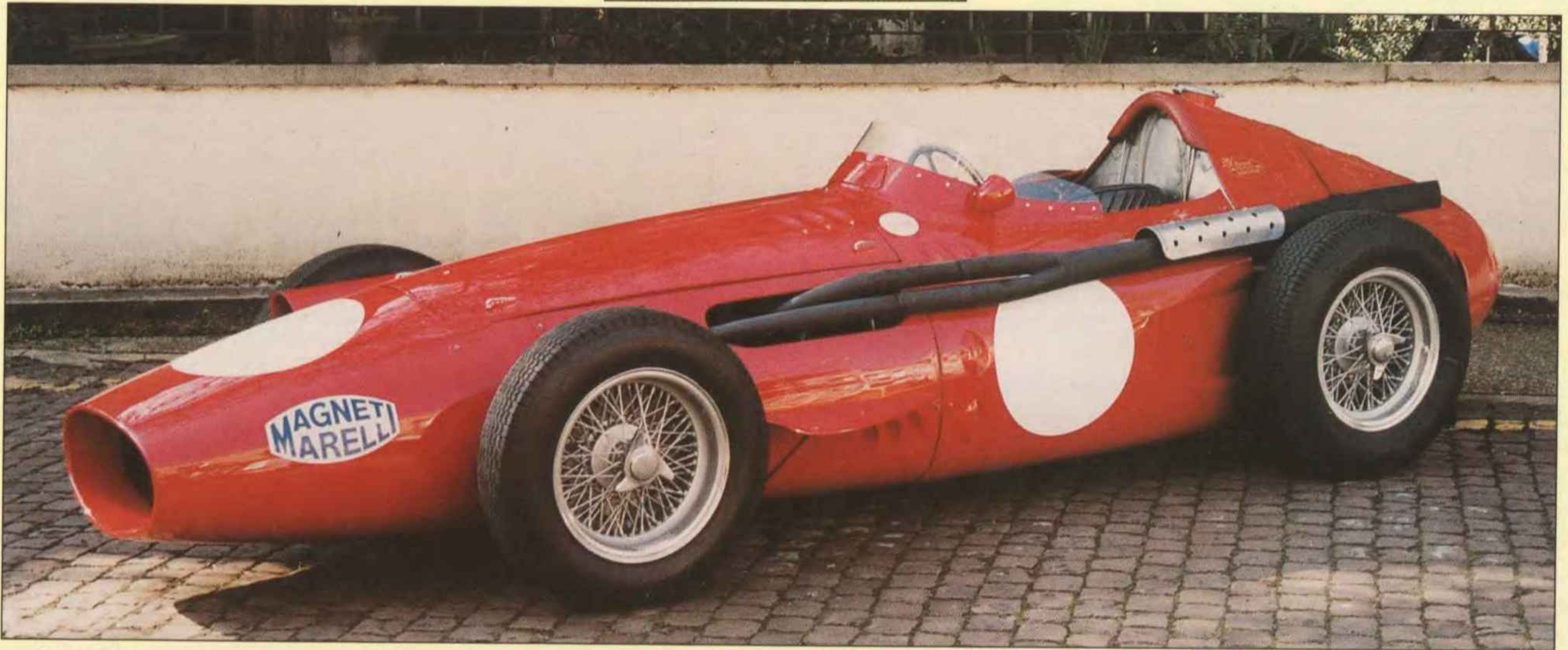


♦ The Englishman Ferrari wanted as his heir

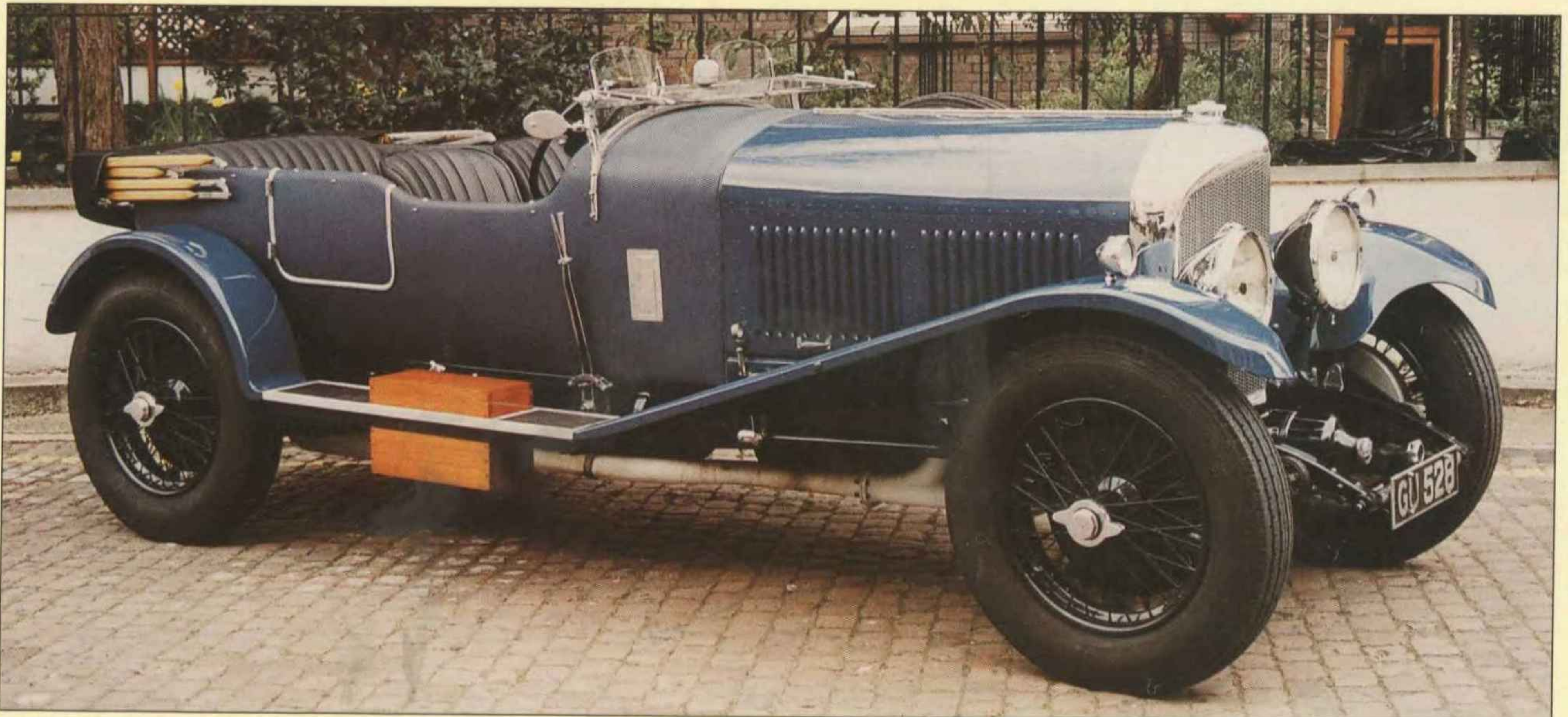
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1956 Maserati 250F. The quintessential front engine, post war Grand Prix car, this important example was built for the works team for the 1956 season. Raced for the works by several drivers including Stirling Moss (British GP). Subsequently sold to Scuderia Centro-Sud for 1957 and raced on behalf of them by many of the most illustrious drivers of the period. The car has been fully restored to its 1956/7 specification and, with full FIA papers is presented in magnificent race ready condition.



1928 Bentley 6 1/2 litre Tourer. A fine example of the 6 1/2 litre model, having resided for the last three decades with one enthusiastic collector. Being totally restored by respected marque specialists, the car was an immediate award winner in the BDC concours at Kensington Gardens. GU 528 has been rebuilt to Speed Six specification and is finished in dark blue with black leather interior.

1924 Alfa Romeo RL Sport Targa Florio Two Seater
1930 Alfa Romeo 6C 1750 Supercharged Gran Sport
1934 Alvis Speed 20, dhc
1933 Aston Martin Le Mans 1 1/2 litre short chassis
1955 Aston Martin DB 3S Ex works, substantial racing history
1928 Bentley 4 1/2 litre
1930 Bentley 6 1/2 litre VdP-style Tourer
1935 Bentley 4 1/4 litre Sedanca by Van Vooren
1936 Bentley 4 1/4 Litre Malcolm Campbell design

Sports Tourer
1955 Bentley R-Type Continental Fastback, 4.9 litre, manual
1938 Bugatti Type 57 Series II Stelvio
1939 BMW 327/80 Dhc, original Rhd
1957 BMW 507 original factory hardtop
1953 Connaught A-Type Grand Prix, ex-works
1957 Cooper T51 ex J. Surtees
1960 Ferrari 250SWB Competition
1965 Ferrari 275 GTB/2 Rosso Corsa, RHD
1967 Ferrari 330 GTC RHD

1935 Jaguar SS90
1955 Jaguar D-Type, XKD 527, exceptional car
1934 Lagonda M45, original T7 Tourer
1955 Lotus Mark X, Ex Cliff Davis, FIA papers
1955 Maserati 200SI
1955 Maserati 250F Ex-works, Ex-Scuderia Centro Sud, FIA papers
1926 Mercedes-Benz 630K Torpedo Tourer by Parker
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster

1957 MG TF
1923 Rolls Royce Silver Ghost, Dual cowl barrel sided tourer
1912 Rolls Royce Silver Ghost 'Roi des Belges' Tourer
1933 Rolls Royce Phantom II Continental Sedanca Coupe by Barker
1933 Rolls Royce Phantom II Continental Sportsman's Coupé by J. Gurney Nutting
1912 Vauxhall Prince Henry 'Coupe de l'Auto'
1956 Willment Sports racer, full FIA papers

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CONTENTS

SEVENTY-SIXTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Andrew Frankel
EDITOR

GOODWOOD HAS JUST HELD ITS press day where us hacks are kept up to speed with what the Earl of March has planned for this year's Festival of Speed and the race-track. A conference and a cup of coffee would have sufficed, but such is not His Lordship's style.

This day now seems bigger than the first Festival, held back in 1993. Apart from the privilege of scorching up the hill in cars as diverse as a new Porsche 911, Chrysler Viper GTS and one of my dream motors, a 1970 Dodge Hemi Charger, there were several sights I shall be taking to my grave. One, to be fair, was a sound

and it was emitted by the recently unearthed and gloriously tatty Matra MS120B which claimed pole and led the famed 1971 Italian Grand Prix until Chris Amon's visor came adrift, something of a hindrance in a race won at over 150mph. Then there was Jochen Mass spin turning a 1990 Group C Mercedes C11 in the field at the top and our intrepid Grand Prix Editor jammed into the near non-existent passenger space of a Le Mans winning Porsche 936 that had just been belted up the hill by Derek Bell. If you ever pondered the definition of exquisite agony, it could be found written all over Simon's face.

◆ ◆ ◆

LUNCH THAT DAY WAS PARTICULARLY ILLUMINATING. THE aforementioned Mr Bell was locked in a discussion with Murray Walker and John Surtees; the subject? Michael Schumacher and his actions at Spa last year. The notion that his altercation with Coulthard was unforgivable made Bell, in particular, bridle. "The problem is that unless you have actually done it you will never have any idea of the pressures you are under. Those who say it was a terrible thing to do are not qualified to make such a judgment. Until you have been there, you cannot understand." Surtees agreed vigorously and then threw light on the accident itself when I asked why Schumacher, with an impregnable lead was still on the limit. "Because that was probably safest for him. When you are driving that hard, everything seems actually to slow down. If you slow down, you break that rhythm and unavoidably interfere with your concentration. I can't tell you how many races I've seen thrown away by drivers deciding to ease off..." A racer's perspective if ever there was one.

◆ ◆ ◆

WE'RE ASKING ANOTHER 15 PENCE FOR MOTOR SPORT this month and rather than keep mum and hope you don't notice, I thought you deserved an explanation. Simply, if we are to continue to take this title forward and invest in it properly, we need your help. I care little that we still cost no more than the opposition. What matters more is that you think this magazine is worth it and that its future is something you continue to want to support.



Cover: Hector Rebaque on board a Brabham BT49



Jaguar S-type As good now as the MkII was then? We find out. Page 84



Mike Parkes A gifted driver and engineer? Yes. Happy with his lot? Maybe not... Page 76



Brabham! How to get into F1, win three titles, build your own car and beat the world with it... Page 33

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Historic Rallying The essential guide to what it is, how, where and with whom you should do it. Page 70



MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Times are changing at Silverstone which has held 32 British Grands Prix since the Championship started in 1950. Now Brands Hatch is back in the frame

SILVERSTONE AND BRANDS HATCH LOCK HORNS

FOLLOWING MONTHS OF SPECULATION CONCERNING THE FUTURE of the British Racing Drivers Club in general, and that of its chief asset, the Silverstone Circuit, in particular, the board has announced its plans for the club's future, which subject to the approval of its members, will be put into action over the summer.

The chief recommendation is that Silverstone Circuit Ltd is restructured into a new company called Silverstone Circuit Group (comprising the track and its associated estate assets) and that shares should be issued to existing BRDC members. The BRDC itself would retain the freehold of the circuit and the trademarks of itself and Silverstone. It will also retain a so called golden share in the new SCG which would deny anyone the chance of any outsider buying sufficient shares to attempt a takeover.

The strategy is clear. The BRDC wishes to retain control over Silverstone while providing its members with a tradeable investment. As acting Club secretary Howden Ganley points out, "You cannot deny there are members who would rather take the money and run. This allows them to do that without interfering in any way with the interests of other members who wish things to stay broadly as they are. As far as most members of the BRDC are concerned, the only real difference these proposals will make is that, along

with their usual passes, they will also hold a share certificate."

Ganley confirms that members will continue to enjoy all the usual club facilities and does not rule out the chance of floating the company at some stage in the future.

All full members received notification of the proposal on March 31, and were given three weeks to mull over the proposal and ask questions before a formal vote to endorse the recommendations takes place at the Annual General Meeting on 23rd April.

In the meantime, Brands Hatch Leisure PLC, the company run by Nicola Foulston, has formally offered to hold the British Grand Prix at Brands Hatch from 2002 if Silverstone's suggested restructuring is

approved by BRDC members, a move which would prevent BHL's planned acquisition of Silverstone. BHL has a deal with Bernie Ecclestone's Formula One Administration to hold the GP at Silverstone until 2009 but this is, of course, conditional on its successful acquisition of the circuit.

Foulston has accused the BRDC of "jeopardising the future of the Grand Prix in Britain" and claims that if the Silverstone restructure is approved, it will constitute a change of control at Silverstone, invoking a clause in its deal with Ecclestone allowing FOA to terminate the current contract at its discretion. **AF**

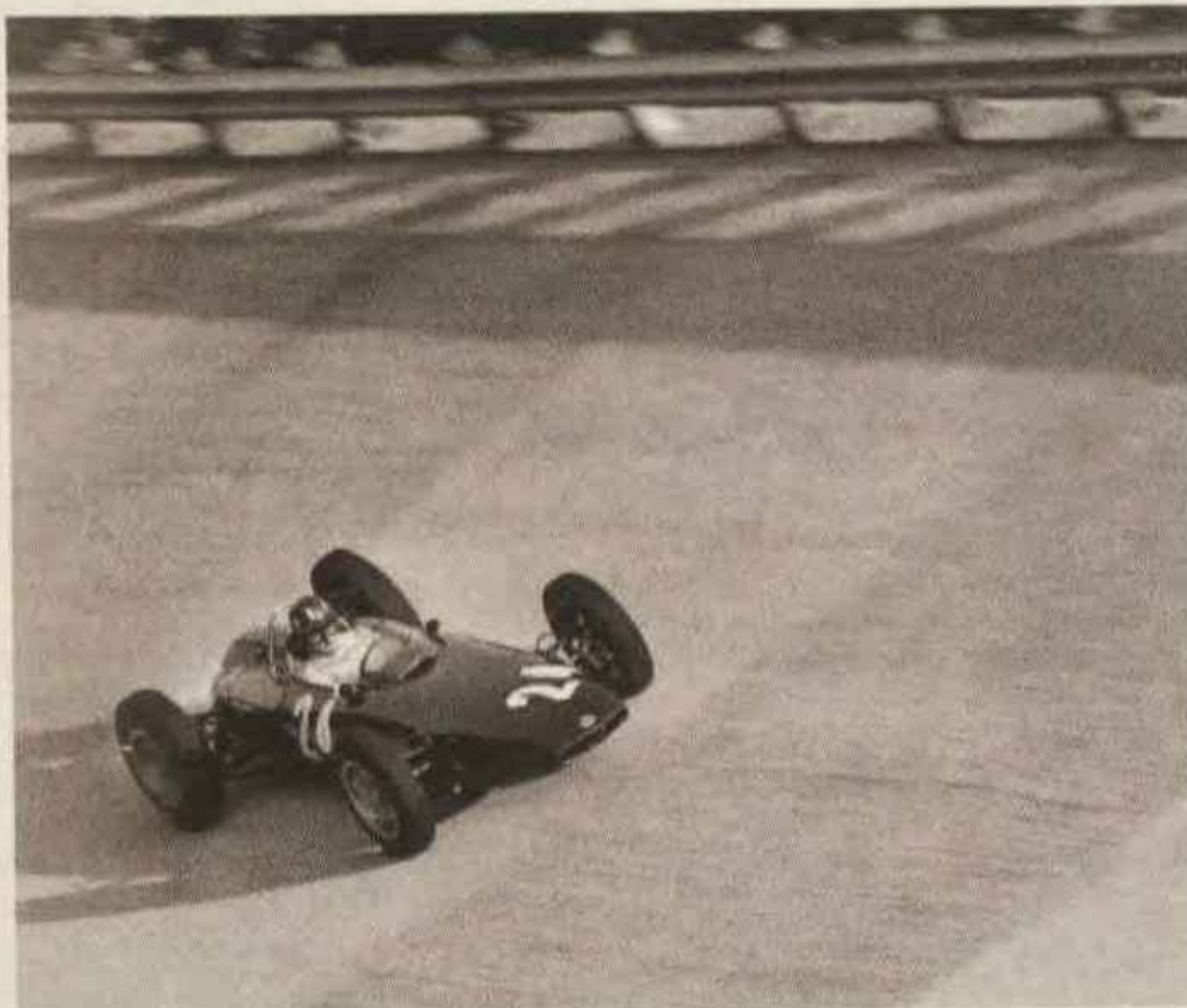


Brands Hatch has not held a Grand Prix since British GP back in 1986

BANKING'S LAST CHANCE

MONZA'S FAMOUS BANKING IS TO BE RE-OPENED TO competitors at next month's 50th anniversary Coppa Inter-Europa race meeting for what is billed as "probably the last chance" to drive the legendary track. A cavalcade is planned for May 22 – during the FIA Historic Festival – in which Formula One and Two, Sports Prototypes, GT and Touring Cars are expected to delight drivers and spectators.

The once majestic banking has not been used for racing since 1961 and has remained under a stay of execution for several years, during which plans for its demolition have faced opposition from historians and purists. Monza remains the scene of the fastest ever World Championship Grand Prix – Peter Gethin's 150mph victory for BRM in September 1971. Speed-sapping chicanes were installed the following year. **MP**



Graham Hill tackles the famous Monza banking

SILVER ARROWS RETURN

SIXTY YEARS AFTER RICHARD SEAMAN DIED AT Spa-Francorchamps in a Mercedes-Benz W163, the factory is sending a 1938 W154 Grand Prix car from its wonderful museum in Stuttgart to Donington Park on May 23, to help the Vintage Sports Car Club honour the life and achievements of its pre-war British star. And the West McLaren Mercedes team will be updating the story of the 'Silver Arrows' by doing demonstration runs in last year's World Championship-winning McLaren MP4/13 during the day.

McLaren test driver Nick Heidfeld, himself a rising Formula 3000 star, and 1964 World Champion John Surtees will demonstrate MP4/13 and W154 respectively and, hopefully, together at the annual Flockhart and Seaman Trophies meeting, in which the feature race winner traditionally receives the trophy which was presented to Dick Seaman when he finished third in the 1938 Grand Prix at Donington in a W154.

Admission to this unmissable event includes both a paddock transfer that allows unusually close access to these incredible machines, and also grandstand seats for a price of just £8. Last year, the VSCC event paid tribute to Tazio Nuvolari with demonstrations of the fearsome replica twin-engined Alfa Romeo 'Bimotore' from the resident Donington Museum. **MP**



Gonzales at speed in Ferrari 375 at Coys in 1997, a sister car to the one he used to win 1951 British GP

GONZALEZ TO HONOUR BRM AT COYS

SO MUCH DID FROILAN GONZALEZ enjoy being reunited with a 4½-litre Ferrari 375 at the 1997 Coys' International Historic Festival that the Argentinian 'Pampas Bull' will return to Silverstone this July to drive a BRM V16 in the marque's Golden Jubilee celebration.

Gonzalez, 76, raced the cars for the fledgling BRM in the early 1950s and last drove one at the 1996 Goodwood Festival of Speed. "Froilan telephoned from Argentina to say that he will be coming to Coys," said BRDC event co-ordinator John Fitzpatrick. "That's

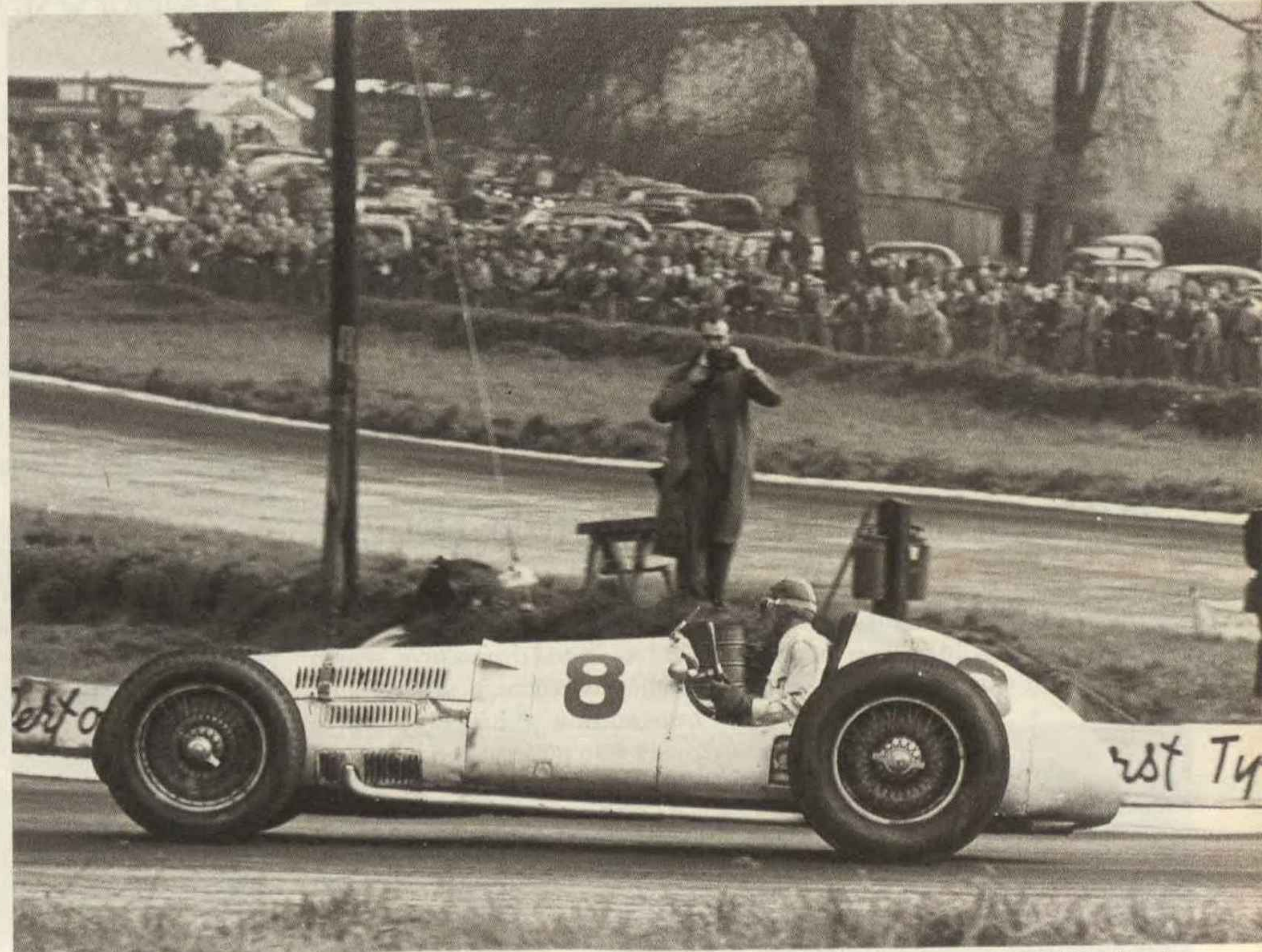
fantastic news for enthusiasts who have long appreciated his spectacular driving style."

But Gonzalez's greatest years were with Ferrari and his favourite circuit was Silverstone. In 1954, he won both the International Trophy and the British Grand Prix there and capped it by beating



the brand new D-type Jaguar into second place during a thrilling drive with Maurice Trintignant at Le Mans

Fellow BRM veterans already confirmed for the July meeting include Roy Salvadori, Tony Brooks, Hans Herrmann, Tony Marsh, Howden Ganley, Peter Gethin, Clay Regazzoni, Jean-Pierre Beltoise and Henri Pescarolo. More than 30 cars – from the ex-Gonzalez P15 Mk1 to the famous P160 of 1971 – are already slated to take part in a cavalcade around the track. **MP**



Seaman's Mercedes in '38 Donington GP. Surtees will drive to mark 60th anniversary of Dick's death

MATTERS of MOMENT



McLaren and Penske will be flying up Goodwood's drive on June 18-20



Jochen Mass with the Sauber-Mercedes GpC sports car he will drive in June

James Mann

GOODWOOD SUMMER MEETINGS MARCH ON

HONDA AND ALFA GRAND PRIX CARS so far unseen in Britain head the cast for this year's Festival of Speed on June 18-20, which reaches back to before the dawn of motoring under the theme 'Year One to Formula One'. Look out for steam carriages from the pre-petrol era, and even Roman chariot racing, which should please the Green element.

In case you thought there wasn't an unseen exotic left, Lord March's

team have managed to attract still more novelties, like the twin-boom Nardi which was spectacularly unsuccessful at Le Mans in 1955, and the vast Cunningham Cadillac *Le Monstre* from 1950.

No fewer than three of Honda's memorable V12s will resound in British ears for the first time since the 1960s, both 1.5 and 3-litre versions, accompanied by Ayrton Senna's 1990 McLaren-Honda MP4/5B and the

first-ever Honda racer, the Curtis. John Surtees will star with Hondas on two wheels and four.

While McLaren testing star Nick Heidfeld is keen to smash Williams' current hill record, the odds are on Colin McRae in the new Ford Focus World Rally Car, running against Michelle Mouton's Audi Quattro Evo 1 now that the rally stage is no more. Cartier's Style et Luxe concours spans multi-cylinder

indulgence like V16 Marmon and V12 Delahaye down to fascinating microcars.

September's race meeting pits Johnny Herbert and Boddy Rahal against Damon Hill in the TT, and introduces the wonderful noise of 3-litre Repco, Weslake and Matra engines. And warn your tailor – the period dress code will be strengthened. Goodwood box office: 01243 755055 (fax: 755058). **GC**



First blood in the pre-Le Mans warm up goes to BMW. Victory on its debut in the Sebring 12 Hours means heads are high in the BMW V12 LMR camp. Said Gerhard Berger, BMW's Motorsport Director: "This debut was perfect – encouraging for the Le Mans 24 Hours and for me as this is my first race in charge." **MF**

SURTEES: CHAMP TURNED PICTURE EDITOR

A FORTHCOMING BOOK ON THE EXTRAORDINARY RACING CAREER OF JOHN Surtees is to feature many unpublished photographs drawn from Hulton Getty's library of 18 million images. Surtees has visited the archive, which embraces the entire Picture Post Library and other collections, to select around 20 outstanding photographs for a limited edition presentation folio to be released this autumn. He will subsequently annotate a volume of pictures of cars, bikes, events and personalities to be published next year. John is pictured with Hulton Getty executives at Franco Campigotto's Monza restaurant in London's Knightsbridge. **MP**



ZANDVOORT RETURNED TO FORMER GLORY

GOOD NEWS FOR ALL OF THOSE bemoaning the passing of the truly great circuits. News reaches us from across the Channel that Zandvoort, home to 30 Grands Prix since 1952 has been restored to its former glory.

After the cessation of F1 racing in 1985, the circuit was pruned from its original 2.6 miles to a Mickey Mouse circuit in the sand dunes of Holland. Now the full venue is due to reopen on May 7th with the 23rd Historic Zandvoort Trophy meeting.

Contact the HARC in Holland on +31 23 528 0362. What price a Dutch Grand Prix in the next century? **MF**



Racing is set to return to the sweeps of Zandvoort's full Grand Prix circuit

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1952 Allard-Cadillac J2X, chassis no. J2X3053, in contemporary action during the Sussex International Trophy, Goodwood, June 1952.



1970 3-litre V8 Alfa Romeo Tipo 33/3.

Recognised as the most important and prestigious event of its kind in the Summer calendar, the Goodwood Festival of Speed presents a unique opportunity to offer your car for sale to a particularly appreciative and truly international market.

Entries for 1999 already include a 1961 Ferrari 250GT SWB Lightweight *Berlinetta* by Pininfarina (top left). Specially built with aluminium coachwork for its original owner Mr Geoffrey Barnard, 'RU 15' is one of just four right-hand drive lightweight cars made and has covered an extraordinary 13,500 miles from new – arguably the most original 250GT SWB in existence.

Also included is the 1954 Ex-Works Jaguar D-Type 'OKV 2' (top right). This famous works car driven in the 1954 Le Mans 24 Hours by Moss/Walker set a new record speed on the Mulsanne Straight, and was subsequently campaigned in the Reims 12 Hours, Dundrod TT and Goodwood Nine Hours.



1931 no.5 Birkin Team 4 1/2-litre 'Blower' Bentley, chassis no. HR3977. The last of the five Birkin Blowers to be built at the Birkin & Couper works, financed by the Hon. Dorothy Paget and bodied by Vanden Plas in striking two seater form.

If you would like to enter a motor car in this high profile sale, please contact Malcolm Barber, James Knight, Nick Lumby or Stewart Skilbeck (Motor Cars), Peter Card or Jonathan Vickers (Formula1 Memorabilia and Automobilia) on 0171 228 8000.

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EVENTS OF NOTE

APRIL

18 DONINGTON (GB)
HSCC season opener showcases Historic Formula Ford, Classic Sportscars and new Pre-66 sports racer series.
☎ 01327 858400

18-21 CATALUNYA (E)
FIA World Rally Championship, round 5.
☎ 00 41 2254 44400

20-25 TULIP RALLY (NL)
Massive 275-car entry tours Holland on retro of the famous rally, which finishes in Berlin.
☎ 0031 334 802 859

23-25 CROIX/TERNOIS (F)
Cross-border baptism for German Open Historic Single-Seater series and its new Sportscar sister.
☎ 00 41 22 348 3286

24 SILVERSTONE
GP Itala meeting is unmissable start to the VSCC's 65th birthday season.
☎ 01608 644777

24 PIRELLI HISTORIC RALLY (GB)
Motoring News Demon Tweaks Historic Rally Challenge, round 2.
☎ 0121 378 2828

24 TOUR OF CORNWALL
Historic cars head west for round 2 of the Safety Devices Rally Challenge.
☎ 01562 827903

27 TARGA TASMANIA (AUS)
Classic cars and modern supercars go head to head on tour of the island.
☎ 0061 3 9889 3746

30 ADAC BAVARIA RALLY (D)
FIA Rally Trophy, round 2.
☎ 0041 2254 44400

30-2 SAN MARINO GP (I)
FIA FI World Championship, round 3, Imola.
☎ 0041 2254 44400

30-2 ROAD ATLANTA (USA)
HSR hosts 22nd annual Walter Mitty Challenge.
☎ 001 888 477 5999

MAY

1-2 SILVERSTONE (GB)
Sprint races and enduros among two days of superb Historic Sports Car Club sport at its home base.
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1-2 MONTLHERY (F)
Special gathering of pre-1941 cars to mark 75 years of the



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Linás-Monthéry speedbowl on Paris's western fringe.
☎ 0033 45 00 82 28

1-2 SPA (B)
Ferraris, Maseratis and pre-war Alfa Romeos on track in Shell Historical Challenge.
☎ 0033 1 4259 7340

2 CURBOROUGH
Everything from Edwardian leviathans to Grand Prix cars in VSCC Speed Trials on Lichfield sprint course.
☎ 01608 644777.

3 BRANDS HATCH
Aston Martin fans will not want to miss Bank Holiday Monday race meeting on reprofiled track.
☎ 01353 777353

6-9 CORSICA RALLY (F)
FIA World Rally Championship, round 6.
☎ 00 41 2254 44400

6-9 MILLE MIGLIA (I)
Recreation of the classic 1000-mile road race, based on Brescia. Great cars, superb scenery.
☎ 0039 39 30 40 093

7-9 SILVERSTONE
The BRDC's tough 1950s Sportscar Championship supports FIA International Prototype Cup fixture.
☎ 01327 857271.

7-9 NURBURGRING (D)
HRA German Open series showcases F5000 to Formula Ford, while sportscars have double-header.
☎ 0041 22 348 3286

8-9 WISCOMBE PARK
Two days of good old-fashioned hillclimbing with 500 Owners Association (Saturday) & Aston Martin OC (Sunday) in charge.
☎ 01299 250227
01353 777353

8-9 ZANDVOORT (NL)
FIA European Touring Car championship enduros and sister GT series promise Dutch seaside fun.
☎ 0031 23 574 0740

8-15 CLASSIC MALTS SCOTTISH MOTOR TOUR
Explore Scotland with pit stops at six whisky distilleries.
☎ 01886 833505

9 CADWELL PARK
Historic Saloon racers tackle Lincolnshire's mini-'Ring'.
☎ 01264 772607

13-16 JERSEY (CI)
Vintage and Historic Sprints top Centenary of Motoring celebrations on the largest Channel Island, scene of road racing in the 1950s.
☎ 01534 871230

14-16 MONACO GP (MC)
FIA FI World Championship, round 4.
☎ 0041 2254 44400

15-16 CROFT
Warm welcome guaranteed as the HSCC makes the pilgrimage north.
☎ 01327 858400.

15-16 SPA (B)
Pre-66 Grand Prix cars return to the Ardennes, alongside International Supersports Cup showpiece.
☎ 0032 4254 1950

15-22 LAP OF AMERICA
SVRA's tour of circuits and historic venues should provide memories to last a lifetime.
☎ 001 603 643 6161

21-23 MONZA (I)
FIA Thoroughbred Grand Prix cars, Historic F2 and Sports Prototypes top charismatic 50th Anniversary Coppa Intereuropa festival.
☎ 0039 39 248 2252

21-23 ROAD AMERICA (USA)
The awesome Elkhart Lake circuit draws SVRA racers to Wisconsin for the Badger 200 Vintage Grand Prix.
☎ 001 603 643 6161

22-23 MAGNY-COURS (F)
Van de Vyver Racing's 12 Hours for Sportscar, GTs and Prototypes.
☎ 0033 1 69 88 05 24

23 DONINGTON PARK
John Surtees, Mercedes W154, Hakkinen's McLaren join VSCC celebrations.
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QUATTRO VIEW

MALCOLM WILSON TOOK

MIKE GREASLEY AS CO-DRIVER ON THE RAC RALLY

There is little doubt that no other current rally car creates as much interest, or in some areas controversy, as the Audi Quattro. The most technically advanced car to grace the World Championship until the arrival of the GpB Lancia Rally, the GpB Quattro is the car on which the majority of (rich) aspiring drivers would like to get their hands – at least once! Certainly the impression is that the Quattro with its four-wheel drive and turbocharged engine is a relatively easy machine to drive, or if not exactly that, it is seen by some as a short-cut to success.

A large number of myths have grown up around the Quattro in the two years it has been involved in world class rallying – it made its competition debut in the WRC on the 1981 Swedish Rally – and the opportunities to prove or lay to rest at first hand some of the stories which surround the Ingolstadt machine are rare indeed. Like the original 'supercar' – the Lancia Stratos – the rallying Audi Quattros in private hands are few and far between. There is a good reason for this. The Quattro is not an easy car to maintain and thus demands very specialised skills. In modern parlance it is referred to as 'labour intensive' which translates into the fact that on rallies it is a car which requires regular attention in particular areas; notably the fuel injection system, turbocharger and suspension, wheel alignment being vitally important if one is to avoid driveshaft failures. Thus the Audi Sport team is very careful as to whom it grants the 'concession' to run rally cars on its behalf.

From the outset the factory expressed the desire to set up national teams in important markets, and largely this aim has been achieved with Quattros run semi-independently in countries such as Sweden, Austria, Germany, Italy and the UK. The Audi Sport UK team is maintained by David Sutton and as a result of his close links with the factory team Sutton was given the responsibility of managing what was in effect a 'B' team of Quattros for November's Lombard RAC Rally. With Mikkola in a factory car, the 'empty' seat in the Finn's regular UK championship Audi was eventually given to the young British driver Malcolm Wilson, the 26-year-old from Cumbria having had an exploratory outing in the car on a national

championship rally in October. Then he'd been leading comfortably until literally the last corner of the last stage when he embarrassingly slid off the road. He had nevertheless impressed Sutton and was eventually offered the RAC drive. It was in Wilson's own words a 'chance of a lifetime', and after gaining approval from Ford with whom he has a contract to test the so far un-rallied GpB 1700T Escort, he offered the chance of co-driving him to your correspondent.

It is now a matter of history that Wilson eventually finished tenth after being delayed on three

pressure. Although the Quattro has undisputed traction advantage due to its four-wheel drive system, this can be cancelled out on tight corners when boost pressure falls off.

Wilson discovered these facts early in the event, and although quite happy in himself that he had mastered the principles of left foot braking, lack of experience meant that he did not have the confidence to carry it to the limit. As a result times during the first two days of the rally were acceptable but not startling. Therefore for the remainder of the RAC he decided to drive the car conventionally,

only using left-foot braking at hairpins. This brought about an immediate improvement, and he was able to move up the placing on merit rather than due to retirements. However Malcolm would be the first to admit that in order to wring the last ounce of performance out of a Quattro it is imperative to master left foot braking.

From a co-driver's point of view the Quattro is a delight. The last time I sat in a competitive rally car was in 1976 with Pentti Airikkala in an Escort. Therefore due to the time span any differences tend to be more marked. The acceleration and grip out of bends are obviously far more impressive, a fact not entirely unexpected, and between about 5,000 and the maximum 7,500rpm one literally feels as if one were being shot out of a cannon. One soon how-

ever comes to accept this stunning traction and acceleration, a more lasting impression being made by the rally car's almost standard saloon car ride. The all independent suspension Quattro floats over the bumps and undulations of a forest track at speeds regularly in excess of 100mph.

In all aspects the Audi Quattro is an impressive rally car, but one must not lose sight of the fact that during the world championship season it has been matched and beaten by the conventional, but reliable Opel Ascona 400; a car which is much more forgiving to drive than its German counterpart. Technically the Quattro should have dominated the world championship, but the fact that it didn't hasn't dissuaded other rally orientated manufacturers from pursuing a line of four-wheel drive development for the future, but as Lancia proved on the RAC there are other avenues to explore in the quest to match the ubiquitous Quattro. **MRG**



Mike Greasley enjoys life from the inside of Wilson's GpB Quattro

Welsh stages when the gearbox jammed into third. Otherwise the Pirelli-supported Quattro ran without problems, and Wilson learnt that the Audi is not as easy to drive fast as some would have him believe. The main problem surrounded the adoption of left-foot braking – a technique pioneered by Scandinavians and initially used to overcome the inherent understeer of front-wheel drive – although more recently the more ambitious Nordic drivers have used it on the rear-wheel drive cars so as to unsettle the vehicle and provoke oversteer whilst keeping the engine 'on the cam'.

Despite, or indeed because of, four-wheel drive the Quattro tends towards understeer, particularly over loose stages, and those drivers with experience of the car tend to left-foot brake most of the time. Counteracting understeer however is not the prime reason. With a power band which starts at around 4,000 rpm it is imperative to keep up the boost

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NOW THE NEW FORMULA ONE SEASON is properly up and running, the fortnightly rhythm of real racing is gradually overwhelming the political issues that filled so many column inches during the winter.

But the subtexts will still be there: Bernie Ecclestone remains determined to amend the financial structure of Formula One, with or without the participation of traditional City institutions, and despite the slow growth of his pay-per-view digital TV deals. The end of tobacco promotion in Europe looms relentlessly, notwithstanding those mass resignations from the European Commission. And the arguments bubble on about whether to restore overtaking by increasing mechanical grip (big fat slicks) and reducing aerodynamic grip (those big wings that make such good advertising hoardings) – and indeed about whether frequent overtaking in a race is even desirable. FIA President Max Mosley has been quoted as saying he thinks more frequent overtaking can be *confusing* for the non-enthusiasts that make up the majority of F1's world TV audience.

Another subtext which will, I believe, have a major effect on the face of Formula One over the next decade is the ownership of motor car manufacturing across the globe. For the British public this is much in the news, as BMW persuades the Labour government to pour £200 million into

helping their Rover plant at Longbridge to survive. Rover's problems sparked off a management struggle at BMW which led to the departure of both the top men: one of them, Wolfgang Reitzle, was promptly snapped up by Ford to head their Jaguar and Aston Martin divisions. Remember that BMW is returning to F1 as Williams' new engine partner – as well as running a long-distance sportscar which won the recent Sebring 12 Hours first time out – and that Ford is expected to put the Jaguar badge on its works F1 engine, and possibly on its entire relationship with Stewart Grand Prix, as early as next season.

But for us, the most significant news from a road car manufacturer has been Honda's confirmation that it will be back in Formula One next year, not just as an engine manufacturer but as a complete team. The Japanese car-maker is setting aside an eye-watering budget of £600 million over five years, and top design and team management talent has been recruited. Since 1985, when Renault and Alfa Romeo pulled the plug on their full-blown operations and became mere engine suppliers – albeit in the case of Renault an astonishingly successful one – no mainstream car manufacturer has tried to field both F1 car and engine, even if the relationship between Fiat and Ferrari has grown ever closer.

Since motor racing began it has been used as a sales and promotional

tool by road car manufacturers. Henry Ford himself drove one of his cars to victory at Grosse Point in 1901, and a three-car works team of 100hp Austins ran in the 1908 French GP. The Mercedes and Auto Union teams in Hitler's Germany provided an early example of using racing victories to enhance national prestige. But by the 1950s, when the World Championship was established, Formula One had become a discrete activity that did not really benefit, nor benefit from, the general motor industry. Alfa Romeo abandoned Grand Prix racing at the end of 1951 to concentrate on becoming a profitable road car manufacturer, while Enzo Ferrari always said he only built road cars to help finance his lust for Grand Prix glory. For Maserati, road cars were then an equally fringe activity, while Lancia found it all too expensive, handed its team to Ferrari and went back to making Aurelias.

In sports car racing, Jaguar showed how motorsport could be used to build an international brand with a string of triumphs at Le Mans, which boosted its sales figures around the world. But it was left to Mercedes-Benz to be the first serious car manufacturer to take on F1. The three-pointed star arrived in mid-1954, with budgets and facilities undreamed of by the Grand Prix world, and almost inevitably carried all before it. Then, having dominated for a year and a half, the Mercedes directors considered the



Renault won 15 Grands Prix in their nine years as an F1 team, before concentrating on making title-winning engines



Porsche spent two seasons as a works Formula One team, but Dan Gurney's '62 win at Rouen was their only victory



First Honda F1 mule has already been very fast in testing. Right: Porsche built McLaren's winning TAG turbos



image-building job – both of their road cars and of Germany's post-war prestige – had been done, and withdrew.

The second road car manufacturer to take the F1 plunge was also German. Porsche realised that the layout of its successful small sportscars could be adapted to the 1.5-litre formula, but it only ever won one race – Dan Gurney's 1962 victory at Rouen – and soon concentrated on sportscars once more, going on to become perhaps the most successful marque of all time in that category. When it eventually returned to F1 it was as an engine builder under contract to TAG, helping McLaren to win 25 races and three drivers' championships between 1984 and 1987.

But in the mid-1960s two things happened to show that the big car makers were waking up to the importance of F1. Ford, a mighty manufacturer with a long-standing image of producing dull, cheap, dependable cars,

won Le Mans and then in 1967 put its name to a Cosworth V8 which became the most successful racing engine of all time, winning 155 Grands Prix over 16 seasons. By then Ford's image had become one of building cars with very high performance per pound sterling. And in 1964 Honda, hugely successful in the motorcycle world as manufacturer and race winner but new to building cars, entered the fray for five seasons. Ritchie Ginther won once in the transverse-engined V12 car, and John Surtees once more in the more conventional Lola-chassised effort, but after Jo Schlesser was killed in their air-cooled V8 at Rouen, Honda withdrew. In overall terms the programme had been unsuccessful, but it was a significant overture to Japanese participation in F1. Honda returned in 1983 to produce some of the most powerful engines in F1, powering the World

Champion five years on the trot, and its relaunch next year as a full-blown team will have much experience and heritage to draw on.

By current standards, of course, Honda is not one of the small roster of giant road car manufacturers that dominate the market. The really major players now number half a dozen: Toyota, Ford, General Motors, Daimler-Chrysler, VW and now Nissan-Renault. Renault, having withdrawn from F1 as an engine manufacturer at the end of 1997, was rumoured to be planning a return, but its new stake in the debt-laden Japanese giant – which makes it Nissan's biggest shareholder and effectively gives it control – has cost over £3 billion. It'll be no surprise if it's putting F1 on the back burner.

General Motors has long since turned its face against big-time involvement in motorsport – even if it is spending a comparatively tiny sum on

a Corvette programme to try to puncture Chrysler's Viper balloon at Le Mans. VW hopes to win Le Mans with Audi, and is talking about using racing to maintain the power of its Bentley and Lamborghini brands, but big boss Dr Piech steadfastly refuses to acknowledge any plans for F1. But Toyota is widely expected to be in F1, all guns blazing, within three years.

Ford, of course, has for more than 30 years been the biggest racing fan of all, and I have already outlined on these pages its long-term strategy: to win in F1 with the Jaguar name, in sportscar racing with the Aston Martin marque, and of course in rallying with Ford itself – a task which Colin McRae and the new Focus have set about with gusto. And of course Daimler-Chrysler is reigning F1 world champion, through the Mercedes-badged Ilmor engines that power the McLarens. There are already rumours that, in the same way that Mercedes eventually bought the performance development specialists AMG, so it will sooner or later buy into McLaren, which currently belongs 60 per cent to Mansour Ojeh's TAG Group and 40 per cent to Ron Dennis.

So, in F1 terms, two of the Top Six are already firmly into F1, and one more will be in soon. Go down the ladder one rung to the medium-size manufacturers, and you find further involvement. Fiat owns Ferrari, and invests hugely in its F1 programme. BMW's Williams deal we've already mentioned. Peugeot is the motive force behind Prost. And then there's Honda – already, through its Mugen subsidiary, making Jordan's engines.

The reasons for this interest from the major car makers are obvious. The huge costs of F1 start to look like good value in marketing terms when the immense TV audiences are taken into account. If Honda's five-year budget produces race wins it will sell more Hondas – although how many more sales are needed to justify £600 million is a moot point.

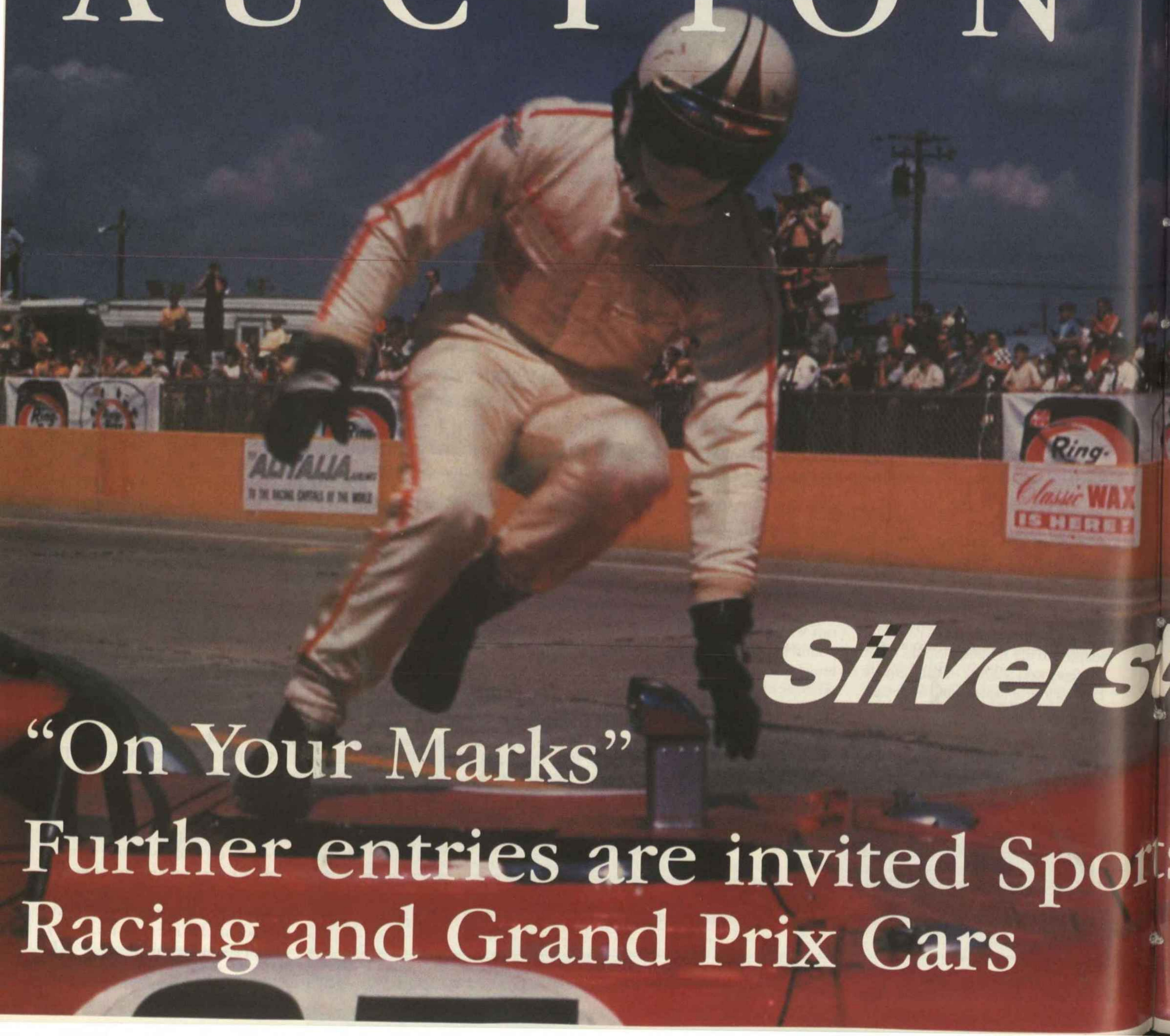
So if F1 can maintain its global TV popularity, the loss of tobacco money won't be a problem: plenty of multinational companies will want to ride those audience figures to market their products, car makers among them.

All F1 has to do is look after the show, and keep it exciting enough to hang on to the audiences. Which reminds me: I'm not sure Max Mosley is right about overtaking... **M**

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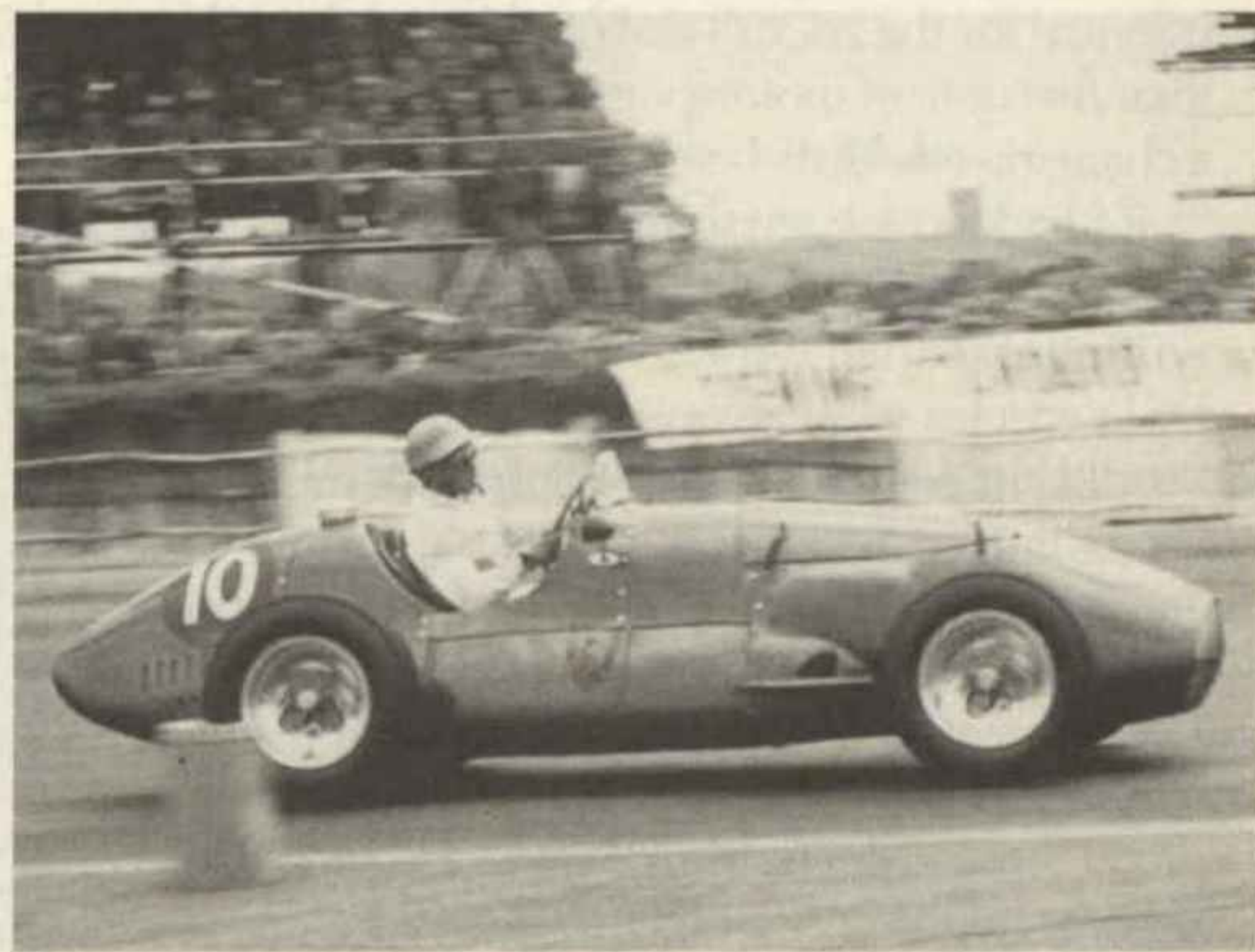
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Also entered is the famous ex-Jack Lambert Competition E-Type Jaguar 'RL26' campaigned throughout the 1960s in International GT races, with many victories. It is now race prepared for today's historic GT racing in which it has already excelled.



1953 Ex-Prince Bira Connaught A-Type Grand Prix

"Chocks Away"

This year, Coys are delighted to announce that they will be extending this auction to include the sale of collectors' aeroplanes and related aeronautica. Already entered - the ex-R.C.A.F 1941 Hawker Sea Hurricane BW853 Serial R30019, C.A.A. Reg G-BRKE, originally used for North Atlantic patrols and convoy support.

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LETTERS FROM READERS

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. E-Mail: motorsport@haynet.com

The Editor reserves the right to edit all letters

IN PRAISE OF JENKS, ONE...

SIR,

I write to congratulate you on the '75th' edition. I have already advised a young lady at your offices that you had ruined my day. I received my copy and, though supposed to be working, couldn't put it down. Consequently, I spent the morning doing what I call my "first pass" at the magazine.

I started reading the magazine young, and it sustained me through spartan years of army service in the early '50s. I persuaded my colleagues it was essential for the NCO's club and many friends had their first taste of motorsport through your pages. In a changing world, it's been my constant companion.

If I had to pick anything from the current issue, it is the article on Denis Jenkinson. Excellent writing by a man who knew Jenks as well as any. DSJ's articles were always the first I turned to and I could almost taste the atmosphere of motorsport brought to us through his writings. Your story of the 'meal' at his cottage had me smiling. Three years ago I met Stirling Moss who told me almost the same story, except the eggs were spaghetti and Jenks still only possessed one plate.

So, 75 years have gone. Here's to the next anniversary at 100. I will be annoyed if I miss it.

I AM, YOURS, ETC

BRIAN WYLIE, BICESTER, OXON

* * * *

...AND TWO

SIR,

A quick note to say how much I enjoyed 'racing' through your anniversary edition. There is much in it of merit but for me the most evocative article was that of Simon Taylor about "Jenks".

Although I never met DSJ, I was the recipient many years ago of a letter from him. At the time I was 12 years old and had a great love of pre-war German racing cars, especially the Mercedes W125. Having bought Jenks' book on them and read a lot about them I was somewhat confused by the difference between a W125 and a M125, if indeed there was one.

What seemed the simplest solution was to write to a man who would know. So I did. Some time later there arrived a letter from the man himself explaining 'W' was for 'Wagen' and 'M' for 'Moteren' - one referring to the car, one to the engine.

I have lost the original letter, but remember with great fondness its detail and the simple way in which the terms were explained.

For me the highlight of MOTORSPORT in those days was reading Jenks - I didn't always agree with him but always respected his views.

I AM YOURS ETC

PAUL BUTLER, CODSALL, SOUTH STAFFORDSHIRE.

* * * *

DOMESTIC HELP NEEDED

SIR,

I need information on a number of British drivers for inclusion in a forthcoming book. I'm perturbed

I have received help from around the world, but no one seems to want to preserve the memory of those born close to home. If any readers can help, I am seeking information on Bob Anderson, Don Beauman, John Taylor and Bill Whitehouse.

I AM YOURS ETC

TOM STYLES, NEW LODGE, FOUR ROADS,
KIDWELLY, DYFEDSA17 4SF.

* * * *

CALLING CANADA

SIR,

Sometime ago, perhaps as much as two years,



Paul Frère recalls renowned Alfa man Marinoni

an advert appeared in MOTORSPORT from Mr B Hobkirk of Langley, BC, Canada. He was selling complete chassis histories of the Maserati 250F. I made contact with Mr Hobkirk, but due to illness and a move of house I lost contact. I would be grateful if you would publish this letter so that, hopefully, either Mr Hobkirk or another reader who might have information could contact me.

I AM YOURS ETC

JAMES KNIGHT SYCAMORE, MOTTS CLOSE,
WATTON-AT-STONE, HERTS SG14 3TR

* * * *

OUR LONGEST SERVING READER

SIR,

Congratulations on MOTORSPORT celebrating its 75th birthday.

I purchased No 1 in 1924, and as I believe Bill Boddy bought No 2, and then No 1, I am in good company! Then followed *Speed* which I also bought, and at my elbow is a supplement to it, dated July 1935, containing three drawings by an artist, HJ Moser, which I expect you have on your files.

I kept all the issues for years, together with copies of *The Motor Cycle*, occasional issues of *Motorcycling* and *The Autocar*, which filled a cupboard built in my bedroom intended for my clothes, and odd corners in our home. One day my mother noticed a chap with a horse-drawn cart coming along the road, stopped him, and for two shillings he took all the magazines, even helping to carry them out! The only copy of MOTORSPORT I still possess is that of June 1955, the epic drive of Stirling Moss

and Jenks in the Mille Miglia.

I was abroad from 1943-1946, and to the best of my belief, received all the copies of MOTOR SPORT my wife posted to me. I shall be 89 next month and, optimistically, shall look forward to reading many more copies of a favourite magazine.

I AM YOURS ETC.

DAN NICHOLAS, AMBLESIDE, CUMBRIA.

* * * *

CATCH AS CAT CAN

SIR,

Catching up on my periodical reading, I've just finished reading Matthew Franey's December 1998 feature 'A League of their own'. Peter Warr's and Trevor Taylor's anecdotes about Jim Clark's cat-like co-ordination reminded me of a piece of folklore which is still recounted at Watkins Glen. Clark had ordered a beer at the crowded Seneca Lodge bar. The bartender handed him the beer and Clark turned away from the bar, not realising that the bartender had a handful of change for him. The bartender released the three or four coins over the edge of the bar. Clark's peripheral vision registered the start of the coins' descent to the floor. With his free hand Clark managed to snag the coins in mid-air. Not one of them reached the floor. Awestruck witnesses say Clark allowed himself only a slight momentary grin. Definitely a different breed of cat.

I AM YOURS ETC

CRAIG THORNTON, BERKELEY HEIGHTS, NEW JERSEY.

* * * *

HE LIKED THE VIDEO...

SIR,

What on earth were you thinking of when you laid out the anniversary issue of MOTOR SPORT? By all standards of good taste and graphic design, it's a mess. While we can appreciate that commercial pressures dictate you have to carry advertising, the sheer volume and style of advertisements completely dominate and spoil the edition.

I was really looking forward to the anniversary as an opportunity to see a well-presented history of the magazine, and motorsport over your 75 year span of publication. When you embarked on the revised format of MOTORSPORT in the spring of 1997, the quality of layout and selection of photographs showed you were making a real effort to attract subscribers. All of this good work seems to have gone out of the window with huge chunks of 'advertorial' and strange black border layouts.

It's so sad that the best bit of this month's package is the Aston video which is terrific.

I AM YOURS ETC

ANDREW BURTON, LOWER EARLEY, READING, BERKS.

* * * *

BACK TO THE FUTURE?

SIR,

Though I lament the new direction of MOTOR SPORT as a reader of 50 years standing, may I add

my congratulations to your 75 years of publication.

Of course the present magazine is entertaining and beautifully produced. Furthermore I gather its new policy is a commercial success, so the bean counters are no doubt happy and the die is cast.

However the fact that you can make a success of the nostalgic emphasis is because you have a wonderful archive both written and visual to draw on. That archive was created by talented enthusiast journalists whose passion was the present, but with their opinions and judgments formed by knowledge and understanding of the past. You are now no longer keeping that archive refreshed and so MOTORSPORT is not now in a self-sustaining mode, which means it will eventually be dependent on sources other than its own when the current era becomes the subject of reflection in 25 years time.

Today there is no credible motorsport journal available to the intelligent and informed reader. It has been said that television coverage of Formula One has made the notion of a monthly magazine redundant. I believe this is not the case. There is a crying need for a monthly magazine dedicated to the highest standards of scholarly reflective writing, supported by the marvellous capabilities of contemporary printing. Such a magazine should take an interest in all branches and levels of the sport, and be written with a sense of insider authority. A monthly would allow contributors to reflect on and authenticate their offerings and so the magazine would become the reliable and covetable journal of the sport.

I AM YOURS ETC

GAVIN T N ROSS, ALFORD, ABERDEENSHIRE.

* * * *

REMEMBERING MARINONI...

SIR,

In the caption of the photo showing Giuseppe Campari after the finish of the 1924 French GP (April), his "strained co-driver" surely deserved to be named: he is Alfa's chief mechanic of the time, Attilio Marinoni, himself no mean driver. He won the Spa-Francorchamps 24-hrs in 1928, '29 and '30. Marinoni also partnered Kaye Don in a 6C 1750 Alfa-Romeo in the 1930 'Double Twelve' at Brooklands. He was killed testing a racing Alfa some time before World War II.

MOTOR SPORT is getting better every month. Keep on with the good work.

I AM YOURS ETC

PAUL FRERE, MONACO

* * * *

...AND NEVILLE LLOYD

SIR,

Congratulations on your 75th anniversary issue. In the circumstances it seems almost churlish to criticise, but under the heading 'Credit Where It Is Due' I must point out your fine gift of the Aston Martin video came with a glaring error on the box. The original commentaries were not by Neville Hay, as stated, but by the late Neville Lloyd.

A delightful man, Nevil Lloyd was one of the best of all commentators and wrote and spoke the words for several of the films made by Shell and BP, Castrol and others during the '50s. His humour also shone through in his writing, which is why Mike Hawthorn enlisted his help with his books, *Challenge Me The Race* and *Champion Year*.

Regarding George F Deane's query about Professor Robert Eberan von Eberhorst, the original Auto Unions were designed by Professor Porsche. Professor Eberan took over from him when he left to work full-time on the VW project at the end of 1937 and was responsible for the 3-litre Auto



DSJ (right) still inspires and influences MS readers

Unions of 1938-39.

In 1948 he came to England and worked for Leslie Johnson, who then owned ERA. Johnson had no money, so he hired out the Professor to Jowett, for whom he designed the Jupiter. In 1950 he joined Aston Martin where he designed the DB3, before returning to Germany in 1953. Contrary to what Mr Deane thinks, he had absolutely nothing to do with BRM.

I AM YOURS ETC

CHRIS NIXON, EAST TWICKENHAM, MIDDLESEX

* * * *

BOURNE AGAIN

SIR,

When I saw 'the story of BRM' on the cover of my April MOTOR SPORT, I thought you'd need a great deal of the magazine to fit it in. Not only did you use just five pages, it was a cracking article.

I was born in Folkingham, just nine miles from Bourne, where I lived for 40 years. As a small lad I would trek over land (about two miles) on to the old airfield to catch a glimpse of the BRMs.

At a very early age I won a fancy dress contest dressed as a BRM mechanic. The prize was awarded to me by Raymond Mays who attended along with one of the V16s.

I remember once we climbed in an old hut used as a store. In there were many boxes of spares and an almost complete V16. One of my pals pocketed a few souvenirs, cotton reel-sized piston etc.

I have lost contact with them now. I wonder if he still has them? This was when the P25s were

being raced, and at the back of the hut were two or three spaceframes still clad with most of their panels. We could get in these and be Moss, Hawthorne, Fangio etc.

In later years I became acquainted with Mr Wilkie Wilkinson – a remarkable man now in his 90s. He has a fantastic memory of an incredible life. Strolling on the old airfield I went over to the old test cells a few months after everything had finished and in the long grass at the back of the building I found a wooden buck for the V16's rear end; I left it to rot where it was.

I AM YOURS ETC

GORDON E TYLER, GRANTHAM, LINCS

* * * *

FANGIO'S SECRET WEAPON

SIR,

The letter you published from PR Zeeman, concerning Stirling Moss' remarks about Fangio taking pills in Argentina in 1955 to help overcome the heat, struck a chord.

I can do no better than refer interested parties to page 112 of *Fangio – a Pirelli Album*, by Stirling Moss in association with Mercedes Benz. Here it explains that Fangio's doctor prescribed him pills to help combat the extreme thirst that plagued the Argentinian in long races. Fangio gave one to Moss before the famed 1955 Mille Miglia, and of course not only did Stirling win the race in record time, but afterwards he drove to Stuttgart for breakfast and afterwards drove home via a channel ferry, all without sleeping!

Subsequently Moss made a note in his diary about these pills, noting that they were called Dynavis, apparently manufactured in Switzerland by a company named Vister. Stirling's father had one analysed and it contained an unidentifiable ingredient. Whatever, period medical types could probably tell us more, but I bet that they would not be allowed today.

I AM YOURS ETC

PAUL PARKER, COLLIER STREET, LONDON, N1

* * * *

ASTON MARTIN AT LE MANS

SIR,

What have you done? You have ended my 20-year search for a film of the 1959 Le Mans victory which David Brown so deserved. I have collected every scrap of film and video produced covering the years 1950 to 1998, but 1959 eluded me. Thank you so much for producing the video to end all Le Mans videos – and for free!

I long for the day Ford sees the importance of returning Aston Martin to the Sarthe with a racing team to take on the best. I hope they do so before they are beaten to the startline by a German car with a Bentley badge. I own a Bentley but value your Aston Martin tribute above all other Le Mans videos. Thank you.

I AM YOURS ETC

STEPHEN BEKER, VIA ELECTRONIC MAIL



LEGENDS

THE 1967 SEASON

AT PRESENT I'AM AT WORK ON A BOOK, and a self-indulgent one at that, for my publisher has left the choice of content to me. So long as I keep to Grand Prix racing, from the beginning of the World Championship to the present day, I am free to write about whatever takes my fancy.

What I want at any cost to avoid is yet another potted history of Formula One, and if consequently the book turns out a little quirky, so be it. It did seem a reasonable plan, though, to go into one or two seasons in some depth, and among my choices was 1967, a year which has always had a particular resonance for me.

Before starting work on this chapter, to put myself in the right frame of mind, I watched again my video tapes of that era, one of which – *Nine Days In Summer* – has always been a favourite, not least because it contains so much footage of Jimmy Clark in what was to be his last, and to my mind, greatest, season.

Regular MOTOR SPORT readers should be familiar with the tape, for it came free with the July 1998 issue of the magazine. It is undoubtedly very much a period piece, and to my mind all the better for it, with background music reminiscent of the movie *Grand Prix* which was released in the spring of '67.

Commissioned by Ford, to record for posterity the beginnings of the Cosworth DFV, *Nine Days In Summer*



Stewart steers BRM with right foot



Duckworth and Clark in summer '67

deals, as its title implies, with the races in which the Lotus-Ford 49s took part that first year.

To watch it again, imbued as one is in the Formula One of today, is to become a little unsettled, to regret anew that the word 'downforce' was ever heard in motor racing. It was Tony Brooks who said, "A racing car should always have more power than its chassis can comfortably handle," and for me no one ever put it better.

The GP cars of 1967 – or most of them, anyway – had emphatically

more power than their chassis could handle, and the complete absence of downforce made them simply wonderful to watch. Any contemporary driver moaning about lack of grip should be made to watch this movie.

There is in Formula One an absolute unwillingness to accept that *anything* about it could have been better in the past – indeed, for some, to suggest such a thing amounts to heresy. But watch Clark or Dan Gurney or Jackie Stewart balancing their cars on the throttle out of a corner, and then tell me otherwise.

The most common criticism aimed at the Formula One of today is that overtaking – in the sense of one's car passing another *on the track*, rather than on pit stops – has all but disappeared, and no one can logically take issue. When Alexander Wurz passed Heinz-Harald Frentzen in last year's Brazilian GP, some magazines devoted a sidebar to the phenomenon.

The President of the FIA suggests, meantime, that overtaking is actually quite boring, that what counts for more is the *possibility* of its occurring. We should think of Formula One, Max Mosley tells us, in terms of a chess match. Well, not I.

That said, in truth there never was constant overtaking in F1, save at somewhere like Monza in the pre-chicane 'slipstreamer' days. And my argument has always been that, so long as there remained the spectacle of cars of being steered as much by the accelerator as the steering-wheel, that didn't matter too much. This is not a view which enjoys much currency in today's paddock, however. *Everything* is better today because, well, because it just is, that's all.

There is a lovely innocence about *Nine Days In Summer*, and some of the 'staged' scenes, shown between races, are hilarious. Colin Chapman, Keith Duckworth and Ford men Walter Hayes and Harley Copp sit in a boardroom wreathed in the smoke from Hayes's pipe, and if the script is agonising, it has the edge on the acting.

Chapman: "How much power do you think the engine will give, Keith?"

Duckworth: "Well, certainly over 400, I hope."

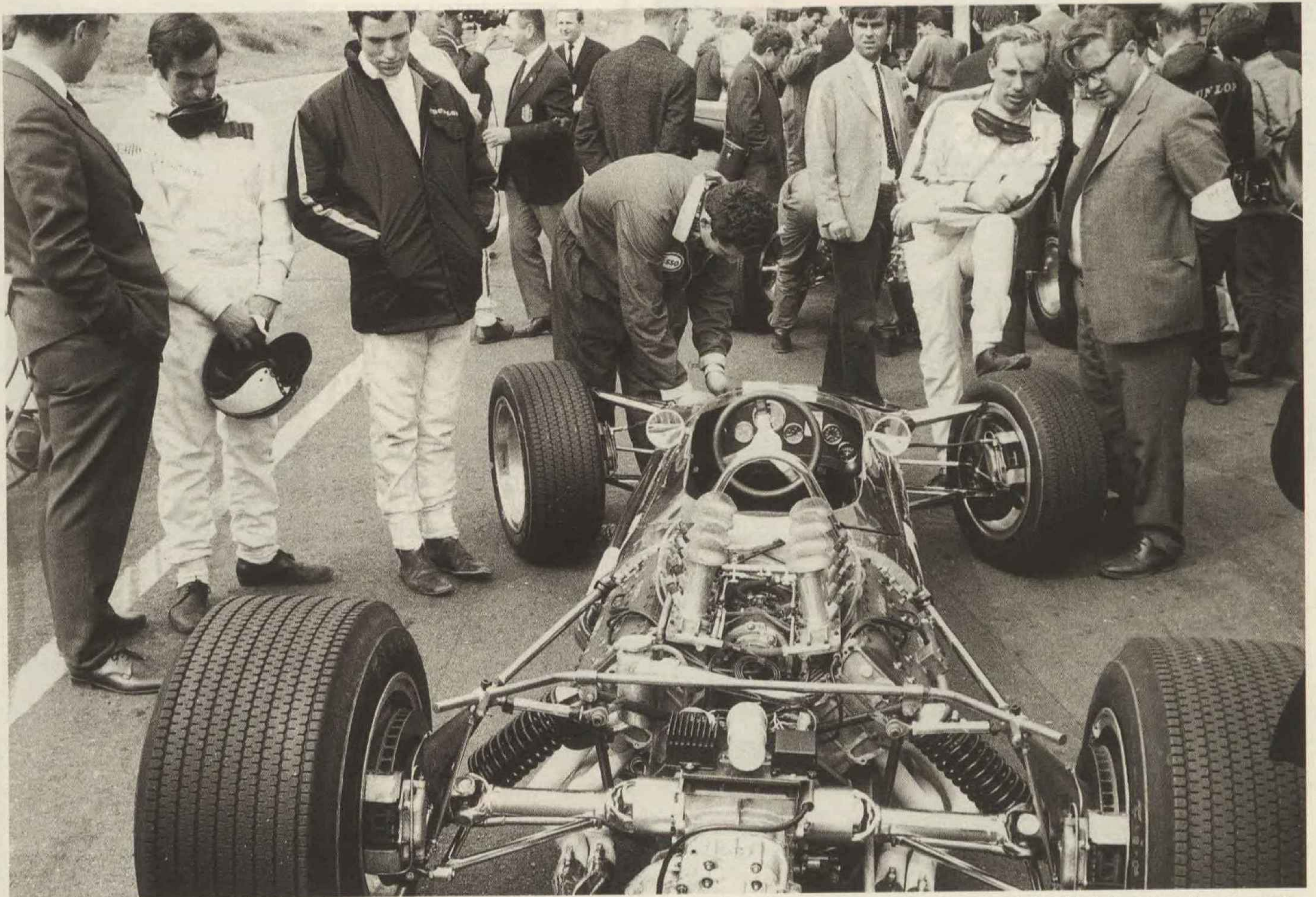
Chapman: "In that case, I think we've got the makings of a fabulous motor car..."

Hayes: "D'you think you can make Zandvoort?"



Hill suffers 'inexplicable' spin at 1967 British Grand Prix, but his Lotus' rear wheel may provide a clue...

"In 1967 Jackie Stewart was the only one of us who was using seatbelts, and no one followed his example"



The boys from BRM check out the opposition as the all-new Lotus 49 comes under close scrutiny from Jackie Stewart (left with helmet) and team-mates

Incisive stuff, you see, but it's all done with a certain period charm. This is, after all, a Ford film, and the race commentaries leave you in no doubt; they are, in the parlance of today, "economical with the truth."

During practice at Silverstone Hill has "an inexplicable crash." In fact, the shunt was all too explicable: his rear suspension had broken. Come the race, Graham "calls it a day," the narrator tells us, neglecting to mention that his engine has blown...

Through that season Clark and Hill had comfortably the fastest cars, and their reliability problems lay far more with Lotus than with Ford. At the end of the year, in fact, Jimmy, disappointed that McLaren and Tyrrell were also to have the DFV for '68, lamented that Lotus had not made the most of the engine in '67. As you would expect, this is not mentioned in the film.

Failures of one sort or another beset the Lotus 49, and there is no doubt that Clark worried about the car as he never had about any previous Lotus. The script glosses over the problems, and reaches a point of true absurdity at Watkins Glen, where Jimmy, well in front, runs the last three laps at much reduced speed, his right rear wheel completely out of kilter following the breakage of a top rear link brace.

"A slight spot of suspension trouble," the narrator tells us, "slows down 'The Flying Scotsman', but his lead is overwhelming..."

The words apart, though, all must agree that this is a mesmerizing film, constituting a fine record of a time past, a reminder of how simple sport used to be. Clark steps from his victorious 49 at the British GP, and a single individual approaches him with a microphone. Jimmy chats away –

and it dawns on you that the interview is for the folk who had actually braved the horrors of Silverstone traffic, rather than those watching the box.

Clark and Chapman, together with the number five Lotus, then clamber on to a trailer, and are towed around on a slow lap of honour, waving delightedly as they go, and it takes this to remind you – or me, anyway – that once we used to have such things, and how much pleasure they gave us. True, at most Grands Prix today, a truck takes the drivers around before the start, and occasionally one or two of them look the way of the spectators, but laps of honour are long gone: TV 'unilaterals' wait for no man.

Lest we look at 1967 through overly rose-tinted glasses, however, we should remember that all that panache, all that free expression, all those glorious circuits, came at a very high price. It had always been paid,

because Grand Prix racing had always been accepted as being dangerous. As Chris Amon put it, "Stewart was really the first guy to start talking about safety – until then, I don't think it had ever entered anyone's head that racing *could* be safe."

"Jackie made himself bloody unpopular in some quarters for saying what he thought, but I always admired him tremendously for having the guts to do it. I remember that in '67 he was the only one of us who was using seat belts, and no-one followed his example."

Of the 17 drivers in the 1967 Dutch GP – the first of the *Nine Days In Summer* – Amon, Stewart, Gurney, Jack Brabham, John Surtees and Chris Irwin are the only survivors today.

Statistics come no starker than that. Indubitably it was a golden era of Grand Prix racing, but not everything about it was better than today. ■



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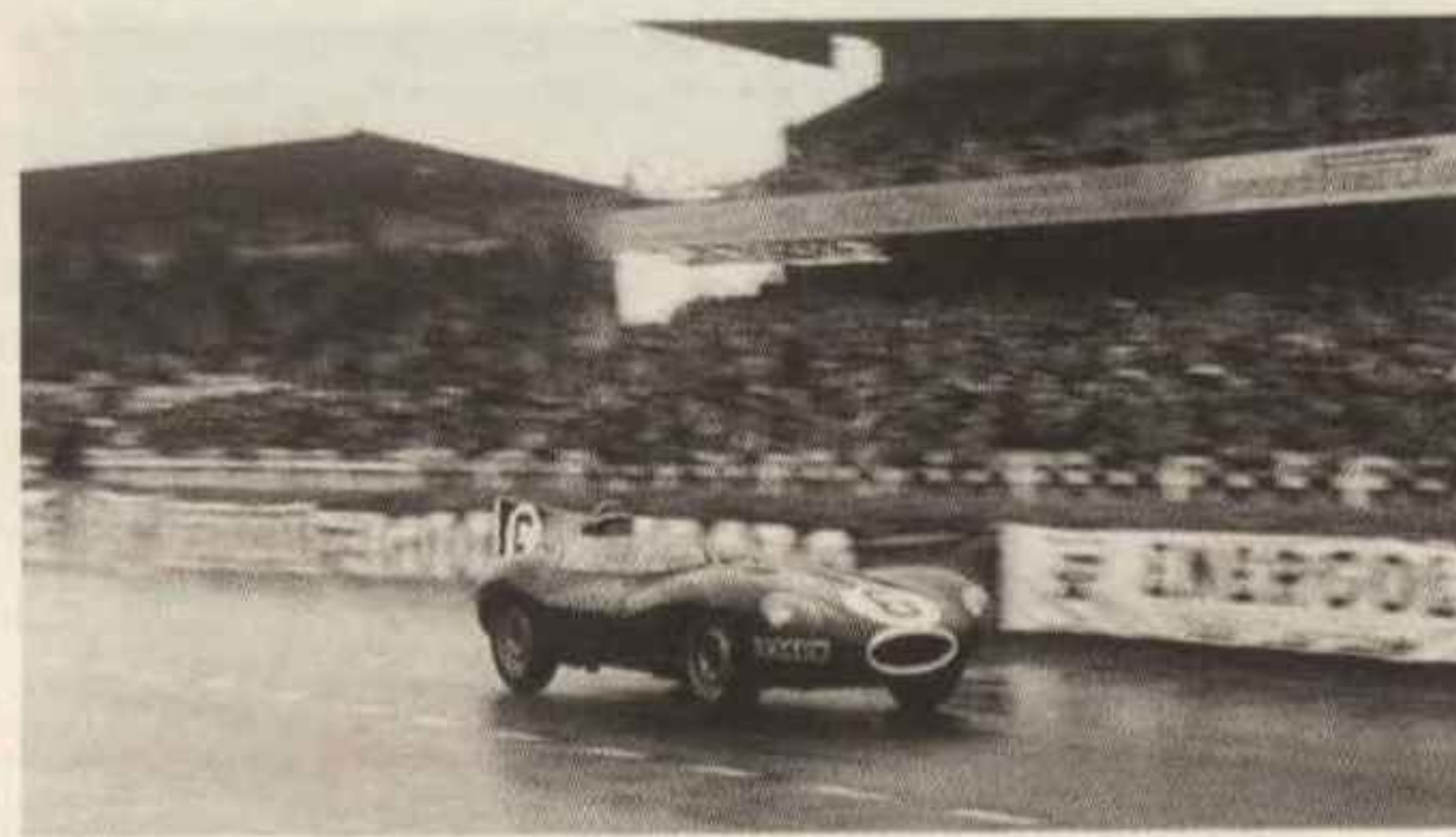
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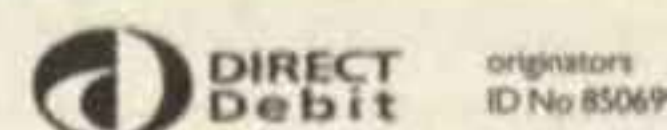
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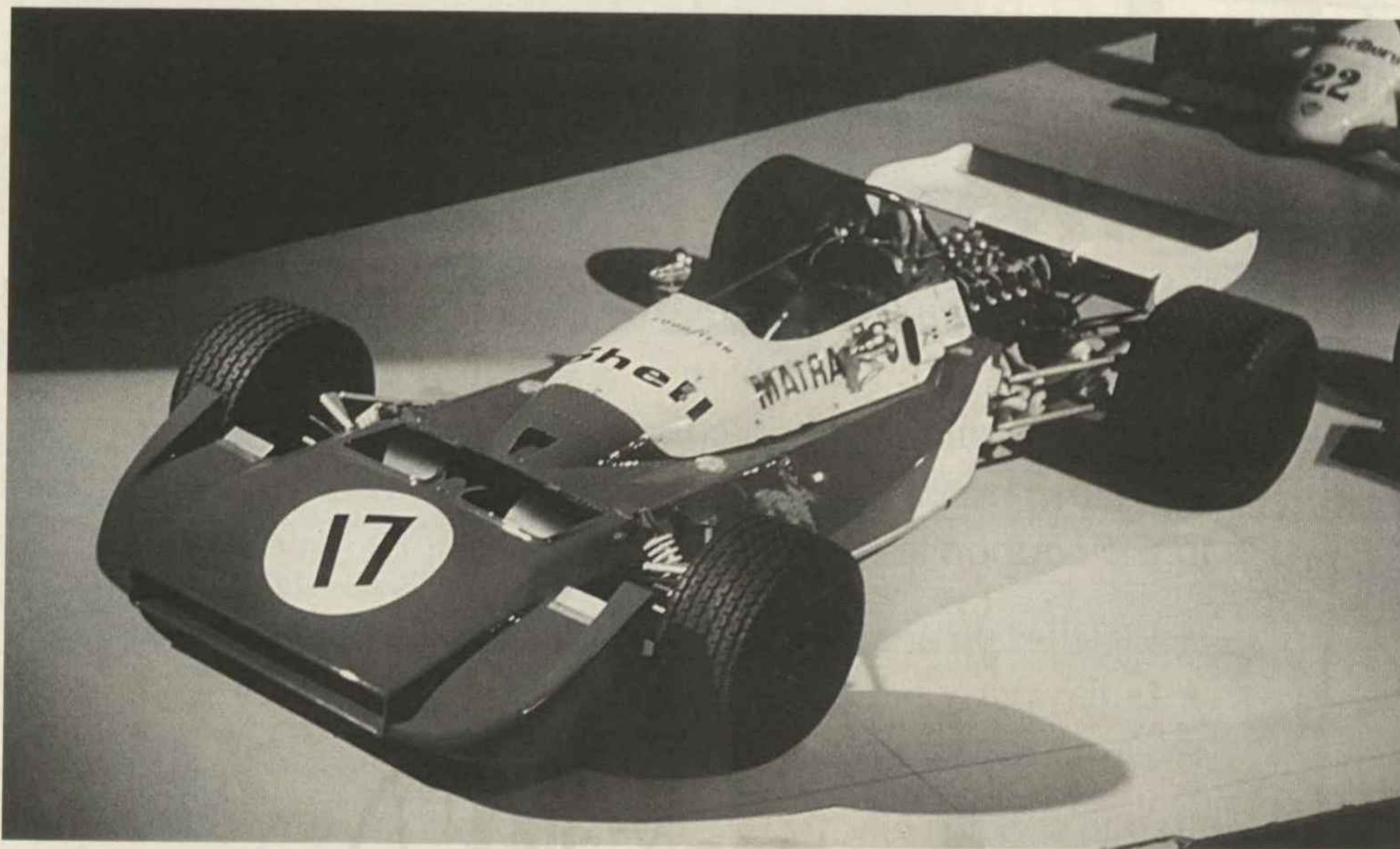
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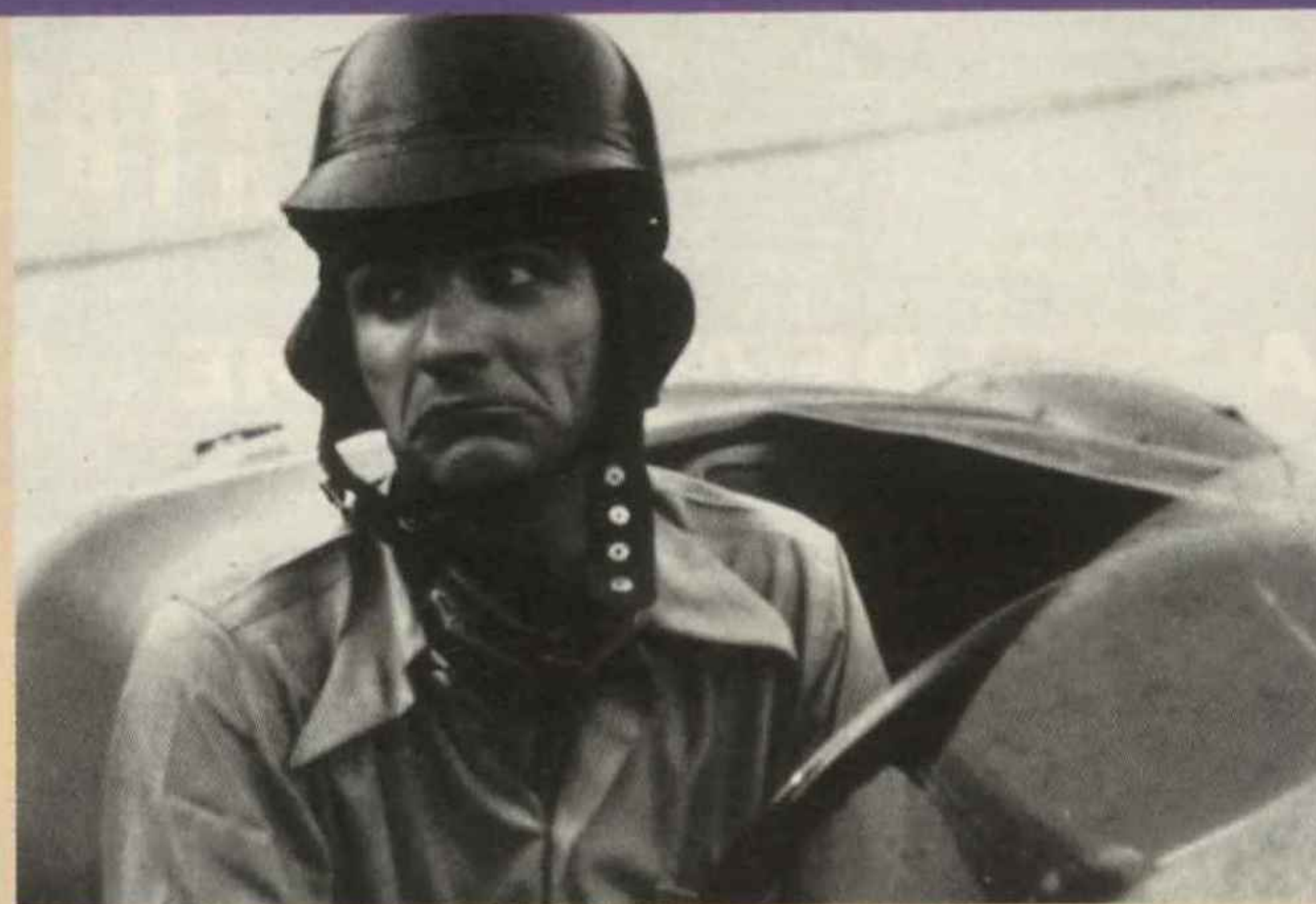
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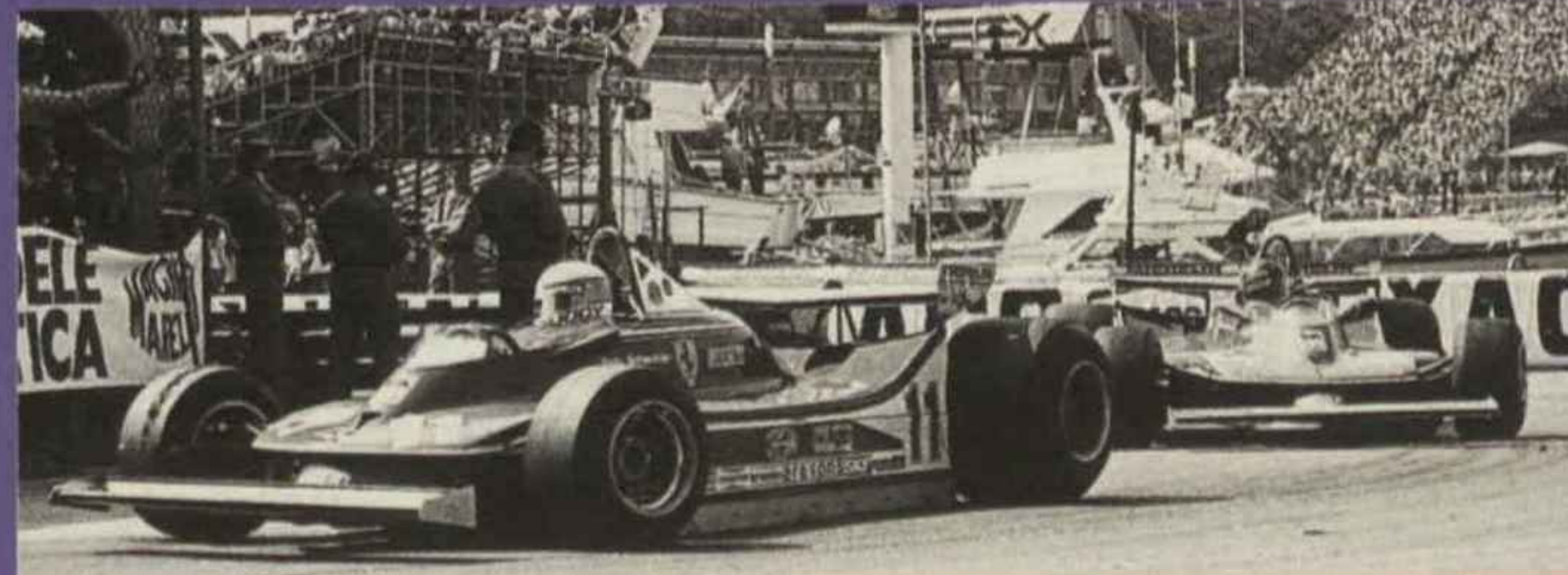
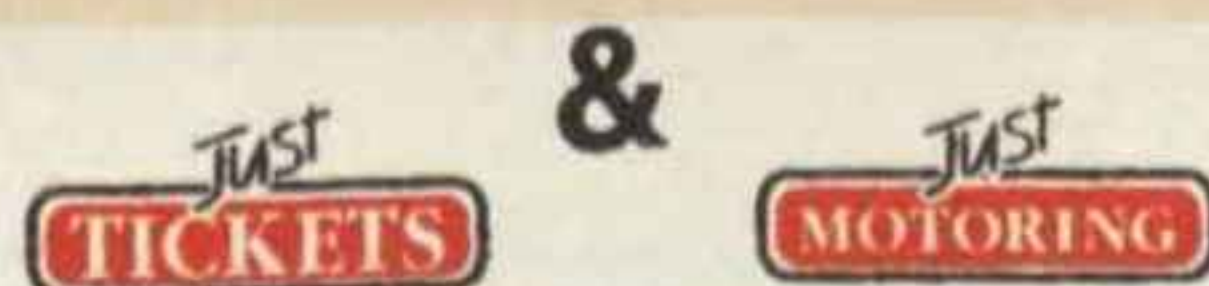
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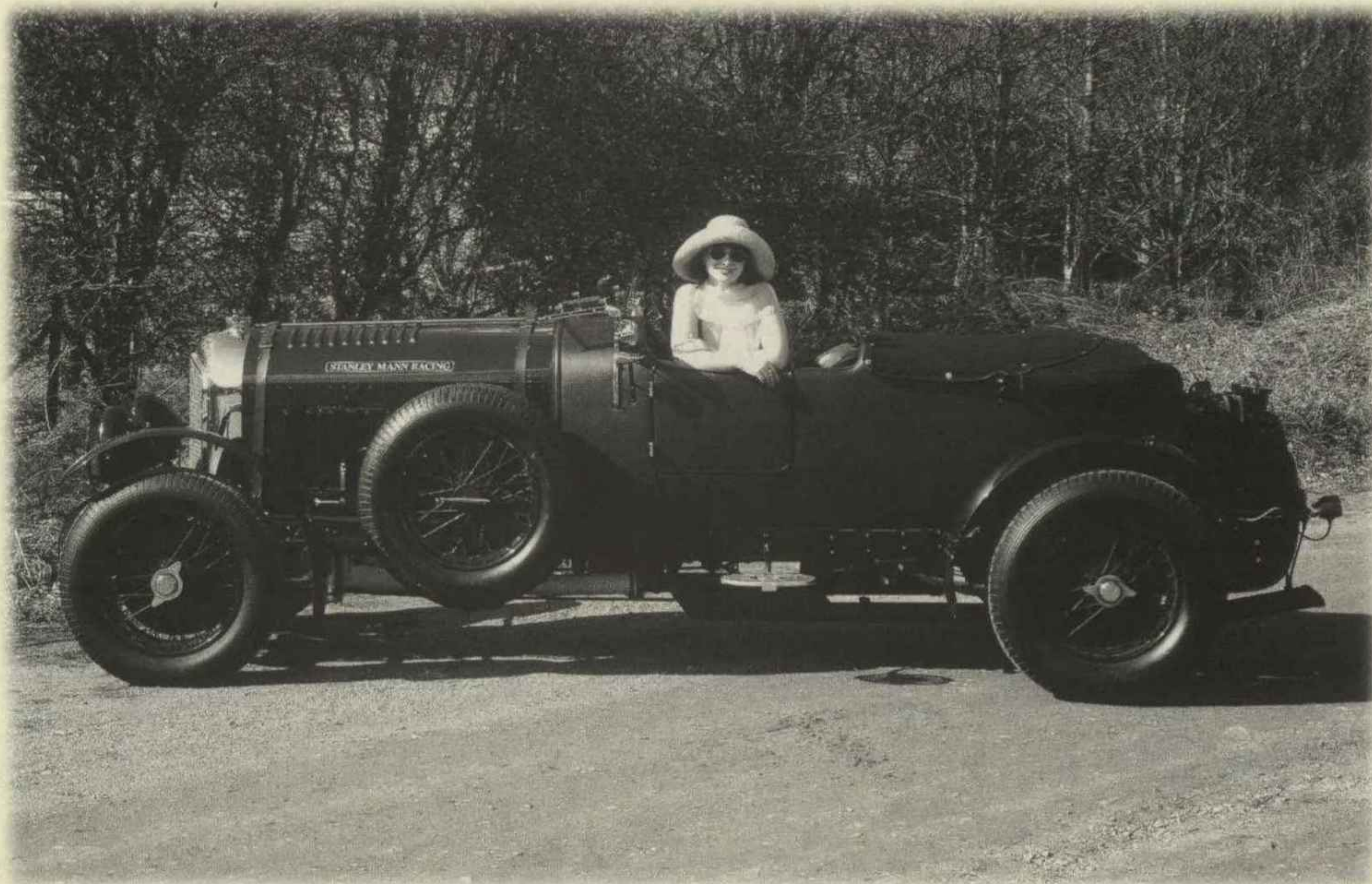
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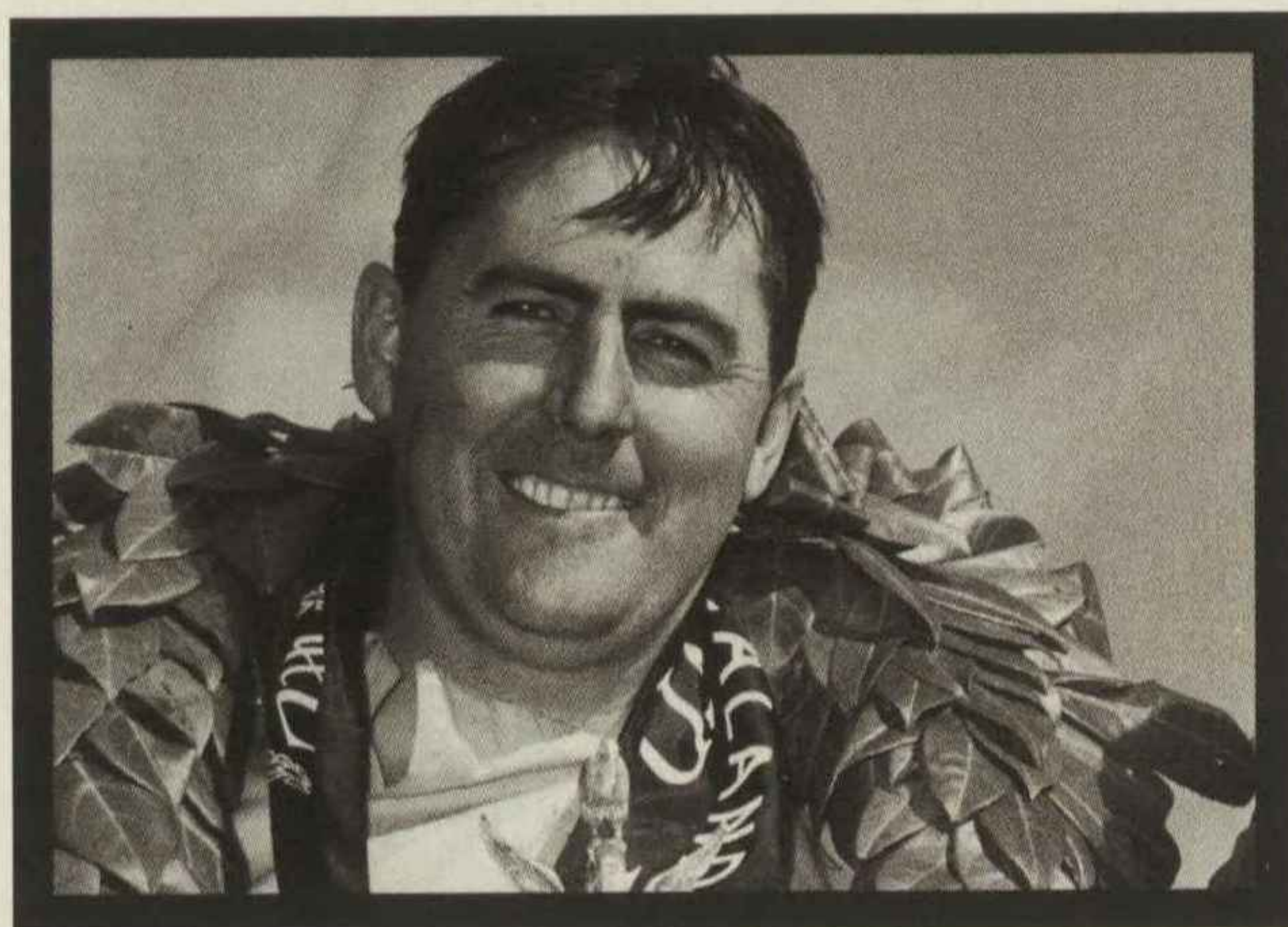
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BRABHAM

THE MAN & THE RISE AND FALL OF HIS TEAM



SIR JACK, FORTY YEARS ON
PAGE 34

by Adam Cooper

THE BRABHAM TEAM

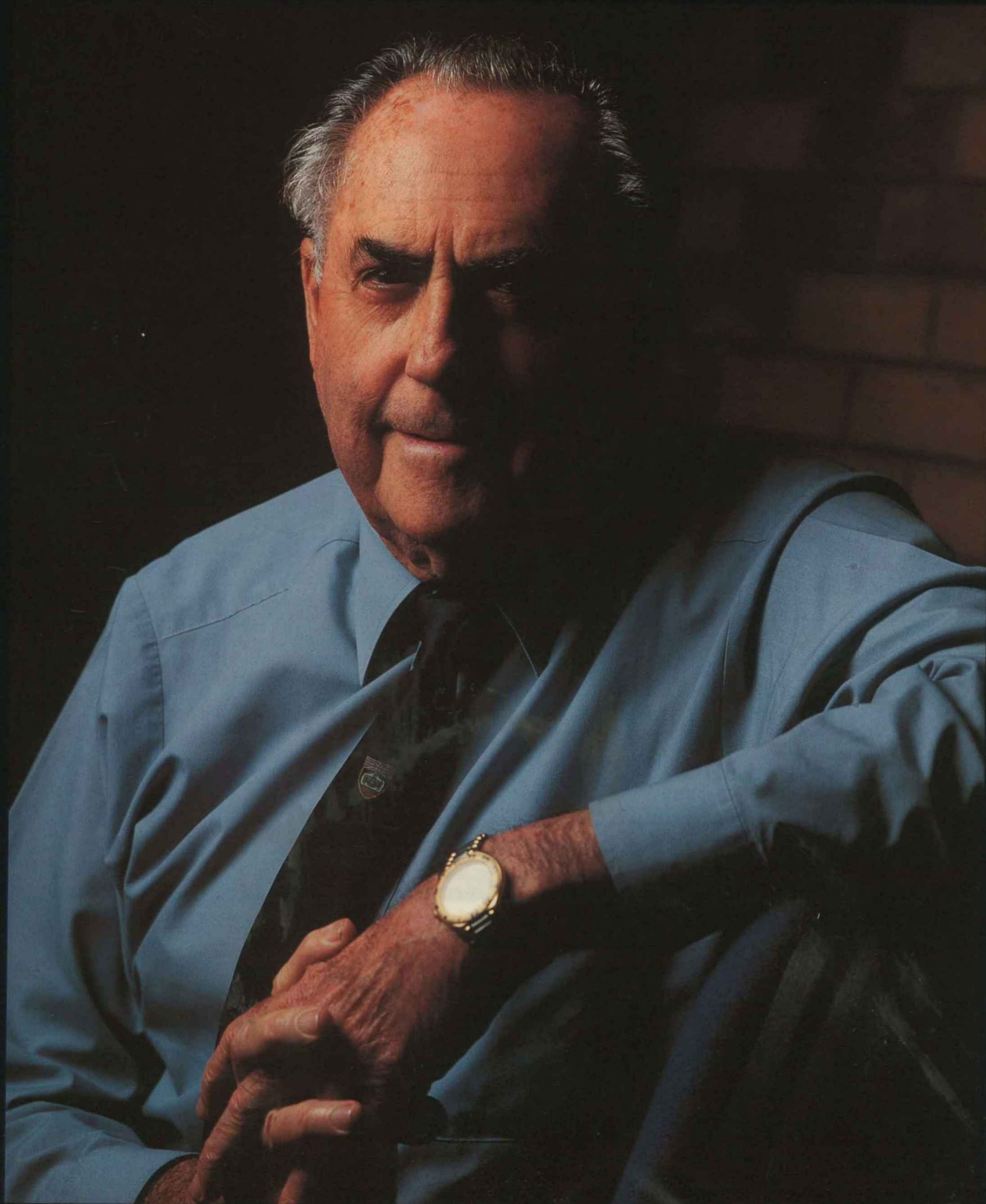
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by Alan Henry



BRABHAM BT49 TRACK TEST
PAGE 46

by Andrew Frankel



THE WORLD ACCORDING TO JACK

HE WON THE FIRST OF HIS THREE TITLES 40 YEARS AGO AND THE LAST, UNIQUELY, WAS IN A CAR BEARING HIS OWN NAME. AND, AS HE TELLS ADAM COOPER, WHAT STILL MATTERS MOST TO SIR JACK BRABHAM IS RACING.

FORTY YEARS AFTER HE WON HIS FIRST WORLD CHAMPIONSHIP, Sir Jack Brabham is showing no signs of slowing down. He is always in demand for historic events and PR appearances, and he never turns down the chance to get back behind the wheel. As he showed at the Goodwood Revival Meeting last September, just pootling round in a museum piece is not the Brabham style; he still likes to hang the tail out. The spirit still burns and man, now 73, still drives. Hard.

"I really enjoy getting back into those old cars," he smiles. "It feels just like old times, gives me a little bit of a spurt and stops me from getting old!" When will he finally give it up?

"I'm going to have a think about it when I'm 75, and if I still want to do it I'll review it again when I'm 80. When I get in a motor car I don't feel any different."

Sir Jack Brabham is our oldest living Formula One World Champion. A handful of other F1 drivers bridged the enormous gulf from the 1950s to the 1970s (Jo Bonnier, Graham Hill, Bruce McLaren and Dan Gurney), but none started quite as early as Brabham, who made his GP debut at Aintree in 1955. Only Jack raced against the Mercedes W196 and the Lotus 72. During a remarkable career he won three titles, the last with his own team and car. And he was still winning when he reluctantly walked away from the sport in 1970, at the age of 44.

And yet somehow his achievements have been taken for granted by the history books. Ask anyone to list the Top Ten of all time, and Brabham's name is never considered. Extend the query to the Top 20, and he might just crop up in the low teens, alongside drivers who didn't win a single title, never mind three. Stirling Moss and Jim Clark dominated the headlines when Jack was racing, and they still do.

"I think it's just that I didn't piss in the press's pockets as much as other people," he grins. "Being an Australian doesn't help over in this country. I never used to worry too much about what the press wrote about me, but, in retrospect, that probably was a mistake on my part."

Jack was never very dashing or glamorous. He was a man of few words, always characterised as a thinker, a dour technician who often won races through stealth. That sort of low-key style rarely captures the public imagination. But when the mood took him Brabham was also a hard racer who could fight with the best.

The World Championship was not on the unknown Australian's mind when he first came to Britain. Already pushing 30, he didn't seem to have much of a future, but within a few years he helped to turn Grand Prix racing upside down – or rather back to front.

"All I was interested in was just doing some motor racing. I never even thought about a World Championship or whatever. It took me a year to find out what motor racing was all about

over here, and luckily I got in tow with John Cooper, and he gave me a job at the works putting cars together and things like that. Eventually I drove for him, and that was really how it all started.

"He let me build a car in the workshop, revolving around the little Bobtail sports car. I put a 2-litre Bristol in it, and that really became Cooper's first F1 car. We had a little trouble with it up at Aintree, and the clutch fell out of it before the end of the race, but I then took it home and won the Australian GP in 1955."

A tremendous rapport developed between Brabham and Cooper, the underdogs who took on the might of Italy, and cheekily outflanked Vanwall and BRM to become Britain's premier racing team.

"It wasn't long before we realised that there was a lot of potential at Cooper's, but even then we didn't think that we would win a World Championship so quickly. The rear-engined car was obviously the way to go, and luckily Coventry-Climax built a 2.5-litre engine for us, which really put us in the driving seat. We went straight out and won the Championship in '59 and '60. Without that engine we wouldn't have been able to achieve it."

The double title was a tremendous achievement for the little manufacturer. Jack was far more than just the driver. He was at the heart of the team, spearheading development – especially the 1960 'lowline' model, in which he scored five straight victories.

"The most enjoyable win was Reims. We were told there's no way we were going to beat the Ferraris there. We managed to do it, and it was a great thrill. In all my years of racing I never got to drive a Ferrari, but I had a lot of pleasure beating them. It was a very interesting time for me, being so involved in it, being part of it. Going all round the continent with John was a lot of fun on its own, apart from the racing. It was a big advantage to me to have some mechanical knowledge, but there were times when I backed off in the car when I probably didn't need to, and lost races by doing that. At the same time at least I didn't drive it into the ground like some of the other drivers."

The spell was broken by the switch to 1.5-litre rules in 1961. After an unsuccessful final year with Cooper the only highlight came by shaking up the establishment at the Indianapolis 500. "It was very different. They called our Cooper the funny car, because it was so different to what they had. Then they said it shouldn't be painted green, because that was bad luck there. Then they caught me eating peanuts, and they said you shouldn't eat peanuts in the pits, that's unlucky. The other thing they said was you mustn't bring a woman into the pits. I couldn't find one so I couldn't do that." ➔

"I never used to worry too much about the press, but that was a mistake"

A difficult 1961 helped Jack made the bold decision to build his own car. Again, he was breaking new ground; drivers had run their own teams before, but no established star had gone the whole hog as a manufacturer.

"I had a friend in Australia, Ron Tauranac, and I talked him into coming over. We started our own company in '62. It was a gamble, but I had a lot of confidence in Ron's ability. The two of us were a good combination. We were short of money and couldn't do it properly, and it took a few years really to get going. We were also starting to build production cars to be able to afford to go GP racing. That really took a bit of doing."

Did his driving actually suffer because of the outside pressures? "I don't know whether it affected it, but we certainly didn't do all that well for a while. We had the incentive to keep going with our own car, and we thought we'd get there eventually, which we did."

Jack didn't win a single World Championship race during the 1.5-litre era, although team-mate Dan Gurney gave the team its first successes. "It was good news when they brought in the 3-litre formula. It really made the cars worth driving, so that you could call it F1 again. There's no way you could call those 1500cc machines Formula One."

Having already been caught out by the slump at Cooper, Jack couldn't let his team be left in the lurch by a rule change. He did such a good job that his cars dominated the first two years of the new formula.

"It was a bit of foresight on my part. Our problem was we just didn't have access to a 3-litre engine we could put in a car and go racing with." History recalls the solution was a triumph called Repco. Jack won four races in 1966 to become the first and, to date, only man to take the title in his own car. But it was not without its troubles.

"Trying to work 12,000 miles away from your engine builder wasn't easy. We lost so many parts in air freight - we even lost a complete engine for three weeks. The thing had been outside a hangar in the rain before somebody found it."

The following year honours went to Denny Hulme, before the Repco was superseded by the DFV. In 1968, Jack earned a solitary fifth place. He joined the DFV hordes the next year, and while he didn't win, two pole positions reminded everyone that Black Jack had by no means lost interest.

By then he was under pressure to return to Australia to spend more time with sons Geoffrey, Gary and David. He planned his retirement for the end of the 1969 season when, at 43, he would already be one of the sports elder statesmen. As you can read in Alan Henry's accompanying story, the plan all went up in smoke when Rindt chose to stay put with Chapman rather than return to Brabham. Jack had no choice but to drive for one more year, and nearly enjoyed a remarkable swansong.

He won at Kyalami, took pole at Jarama, and outran Rindt around Monaco until an infamous last corner mishap saw him stuck in the fence as the Austrian swept by. He led again in the British GP before his season dissolved in a series of mechanical retirements; he had already scored the last points of his Formula One career. His final outing was at the Mexican GP on October 25, but engine problems forced him out. Was it hard to accept it was all over as he packed away his gear?

"I was stuck with it, I couldn't change it. It was a dreadful feeling really. I felt very sad, and I couldn't believe it had come to

an end. I just had to grit my teeth, and say that's it. I had made my mind up and I'd got to get on with it." At least he had left knowing he was still quick enough to win. A talent such as his was not one to watch wither on the vine. Just as Jack was smart enough to know how to start in F1 and start his own F1 team, so he was also smart enough to know when to quit.

"I didn't feel I was giving up racing because I couldn't do the job. I felt just as competitive then as at any other time, and I really should have won the championship in 1970. I have no idea, but I think I could have gone on at least another three or four years. The press didn't help either - they kept calling me the old man of motor racing, at 44! In those days 44 was old, but today, particularly if you go to America, there are plenty of people racing well in their 50s."

Although he'd previously helped youngsters like Bruce McLaren, Hulme and Rindt, Jack chose not to stay on and run others. Again, there really was no decision to be made; owning the team would have kept him out of Australia as much as driving for one, so it had to go too.

"To me all my enjoyment I have had over the years was never just driving, but being involved in the cars and the building of the cars. I got just as much pleasure from that. But the family wanted me to go back to Australia, so I was stuck with that. If I'd stayed I would have been involved with the team, probably doing testing and all that sort of thing. It really wouldn't have been any different to driving.

"I'd have been a lot better off if I'd stayed. That was another mistake in my life, but sometimes family pressures don't allow you to make the decisions you'd like to. Ron took it all over and it wasn't long before he got fed up with it and sold it to Bernie Ecclestone."

Jack may look back now with regrets, but at least he got out of the sport in one piece. During his final Grand Prix season McLaren, Piers Courage and Rindt were killed, and the ensuing three or four years extracted a terrible toll. "It's very sad, actually. Every now and then I pick up an old programme and look at it. I saw one from Monaco '58 and more than half the drivers are not there any more. It's incredible how many friends we've lost over the years. I always remember winning the Belgian GP in 1960, when we had two drivers killed in separate accidents in one race."

Jack insists it wasn't just good fortune which ensured his survival over such a long career.

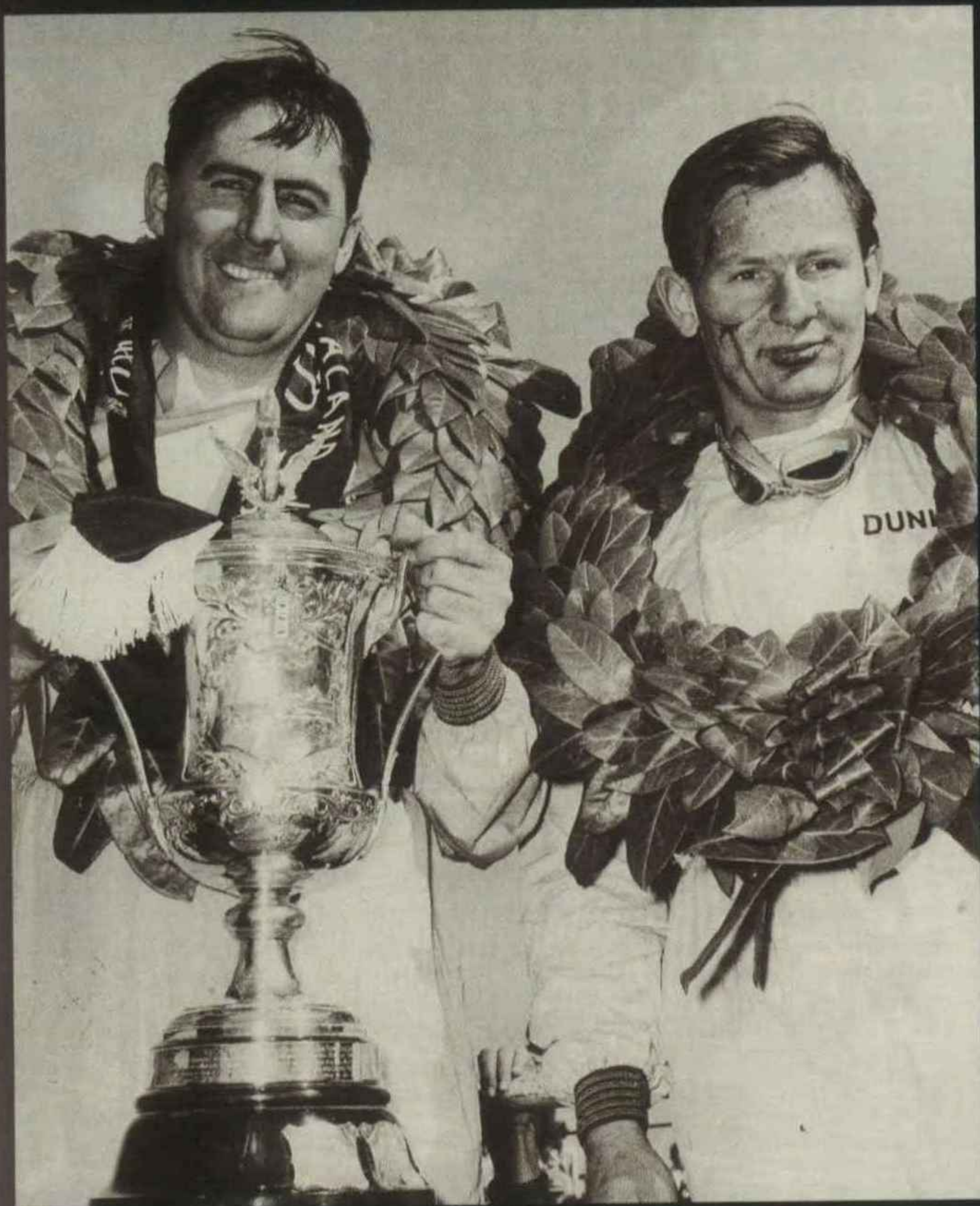
"I'm like everyone else, all drivers think that it's not going to happen to them, but one of the things that got me through it all was that I had very good control over my emotions and my abilities. I knew when to knock off, and I wasn't too proud to lift my foot if I felt that was what was needed. There were a lot of people out there who didn't lift their foot at the right time and are not here to talk about it today."

Jack had only three significant accidents in his entire career. In Portugal in 1959 he was sent flying by an errant backmarker. Later he was put off the road by tyre failures in testing at Silverstone and, in his final year, at Zandvoort.

"It rolled three or four times through a wire fence. When I came to rest I was upside down and I couldn't get out, as the wire was wrapped around the car. I was sitting there hanging in the seatbelts. Fuel was running out of the car, although luckily it was disappearing into the sand. Being a test day it took forever for somebody to come over..."

"I really should have won the championship in 1970 as well"

Clockwise from top left: Brabham and McLaren, Cooper team-mates; Brabham alongside Clark (no 1) at Reims - "he was not in Moss's or Rindt's class"; more autographs in his final season at the 1970 South African GP with son David, later a racer himself; working hard to stave off Moss - "the one to beat. He never, ever had an off-day"



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Jack has a unique perspective on 15 years of technical progress. "From 1955-70 we saw a lot of changes, and I felt part of it, because with the rear-engined Cooper we felt we gave everyone the message "if you don't put the engine in the back you're not going to catch us." Colin Chapman was one of them. He was pretty pig-headed about having the engine in the front, but he couldn't compete with us."

So which period did he most enjoy?

"The 3-litre cars from '66 onwards. It was our own car, and we did well with it. We won the constructors' title twice."

Jack has no doubts about the greatest driver he raced against.

"I raced Fangio a couple of times, but Moss was the one I had a lot of dices with and learned a lot from. He was the man to beat, and it was a great challenge for me. Moss never, ever had an off-day. He was a competitor from when the flag dropped to the end. Some of the others were good on some days but not every day, and things had to go right for them all the time. With Moss it didn't matter what he was driving. Probably the next best was Rindt."

And what of Clark? Jack's view will surprise.

"He was good too, but I don't think he was in the Moss or Rindt class from a speed point of view. They were two very fast drivers. It was the era when Clark had the best car. Lotus was on top, and Jimmy drove it well. But he would have his off days - he wasn't fantastic every time he sat in the car, like Moss.

"I suppose Jackie Stewart was the best of the next era. Since the 1970s Senna's obviously the best driver to come along. He

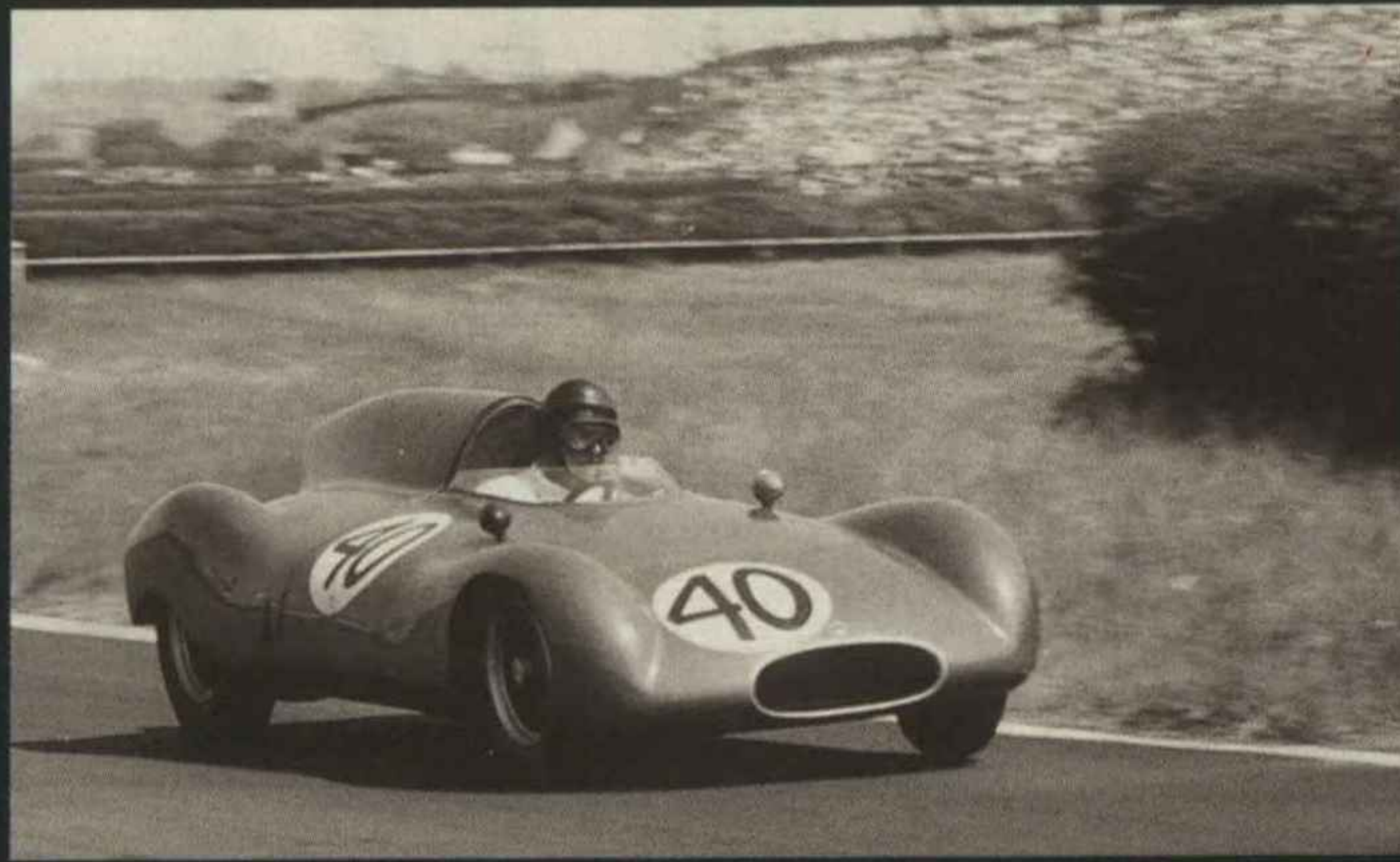
was a very forceful driver. Stewart was a bit like me - we won, but we wouldn't stick our necks out to do it. Our own safety was more important. Schumacher makes the odd mistake, but when you look at the rest, he's the quickest and best driver today.

"Personally I don't think F1 would be as good to be in today as it was when we were driving. The driver role is not all that concerned with the car any more; you don't get involved in the technical side. As for driving, they go round on rails, they don't have to change gear - just press a few buttons and computers do the lot for them. I just don't think the challenge is as good."

Jack still attends GPs, although this year he missed his home race because of business commitments in England. His famous garages in Worcester Park (est 1961) and Ewell (1965) still take up a lot of his time. Through them he's retained links with a little corner of suburbia which holds a lot of memories, since both Cooper and his own team were once based nearby. He's almost certainly the only man to have driven an F1 car on the A3.

"It was about 10am on Sunday morning, and we'd just got the Cooper finished. We decided that we'd have to give it a run, just drive it round the block. But I ended up going up the Kingston bypass, down to the Hook roundabout and back again. When I got to Ewell I noticed a police car chasing me. I raced down to the garage, went in and shouted out to John to shut the door as I skidded to a halt. We went upstairs in time to watch the police looking in the window to see if they could see anybody. We had to try it out, didn't we?..."

Clockwise from top left: with the Cooper team in France '61; Jack's debut in Cooper's first F1 car, the Bristol-engined Bobtail he built, at the British GP 1955; Brabham in discussion with Ron Tauranac, his design partner and later owner of the team; 43 and still flying - Jack at Barcelona in 1969, the year he wanted to retire, though circumstances forced him to drive in '70 too



THE HOUSE THAT JACK BUILT

IT LASTED THIRTY YEARS AND MADE THE REPUTATION OF DRIVERS, DESIGNERS AND A FORMULA ONE MOGUL. ALAN HENRY CHARTS THE STORY OF BRABHAM FROM A FLEDGLING TEAM TO WORLD CHAMPION CONSTRUCTOR

FEW GRAND PRIX MARQUES HAVE PRODUCED A RANGE OF CARS AS technically diverse and innovative as that designed and built by the Brabham team over its 30 years of participation in Formula One. The team also boasts the rare distinction of both their first and last Formula One cars being raced by a World Champion, though, in the latter case it would take a further four years before its driver was able to claim his crown.

In the 1962 German Grand Prix, the team's namesake Jack Brabham – title holder in 1959 and '60 and destined to repeat the achievement in 1966 – did the job. In 1992, it fell to Damon Hill to ring down the curtain on Brabham and Formula One with his outing in the Hungarian GP.

Between that tentative debut (Brabham's BT3 lasted just nine laps) and depressing, scarcely noticed finale lay 394 Grands Prix starts, 39 pole positions, 35 wins, four drivers' World Championships and two Constructors' crowns.

Jack Brabham himself – along with his longtime designer and collaborator Ron Tauranac – were essentially pragmatic and conservative. Not for them the wildly innovative Colin Chapman approach with monocoque chassis and aerodynamically efficient inboard front suspension. Outboard springs and simple, tubular monocoques were the hallmark of Brabham F1 design right from the first 1.5-litre Climax V8-engined BT3 through to the Cosworth DFV-powered BT26 of 1969.

Dan Gurney won the Brabham team's maiden Grand Prix victory at Rouen-les-Essarts in 1964 after a long run of promising, but intensely disappointing performances. Jim Clark may have privately rated the lanky Californian as the only rival he really had to worry about, but then Jimmy had Lotus boss Chapman's undivided attention. Gurney's task was rather more difficult – he had to race his boss, Black Jack, in the other car!

Gurney eventually decided to imitate Brabham and go his own way in 1966, developing his All American Racers Eagle-Weslake. That left Jack with a clear run to the Championship in the first season of the 3-litre F1 regulations. The opposition was stunned, but it shouldn't have been.

Jack and Ron Tauranac pulled a master stroke. Reasoning that the rival teams of Cooper-Maserati and Ferrari V12s, not to mention the horrendous BRM H16, would be either too heavy or too unreliable, they decided instead to go for a lightweight

production based engine for the new Brabham BT19.

This was the Australian Repco V8 based round the General Motors Oldsmobile F85 cylinder block. This engine had been abandoned by GM after initially being developed as part of a linerless aluminium engine programme for a projected 3.5-litre Buick "compact." Not quite at a stroke, Repco transformed this from a commercial disaster to a motor racing dream.

The Repco V8 was light, serviceable and sufficiently powerful to get the job done. It might have only had a claimed 315bhp at a leisurely 7250rpm, but that was enough to see off the vastly overrated and ultimately disappointing Ferrari 312s which were hotly tipped as pre-season favourites.

Brabham won four races that year to clinch the World Championship, then team-mate Denny Hulme repeated the title winning performance in 1967 using first the BT20 and latterly the newer BT24. But by then, of course, the Repco V8 – and everything else, come to that – had effectively been eclipsed by the sensational 400bhp Ford Cosworth DFV V8 which made its winning debut in Clark's Lotus at the Dutch Grand Prix.

Unfortunately, the 1968 season saw Brabham stumble dramatically. Having hired the young and dynamic Jochen Rindt as his number one driver, Jack thought he could reasonably look forward to a third consecutive successful season. Ron Tauranac penned the semi-monocoque BT26 – in fact a spaceframe using smaller gauge tubing but stressed with alloy sheeting – but the vital stumble came from Repco's new type 860 V8.

Brabham shared the Australian engine maker's belief that they could produce a four-cam V8 to match the new Cosworth DFV. It didn't turn out that way.

F1 engine specialist John Judd who subsequently went on to build his own Formula One engines and those for Yamaha sets the season in perspective.

"I spent much of the 1967 season down in Australia working on sorting out that four-cam engine," he recalled. "The power output was alright, but when it came to actually racing it we had a large number of quality control problems. But, it has to be said that, at the end of the day Cosworth's DFV was far ahead in terms of design. There were so many things they did for the first time, and they did them right."

Rindt only finished twice in the World Championship points, including a strong third in the pouring rain at the Nürburgring. ➔

"Gurney's task was rather more difficult, he had to race his boss in the other car"

Right hand page. Top: Denny Hulme sliding the BT24 during the 1967 Italian Grand Prix at Monza. He retired from the race but claimed Brabham's second consecutive world driver's title. Left: The ignominious end. Damon Hill qualified BT60 on back row of grid for the 1992 Hungarian GP, finished in last position. Right: Gurney wins at Rouen in '64 to claim Brabham's first of 35 GP victories





He wanted to stay with Brabham, but Colin Chapman was prepared to bid the earth for him to move to over to Lotus. After much consideration, Jochen finally made the move.

For '69 Jack bowed to the inevitable and switched to DFV power, signing the fiery young Belgian star Jacky Ickx to drive alongside him. Ickx went on to score a spectacular victory over Jackie Stewart's Matra in the German GP at the Nürburgring and would also triumph in the Canadian GP at Mosport Park. But at the end of that single season he returned to Ferrari, from whence he came.

At the end of 1969 Rindt's manager, one Bernie Ecclestone, found himself stuck in the middle of a dilemma. Jochen was thinking hard about returning to Brabham, but again Chapman played his financial trump card with the help of some very big bucks from tyre supplier Firestone. So Jack – staring his 44th birthday in the face – found himself virtually committed to driving for one more season.

With the splendid Brabham BT33, Jack won the season opener in South Africa and would have beaten Rindt's Lotus to win the British race at Brands Hatch had he not run out of fuel and been relegated to second. Possibly all the fuel churns didn't go in prior to the race. But Ron Tauranac explained; "the people concerned were very reliable." He was referring to chief mechanic Ron Dennis, now millionaire head of the McLaren-Mercedes F1 team.

At the end of the season Brabham sold out to Tauranac who,

"At the end of the season Brabham sold to Tauranac who sold it on to Ecclestone"

in turn, sold the company on to Bernie Ecclestone by the end of 1971. Bernie then brought on the brilliant but unknown South African-born designer Gordon Murray who would go on to be responsible for Brabham's Formula One designs for the next 12 years.

Although his first work for Brabham was merely some detailing on the famed 'Lobster Claw' BT34, Murray's first master strokes were the race winning BT44 and 44Bs of '74-75 which saw Carlos Reutemann win four Grands Prix across two seasons and Carlos Pace one. However, Brabham seemed to be infected by a penchant for not topping their cars up with fuel prior to the race. Reutemann lost a stunning victory on home ground at Buenos Aires in '74 when his tanks ran dry under two laps from the flag.

It was indeed a bitter episode. "I worked out the consumption afterwards," said Murray, "and even taking account of the consumption if the engine's mixture control had slipped onto full rich, it still pointed to one churn of fuel being left out!"

The BT44-series was one of the Grand Prix classics of the decade but Ecclestone's commercial acumen dictated a switch to Alfa Romeo flat-12s for 1976. The first Brabham BT45 was a lumbering heavyweight which gobbled fuel like an alcoholic on a day trip to a distillery.

By 1977 the BT45B had been worked into a halfway decent proposition in which John Watson came close to winning both the French and British Grands Prix. But there was no way one

Above: The brilliant Jacky Ickx leaping over the Flugplatz to win the 1969 German Grand Prix at the Nürburgring. He won also in Canada to take Brabham to second place in the driver's and constructor's championships behind runaway Matra team. The car, the BT26A used Cosworth DFV for the first time in Brabham's history. Ten years later the same engine would rescue the team again



could harness the new technology of ground effect aerodynamics with the 180-degree Alfa engine, so Murray put on his thinking cap and tried to find a way around it.

For 1978 he came up with an innovative solution in the form of 'surface cooling', using a system of heat exchangers on the outside of the monocoque surface. That didn't work. Then he came up with the 'fan car' which used a large gearbox driven fan to suck air out from beneath the chassis and literally stick the car to the road. And it worked just fine. Niki Lauda used it to win the Swedish GP in fine style, but the opposition created such a furore about it that Ecclestone agreed to withdraw it from the tracks. Contrary to popular opinion, it was never banned.

The only way out of this ground effect dilemma was for Alfa to produce a V12 which came on stream for 1979. It was a total disaster. "Those V12s varied alarmingly engine to engine," says Murray. "We eventually pinpointed the problem to oil scavenging. Some engines worked fine, others simply drowned the crankcase. There was no rhyme or reason to it."

Mid-season, Ecclestone decided to ditch the Alfa V12s and return to using Cosworth's trusty DFV V8s, an event Gordon Murray describes as "like having a holiday."

Initially, Murray simply converted two BT48s to take Cosworth engines but everything behind the cockpit was totally new and the car was a hit from the word go. This was the superb new

"The only way out of the dilemma was for Alfa to make a V12. It was a disaster"

BT49 which Nelson Piquet would use to win his first Grand Prix at Long Beach in 1980 and then clinch the first of his three World Championship titles with the car the following year.

Of course, the early 1980s saw the predominantly British Formula One Constructors' Association fighting a desperate rear-guard action against the new generation of turbocharged engines. The Ecclestone-led Brabham was firmly positioned at the sharp end of the fight. Allegations that the team cheated its way to quick grid times by using a below-the-weight limit qualifying car were voiced provocatively by some French magazines after Nelson put the BT49 on pole for the '81 Monaco race. None of it was proven, but the rumours linger to this day...

Piquet developed into a world class driver during his stint with the Brabham team and developed an almost telepathic partnership with Gordon Murray. Yet even Ecclestone could detect which way the wind was blowing and decided in 1981 that it was time to get Brabham firmly hitched to the turbo bandwagon.

He struck a deal for Brabham to use BMW's new four-cylinder overhead camshaft, four-valves-per-cylinder engines. Their initial power output was quoted at 557bhp at 9500rpm, although it would eventually achieve almost twice that figure in high boost qualifying form during the course of its F1 competition career.

The following year, with the new Brabham BT50Bs, Murray introduced in-race refuelling in time for the British Grand Prix →

Left: The men who led Brabham through its most innovative period. Kneeling to the left of Carlos Pace's BT45 is South African-born Gordon Murray. Brabham gave him his first job in Formula One, he gave them two world titles. Top right: Jack Brabham makes the team's debut at the Nürburgring in 1962. His BT3 retired after nine laps. Bottom right: 1977 BT45B evolved into reasonable contender

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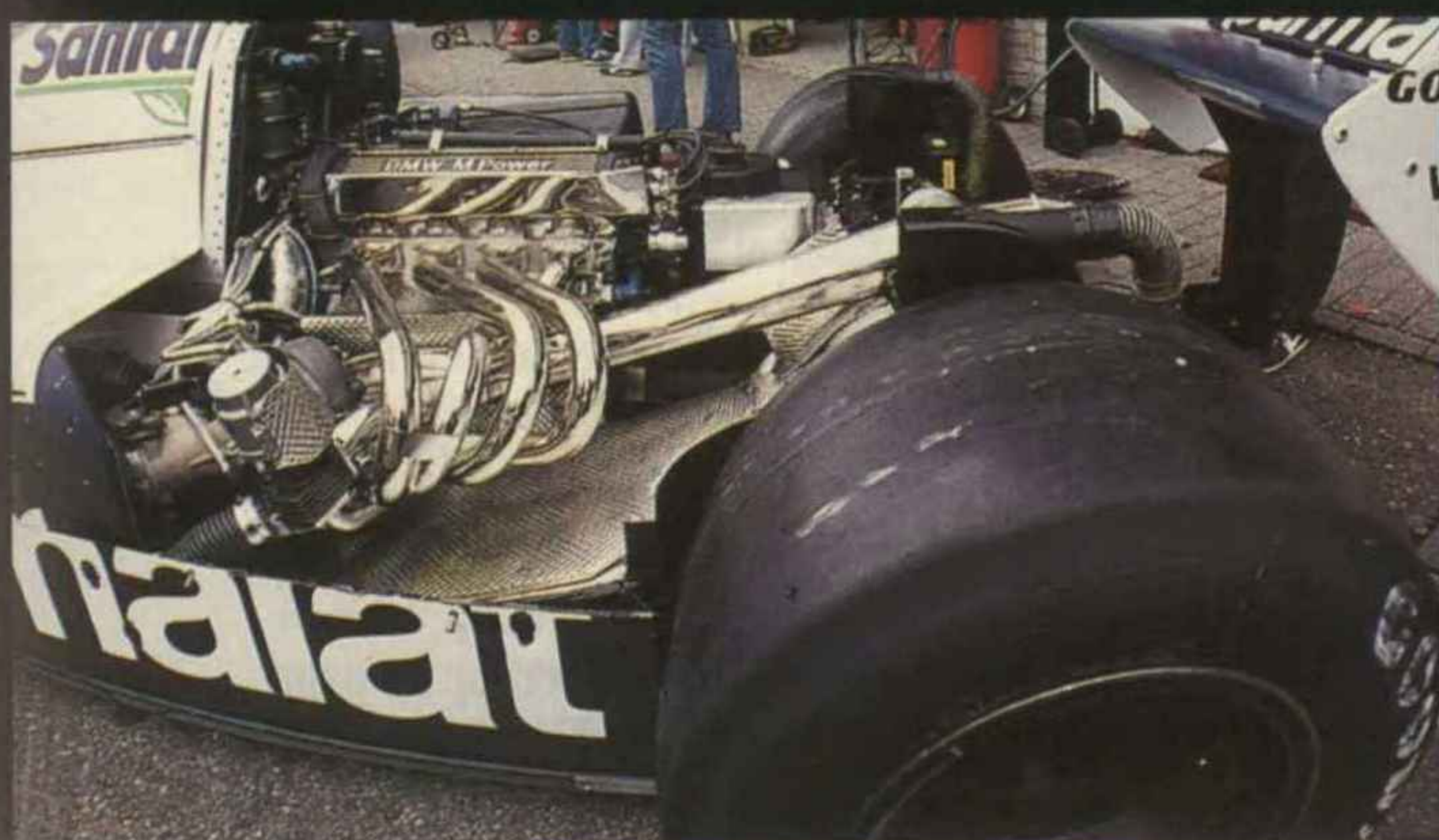
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at Brands Hatch, a month or so after Piquet posted the first Brabham-BMW win at Montreal. Bernie seemed confident that there would be no changes in the technical regulations for the following season.

"In the middle of the season, we equipped one of the BT50s with all the necessary gear, including an air jacking system, and went to Donington Park to test in secret," said Murray. "We timed those and came to the conclusion that we had to do the whole slowing-down, speeding-up process, including the stop itself, in under 40 seconds.

"The first time we did it, with Nelson coming into the pits very slowly indeed, we lost only 26 seconds, so we knew we were OK. With more training we were obviously going to do it a lot quicker than that."

Buoyed by the obvious potential of the in-race refuelling stop, Murray decided to take this concept a step further for 1983 with a 'half tank' chassis, dubbed the BT51, complete with a radical new transmission which was designed to get the best out of ground effect aerodynamics. But, on the 3 November 1992, it all went wrong. On that fateful day, Murray realised the new car would have to be scrapped when the FIA decreed that flat bottomed F1 cars would become mandatory in 1983.

The BT52 was duly readied in time for its race debut in Brazil. It was distinctively different, owing virtually nothing to the long line of Murray-designed Brabhams stretching back to 1973. It had no side pods and the cockpit looked dramatically slim as a result.

"Piquet won the title, the team's peak achievement under Ecclestone"

The BT52 duly won on its debut in front of Piquet's home crowd. In fact, the new machine very nearly scored a 1-2 on this maiden outing as Riccardo Patrese ran second until a cracked exhaust resulted in loss of turbo boost pressure and consequent retirement.

Piquet won the World Championship for Brabham, marking the peak of the team's achievement under Ecclestone's stewardship. The following year the BT53 won just two races in Nelson's hands, blighted by unreliability, while 1985 saw the Brazilian post the marque's final victory, his BT54 now running on Pirelli rubber.

For 1986 Murray evolved the striking lowline BT55 with its canted-over BMW engine and bevel drive transmission. Its much-reduced frontal area should have produced a major performance boost, but oil scavenging problems contributed to a dramatic loss of power and the car never realised its potential.

Piquet had, anyway, gone to Williams by this time and the season was blighted by a fatal testing accident to the team's new driver Elio de Angelis at the Paul Ricard circuit in southern France.

Thereafter with Ecclestone increasingly absorbed with the commercial side of the business, Brabham's fortunes declined. It was passed through a couple more owners, ending in the custody of the Middlebridge Group who presided over Damon Hill's last outing in the arthritic BT60-Judd at Budapest in August, 1992.

For those who remembered Brabham's great days at the front of the field it was truly a tear-jerking moment. M

Clockwise from top left: Nelson Piquet forged 'telepathic' relationship with Gordon Murray which brought two world titles; extraordinary low-line BT55 was the last of Murray's miraculously innovative Brabham designs and one of the few that failed; 1983's BT52 was not one of the prettiest Brabhams but it still gave Piquet his second title; BMW power was the key, four cylinder engine produced huge power

SIMPLY THE BEST

SIMPLICITY WAS THE KEY TO THE SUCCESS OF BRABHAM'S BT49. ANDREW FRANKEL CLIMBS ABOARD THIS SEMINAL 1980S F1 CAR TO DISCOVER ONE OF THE MOST ENIGMATIC (AND UNCOMFORTABLE) RACERS OF ALL TIME

IN THE END, IT IS JUST A CAR. YOU SIT WITH A STEERING WHEEL IN your hands. You change gear by shifting a lever fore and aft, working your way across a gate while depressing the furthest to the left of the three pedals at your feet. The one in the middle makes the car stop while on the right is one to make it go. It is that simple. There are no electronic instruments, no paddles for changing gear. The steering wheel is entirely circular. In theory, anyone with a driving licence could drive a Brabham BT49.

The practice is rather different and while I will come to that shortly, just to give you an idea for now, lodge in your head that this car, a 1982 BT49D weighs about 530kgs and is powered by a Cosworth DFV engine producing about 530bhp. That's a nice, round 1000bhp for every tonne of car or, to put it another way, just about double the power to weight ratio of the world's fastest road car, the 240mph McLaren F1.

That's for later. Now I am simply sizing the car up in the pits at Donington during a test day for Thoroughbred Grand Prix

competitors. The car belongs to Ian Giles who, as well as proving exceptionally relaxed out of the car and hugely quick on board, is also about the same size and shape as a conventional Grand Prix driver whereas I, sadly, am not. He has agreed to let me drive with no restrictions but seems as curious as I am to see how I am physically going to get myself on board.

Right now, however, we have another problem with which to contend. Giles's two man crew are rather less keen to see me in the Brabham and are not shy about showing their feelings. It is made crystal clear our photographers are not welcome while replies to questions come, at best, in single syllables, usually in single words and, once or twice, not at all.

I sit out the morning watching others howl around the track, wondering what I have taken on. My colleague, Matthew Franey is having a ball in an ex-Alboreto Tyrrell 012, Bob Berridge is awesome in his Williams FW08 and when Giles drives the Brabham, I realise his claim that it will take the Craner Curves flat in sixth

Below: Brabham around Donington during testing for MOTOR SPORT. Car weighs 530kg, engine produces 530bhp giving 1000bhp per tonne. Right: Patrese (far left) having brought this car to second place in the 1982 Canadian GP behind winner Piquet. It was Brabham's last one-two and BMW's first GP win but no one is smiling. Riccardo Paletti died on the grid when he slammed into Pironi's stalled Ferrari



gear is not idle. You can hear the DFV right around the lap and not once between Redgate and the Old Hairpin does its note falter.

Mention the BT49 to its designer and, even for a man with a track record such as Gordon Murray's, it's clear it is a car of which he remains exceptionally proud to this day. "What I love about it is its simplicity and elegance. There is nothing in the least bit complicated on the car – it all just worked. We ended up using it for four seasons, from 1979-82."

It may have been simple but it worked. Introduced too late in 1979 for its true effect to be felt, the next season Piquet came second only to Jones' Williams, claiming the first of his three titles the following year. It was finally overcome in 1982 by the turbo revolution and, then, the ban on skirts, the latter a move the BT49 felt more than perhaps any of its opponents.

Nor did its design lack innovation. As Murray points out, "it was the first F1 car to use carbon-fibre in its tub and though it was also part aluminium, we used carbon-fibre in the car's structure two years before McLaren."

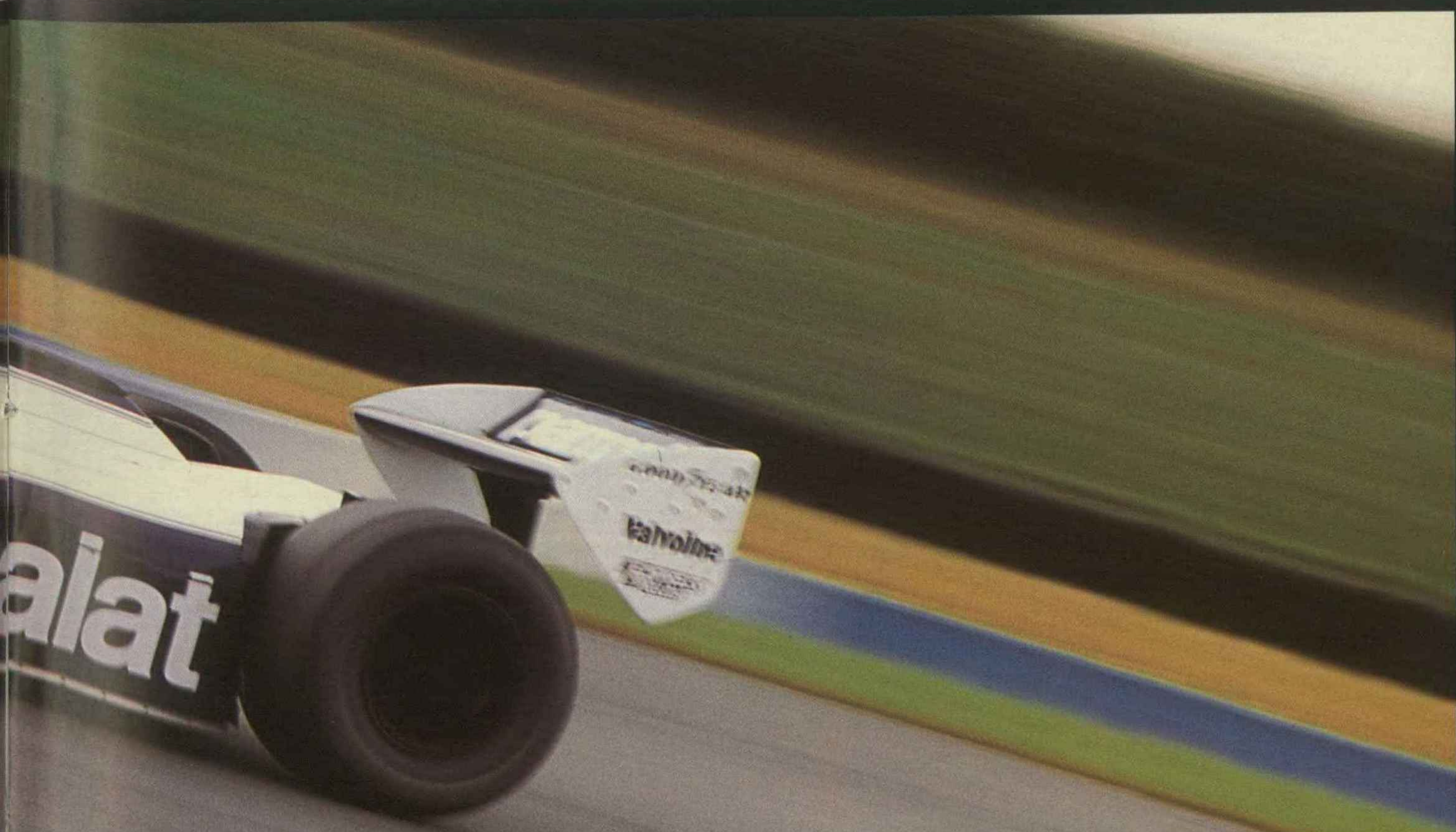
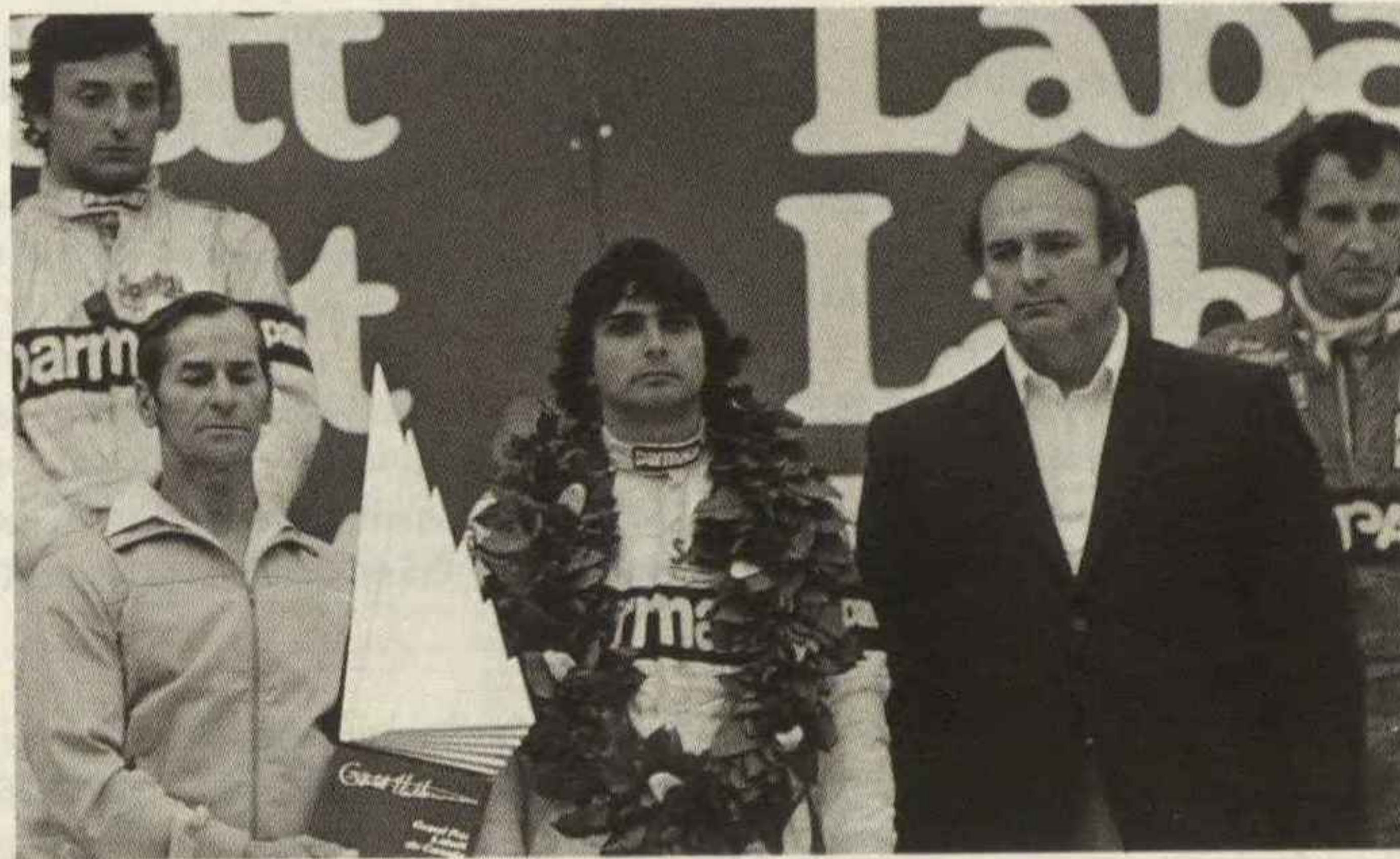
"When we had to run a flat bottom, we lost two-thirds of the downforce in an instant"

That, however, was not the BT49's secret weapon, the reason which made the car the class of the F1 field and gave Brabham its first driver's title since 1967. The ace up its elegant sleeve, says Murray, was downforce. "It just had more of it, more than any other car out there and it all came from the ground effect. We ran the car with no front wing at all and scarcely any at the back. It all came from under the car and it generated more pure downforce, I think, even than the Williams. When we had to run a flat bottom, we lost two-thirds of the downforce in an instant."

Its engineering simplicity did, however, play a key role. "It was the most reliable car of its era. In Nelson's

championship year he never failed to finish through mechanical failure." The books support this: fifteen starts, ten finishes, four accidents and one mechanical failure when his engine blew at Monza on the last lap relegating him to sixth.

The elegance and simplicity Murray refers to is not simply beneath the skin. To my eyes, the Lotus 79 is the only one of its contemporaries with a claim to greater beauty. It's at its best seen from ➤



dead head-on, where the downward curve of its gently sloping side pods have elements of Concorde's wing profile. The nose sharpens to a defiant point, there is nothing to interfere with the airflow over the body save the mirrors and driver's head while the Parmalat livery is one of the smartest of all.

Beautiful, however, does not mean big in this case. The BT49 was the first GP car Murray had designed which was unable to accommodate his six foot four frame. "Our big drivers like Watson had all left the team so I chopped three or four inches out of the monocoque. How on earth did you get in?"

By removing the seat and bodywork that's how. The elegant body is, in fact, all one panel and lifts off easily. I could then just about cram myself into the tub, rear seat-belt mounting points dug deep into my back and strap myself in before the bodywork was replaced. If I'd had an accident or had to get out of the car in a hurry for any reason at all I would have stood no chance at all. Someone plugged in a starter and, with a whoop and a bang, eye-wateringly loud through a helmet, balaclava and ear-plugs, the Cosworth fired up.

This DFV sounds different to most hammering around the track, reflecting its extreme state of tune. It's note is more melodic, smoother and exciting than usual. Giles cautions me never to let it run below 6000rpm, suggests I shift at 10,500rpm to give

"What I had hoped would be a great experience was turning into a misery"

myself a little room for error (he takes it to 11,200rpm) and advises that it only really gets going above 8500rpm.

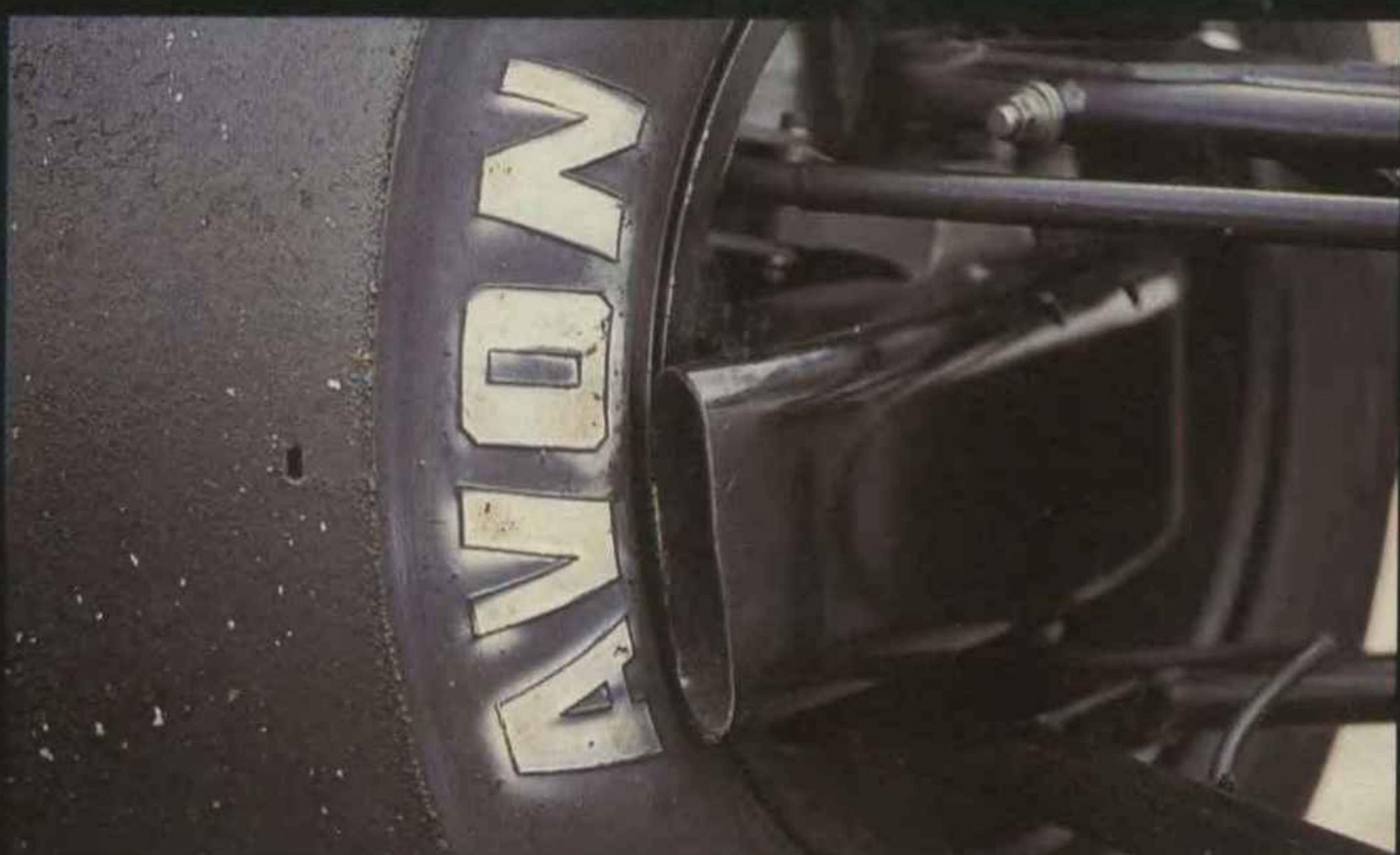
The first couple of laps were easy enough. The Hewland six speed box is one of the best I've used, the tyres were already warm and my only interest was making sure I found my way around the track without getting in anyone's way. Two thoughts occurred: first, it was only with the greatest effort that I could lift my right foot sufficiently for it to disengage from the accelerator and move across to the brake and, secondly, I was not sure I had ever been more uncomfortable in my life.

What I had hoped would be one of the great experiences was fast turning into a misery and much as I would like to blame anyone else, the real reason was me. I simply did not fit this car and should have given up the struggle, saving myself a great deal of pain and making the day of at least two people back in the pits.

It was only the knowledge that the experience would remain long after the bruises had faded that kept me out there. On lap three, I started to drive the Brabham rather faster and, as the rev-counter swept past 8500rpm, so all thoughts of how I had got myself into this situation in the first place vanished. Funnily enough, it didn't seem to hurt any more either.

Suddenly I was busy, more busy than I remember ever being in a car. In this car, there are no straights as such. Straights are where you relax, change gear every so often, check instruments and

Clockwise from top left: Frankel struggles to get on terms with Brabham at Donington; one reason is that monocoque was built for Riccardo Patrese who is nearly a foot shorter. Cockpit stunningly uncomfortable. Rev-counter starts at 4000rpm though engine only works above 6000rpm, revs to 11,200rpm; Avon slicks are control tyre for TGP championship; Parmalat was enduring Brabham sponsor



think about where the traffic is, how many laps remain and such like; straights are called straights because they are where you straighten up those affairs left untended while your concentration is required in the corners.

Not in this car; coming out of Coppice in third (I expect the truly brave use at least fourth) the usually long stretch to the start of the Melbourne loop seemed to have gone missing, absorbed into a frenzy of gearshifts, tachometer needle flicking into five figures time and again and, more than anything else, utter determination to arrive in the braking area in good shape to lose three gears and 100mph in time to angle into the Esses.

I was surprised to feel the Brabham under and oversteer in the hairpins that led back to the pit-straight, feeling restless but not uncomfortable on departure from the Melbourne hairpin, and using every inch of track at Goddard, simply to get around the corner. Giles had noticed as much when he was driving and suggested it probably had more to do with a quirky differential than anything I might be doing. In the faster corners, despite no longer boasting the skirts it once used to such effect, I got nowhere near to the limit.

I returned the Brabham to its owner and pulled up outside the pit and thought back to this car's finest hour. It coincided with one of Grand Prix racing's darkest. The 1982 Canadian GP will only ever be remembered for the death of Riccardo Paletti, coming

"This car's finest hour coincided with one of Grand Prix racing's darkest"

scarcely a month after the loss of Gilles Villeneuve. It marked a water-shed in attitudes to on track loss of life and, to date, there have been just three deaths in F1, one in testing, one in practice and one during a race.

Brabham had used a mix of DFV and BMW turbo power all season, the latter having hitherto finished just one race to date. Piquet had a 1.5-litre BT50, Patrese this BT49D. Nelson led from lap nine to win, Riccardo running home to an unchallenged second. It was BMW's first Grand Prix win and, as it transpired, Brabham's final 1-2.

Driving it was an experience you only appreciate once it's over. On the track, there was simply too much to do to enjoy it at the time; if you knock back a drink without pausing for breath, you only taste it once it's gone down; so it proved with the Brabham. Sitting in the pit, waiting for the bodywork to be removed to allow my escape, I was both aghast and relieved the experience was behind me. Driving back to London, I started to appreciate the extraordinary privilege that

had been afforded me and the generosity shown to and trust placed in me by its owner. Some months later, I now know this day that had started so badly will be one I will cherish for years to come. All in all, I would not have missed it for anything.

Our sincere thanks go to Ian Giles for trusting us with his car and to Thoroughbred Grand Prix (01451 810855) for providing the track time. ■

Running out of the Craner Curves, which this Brabham can take flat in sixth but not with our man at the helm. Front wings were rarely used originally but are vital today as BT49 is not allowed to run with its original skirt system in the Thoroughbred Grand Prix championship. Car remains today in the identical Parmalat livery used when it was a contemporary Formula One contender





“Looks like rain. We’ll take the car.”



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KONI ADJUSTABLE DAMPER

TO ENSURE F1 CARS STICK TO THE TRACK IN 1999, THEY BOLT ON A BIGGER WING. IT WASN'T ALWAYS THAT EASY. KEITH HOWARD RECALLS AN INNOVATIVE SUSPENSION INVENTION

photography by Charles Best

Remember the *Not The Nine O'Clock News* sketch where trades union leaders were challenged to speak for 30 seconds without using the word "aspirations"? They all failed, of course, just as most racing drivers of the modern era would if asked to speak for the same time without uttering "set-up". We are so used today to the concept of the adjustable race car – adjustable for different circuits and different driver preferences – it's easy to forget that they weren't always so compliant. The minutely adjustable race car had to be conceived, engineered and refined: it wasn't a given.

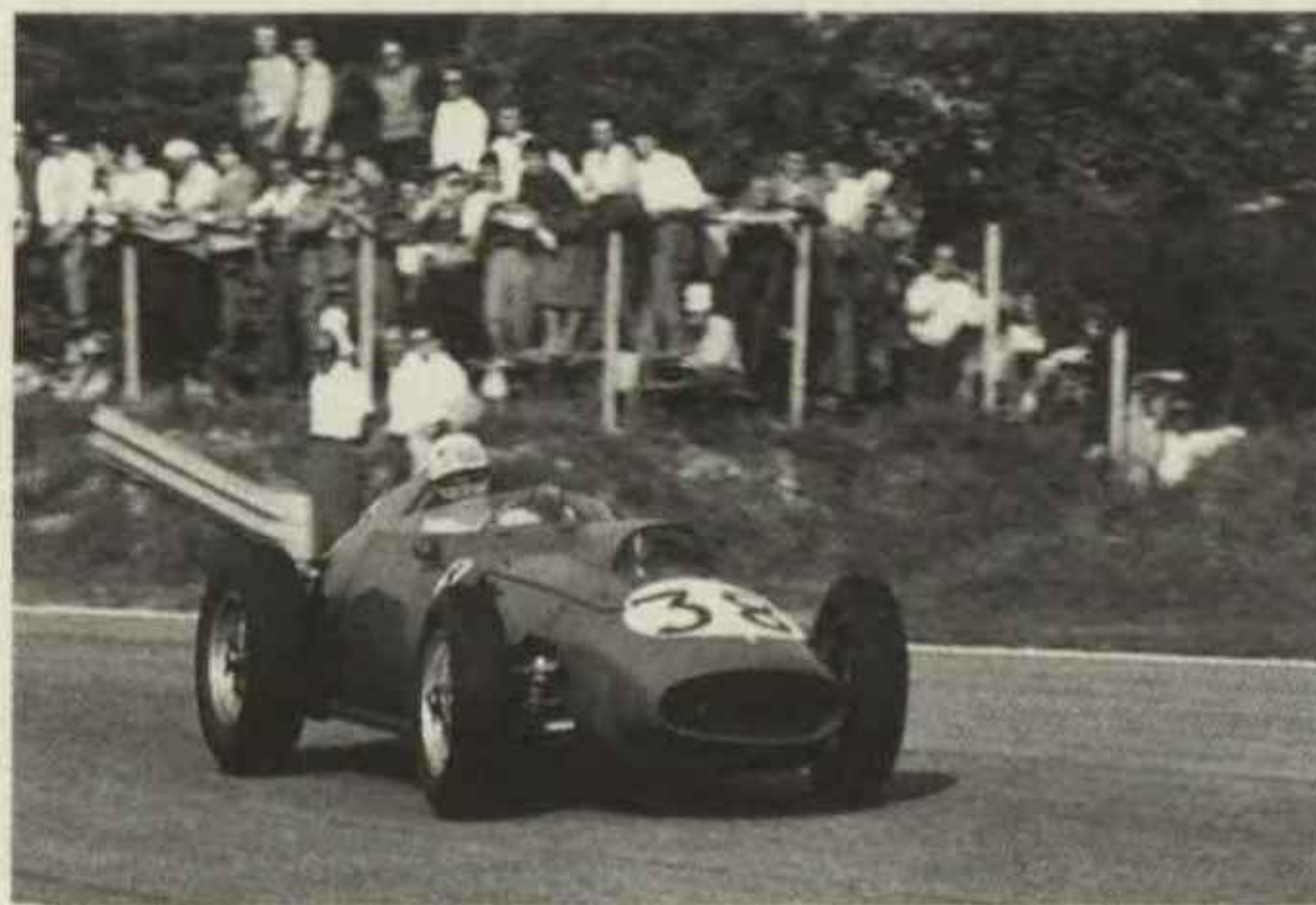
In the years before aerodynamics came to dominate the top formulae, set-up meant tweaking the suspension geometry, spring rates and damper rates. Adjustments to these are still made today, of course, but the old art of suspension tuning – of making the car supple enough to keep its tyres in consistent contact with the track surface, but not so soft as to compromise body control – has been overwhelmed by the need to resist the huge aerodynamic forces generated by wings and ground effect. Grip is gifted by downforce these days; if you don't have enough of it, then no amount of suspension fettling can make you competitive.

It was in the very different, pre-wing era of the late 1950s that, as part of the gradual incorporation of fully adjustable suspension in F1 cars, Dutch damper manufacturer Koni introduced its 8211 – the first telescopic racing damper to be externally and, just as importantly, completely independently adjustable in both bump and rebound. In 1959 Koni began its long relationship with Ferrari in F1, the 8211 competing in its first Grand Prix at Monza that year with Belgian driver Olivier Gendebien at the wheel of the Dino 246.

A twin-tube design, the 8211 had a steel body heavier than ideal for F1, but a reflection of Koni's concerns over manufacturing difficulties using aluminium. Once the 8211 had thoroughly proved itself, though, the obvious development was to make the switch to the lighter body material. This Koni duly did in 1967, giving birth to the 8212 – the first example of which, No 1003, was manufactured for a Ford GT40 Mk1 on 3 January that year. It's worth

being specific about the date because, although nobody knew it then, a Formula One phenomenon had just been created: a damper that would go on to win a bewildering 12 championships in a row.

Not that such heady success came immediately. First Koni had to establish itself as the damper supplier of choice for more teams, and expand the back-up organisation that was to be as important a part of its eventual success as the 8212 itself. In *Tune To Win*, the second of his hugely successful series of books on motor racing technology first published in 1978, straight-talking Carroll Smith wrote: "It is interesting to note that most of the Formula One teams use Konis – a couple Armstrongs, and none – to my knowledge – use gas-filled shocks. There



Gendebien first to use Koni damper for F1 in '59

must be a clue there. Part of the answer is the constant attendance at Formula One meetings of the Koni technicians who are ready, willing and able to build shocks with whatever characteristics anyone desires – on the spot. Part of it must also be the superb quality and almost total external adjustability of the Koni." On these three foundations, Koni built itself into the *sans pareil* of F1 damper suppliers.

Carroll was to go even further in his later *Engineer To Win*, published in 1984: "For 20 years or so I have felt that racing shock absorbers are manufactured by Koni and by no one else. Nothing has recently happened to make me change my mind. I am convinced that before any driver can reach his full potential he is going to have to learn to use Koni's double adjustable shocks to their best advantage." He then published, *literatim*, Koni's own guide to adjusting bump and rebound settings to best effect.

First championship success for the 8212 came in

1971 with Jackie Stewart and the Tyrrell-Ford 003, after which its place at the top table became a yearly ritual throughout the 1970s and into the early '80s, Keke Rosberg and Williams delivering the 8212 its last championship a dozen seasons later in 1982. At the final Grand Prix that year, Las Vegas, Michele Alboreto won for Tyrrell-Ford, appropriately giving the 8212 its last Grand Prix victory with the team that had supplied its first championship. By then Koni had racked up a staggering 186 wins, most of them delivered by the dominant 8212.

The following season the 8212 was retired, its long, pre-eminent career in the top racing formula finally curtailed by the relentless increase in aerodynamic downforce. When the 8212 was first used in F1, Grand Prix cars had ride frequencies only a little higher than road cars – typically 1.7 to 1.8Hz – with spring rates of perhaps 170lb/in. A gradual increase in wheel rates occurred during the late '60s and early '70s as wings arrived, but it was with the development of ground effect in the late 1970s that a sea change occurred. To resist the massive levels of downforce produced by ground effect and maintain the car's critical pitch attitude, spring rates shot up to around 2000lb/in and suspension travel decreased to almost nothing. With damping forces needing to increase four-fold to match, it was inevitable that damper design would have to undergo major changes also.

Fortunately for Koni, the 8212 had been oversized and understressed from the outset, allowing it, at least initially, to cope with the increase in downforce that ground effect provided. But as the exploitation of underbody airflow advanced and downforce continued to burgeon, even the old master was found wanting. F1 designers began looking to pressurised monotube dampers instead of the twin-tube, on the basis that their larger piston area would provide the hydraulic stiffness necessary to resist the high wheel loads and ensure accurately metered damping at the much lower wheel amplitudes and velocities now encountered. Koni developed its 3012 monotube damper and later the 2812 in response, and the 8212 was pensioned off while still at the top.

Koni finally stopped manufacturing the 8212 in the early '90s but still makes the otherwise identical steel-bodied 8211. Thirty-two years after its launch, the most successful damper in the history of Formula One hasn't quite quit the scene just yet. **M**

The Blitzen Benz



BEFORE THE FIRST WAR, THE BENZ COMPANY DECIDED IT NEEDED A MACHINE TO BOOST ITS IMAGE. THE RESULT WAS A BARNSTORMING MONSTER WHICH TOOK THE LAND SPEED RECORD. BILL BODDY REPORTS

Before the aero-engined cars stirred spectators at Brooklands there was sensation aplenty, when prior to the war of 1914 the gigantic Blitzen Benz were let loose there. When aeroplanes were only just about flying seriously from the aerodrome this very fast racing car from Germany was sensation indeed.

The Blitzen had scored many successes in Europe before one arrived on these shores. It was entrusted to L G 'Cupid' Hornsted, who was more than capable of handling the monster – until its tyres went, for in those days even the Palmer Cords were unable to cope for long with the Blitzen's power and pace. It had four huge cylinders of 185mm bore and

200mm stroke, giving a swept volume of 21,504cc, invoking a tax rating here of 84.8hp. Enormous push-rods prodded overhead valves, and this big short-wheelbase Benz could be geared to do 140mph at 1400rpm. The body was a cramped two-seater, and final drive was by side chains. The great Victor Heméry, who drove one at Brooklands in November 1909, found the bankings tricky, but set a new LSR of fractionally under 126mph. Hornsted got his just before the 1913 Motor Show. His mission was the hour record, but even the Palmers lasted for only about 60 miles, restricting him in the December weather to short-distance records. When a burst tyre locked a back wheel, there was a skid which, it was said, lasted for about a kilometre and nearly sent the Benz over the banking top. Only a hasty change into third gear and booting the power in saved him.

Blitzen No1, the 200hp Benz raced by Barney Oldfield and Bob Burman on America's fair-like tracks in 1910 and 1911



Ludvigsen Library

occupants covered in soot but not badly hurt. Horace, who liked to exaggerate the dangers and difficulties of driving such a fast and powerful car with lurid newspaper stories, did win a lightning handicap at 105mph in August 1922.

That seemed to be it for these dangerous old monsters at Brooklands, except that for the last meeting of 1923 John Duff, the Bentley driver, wanting to move to faster stuff, took out the Benz instead of Barlow. He failed to pull up after the line and over the banking sailed the Benz and its occupants, putting Duff into hospital. This caused Horace to be rude about Duff's ability, although he had lapped quicker than Barlow before the accident. Exciting these 21½-litre Benz most certainly were. Hornsted found that driving from the docks to Brooklands on London's wood-paved roads, "the rear wheels just spun if you even looked at the accelerator too sharply". Then both cars disappeared, Zborowski using the gearbox of Cooper's Benz for what is now the famous 'Babs'.

That is how the crowds who attended the meetings of the Brooklands Automobile Racing Club saw the invasion of the Blitzen Benz. In fact, although these were among the very few truly fast and fearsome racing cars to be seen "taking the cement", as Zborowski described it, the Blitzen-type engine with its massive cylinders was to be used for production versions of the Big Benz.

These chassis, still with the 21½-litre engines, were listed here at £1800 in 1912, and one made some desultory appearances in BARC races soon after Hugh Locke King's famous Track re-opened after the war. Reputed to have been General von Hindenberg's staff-car in the war, it was found some years later languishing behind a pub by the versatile Brooklands-driving baronet Sir Alastair Miller, who acquired this impressively large four-seater for £50 and raced it consistently. Improvement in fuel and tyres was perhaps the reason why it lapped at 115.82mph, when driven by one of Miller's mates, Cyril Paul. It still resides in England. The body is by a Parisian coach-builder; the mystery of why it was bodied there but is said to have been in use on the Western Front from 1914 to 1918 is one to ponder...

The Benz Company of Mannheim had approved of motor-racing for publicity and development purposes and had built cars for the prestigious 1908 French Grand Prix at Dieppe. The drivers were the sardonic Victor Heméry and René Hanriot. Heméry had earned the reputation of being a rude and difficult personality, but aged 32 he had won the St Petersburg-Moscow race for Benz and finished second in the 1908 American Grand Prix at Savannah.

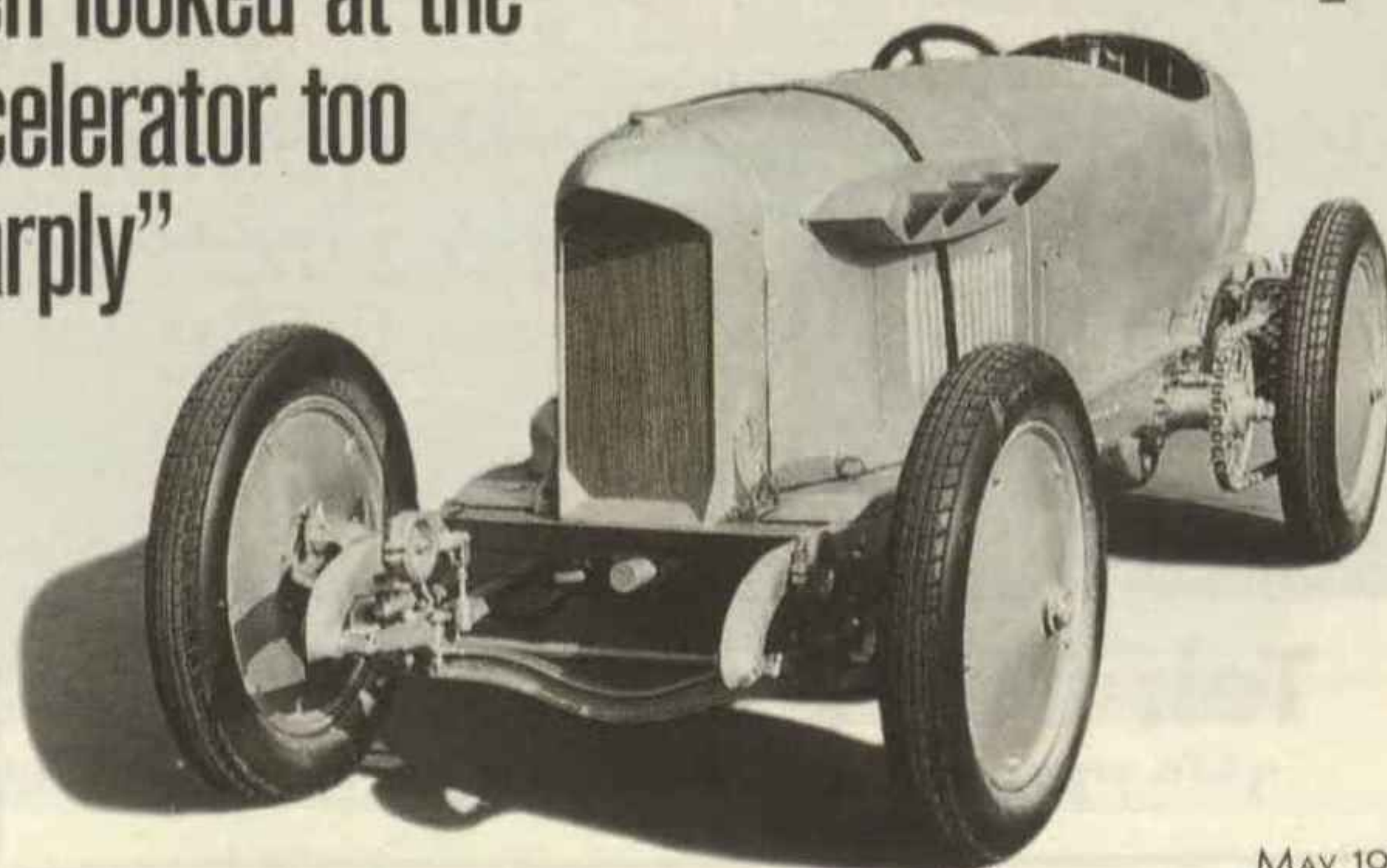
He was regarded by many as the hero of the French GP that year, as he was held up by tyre trouble and had to come in for medical attention after a stone broke his goggles, but still completed the difficult 477 miles in second place to Lautenschlager's Mercedes. It was his desire to be the fastest driver of all which led Heméry to goad Benz into building the Blitzens, their powerful engines designed by Louis de Groulart. As we have seen, it worked, with a 32-second mile at Brussels and that record at Brooklands which would later be ➔

Hornsted called it a day after June 1914, having broken more short records, and set the LSR to a two way 124.01mph.

After the war two of these mighty Blitzen-type Benz appeared at the Track. One was entered by J L Dunne, who ran the British Benz Co, from Grafton Street, with the flamboyant Horace V Barlow, a publicity seeker who upset or amused other drivers depending on their temperament. The other Benz, owned by Zborowski's friend Major R F Cooper, was billed as a new hush-hush post-war racer but was, in fact, Hornsted's old car. Cooper's was the 1909 Heméry Benz.

Zborowski had a go in his friend's Benz. He won a 1922 race but, brave as he was with 'Chitty-Bang-Bang', he declared the big Benz unsafe for further racing. It was left to Barlow to provide the sensation such a car always promoted. He left the paddock on fire in his first race appearance, trailing a plume of black smoke for a mile or more and setting his passenger's overalls alight before the white car pulled up and the flames were extinguished, leaving the

"The rear wheels just spun if you even looked at the accelerator too sharply"



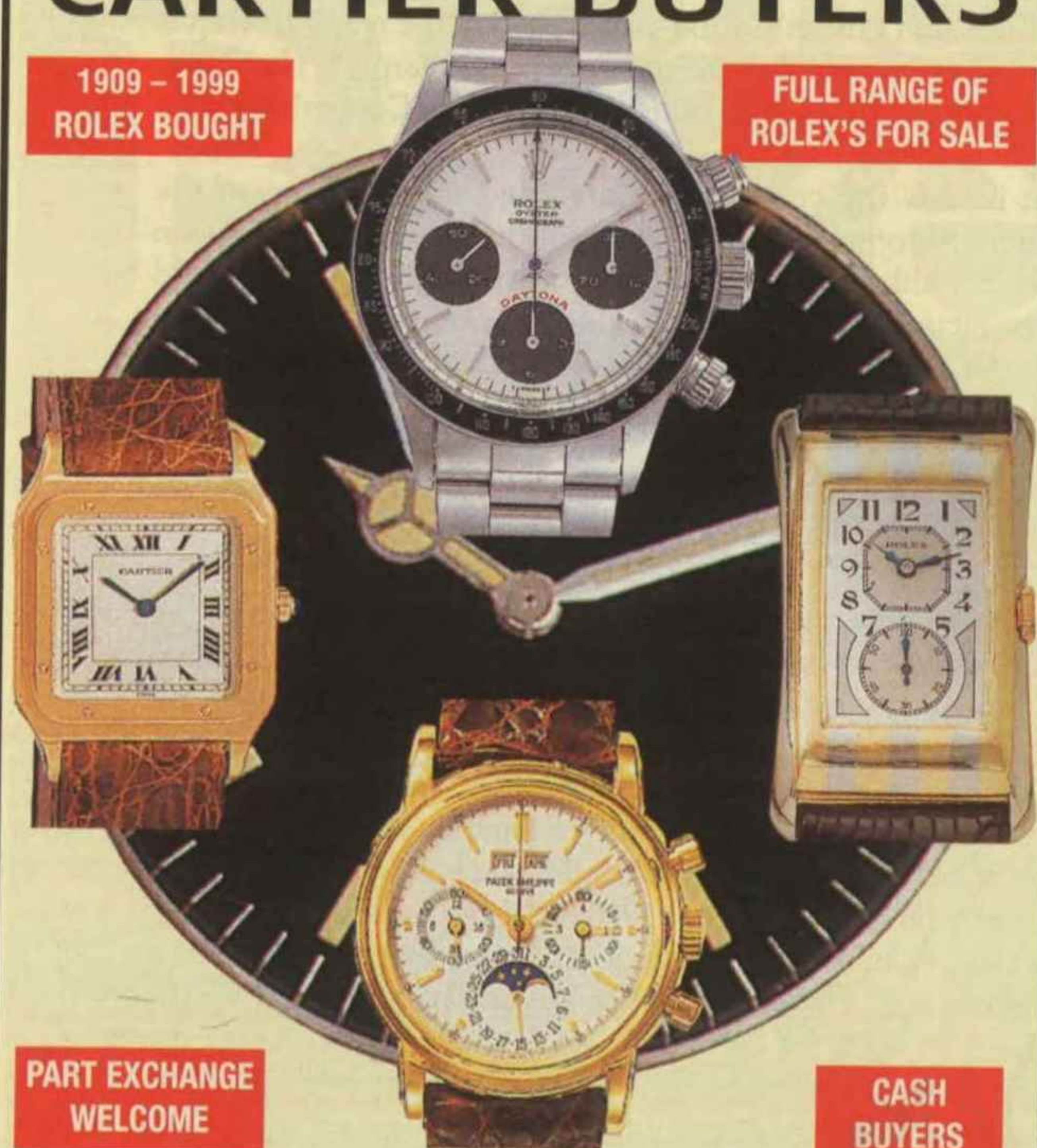
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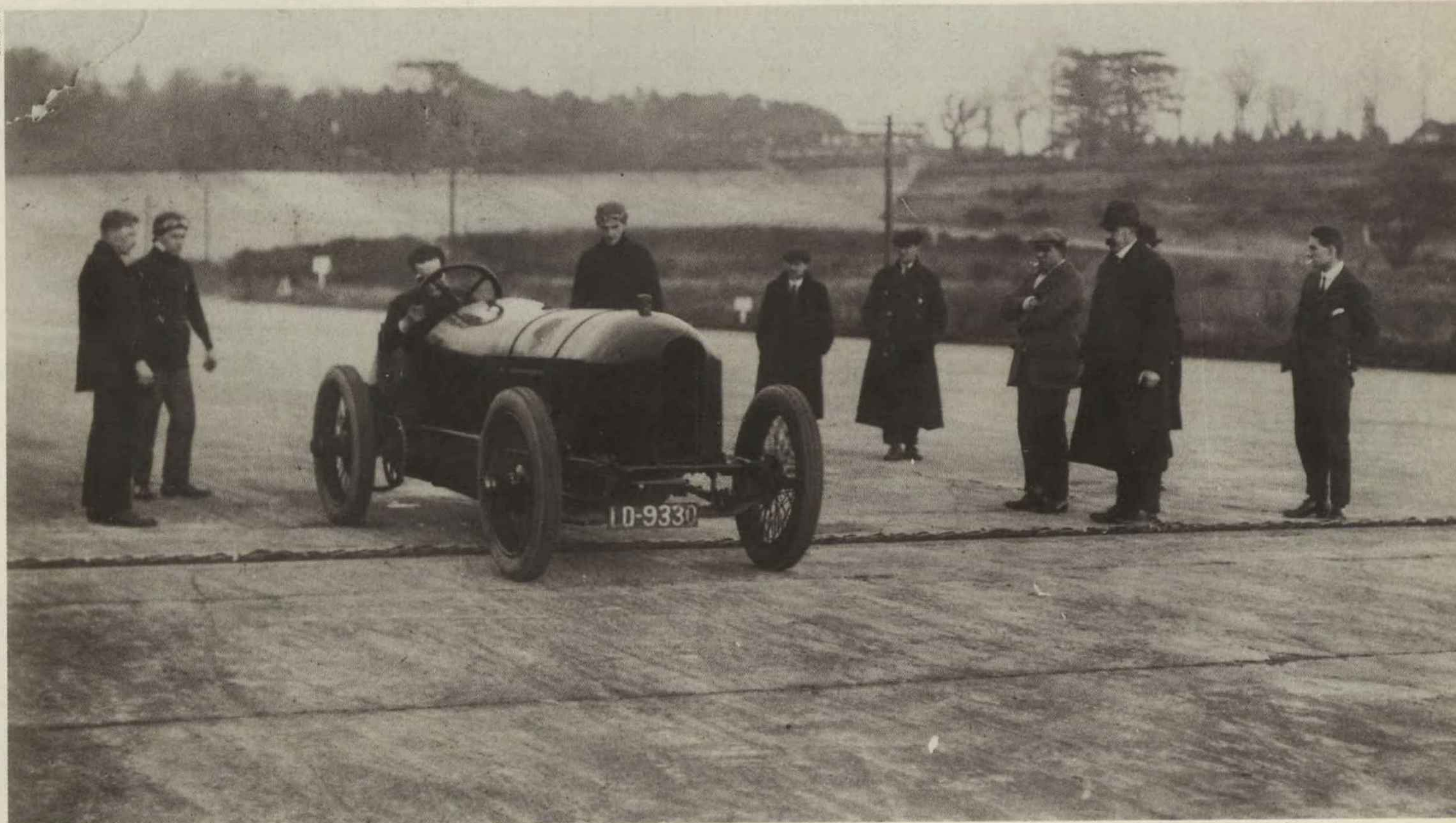
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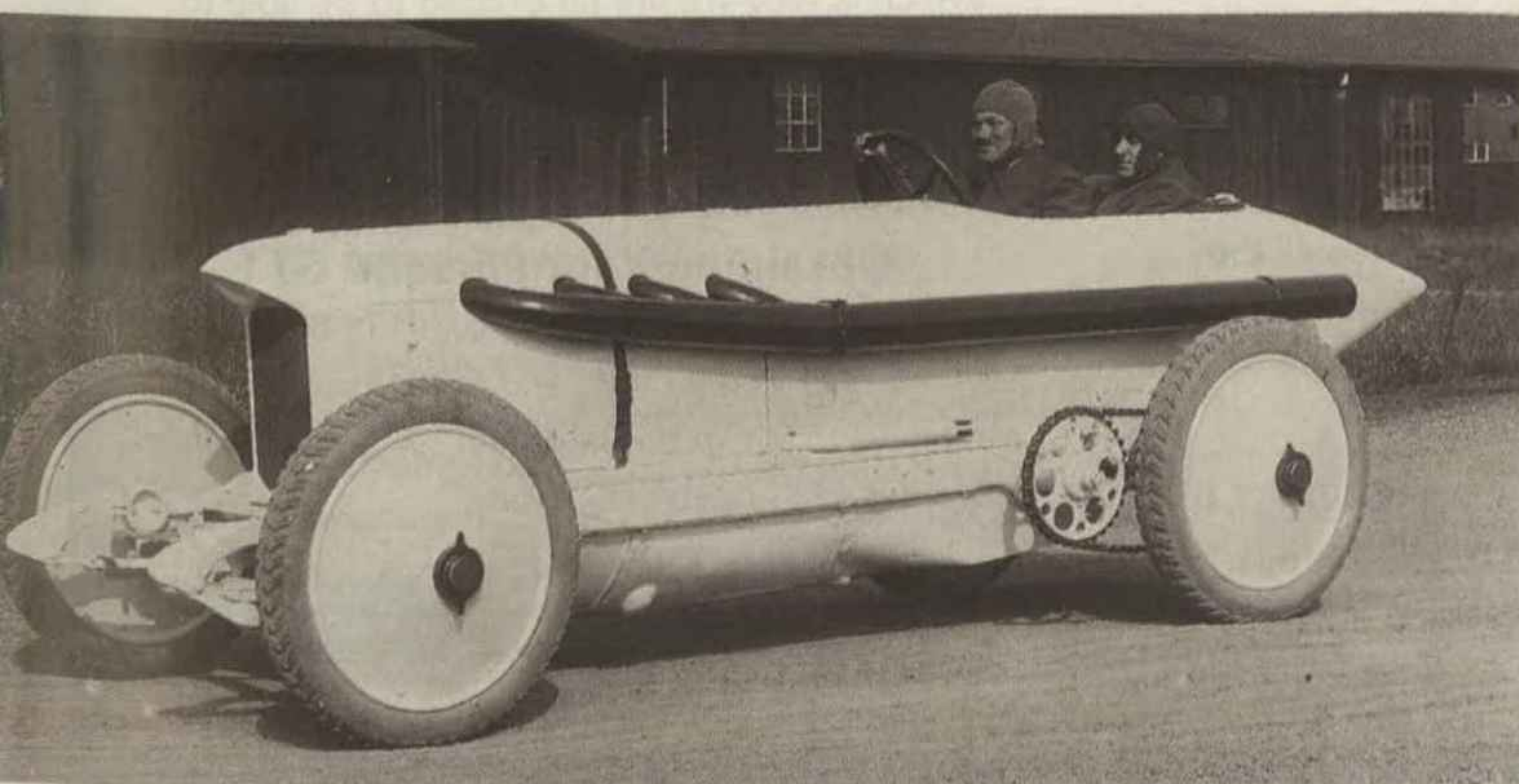
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Quadrant



'Cupid' Hornsted about to take another record at Brooklands in the Blitzen Benz in 1914. The narrow Palmer Cord tyres were a constant problem



Ludvigsen Library

Hornsted's No. 2 Blitzen in 1921 as modified by the Manheim works

classed as the Land Speed Record. He had achieved his ambition of beating the Stanley steamer, by 38mph, and on the banked Brooklands track, whereas Marriot, in 1900, had run on the level Daytona Course.

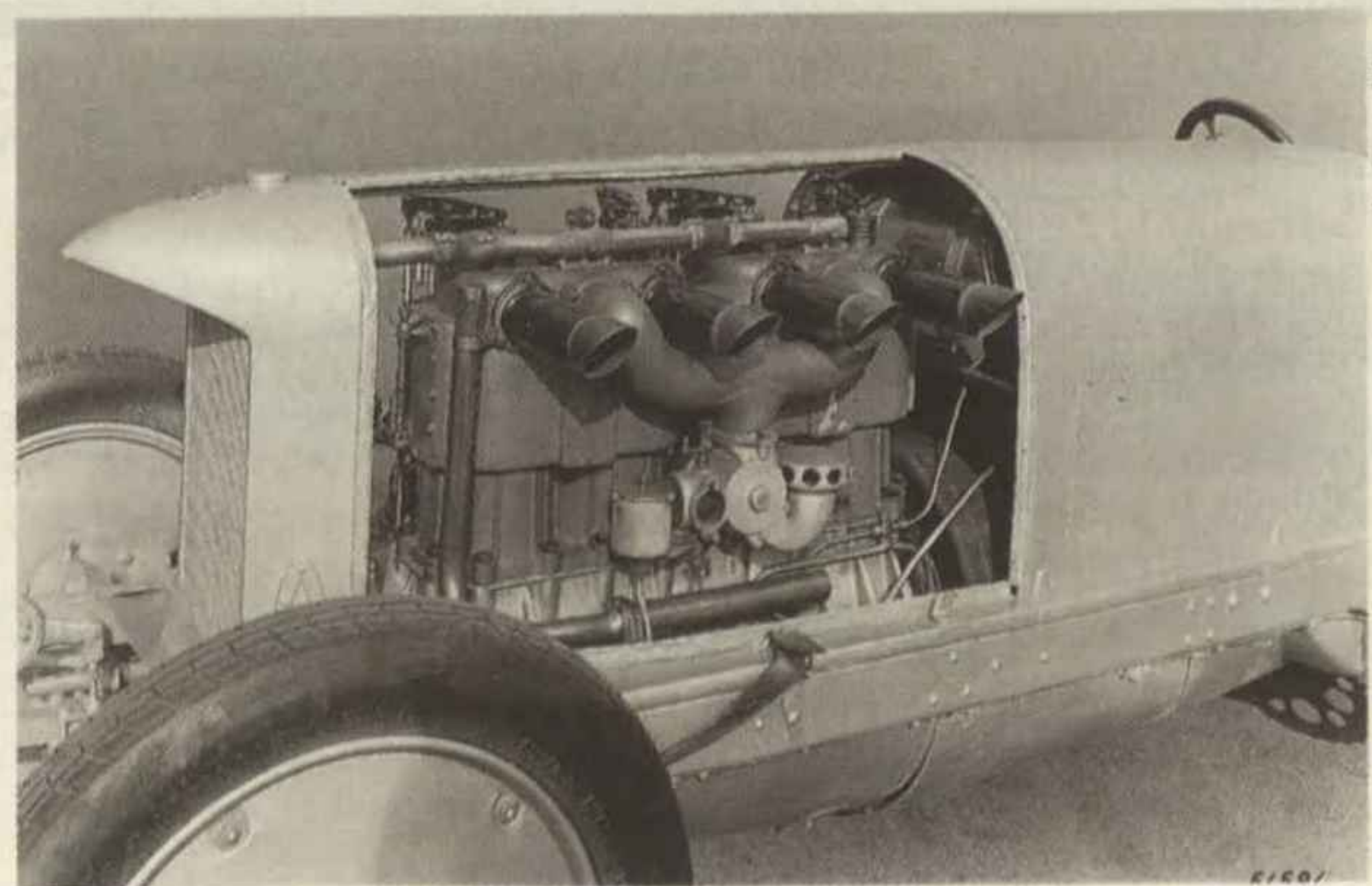
It is interesting that after he went to Lorraine-Dietrich these cars for the 1912 French GP had 15-litre engines very like those of the 1908 GP Benz, and that they were driven by the ex-Benz drivers Heméry, Hanriot and Helm. But by then Georges Boillot and the revolutionary twin-cam, multi-valve 7.6-litre Peugeot was in the ascendant.

In insular England the Blitzen faded from the scene after 1909, but not elsewhere, for by 1910 the showman Barney Oldfield, taking his barn-storming fleet of racing-cars about in a special train, drove the Heméry Blitzen, which he is said to have bought for \$10,000, at Daytona to a claimed 131.275mph over the mile. The problem was that the AIACR refused to homologate the speed, as it had not been officially timed. At Brooklands, Col Holden's new ticker-tape

electrical timing apparatus had been used for Heméry's attempt. Oldfield didn't care, labelling his train to say he held the *world speed* record – twice as quick as the fastest aeroplane or any train!

Incidentally, the car had won races, driven by Fritz Earl and Heméry, at Frankfurt, Semmering and Tervuren in Belgium before coming to Brooklands. In 1911 another barn-stormer, Wild Bob Burman, went to Ormond Beach, Daytona, and was credited with a one-way 141.3mph, not accepted by the AIACR. By 1910 the US record claims had had another set-back: the AIACR demanded two-way runs within a time-limit, to combat any help from wind or gradient. Hence Heméry's battle with the bankings at Brooklands in 1914. So Burman's speed was ignored in Europe, and it seems that even Benz thought the Burman mile was a short one.

Before this the No 1 Blitzen Benz had appeared all over the United States in crowd-pulling races at grass and dirt tracks. With a sharp ➡



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The Blitzen engine with its ohv pushrods produced a massive 200hp

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In hour 9, the Boutsen Toyota pitted with gear problems. The Porsche took over but at 6.00am, McNish also had to pit to replace a waterpipe and dropped 4 laps behind the Toyota. But again the Toyota experienced gear problems and after a ten minute stop Boutsen came out only just in the lead, setting up a thrilling race to the flag.

Boutsen was confident he could not be caught but

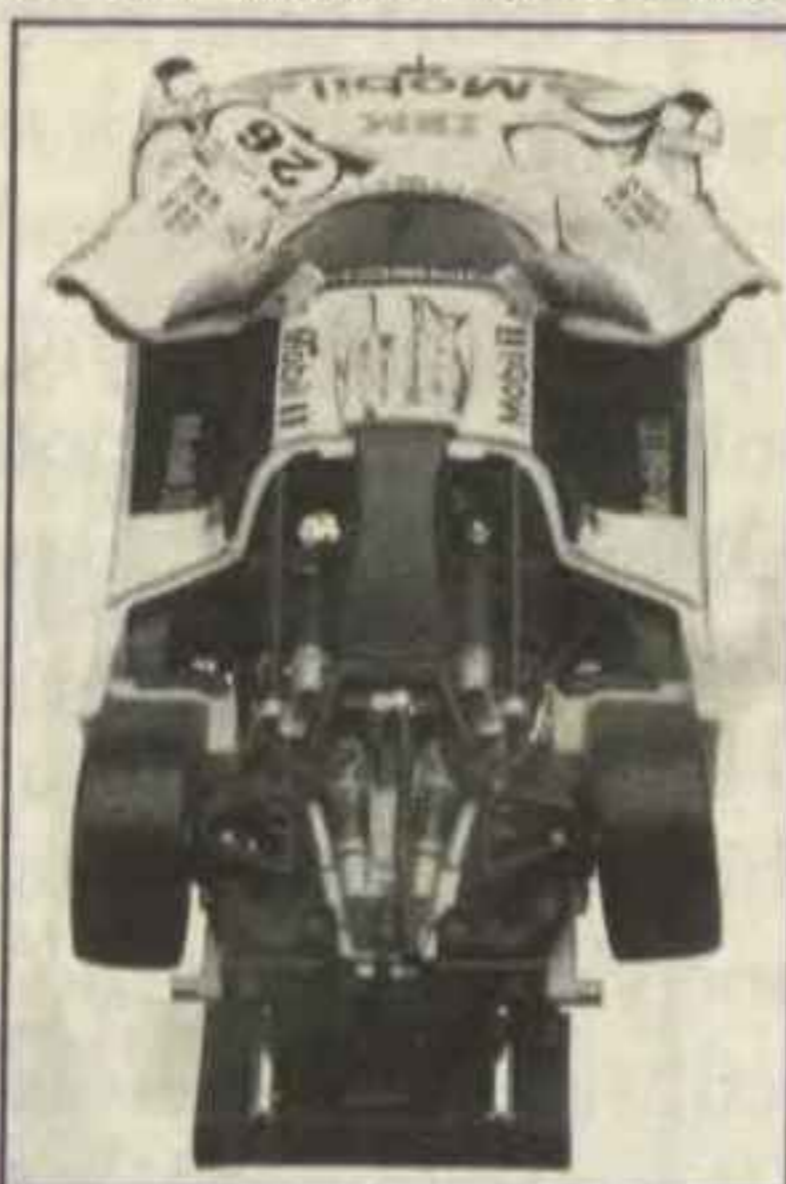
with just 80 minutes to go the Toyota coasted out of the lead, handing the race victory to the McNish Porsche.

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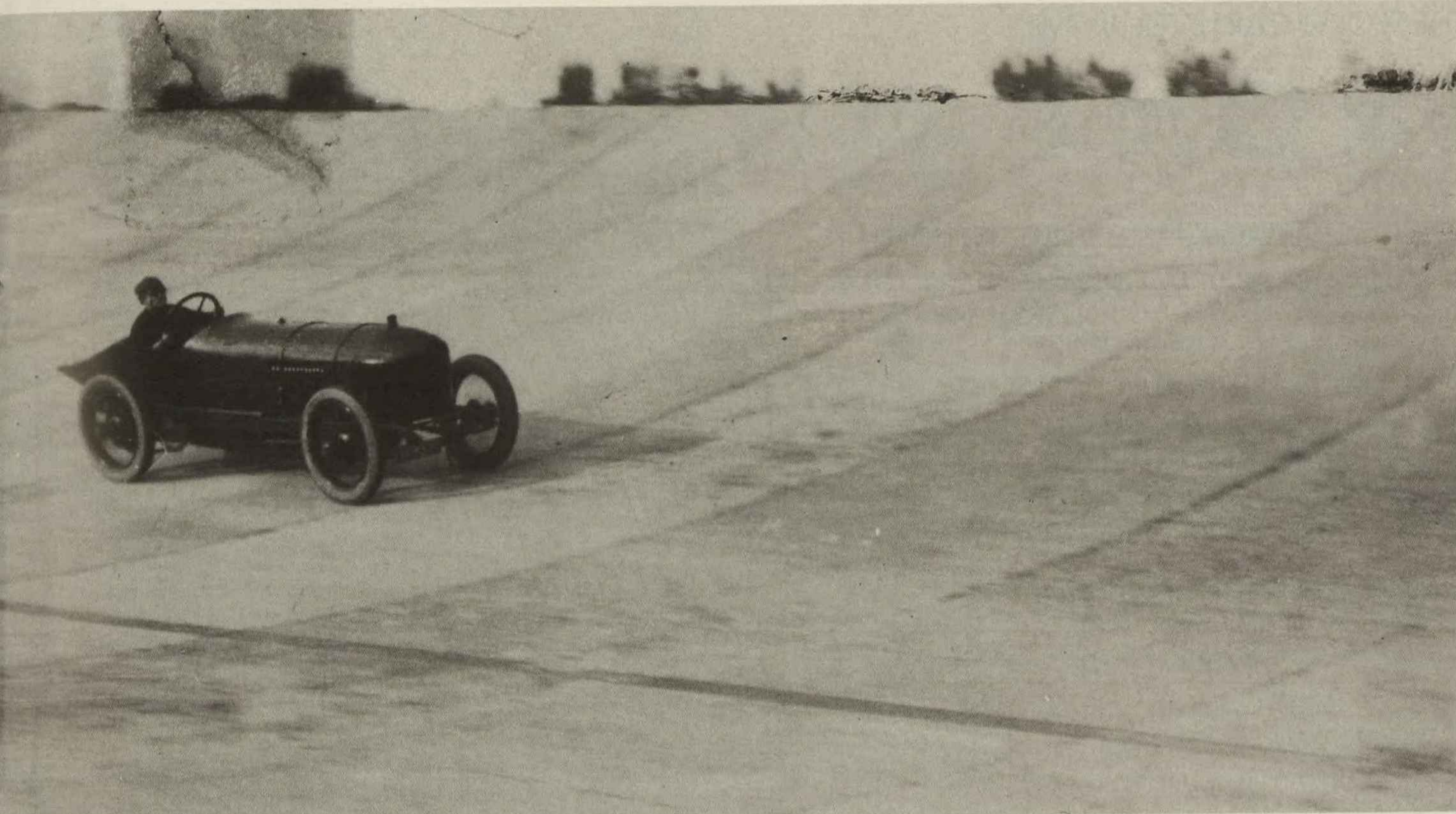
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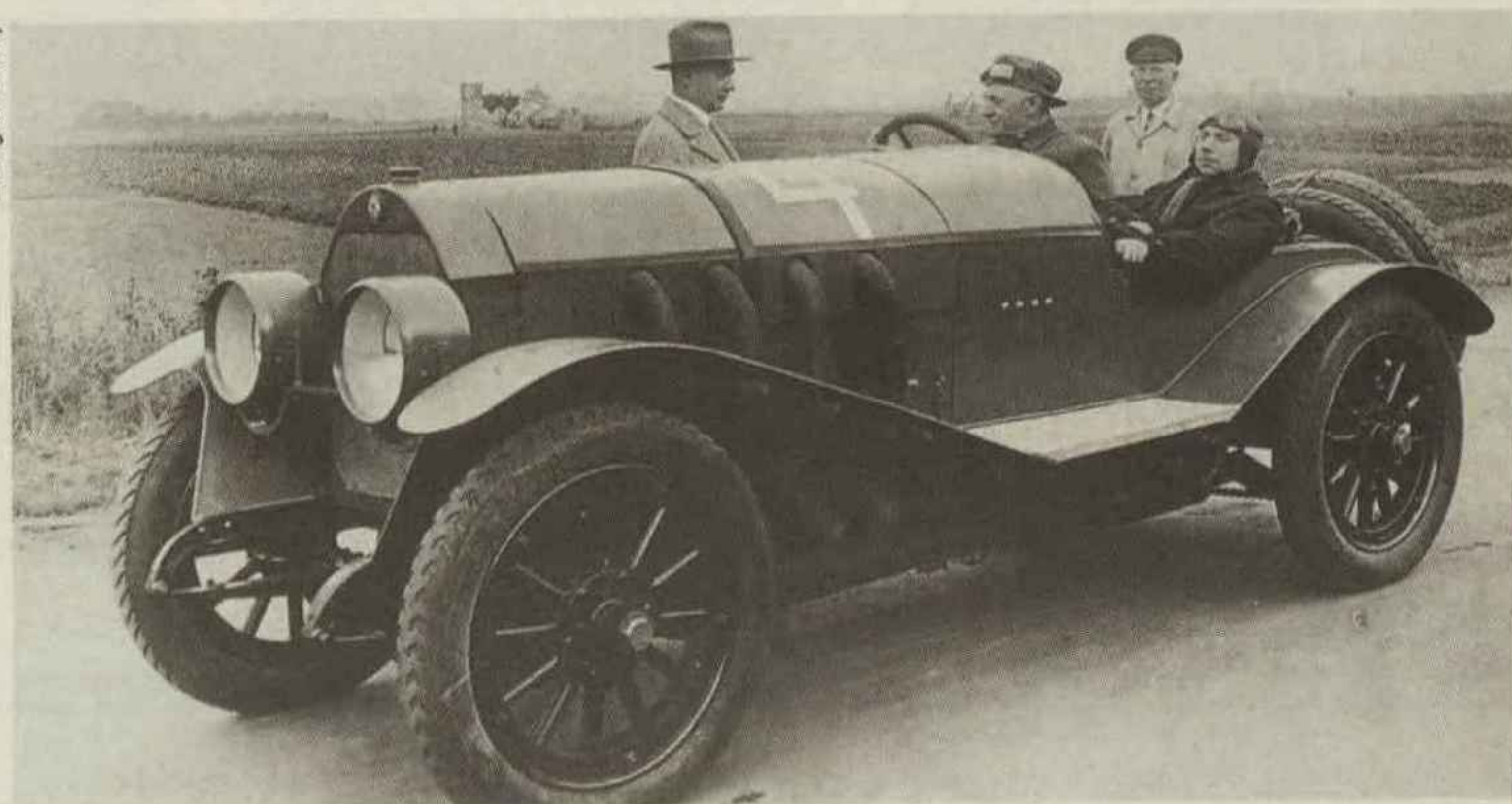


Hornsted practising for the 1914 two-way LSR in the 200hp Benz, hence running on the Brooklands banking in the opposite direction to normal

proW to the top of its radiator to complement its other alluring features it must have been a heart-gripping sight. Even the cranking up must have been exciting. But I doubt whether it was fully extended, remembering how many tyre failures Hornsted experienced as late as 1914.

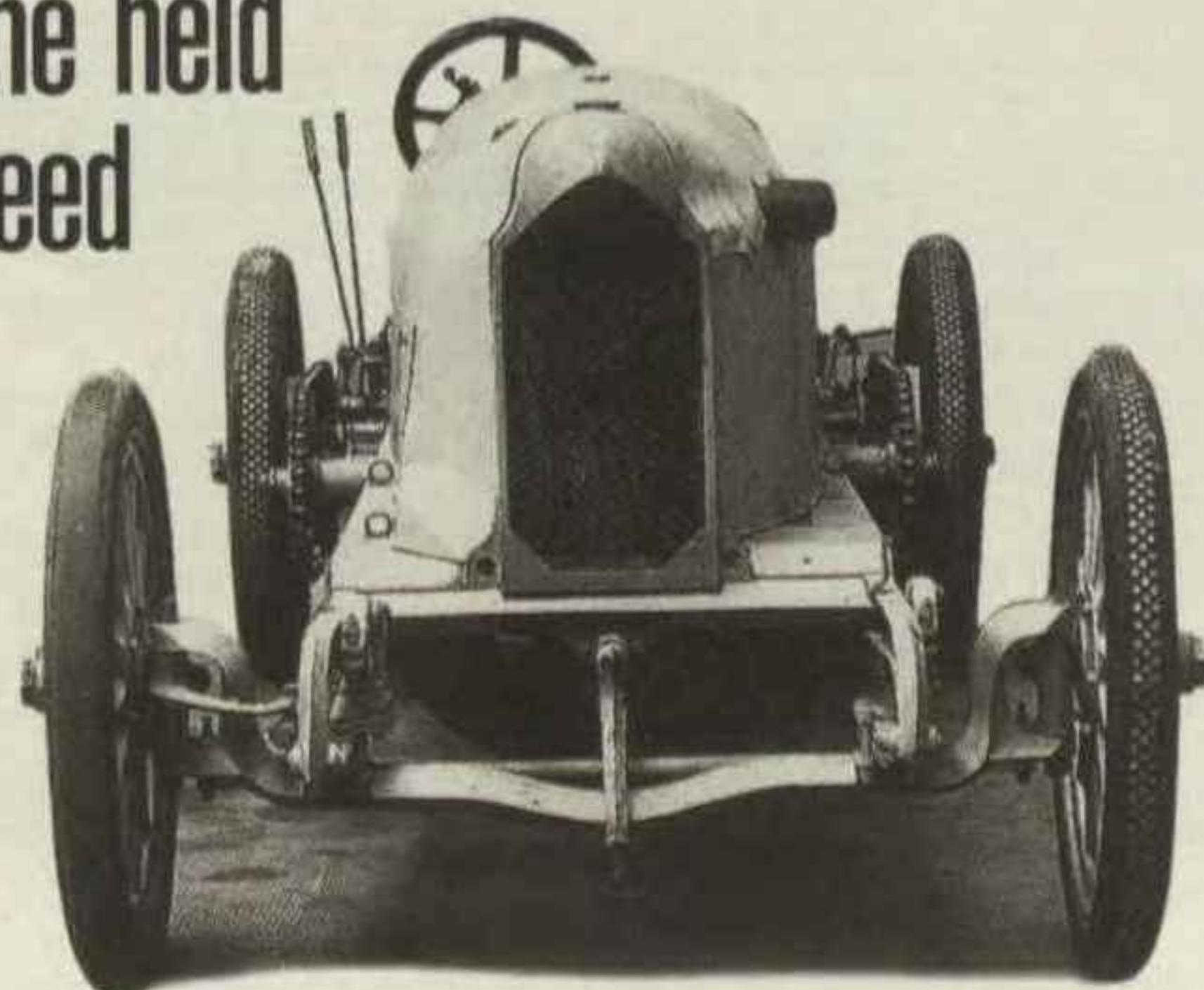
It is thought that perhaps five genuine Blitzen Benz were built. At first they had artillery spoked wheels, but later detachable centre-lock Rudge-Whitworth wire wheels were used. The short-lap circus racing, sometimes artfully staged, saw one of the Big Benz actually labelled 'Lightning Benz' with the German Imperial Eagle crest on its flanks. But more serious achievements included short-distance US records at the new brick-surfaced Indianapolis Speedway, on Firestone racing tyres. A '300hp' Benz was named the 'Jumbo Benz'. In 1910 there was a new Gaillon hillclimb record at 97.3mph, and with a different body this was upped to 102.5mph on a test run. Blitzens had also set the track lap-record at Brooklyn's Brighton Beach track.

Ludvigsen Library



The huge 21½-litre engine also came in a 'touring' version...

"Oldfield didn't care, labelling his train to say he held the world speed record"



Ludvigsen Library

There were other so-called successes, some of them dubious, such as at the first Salt Lake, Utah, speed trials, to which Moross took 150 spectators and two Blitzen Benz cars, in one of which Teddy Tetzlaff was said to have done 142.85mph but with suspect timing. Then Ralph 'Pappy' Harkness, who operated a dirt track syndicate, had a rebuilt Burman Special Blitzen in 1915 but it lost its Match Race against Ralph de Palma in the V12 aero-engined 9-litre Sunbeam.

As late as 1922 Manheim was campaigning two of the old Blitzens, 'Skinny Joe', with a slim body, and 'The Grandmother', and with one of them Frank Horner won the Semmering hillclimb that September. Up to 1923 these cars were used for publicity appearances by Daimler-Benz. In 1936, for its 50th birthday, the company started a Blitzen reconstruction which is now in the Stuttgart museum. A long life of racing cars, few of which were as exciting as those Blitzen Benz. Heméry ended his racing in a Rolland-Pilain in the French GPs of 1922 and '23, but sadly took his own life in 1950, at the age of 74. ■

THE WORST CAR I EVER DROVE

FRONT WHEEL DIVE

BARON EMMANUEL DE GRAFFENRIED MASERATI 4CM IFS

AT A TIME WHEN PRIVATEERS COULD DRIVE THEIR CARS TO AND FROM RACE TRACKS ALL OVER EUROPE, THE BARON INVESTED IN A UNIQUELY SPRUNG MASERATI. IT WAS, HE TELLS GORDON CRUICKSHANK, A BIG MISTAKE

BARON EMMANUEL DE GRAFFENRIED HAS AN unusual difficulty when it comes to discussing this article. "But I never drove a bad car!" protests the sprightly 85-year old veteran of 22 World Championship Grand Prix starts and one rather memorable victory, not to mention a hearty spread of pre-war racing.

"The Maserati was a good car, the Alfa Romeo was a good car – the best." He has a point; as the pilot of both Alfetta 159 and Maserati 250F, he raced two of the most beautiful and successful racing cars ever built, both dominant in their day and both now seen as icons of racing perfection.

Furthermore, his racing has centred on these two Italian marques right from the beginning, when he entered the 1936 Mille Miglia in an Alfa, and neither company has been exactly famous for building



Grand Prix success came to the Baron after WWII

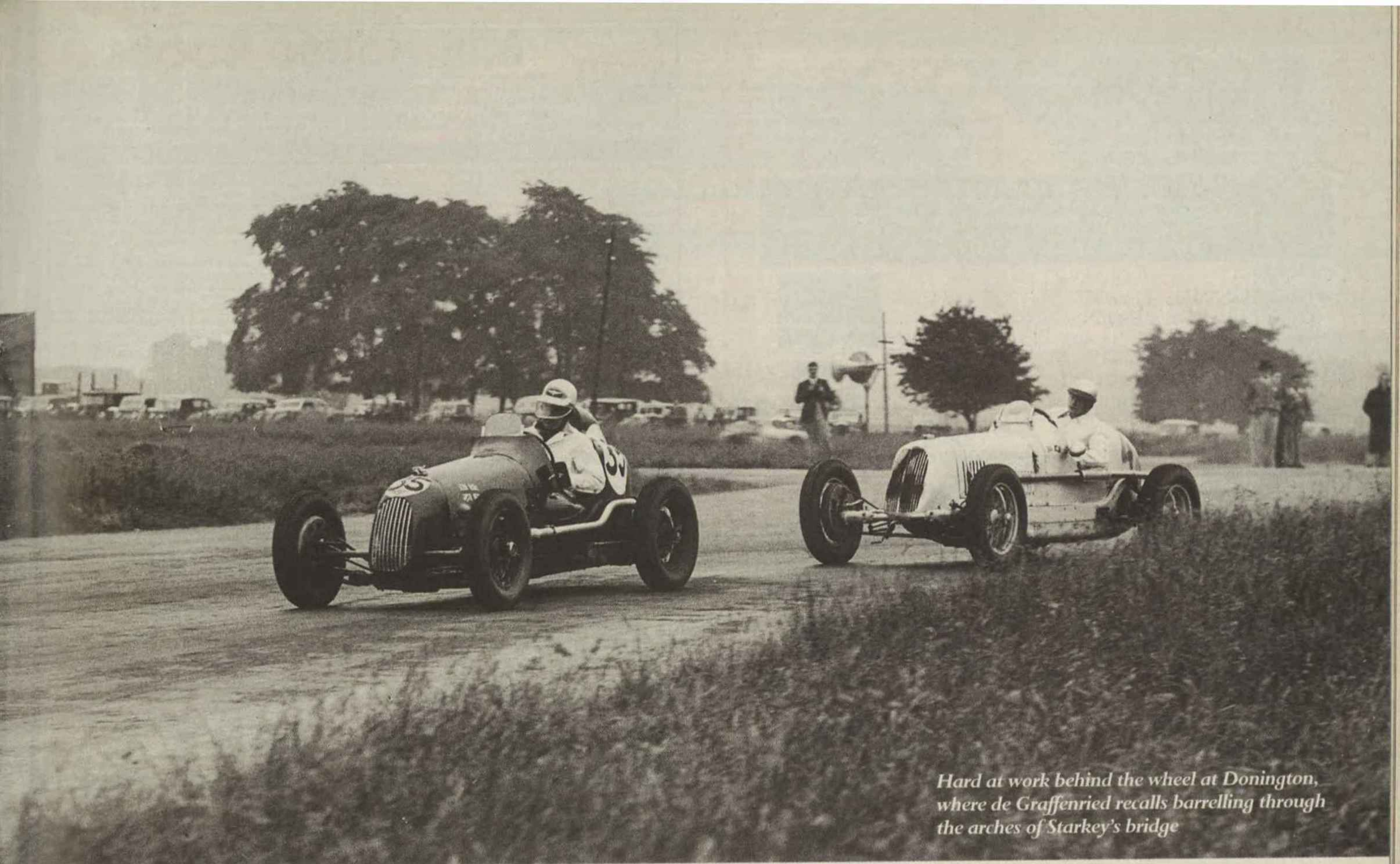
ill-advised or unsuccessful machinery. Although the Swiss-born Baron was a member of the factory Alfa Romeo team in 1951, his career has been generally as a privateer, racing first with his American partner John Du Puy and then after the war for Enrico Platé, the Milanese team-owner and mechanic who was happy to cede the wheel to his protégé.

In the '30s De Graffenried and Du Puy went from race to race across Europe with a pair of Maseratis, and the Baron remained faithful to the marque when, after the war, he began to drive Platé's cars in Grands Prix. These were in the main Maserati 4CLTs such as the one which brought him his famous victory in the first British Grand Prix at the recently-opened Silverstone circuit in 1949, moving on to the A6GCS, the precursor of the 250F which he drove in 1956, his last year of competition.

Ludvigsen Library



Struggling to cope with his ill-handling Maserati on the soaking streets of the Isle of Man in 1937



Hard at work behind the wheel at Donington, where de Graffenried recalls barrelling through the arches of Starkey's bridge

So if Maseratis were so dear to him, was his worst car perhaps the Alfetta 159 – beautiful and fast, but famously peaky in torque delivery thanks to its centrifugal supercharger system? “No, no, the Alfa was very, very good – it revved to 9000rpm, amazing for those days. No, I suppose the worst car I raced was one of my own Maseratis, a supercharged 4CM. I bought it in 1937 and had it fitted with independent front suspension – a system called Technauto which another private owner said I should try. It was not a Maserati feature, you sent the car to the Technauto factory where the technicians fitted it for you.”

The Technauto design was just one of a crop of independent front suspension systems designed in the '30s which could be added to conventional chassis frames with side rails, replacing the rigid axle and longitudinal leaf-springs. With small twin trailing arms, springs hidden within the aluminium alloy castings, and internal damping, it was a neat way to package a bolt-on contrivance; but the short arms with their restricted radius limited vertical wheel movement, and it was hard to alter spring rates. It also applied the loads to the very tip of the chassis rails, causing maximum chassis flex, and the inherent trailing-arm geometry kept the wheels parallel to the chassis instead of perpendicular to the road. Fitted to a more rigid frame it could work (as on Raymond Mays' ERA R4D, and similar designs were successful on Grand Prix Alfa Romeos), but fitted to a chassis that adhered to vintage theories of flexibility, it would produce intermittent and

unpredictable front-end grip which was a poor match for a rigid rear axle.

The Baron has to agree. “It was not a success. The car was difficult to drive, it was hard to keep it on the road in the corners.”

An expensive mistake, then? “It was not so expensive, about the same as the car with the normal front axle. I raced it all over Europe – France, Italy, Switzerland, England.”

In fact de Graffenried campaigned the car for more than a season, “so it was not a terrible car, but I could not win with it, even against the other 1500s. Our aim was to finish, so it made us happy if we did. I remember taking it to Douglas in the Isle of

Man in, I think, 1937, where we raced in the pouring rain. I don't remember where I finished, but it was there I met Prince Bira, who became my friend and later my team-mate.” (In fact de Graffenried placed sixth; Bira won in his Delage. Du Puy, who had a 6CM, retired with low oil pressure on lap one.) “We also went to Donington, when we still had to race through the little arch in the bridge.”

It was a time when the amateur's ideal of driving his racing car to and from events was not only possible but positively sensible. “I remember we drove out to the Kluges hillclimb in Romania, did the hillclimb, and then drove all the way home again. And we drove down to Naples and back as well.”

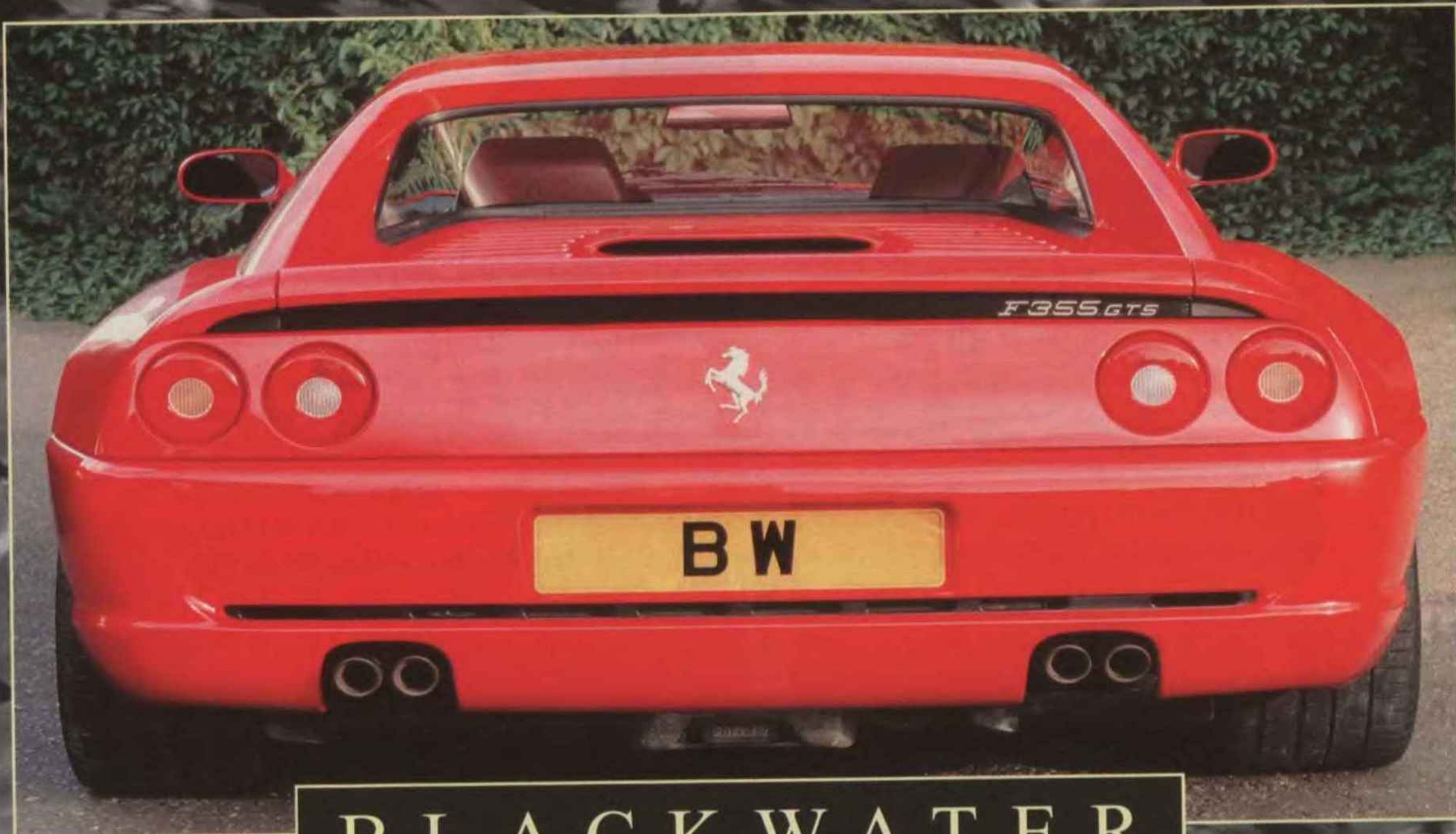
Being used to the idea that the trip was part of the adventure, it is not surprising that, when he was racing for the under-funded Platé outfit later on, de Graffenried was quite happy to drive the truck from race to race to save the two mechanics' energies. Thus it was all the more impressive that the tiny private team beat Luigi Villorosi's works Maserati 4CLT entry on that unforgettable weekend at the featureless Northamptonshire bomber aerodrome.

And what happened to the Baron's unpredictable Maserati? “I eventually sold it to another private owner, and bought a 3-litre six-cylinder Maserati monoposto, a 6CM, for myself. It was a much better car.”

At last the enthusiastic Swiss driver had a car which allowed his talents to show, which would lead to his being noticed by Platé, and on to the start of his Grand Prix career. ■



The enthusiastic amateur raced across Europe



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Jean Todt

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Leader by example... Todt's life revolves around his team

JEAN TODT, FERRARI. THERE IS SO MUCH irony in the combination of those names. In the history of the sport you won't find two men whose approach to team management was more diametrically opposed than Enzo Ferrari and Todt. The former was a theatrical front man whose intent lay submerged beneath layers of intrigue and mind games; a man who disregarded the feelings of his subordinates and disliked any glory being deflected onto those around him. The other plays the game straight as a dye, with an almost spooky lack of outward emotion yet a real humanity towards those he works with; a man who believes in unlocking the potential of individuals within the team and who is happy for them to receive full credit while he himself shies away from personal glory. Perhaps, for all that, they were and are men of their time: the improvisational entrepreneur and the corporate shepherd.

It was the shepherd to whom Luca di Montezemelo turned soon after being handed the controls of a team spiralling out of control and with an engine fire in the early '90s. With the Old Man gone, the Scuderia had become a structureless swamp where in-fighting thrived in a brine of jealousy and paranoia. Such conditions had always prevailed there but the old autocrat had directed them into a flow of productive energy. Now it was stagnant.

Though Montezemelo had himself team-managed Ferrari to success in the '70s, second time around he had bigger problems to contend with – he had taken control of the whole entity and the road car side was in trouble too. After tentative steps attempting to re-create the '70s – Niki Lauda was taken on as a consultant and his old assistant Sante Ghendi was made team manager – proved ineffective, he hired Todt as F1 manager in 1993. Todt

“He brought order and discipline and gave us confidence”

already had a reputation as the best in the business. If he couldn't fulfil Montezemelo's vision, they said, no-one could.

The results were not instantaneous – how could they be? It was a sprawling mess. But behind the scenes, the place where he does all his best work, Todt began weaving his magic. Nigel Stepney, then chief mechanic, says: “He created the right conditions in which to work. When he arrived I had no set job and there was a lot of insecurity inside the team. Todt arrived, picked me up and put me in the job I have

today, that of Team Co-ordinator, and I finally had a proper job with my own set of responsibilities. He has brought order and discipline and given us confidence.”

Order and discipline. Essential qualities for a rally co-driver, the role in which Todt made his name. Starting out as an amateur driver in the '60s, he found his talents behind the wheel limited – one parallel, at least, with Enzo Ferrari – and switched to the other side of the car. Here his reputation flourished to such an extent he became something of a hired gun by the early '70s, enjoying international success with drivers like Ove Andersson (in an Alpine-Renault) and Timo Makinen. The latter drove for Peugeot, specialising in the long-distance events, and it created for Jean a link with the French company that was to last until his move to Maranello.

Peugeot's purchase of the European arm of Chrysler in the late '70s gave, in the Talbot Sunbeam Lotus, the company a weapon with which to attack the world rally championship. Paired with Guy Frequelin, Todt helped Talbot to the '81 manufacturers' title, though the driver's award went to Ford-mounted rival Ari Vatanen. A few years later Vatanen and Todt were to form a close bond, but by this time Jean had retired from the cockpit to take up his role as Peugeot team manager. ➔

Peugeot principal... Todt celebrates victory at Le Mans in '92, the year his team won the world title





*In his early days
Todt established a
reputation as a
professional and
organised co-driver*



Monte Carlo or bust... Todt (left) with partner Ove Andersson give their Alpine a helping hand in 1973

It was a wondrous transition and led to a drivers world title in '85 (for Timo Salonen) and manufacturers titles in '85 and '86. Backed to the hilt by Peugeot management, where he had made close allies in his long co-driving years, Todt had created Peugeot Talbot Sport to take the company into rallying's new Group B era. He hand-picked the best he'd worked with in his years with Peugeot and Renault, recruiting several of the latter's employees from its F1 turbo engine programme. The 205 T16 was an instant sensation and the team that ran it quickly came to be regarded as the best in rallying. "It's my job to put the right people in the right jobs," he says. "I am there to intervene if there are problems but on a day-to-day basis everyone gets on with their jobs without interference."

Within that *modus operandi* there are two exceptional skills: his recognition of talent and his ability to 'clear a space' - to give them the environment in which to perform without interference. He says, "I am like a sponge," soaking up the external and management pressures so those in the team never feel them. It's an individualistic approach, but then he's never been one to follow the herd. Vatanen: "Even as a co-driver he did things his own way - he always wore cashmere socks, never Nomex. When I lived in London I would regularly go to Harrods for him to get five pairs of

them in marine blue. He always insists on the best, whether it's socks or drivers.

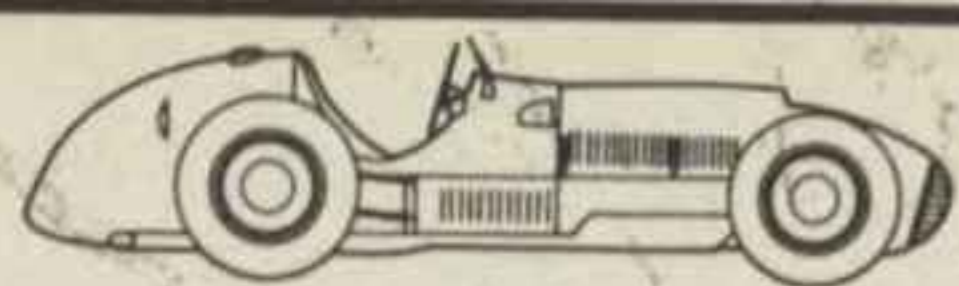
"Many people don't like him because he is very independent. He has no need to please anybody. He's strong enough not to need that, he's not a populist. With people that he has no personal chemistry with he just deals with business matters in a rather dry manner because that's the most efficient, least time-consuming way. So he comes across to them as cold."

"He always insists on the best, whether it is socks or drivers"

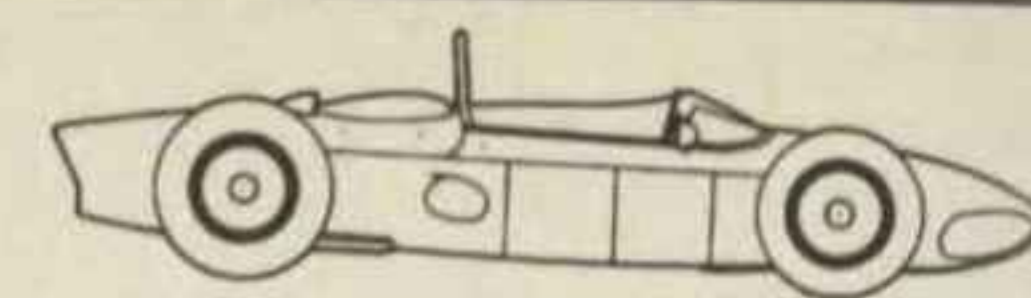
If he has a weakness, it's that this 'cold front' can polarise opinions of him within a team. People, particularly drivers, who are not emotionally pre-disposed to such an approach, have come out of the experience of working with him bruised. When moved to intervene in conflict, his will is strong, his control invariably exercised. Jean Alesi once spoke of him as "the worst team manager I've known," while Keke Rosberg similarly failed to hit it off when he drove in Peugeot's sportscar squad.

But Vatanen saw a very different side. "His humanity was a vital part of my recovery," he says in reference to the life-threatening injuries he received in the 1985 Argentina rally. "For a time I just could not see light at the end of the tunnel. It was more than a depression about death, it was an obsession. But when I started to see light I knew well that Jean had maintained everything for me. He said 'as long as I work for Peugeot there is a place for you Ari, regardless of your injuries or what you are like.' He even had the engineers develop a car that would be driveable without the clutch pedal because they didn't know if my leg was going to work."

Tim Wright, who now runs the Benetton test team but in '92 helped Todt take Peugeot to the World Sportscar Championship, gives further insight into the man's teambuilding skills: "My wife and I moved to France so I could take up the position but my wife, who's a singer, felt out of place there. Knowing that, Jean got us to dinner with Sacha Distel who has a recording studio in the basement and they did a few bits and pieces together. It gave her something to focus on when I wasn't around. He takes great care to make the team happy and he spends a lot of time with you understanding your personality so he can fit you in the right place then organise things around you to help you." ➤



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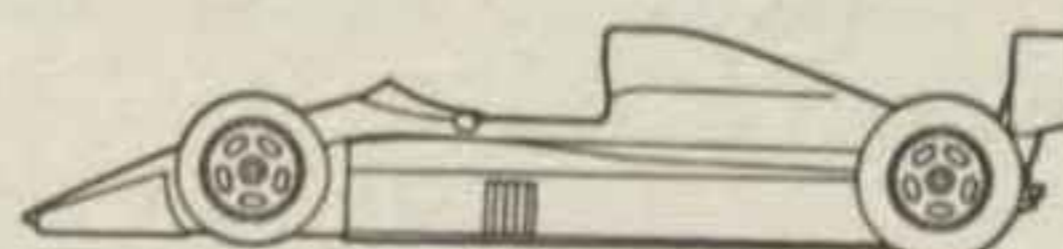
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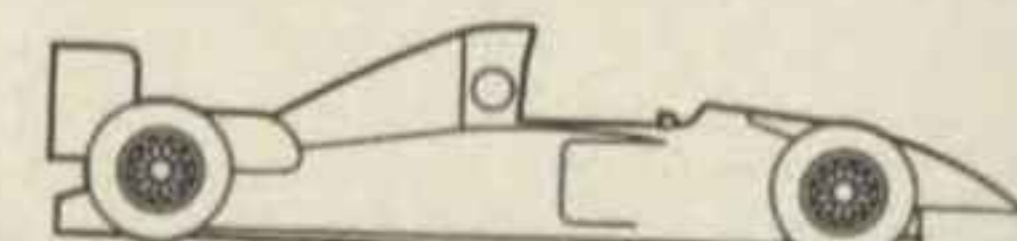
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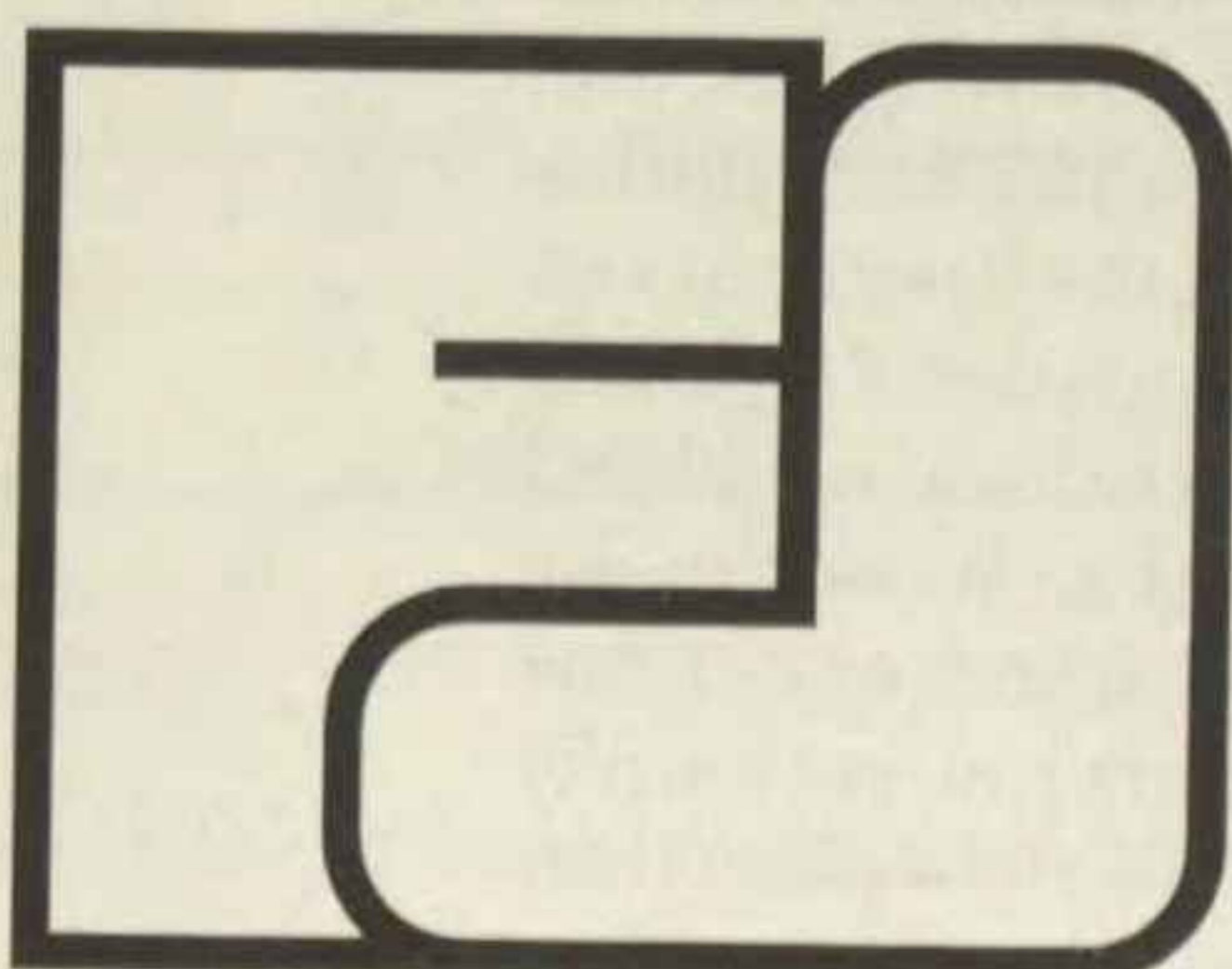
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THE MARKET LEADER



Success at Ferrari has taken time, but Todt has built a formidable team for number one Schumacher

Vatanen recalls that at Peugeot, Todt would endeavour every morning to greet each member of the team with a warm handshake. Mechanics with family trouble would seek an audience with him and he would invariably help.

"Also, he would talk contracts with you for the next year in June, not at the last minute with a knife to your throat," says Vatanen. "He'd let you know he believed in you. None of this Ron Dennis 'perform and I might use you again' stuff. Jean's way is how you get the best out of human beings."

But he's far from a pushover. "I've been at high level management meetings with him at Peugeot," says Wright, "and he can swing any deal that is needed. He's extraordinarily persuasive."

Although these days he leaves race strategy in the brilliantly capable hands of Ross Brawn, Todt does possess a powerful weapon in the field: he is a human computer. "You can fire any set of numbers at him and he comes back with an instant answer," says Wright. Some of the brilliant, recent, on-the-hoof Ferrari race decisions have surely been aided by this ability.

As a team manager he's perfectly balanced, yin and yang. Aggressively expansionist one moment – recruiting the best, then bullying management into giving the team what's necessary – and

passive the next – standing back and letting them do their jobs. He gives so much to that role, though, it leaves little room for anything outside it. "There are only two things in his life," asserts Vatanen, "his son and his work. I've said in the past that his marriages will never work because he is a workaholic. I think he sleeps in the Ferrari office because I call him at about ten in the evening and unfailingly he's still there. When the workers leave, they see

"There are only two things in his life: his son and his work"

his car and when they get back in the morning, the car is still there."

Work rate and talent. It's a formidable armoury for his opponents, and Ferrari being Ferrari, not all of those have resided outside the team. When Todt took over, for example, Lauda was still retained as a consultant. His presence had perhaps been a security blanket of trusted familiarity for Montezemelo, but there were clear conflicts between the Austrian and Todt. Lauda is no longer there. It conformed to the pattern of Todt's insistence of

autonomy and the sparks that fly when an equally wilful character refuses to surrender his individualism to Jean's collectivism. See also Rosberg and Alesi.

And Barnard. Todt inherited a situation where John Barnard designed the Ferraris from his base in the UK, leaving Maranello as little more than a race base and engine factory. Given Todt's obsession with team spirit, it seemed certain that this arrangement wouldn't survive beyond Barnard's contract. It didn't.

But look at Ferrari the team now and compare it to what he took over. It's a fighting unit once more, still with passion, but channelled. The fight is now directed to its rivals rather than turning in on itself. Not all of that is Todt, of course; there are the contributions of Schumacher, Brawn and Byrne to name just three. But he was not only instrumental in bringing those people – guided by his principle of going for the best available – but it's only through the structure he built between '93 and '96 that such talent has not been wasted.

These days he talks of finally bringing back the world crown to Maranello and makes occasional reference to what he might do afterwards – take a holiday, get to know some of the countries he's only visited fleetingly when working. But those who know him say he'd be bored within a few minutes. ■

HISTORIC RALLYING

A stage by stage guide

THE WORLD OF HISTORIC RALLYING IS A COMPLEX ONE BUT, SAYS JOHN DAVENPORT, IF YOU DO YOUR RESEARCH PROPERLY THEN FLAT OUT ON THE STAGES CAN BE A GREAT WAY TO SPEND A WEEKEND

WANT TO GO HISTORIC RALLYING? THE EASIEST WAY to answer this question is to invent a machine for time travel and merely transport the questioner back to whichever period in which he fancies having a go. Otherwise, the poor fellow is faced with many and more difficult choices than those that faced HG Wells' Time Traveller when he went a bit too far into the future and met the Morlocks and the Eloi.

There is a lot of historic rallying and even for the seasoned veteran, the range and complexity is a bit daunting. The competitor for whom this article is intended is not just standing at one crossroad peering at the reading on its arms, but at a forest of them – well, a copse anyway. So perhaps it would be best to start with broad principles and terminology that will at least help with the navigation. (See the table at the end of this article for a glossary of acronyms.)

The first thing is that the terms 'classic' and 'historic' are almost synonymous though their usage differs from place to place and from time to time. When it comes to categorising old cars, thanks to the MSA, the VCC and the VSCC there are some certainties at least up to the start of the Second World War. After 1940, competition cars are generally labelled 'historic' up to a date which usually corresponds to the end of 1965 but neither our own MSA nor the FIA uses the term 'classic' at any point. To confuse things further, the term 'post-historic' is also used for cars built after the end of 1965 but there is no generally agreed cut-off date for the end of this period. In some cases, it is the end of 1971, or otherwise the end of 1974 or, in a few cases, the end of 1979. There is also the additional complication of our government having created a Whitehall definition of a classic car as a car built before the end of 1972.

What you really need to do is to read the regulations and fineprint for the event or championship that you eventually think of entering and see which criteria are being used.

Then there is a fairly major complication in that there are now at least four types of Historic Vehicle Identity Forms available to a British competitor for his car. The first is the full-blown FIA HVIF that looks like a slightly thinner homologation form but with photos of the specific car and notes on what has been altered on it. Then there is the MSA's HVIF issued by the British ASN. Then FIVA issue their own Identity Cards which are issued by their ANFs and are simpler again. And then there is the new FIA Historic Regularity 'Car Pass' which is so new that I have not clapped eyes on one yet. As one might expect, the FIA HVIF is universally recognised while the lesser ones have a role to play in

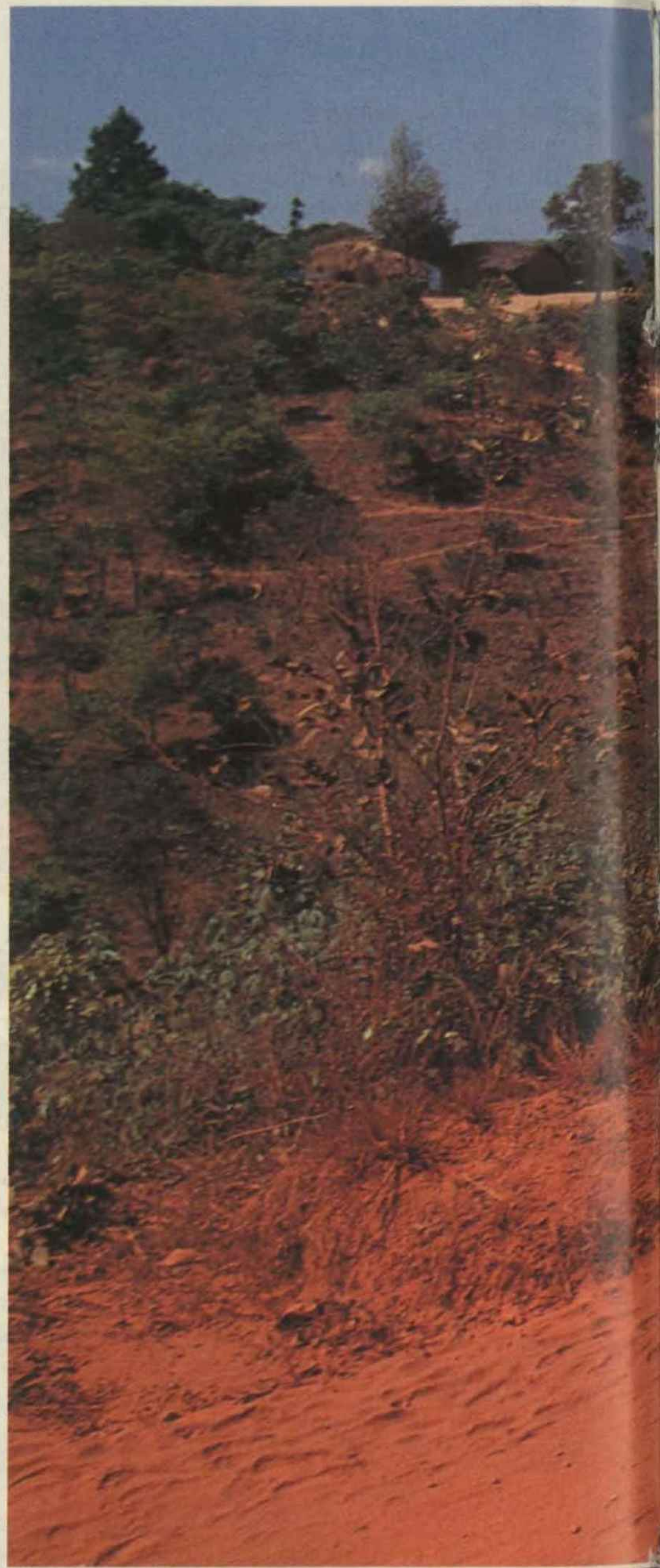
events with appropriate status. It pays to check which documents are going to be accepted by the event you consider entering. So now we have a feel for the sort of age that your chosen vehicle could be. If you want to go historic rallying, ideally your car should have been built before 1974 but, depending on the event, it could be as late as 1979.

The next step is to try and categorise the events so that a choice can be made that suits both the car and the competitor. For instance, if you already have an Alvis Speed Twenty in your possession, then it is safe to say that you would not be well advised to enter it in an historic stage rally. Again in classifying historic rallies there is no completely consistent approach but I think that is true to say that most people would go along with a breakdown into stage rallies, regularity rallies and touring assemblies.

The stage rallies are, almost to a man, replicas of modern stage rallies where the contest is a question of pure speed using special stages closed to all other traffic on tarmac or gravel surfaces. These rallies should only be organised through the proper structure of recognised motor clubs in each country and working with a permit issued through their national automobile club. The cars, the crew and the operational requirements of the event must all comply with similar safety requirements to those in force for modern rallies. Hence the need for roll cages and fire extinguishers in the cars, crash helmets and fire-proof overalls for its occupants, and rescue vehicles and paramedics at the timed stages.

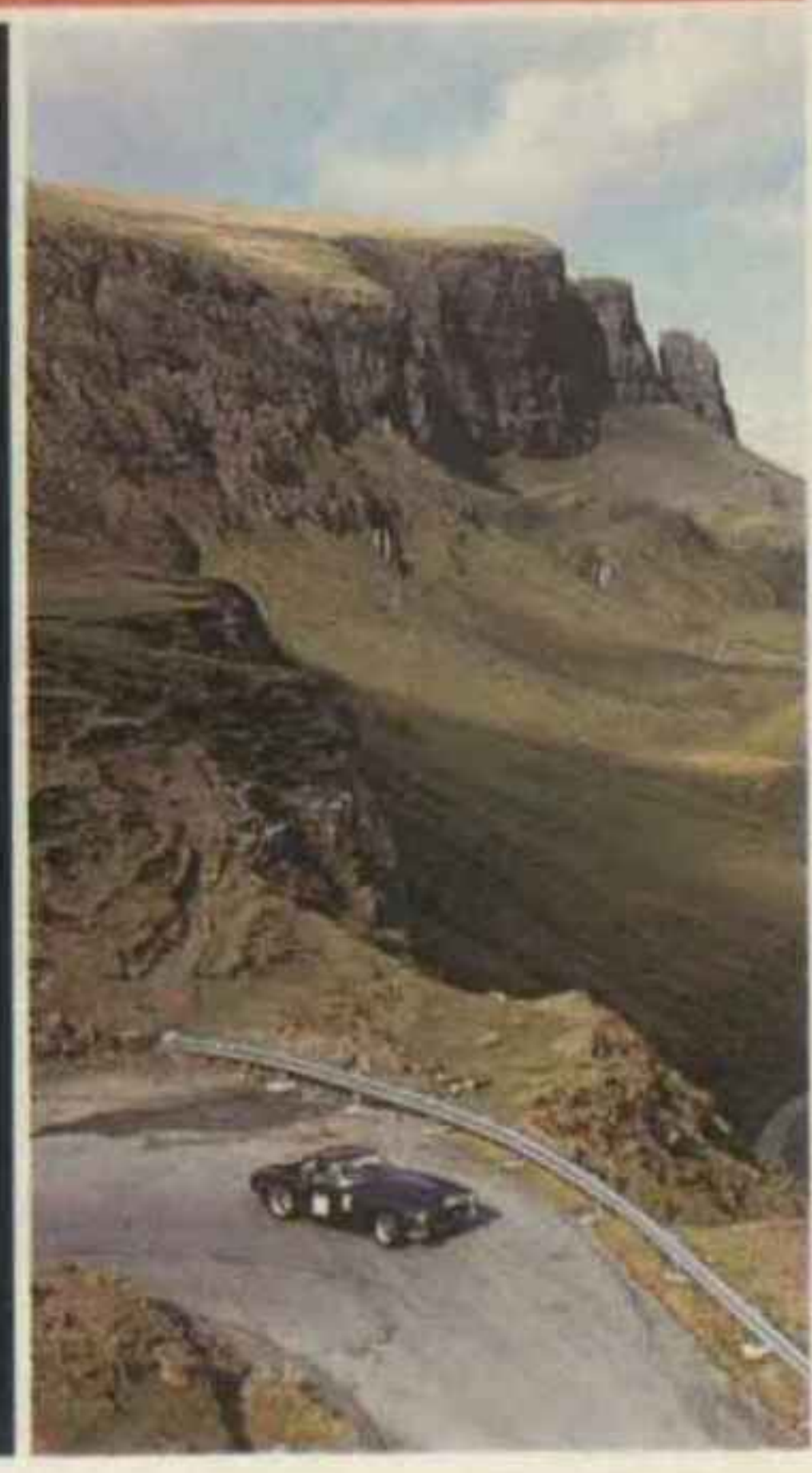
Although I have seen exceptions, historic stage rallies are generally the preserve of the Historic cars with Vintage and Post-Vintage being but rare birds in that particular aviary. With the passing of the years and the consequent ageing of the cars, there has been a gradual upturn of interest in Post-Historic cars. When one considers that the Lancia Stratos has now been around for 25 years or more, it seems only reasonable that such cars should be given a place.

The difficulty comes in establishing clean cut-off points for categories that result in cars of equal competitiveness lining up against one another. And the catch here, especially with the Post-Historics, is that one may be competing with a car built in say, 1980, but, in preparing it for rallying, one has available all the knowledge and parts that were developed during the model's lifetime. This is one reason for the dominance of Porsche 911s in historic stage rallying. It is also why cars that did not shine in the rallies of their day, like the Lotus Elan and the Jaguar E-type, are now pretty competitive on tarmac events thanks to modern developments. ➔





Clockwise from top: Long distance events the cream of historic rallying. Rover P5B kicks up dust on London to Cape Town in '98; Scenery not bad on Classic Malts Scottish trial either; Alpine roads provide challenge on historic Monte Carlo; Talbot braves water splash on Land's End to John O'Groats



HISTORIC RALLYING: A STAGE BY STAGE GUIDE

Stage rallies are huge fun in Historic cars as they do not quite possess the handling, traction and stopping power of modern rally cars. In one year with David Thompson, I did several historic rallies with him in a Porsche 911 and then a couple in a Group A Escort Cosworth. The rallies in the Porsche were enjoyable – even when we hit those logs in Hafren, David! – but the Escort was just something else. I was prepared in part for its speed having several times ‘tested’ in a MG Metro 6R4, but its level of competence was just unbelievable. All the bumps in the notes seemed to disappear and whatever speed you wanted to do, it just did. With the Porsche you felt the whole thing was more cerebral, as you figured out how to get it through the stage in the shortest possible time. Indeed, just as it was in the old days.

The next stratum of competition in historic rallying is regularity events. These often include what are known by the British as ‘manoeuvrability tests’. The whole essence of all these rallies and any tests included within them is that nothing should be set at an average speed of more than 50 kph (30 mph). A regularity section is one where the car is timed to the second at secret controls and penalties given for being ahead or behind the set average speed. This can be, for instance, something like 28.47 mph. It is up to the co-driver to check progress as measured by an accurate odometer against a stopwatch as well as navigating the car through the section. In mountainous territory, the road itself may be enough, when combined with bad weather and the age of the car, to make it hard to keep up. However, regularities are largely a matter of stopping the driver getting ahead of the set average. Some people love them and others can’t stand them.

The same thing goes for manoeuvrability tests. If these contain too many ‘stop astrides’ and ‘reverse into garage’, the drivers complain that they are just ‘half-shaft busters’. It is certainly difficult to design an interesting test that leaves out such things entirely and is still run at less than 30 mph. It is even harder to get a test that is as easy for a Red Label Bentley as for a Mini Cooper, but this can be offset by having proper age and capacity classes in which penalties for tests are awarded for comparative performances within the class and not overall.

Regularity rallies can range from something that you might tackle on a Sunday afternoon through two and three day events up to a week or more. Well considered examples of the latter are the CRA’s Winter Challenge (previously the Monte Carlo

Challenge), HERO’s Le Jog and the Royal Motor Union’s Liège-Istanbul-Liège. It is probably clear from the titles, but it won’t hurt to add that costs and durability of both car and crew must rise significantly when you tackle the bigger events. There are yet longer and harder types of event which cross whole continents using historic cars. Events like Panama to Alaska are actually stage rallies but with very long liaison sections, while Peking to Paris was actually a regularity rally without any regularities. I think it must be clear by now that there is as much variety in historic rallies as there is in cars to use.

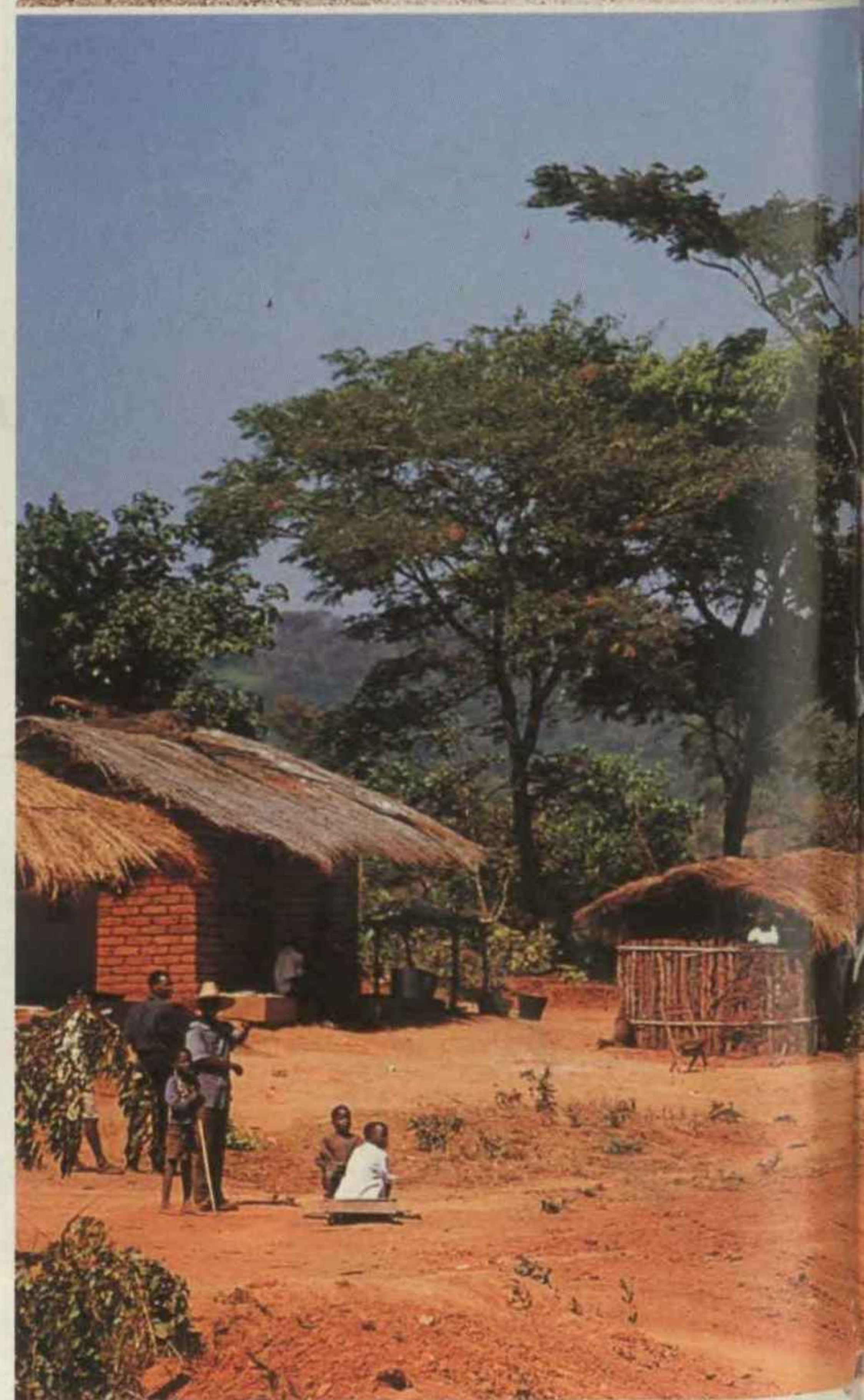
Which brings me to the point that, for regularity rallies as opposed to stage rallies, there is little that one needs to do in terms of fitting the car out with safety equipment. Provided that it is road legal, you are probably all right. However, you will need an accurate odometer and the regulations for historic events vary quite considerably about what you may use. Some ban electronic instruments and some ban all supplementary odometers thus forcing you to use the one in the speedometer. Most organisers have a measured distance somewhere near the start for you to do your calibrations. In terms of preparing the rest of the car, if the event is a tootle round the Cotswolds, you probably will not need to fit sump guard, extra spotlights, gas-filled dampers and two spare wheels. If, however, you opt for something a bit more ambitious, prepare accordingly.

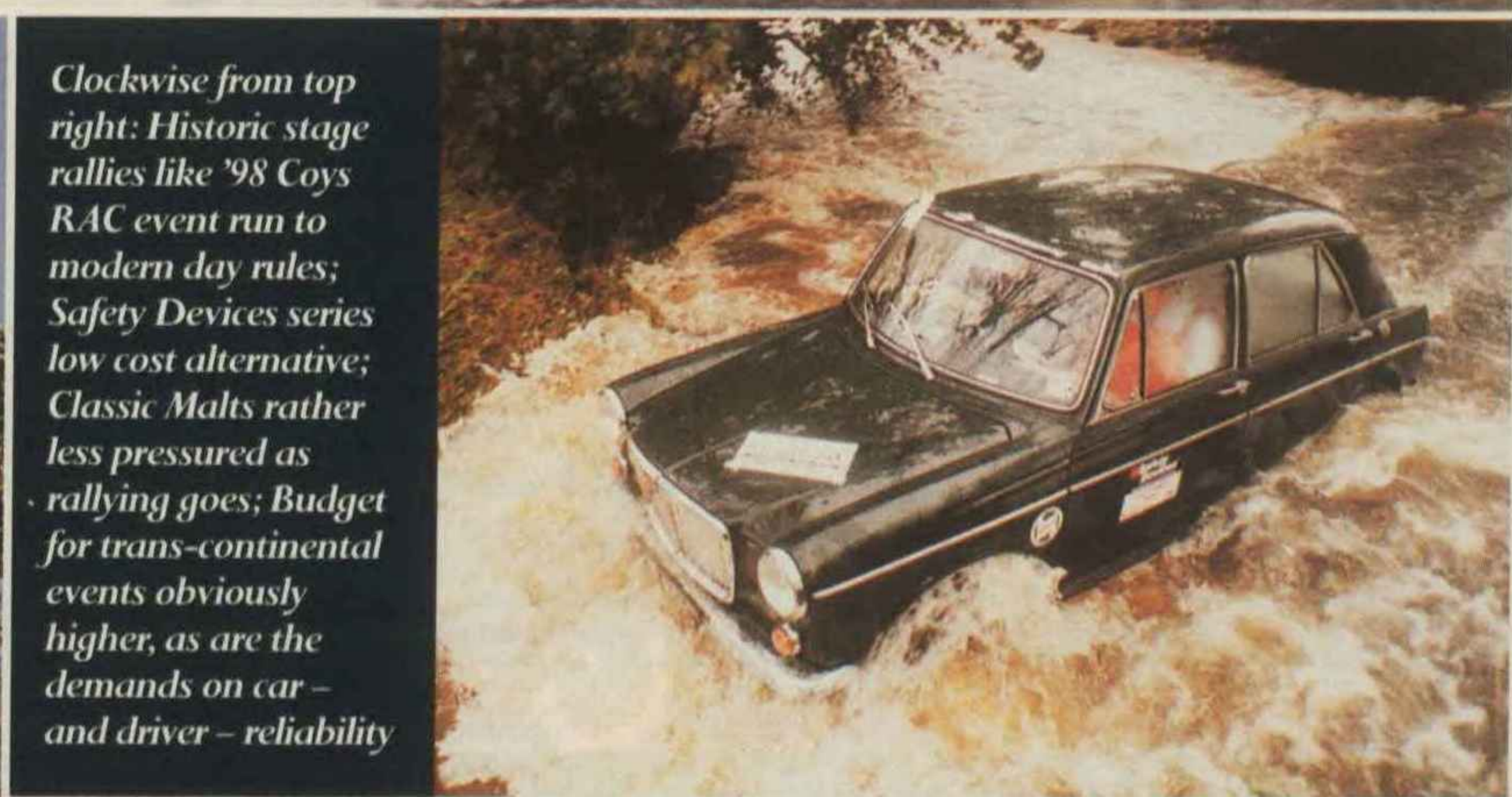
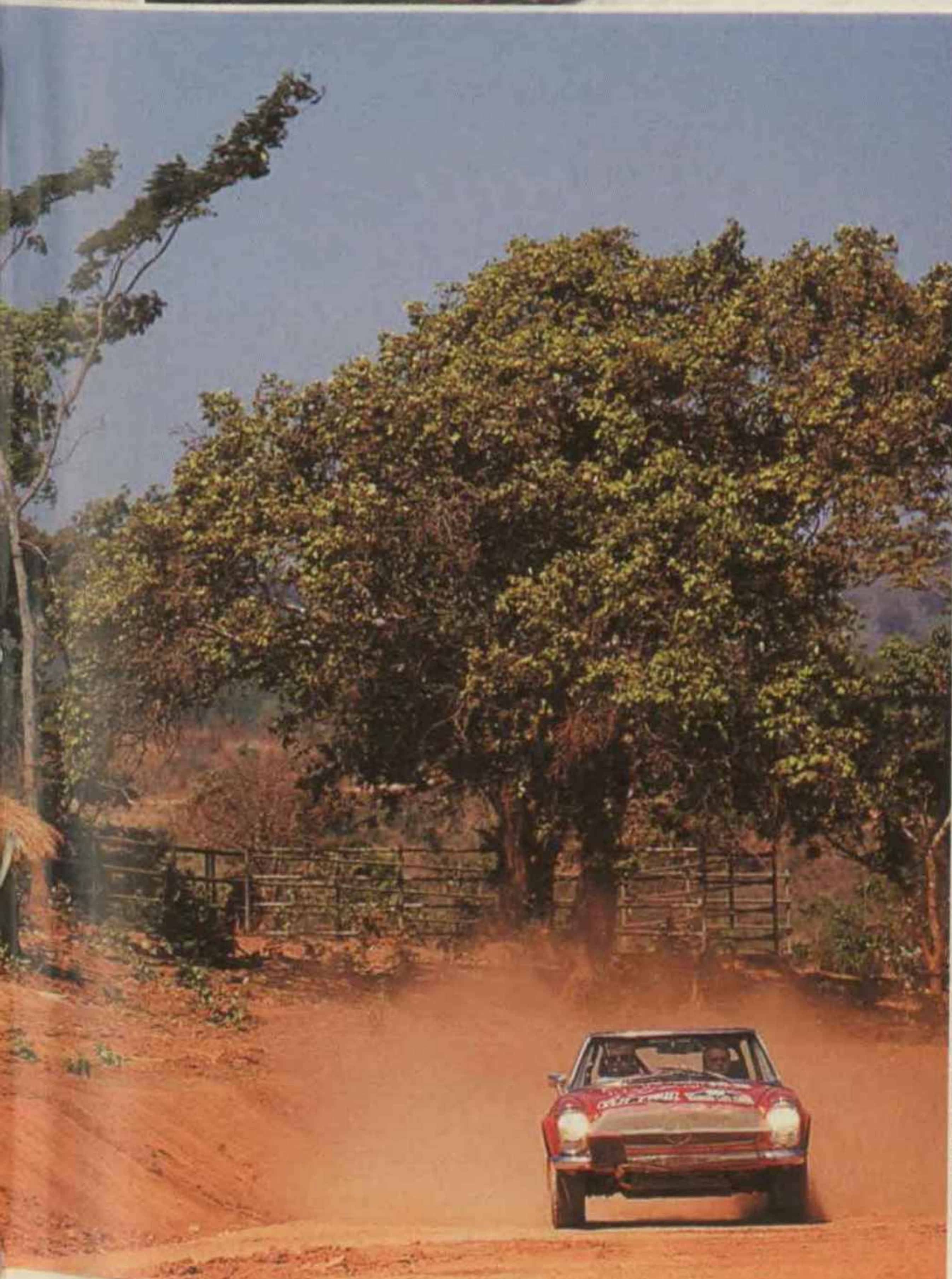
It is a truth universally acknowledged that a man in possession of an historic rally car must be in want of an historic rally. Certainly, if you own an historic car, especially one that is already a rally car, it is a lot easier to decide what to do with it. The choice between the types of rally depends entirely on the car’s suitability and state of preparation. If however, you possess the desire but not yet the car, then you have the enjoyable – and possibly costly – prospect of surveying the rally scene and purchasing the ideal car to compete in your chosen area. In this respect, it is always useful to talk to other competitors and in Britain there is no better – or bigger – collection of historic rallyists than the Historic Rally Car Register. In many ways, it was the HRCR’s founding members that created the upsurge in interest in historic rallying so the HRCR and its magazine, *Old Stager*, are more than just useful references.

For me, if money was no bar, I would get a Ferrari GTO and do the Tour Auto, the Mille Miglia and the Manx Classic every year – but then whom would I get to drive it? ■

CONTACT TELEPHONE NUMBERS AND OTHER INFORMATION:

- MSA Motor Sports Association Ltd. ☎ 01753 681736
- VCC Veteran Car Club of Great Britain. ☎ 01462 742818
- VSCC Vintage Sports Car Club. ☎ 01608 644777
- CRA Classic Rally Association – event organiser. ☎ 01235 851291
- HERO Historic Endurance Rally Organisation – event organiser. ☎ 01886 833505
- HRCR Historic Rally Car Register – largest club for historic rallyists. ☎ 01332 672533
- FIA Federation Internationale de l’Automobile – Intl Sporting Authority.
- FIVA Federation International des Vehicules Anciens.
- ANF Autorité National FIVA – FIVA National Governing Body.
- ASN Association Sportive National – National Sporting Authority.
- HVIF Historic Vehicle Identity Form – document confirming authenticity of a car.





Clockwise from top right: Historic stage rallies like '98 Coys RAC event run to modern day rules; Safety Devices series low cost alternative; Classic Malts rather less pressured as rallying goes; Budget for trans-continental events obviously higher, as are the demands on car – and driver – reliability

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1939 Packard
1705 Franay Coupe Chauffeur



1934 Rolls-Royce
Phantom II Continental Kellner Three-position Cabriolet

Partial Listing of Cars in Inventory

- 1929 Bentley 6.1/2 Litre Barker Sports Torpedo
- 1930 Bentley Speed Six Corsica Coupe
- 1950 Delahaye 235M Ghia Coupe
- 1962 Dual Ghia L6.4 Coupe
- 1929 Duesenberg J Bohman & Schwarz Berline
- 1929 Duesenberg J Murphy Roadster - ex George Whittell
- 1930 Duesenberg J Hibbard & Darrin Transformable Convertible
- 1931 Duesenberg J Murphy 'Disappearing-top' Roadster
- 1954 Fiat 8V Vignale Coupe
- 1929 Isotta Fraschini Tipo 8A SS Castagna Cabriolet

- 1933 Lincoln KB Willoughby Panel Brougham
- 1938 Mayback SW38 Glaser Cabriolet
- 1938 Mayback SW38 Spohn Sports Roadster
- 1914 Mercedes 50 H.P. Tourer
- 1928 Mercedes-Benz S Saoutchik Torpedo Brevette
- 1931 Mercedes-Benz 770K Castagna Cabriolet
- 1929 Minerva AK Faux Labourdette Cabriolet
- 1955 Pegaso Tipo Z-102B Saoutchik Coupe
- 1947 Rolls-Royce Silver Wraith Inskip Cabriolet
- 1964 Rolls-Royce Silver Cloud III Mulliner Drophead



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HEROics

Classic Rallies for Classic Cars



Fabulous Ferrari 250GT SWB on last year's event - another is due

Everyone's Jogging again

For all those hardy souls whose sadistic pleasure on the first Sunday in December is to watch intrepid automobilists forge on Full Ahead through Stanhope Ford, there's good news: applications for this year's LE JOG are coming thick and fast.



A full entry is once again promised for Britain's longest motor rally, which takes place between 4th and 7th December.



LE JOG '97: Talbot tackles Stanhope



Classy Classic Malts

HERO have again attracted a super field for this year's Classic Malts Scottish Six Day Reliability Trial, between

Type, which is also a veteran of the 1997 Peking - Paris Motor Challenge.

Among the many covetable sports and GT cars, perhaps the most mouthwatering is Christine Laidlaw's Ferrari 250GT SWB; others include vintage Bentley, Jaguar SS100, BMW 327, Aston Martin, a pride of XK Jaguars and a host of Austin Healeys.

9th and 15th May.

Alvis stalwart Chris Podger brings the 1930 Silver Eagle Special, "The Green Car". At the very last Brooklands meeting in 1939, it took two first places, four seconds and two thirds - but its finest hour was to win the 1938 Irish Grand Prix at Phoenix Park.

By way of contrast, Lady Pauline Harris drives 67ARX, a big Healey originally handled by David Seigle-Morris and subsequently driven to second place on the 1962 RAC Rally by Paddy Hopkirk. It is unrestored and thought to be the only authentic 1962 team car left.



Lagonda roars up Rest and Be Thankful

Other cars with a distinguished rallying or racing history include Peter Denzel in his father's famous works Denzel 1300SS, the ex-

The rally takes in some of Scotland's most remote and breathtaking scenery, and visits six distilleries and a number of leading tourist attractions.

Why not take a spring break to follow it? Send an sae for a free spectator



Denzel: back in '99

leaflet, or consult HERO's website <http://www.he-ro.co.uk>



Distillery tests are fun

Hans Stuck BMW 507 of Gunter Delleske, and Alastair Caldwell's AC Aceca, a works team car in the 1956 Monte.

Three of the outstanding performers of London - Cape Town are coming: John Bayliss's Mustang, which led the event; the Gold Medal winning Austin A90 of John Blanckley; and Anthony Ward's Allard M



On the Inca Trail in 2001

Last month, we asked whether readers and HERO members would prefer our transcontinental event around South America to be in 2000 or 2001.

The answer was strongly in favour of 2001.

So that's the decision. Watch this space for more information next month, or keep an eye on the HERO website <http://www.he-ro.co.uk>



For more information on any of the above contact
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CAN'T GET NO SATISFACTION

A NATURAL DRIVER, AN INTUITIVE ENGINEER AND AN INSPIRING TEAM LEADER, MIKE PARKES WAS ALSO BLESSED WITH LOOKS, CHARM AND BOUNDLESS ENERGY. BUT AS MARK HUGHES RELATES, HIS WIDE SUCCESS DID NOT BRING HIM REPOSE

CAN A MAN BE CURSED BY HAVING TOO MANY abilities? Spending his life torn between what he's got and what he thinks he wants, struggling to confine his talents and enthusiasms when the world is offering him a multitude of glittering rewards? Mike Parkes – engineer and race driver, Englishman and naturalised Italian, eligible bachelor with a yearning for family – was maybe such a man.

Snap-shots of his life, which ended in a road accident in 1978, include a young engineer at Rootes in the late 1950s delighting in burning the candle at both ends and playing a pivotal role in the creation of the Hillman Imp. There would be the same man taking the chequered flag at a British club race. Then a picture of him, now in his early 30s, trying not to look too elated after discovering he can hustle a works Ferrari round Le Mans faster than the regulars. That same driver, having spent a spring morning pounding round dusty Italian roads in a prototype Ferrari road car, sits in a quiet lay-by making notes. There he is on the podium at Reims in 1966, quiet satisfaction on his face after finishing second on his Grand Prix debut, but maybe also a trace of concern that he's already 34 years old. Next he's in a hospital bed, badly injured. Then he's walking away from Maranello, having turned-in his engineering job after yet another plea to get back in a race car has fallen on an old man's deaf ears. Finally there's a man in his 40s, who helped develop one of the greatest of rally cars, planning at last to settle down, but concerned about what the future holds. So little time...

After leaving Haileybury public school, he began, in 1949, an engineering apprenticeship with Humber Ltd, soon to become part of the Rootes Group. Not long after, he made his race debut in an MG TD his father (then chairman of Alvis) had bought him for his 21st birthday – on condition the car was not raced. The morning after the race Mike detected a distinct atmosphere in the house, unaware the local newspaper had reported on his win. "I think father took it with a mixture of anger and pride," says Parkes' younger sister Annabel. Close friend and Rootes associate Tim Fry says, "I think if his father had tried to be stricter he'd have been told to get knotted. But very

politely, of course."

But racing was just one part of Mike's love affair with all things automotive. "We all wanted to work on cars, help create cars and race cars," recalls Fry. "But I'm not sure whether that's the same thing as wanting to be a racing driver. He had that thing of wanting to be better than the rest of them, he made chances for himself and went out of his way to be good. But wanting to be a racing driver means it's the only thing on your mind. Mike had more than that on his mind." That probably explains why the gap between leaving Haileybury and making his debut as a Grand Prix driver was three years for Stirling Moss, 17 for Parkes.

The Rootes years passed in a blur of on-the-limit work and play, with Fry and Parkes largely responsible for the development of the Imp but, in between, finding time to race, fly, party and generally goon around.

"We were very bored with the sort of cars Rootes were producing and with the arrogance of youth we went to the Technical Director and told him we could design just the car he needed. He just said 'All right, get on with it!'"

Concurrently Alec Issigonis was freelancing at Alvis between stints on the Mini, and Parkes, Fry and he often met up. There is the suggestion of cross-pollination: they would tease each other about details of the supposedly secret small car projects each were working on. "Issigonis threw a napkin over to me," continues Fry, "and just said 'draw something!'" So I sketched the rear suspension arm of the Mini that we weren't supposed to know about, and he said 'no, you've got that bit the wrong way up...'"

The two would work all hours, rush down to prepare the Lotus 11 Parkes was racing, then back to work, then race. Non-stop. Mike was also kept busy with girlfriends who tended to live in London while he was based in the Midlands. "He'd nip down there in the evening, come back in the early hours. Once he put his E-Type in a ditch through fatigue," Fry recalls.

Parkes' ability on the track meant people began offering him rides, notably Tommy Sopwith, whose Ecurie Endeavour team ran a squad of Jaguar MkIIs for him, Graham Hill and Jack Sears. This led to a highly successful association with Colonel Ronnie Hoare and ➤



Parkes' speed in his own Lotus led to joining Tommy Sopwith's Equipe Endeavour, where he extracted the utmost from JAG 400. Right, celebrations after the 1967 Le Mans race: while Gurney and Foyt crack the Moët on behalf of Ford, Parkes (arm upraised) shares the acclaim for his epic second place in a Ferrari P4 with friend and team-mate Scarfiotti

the Maranello Concessionaires Ferrari 250GT.

When Parkes went to Le Mans in '61 to oversee the Rootes team of Sunbeam Alpines, he was invited by Ferrari to try a works 250GT. Still dressed in flannels, collar and tie, he was instantly quicker than the regular drivers, was offered a drive in a 250TR for the race and finished second with Willy Mairesse. His affair with Ferrari had begun. At the end of '62 he left Rootes for a full-time position at Maranello as a development engineer cum race driver.

Delighted though he was, the language barrier meant he was lost outside the factory. Brenda Vernor was teaching English to Italian students locally, and Parkes sought her out to help with his correspondence. "I first saw him," she says, "sitting in the sitting room at the house where I was boarding. I felt sorry for this tall, slim, good-looking man sitting by himself, unable to converse with the family of the house."

"The arrangement suited me because I was free from school most evenings and it gave me some little pocket money, though over the years our relationship did become more than boss/secretary, after which I wasn't paid anymore!

"Deep down he was very sensitive but he also had a wonderful sense of humour, especially when he was racing with 'Lulu' Scarfiotti and Lorenzo Bandini – they'd get up to such pranks. Most of the people he worked with at Ferrari, other engineers and mechanics, loved him."

Indeed the Commendatore himself came to form a rare bond with him. Some even said Parkes had unofficially become Enzo's right hand man. "There was a definite spark between them," says Annabel Parkes. "I think it might have been because he was more than a driver – he was in the factory every day. There was a lot of joking. Mike introduced me to him as his sister and Mr Ferrari said 'what, another one?' and Mike replied 'no, this really is my sister.'"

It should have been the dream job for Parkes and certainly he was happy, but a part of him remained unfulfilled. Even though he had spent over a decade in love with his work as an

engineer at Rootes and racing only as a sideline, by his mid-30s he had become more ambitious about his driving. Emboldened by a tally of victories in sportscars – the Sebring 12 Hours in '64, Monza 1000km in '65 and '66, the Spa 1000km in '66 – he yearned for an F1 chance and campaigned heavily to the boss. It smacks of a conflict between the driving and engineering sides of him; he could do both, but being ambitious in one tended to take him away from the other. The equilibrium was disturbed, and the fall-out was volcanic.

Parkes' F1 opportunity finally came in mid-'66 thanks to John Surtees' walk-out after a row with team manager Eugenio Dragoni. To this day, it is one of Surtees' contentions that Parkes used that situation to further his own racing ambitions. He doesn't mention him by name, but it's clear who he is talking about when he says: "Someone in the team coveted my position and because of that teamed up with Dragoni when I fell foul of him. This person had made himself fairly close to Mr Ferrari."

The two always had an uneasy relationship, probably aggravated by the fact that while Parkes the engineer was also a racer, Surtees the racer had engineering knowledge. Brenda remembers the day their relationship finally ended: "It was at the airport after Le Mans. John was in front of us at the queue for the check-in counter. Mike went over to say hello and John turned on him."

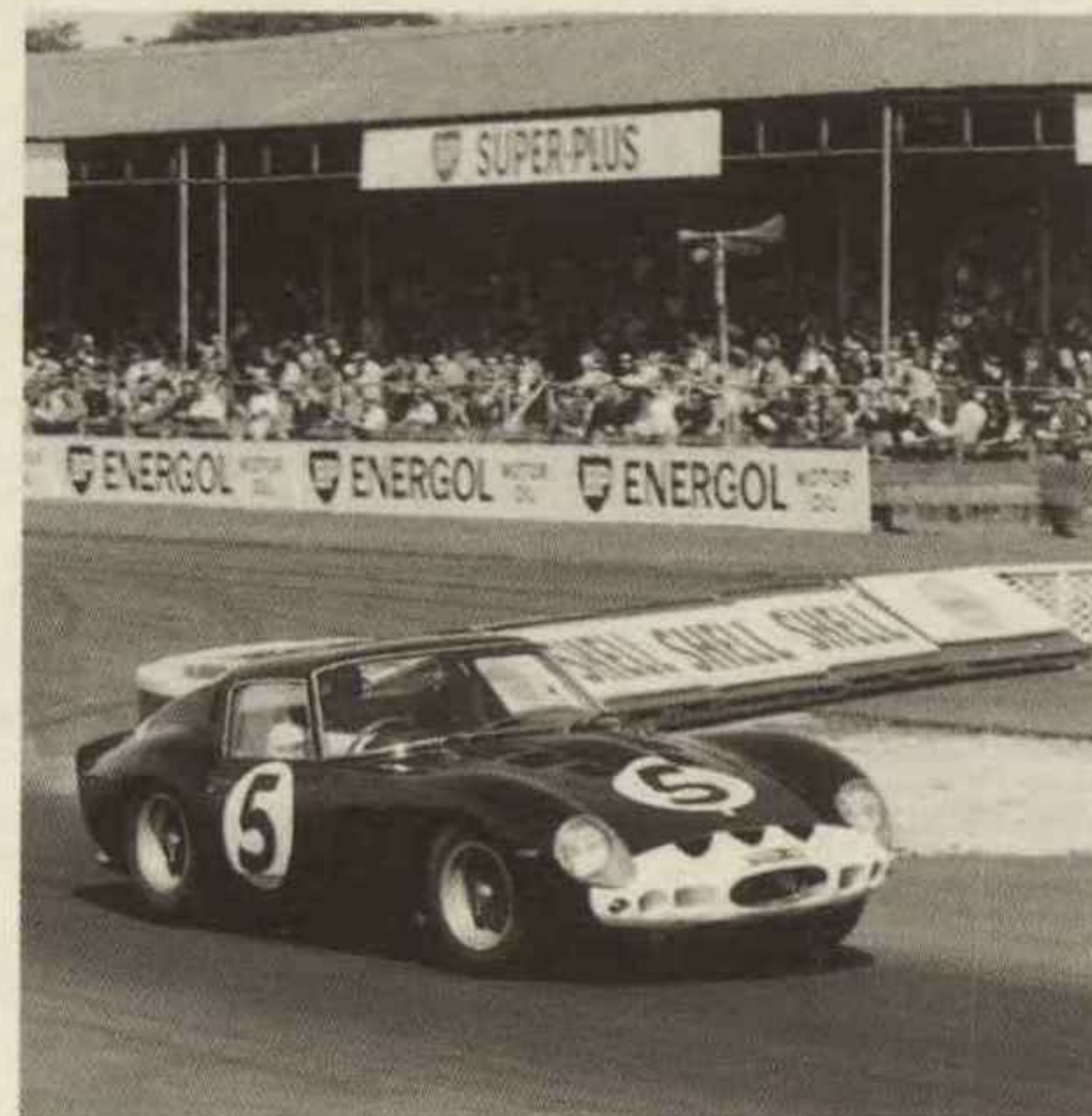
Parkes was nominated as Surtees' replacement in the Formula One team, even though it entailed lengthening a car to fit his 6ft 4in frame. He followed up a second place on his debut in France with pole for the Italian GP. Afterwards, sitting on the front tyre of his car, photographers jostling to picture the new hero of Monza, he sipped a cup of tea. He finished second in the race to team-mate Scarfiotti.

But long-time Ferrari designer and a good friend of Parkes, Mauro Forghieri, doesn't share Parkes' own belief that he was a potential F1 champion. "He was a good sportscar driver ➤









Opposite: as we remember him best – piloting the beautiful P3 around the 'Ring in the 1966 1000km. Ferrari designer Forghieri believes he was a GT driver above all. Above: Parkes' driving and engineering input was crucial to magnificent Stratos project. By 1962 Parkes was both Ferrari works driver and important part of development team on 250GTO

but I think because of his tall figure, was too heavy for F1. Really, he was a GT driver and I don't think he could be compared with the pure F1 drivers we had at the time, like John Surtees or Chris Amon."

Nonetheless, in the non-championship International Trophy at Silverstone in 1967, Parkes passed Jackie Stewart's H16 BRM and won the race comfortably. At Spa, he was again closely following Stewart in the early laps of the Belgian Grand Prix when the BRM's breather blew oil over the Ferrari's tyres. Parkes spun into the guardrail but the car overturned, throwing him out of the cockpit before dragging him along behind it. "The girl with him swore blind she was his wife," says Fry, "so that she could go with him in the ambulance. It was she who stopped them cutting his legs off."

He was in a coma for about a week. "His brain had bounced around inside his skull," says Parkes' brother John. Their father had him transferred to Luton and Dunstable hospital so the family could look after him for three long, frustrating months. "He went back to work but the bones didn't heal properly and he had to come back for another three months while they did bone grafts," John says.

When he returned full-time to Ferrari in '69 it was to continue with his engineering work and to manage the sportscar programme. It was not, of course, what he wanted. "He was more determined than ever," says Brenda. "He wanted to get back into racing; it was as though the accident hadn't happened."

The boss, however, was adamant he didn't want Parkes back behind the wheel, saying he was too valuable an engineer for the factory to risk. It was after yet another plea from Parkes that Ferrari made him what Sopwith describes as "a staggering offer. It was all but offering him the position of being Ferrari's heir, and the money was fantastic. The only condition was that he give up racing. We were down on our knees begging him to accept it. I remember saying to him 'you've done it, you've proved

how good a driver you are, now move on and take this.' But the idiot still wanted to be a hero driver and he turned it down. I think that was the biggest mistake of his life."

In 1971 Parkes severed his links with Maranello to race a privateer Ferrari 512S, and later a Pantera, for Scuderia Filipinetti with middling results. When, in early 1974, the team disbanded after the owner's death, Parkes moved to Lancia as a development engineer for the exciting new Ferrari-engined Stratos rally car. No-one had yet designed a supercar for the forests and Parkes' dual skills – being sufficiently quick to get representative feedback but also understanding the engineering implications – were crucial in making the car one of the most devastatingly successful of all time.

Sandro Munari did much of the winning and his co-driver Piero Sodano confirms that Parkes was instrumental in the team functioning so well. "He had a great understanding of the drivers and they in turn respected him very much because he was a kind of legend."

With the Stratos programme ending by 1977, Mike was getting restless again. He was no longer racing and his life was at a crossroads. "I often saw him cry," says Brenda, "and he'd been crying the weekend he was killed. He was depressed and no longer happy at Lancia. I think what was worrying him was that he wasn't getting any younger and was afraid that he wouldn't find another job that interested him."

There were changes afoot in his personal life too. He planned to marry an English woman, Penelope Dowson, and had asked Sopwith to be his best man. Maybe, at 47, he was finally thinking of settling down. Fry remembers being taken aback by something Parkes had said on a visit back to England. "He had everything I thought I wanted – a smart flat in Modena, an aeroplane, a fast motorbike, a Ferrari, Bentley, Cooper S and a hot Imp. But he went upstairs, looked wistfully at the children in bed, came down and said 'good heavens, you have done well, Tim.'"

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photography by Andrew Yeadon

Thunder

DO IT ALL OVER AGAIN. MATTHEW FRANEY PITS THE NEW CAR AGAINST A RATHER SPECIAL VERSION OF THE OLD

Heritage. You can define it easily enough – the Oxford English says simply “anything that is or may be inherited” – but try and put your finger on what it means in an automotive sense. Our industry is littered with examples of successful – and not so successful – attempts at creating cars that seem to spring genetically from their forebears. Yet while some are notable for their almost intuitive sense of evolution – Porsche’s 911 springs instantly to mind – others play the most tenuous of heritage

by the likes of BMW, Mercedes and even Lexus.

Visually, Jaguar has presented its marketing team with a conundrum. The S-type, so obviously drawing on styling cues from the original MkII and original 1960s ‘S’ is an attractive car. In fact, I’d say that I have never driven a mass-produced road car that has turned so many heads and even forced pedestrians to step into the road to catch a glimpse of that evocative headlight cluster and front grill. And the problem? It’s a two-fold thing. Firstly, no Jaguar fanatics were seen jumping from the kerb to look at the rear of the car, which is a bland and unsatisfactory way to round off an otherwise elegant design. And secondly, I have yet to see a photograph in any publication that fully captures the S-type’s

have changed in the intervening years and the car to beat now comes not from Coventry but from Munich. For the S-type to reclaim that top spot it will need not just to equal but exceed the capabilities of BMW’s 5 series, arguably the most complete all-rounder in automotive history.

Buoyed by some rather unBritish exuberance, Jaguar christened early designs of the new car ‘the BMW killer’, a tacit admission of the task in hand. To win, all the company had to do was build a car that matched the 5 series in ride quality, handling and overall driving pleasure while maintaining those quintessential Jaguar qualities that *The Autocar* praised so highly some 40 years earlier. Some task...

You will have a choice of three S-types when you

“The ‘S’ is an attractive car. In fact I’d say I have never driven a mass-produced road car that has turned so many heads”

cards. There are few things the increasingly informed consumer likes less than a car that purports to offer the trappings of modernity in a classic shell while in reality delivering scarcely anything. MG’s ghastly RV8 ring any bells?

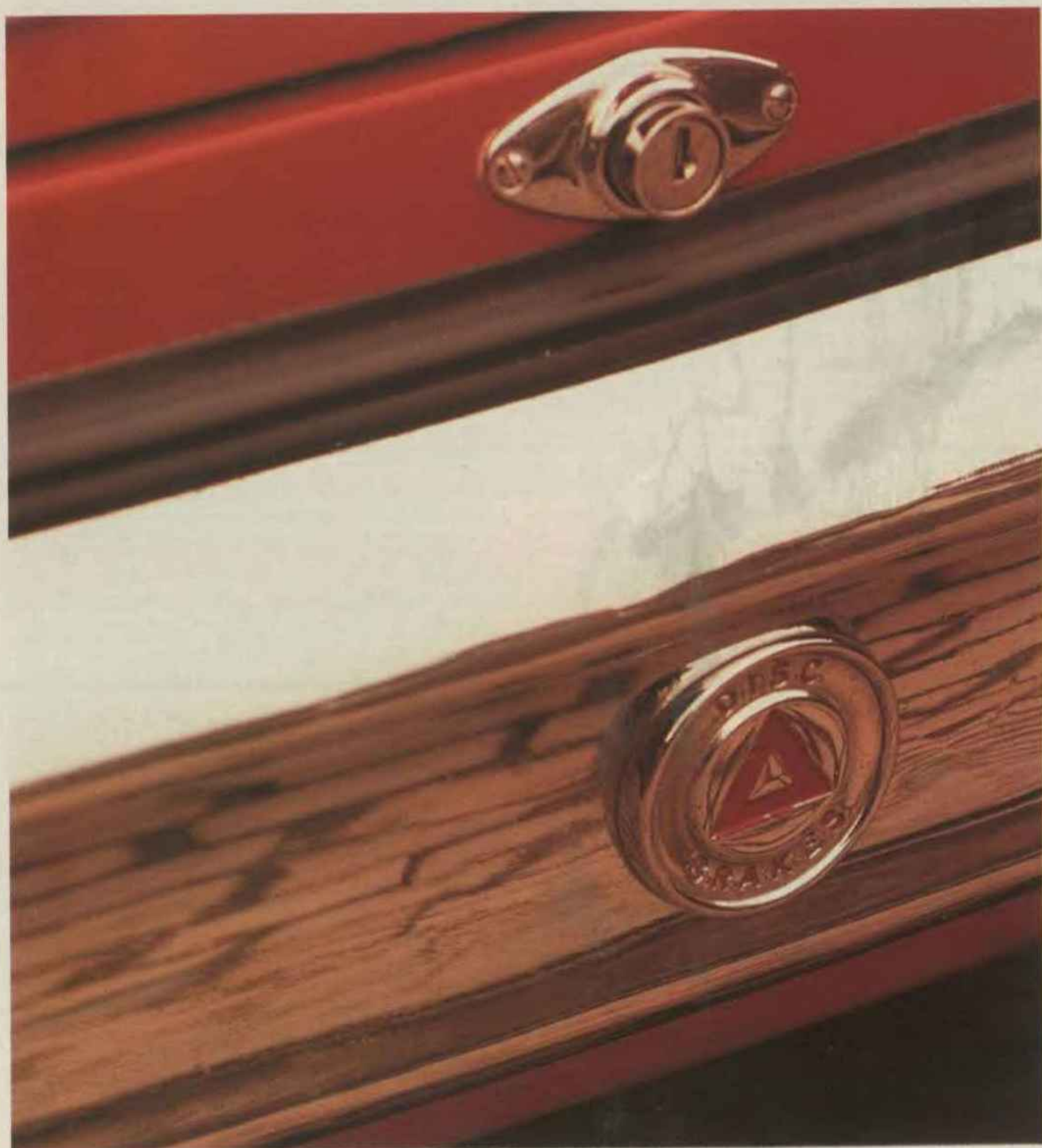
What judgment then can you draw from the arrival of Jaguar’s much heralded new ‘small car’, the S-type? Here is a car that bears the onerous responsibility of continuing the marque’s welcomed revival while at the same time trying to drive a wedge firmly back into a fiercely competitive market sector that the Coventry firm vacated several decades ago and has since been monopolised

head-on visual impact. If the car does attract buyers in their tens of thousands, it will be because they saw one on the road or in the showroom, not in the pages of a brochure or magazine such as this.

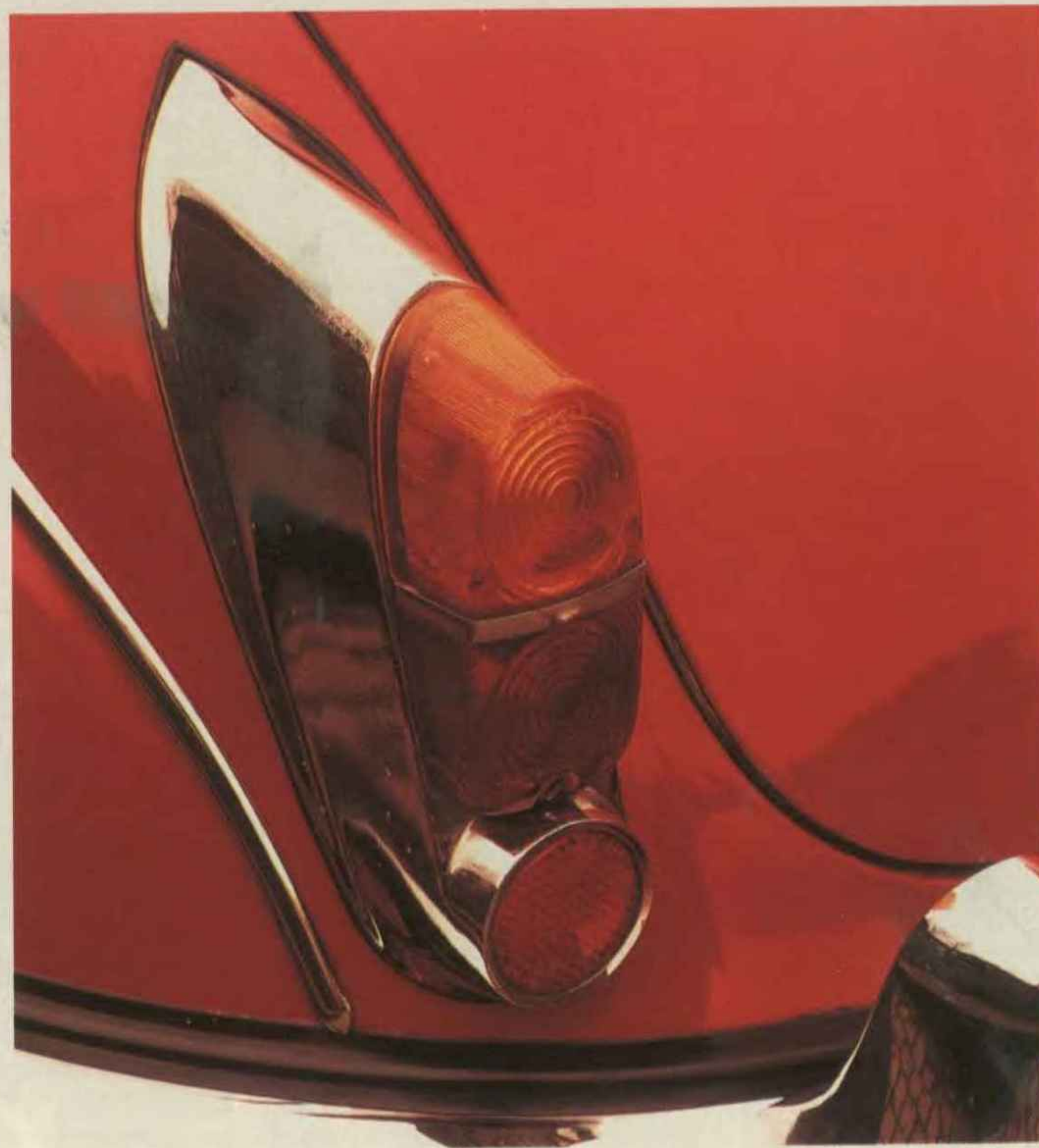
Indeed, it is the marketability of the S-type which will, in the end, dictate whether it is a success and, on that front, Jaguar have a real fight on their hands. When the overdrive version of the 3.8-litre MkII car rolled out of Browns Lane at the beginning of the 1960s, *The Autocar* claimed it was unbeatable value for money: “In one compact car an owner has Gran Turismo performance, town carriage manners and luxurious family appointments.” Things

stroll into your local Jag dealer. Base model is the manual 3.0, producing 240bhp from a Ford-derived V6 engine, a five-speed Getrag transmission and a price tag of £28,300. For an extra £4,850 you can swap the manual ‘box for the equivalent automatic unit from ZF plus the sundry goodies that comprise the ‘Special Equipment’ version, while top of the range is the 4.0-litre auto, which utilises Jaguar’s own 281bhp V8 block and produces a highly respectable 287lb ft of torque. Prices climb again to £37,610 – some £700 more than BMW’s 535i – but it comes with performance to match.

The elder statesman on hand is a 3.8-litre MkII



Rear bumper of the Coombs MkII. All round disc brakes were almost unheard of on road cars of the time, Jaguar felt need to advertise the fact



One of the great design details of the 1960s: chrome-surrounded MkII rear lights are unmistakable trademark's of one of Coventry's finest

that early in its life enjoyed the close attentions of that master Jaguar fettler John Coombs. Chosen because it represents both the pinnacle of the '60s model and also for the fact that it stood the best chance of keeping up with its younger cousin on the day, this pristine MkII underwent a comprehensive rebuild at Coombs' Guildford garage in the mid-'60s. For the grand sum of £185, new high compression pistons, crankshaft, flywheel and a gas-flowed cylinder head were fitted while a further £40 bought two inch racing carburettors. Power was boosted to well in excess of 250bhp from an already impressive 220bhp while another £24 gave uprated front springs and a new anti-roll bar that ensured all that excess

From the driver's seat however, the disparity between the timeless feel of the Coombs car and the sterile modern cabin of the S-type is striking. While leather and veneer are in no short supply in either cabin, the S-type feels less Jaguar than the firm's other cars. One colleague described the interior of "having the smell of Ford" about it and some of the switchgear looks suspiciously similar to a Mondeo I recently drove. And while I am being pernickety, please will someone stop and think for a while about cars and clocks. MOTOR SPORT's wonderful long-term XJR has an analogue clock that can only be read if you are sitting in the rear left seat and S-type goes one step further, with a tiny digital affair buried within a mass of other glowing figures

speeds rise. In fact where the S-type shines – right through the range – is during hard driving, where the car's balance and poise is a match for anything that BMW can currently throw at it. The steering on the 3-litre cars will be too light for the most committed of drivers but the superb traction control and optional CATS – Computer Active Technology Suspension – allow you to hustle the car through a series of tightening S-bends at considerable velocity. Riding on attractive 17 inch alloy wheels and Pirelli's P6000 tyres – non-CATS S-types are 16-inch – road-holding and grip levels are prodigious.

Slowest of the range in accelerative terms is the V6 automatic with 60mph coming up in 8sec but long gearing in its manual equivalent means both

"The oval grille, a recurring theme from the time of Sir William Lyons is as distinctly Jaguar as a three-pointed star is Mercedes-Benz"

thrust went onto the road and not up in smoke.

If the hereditary principle is what you look for in your car you cannot fail to pick out the influences exerted on current Jaguar designer Geoff Lawson when it came to penning the S-type. The oval grille, a recurring theme from the time when Sir Williams Lyons sat at a drawing board, is as distinctly Jaguar as a three-pointed star is Mercedes-Benz. The curves and prominences of the bonnet line could sit comfortably on no other make of car while you could mount a rock solid case for plagiarism when you study the graceful curves of the rear quarter lights on the old MkII.

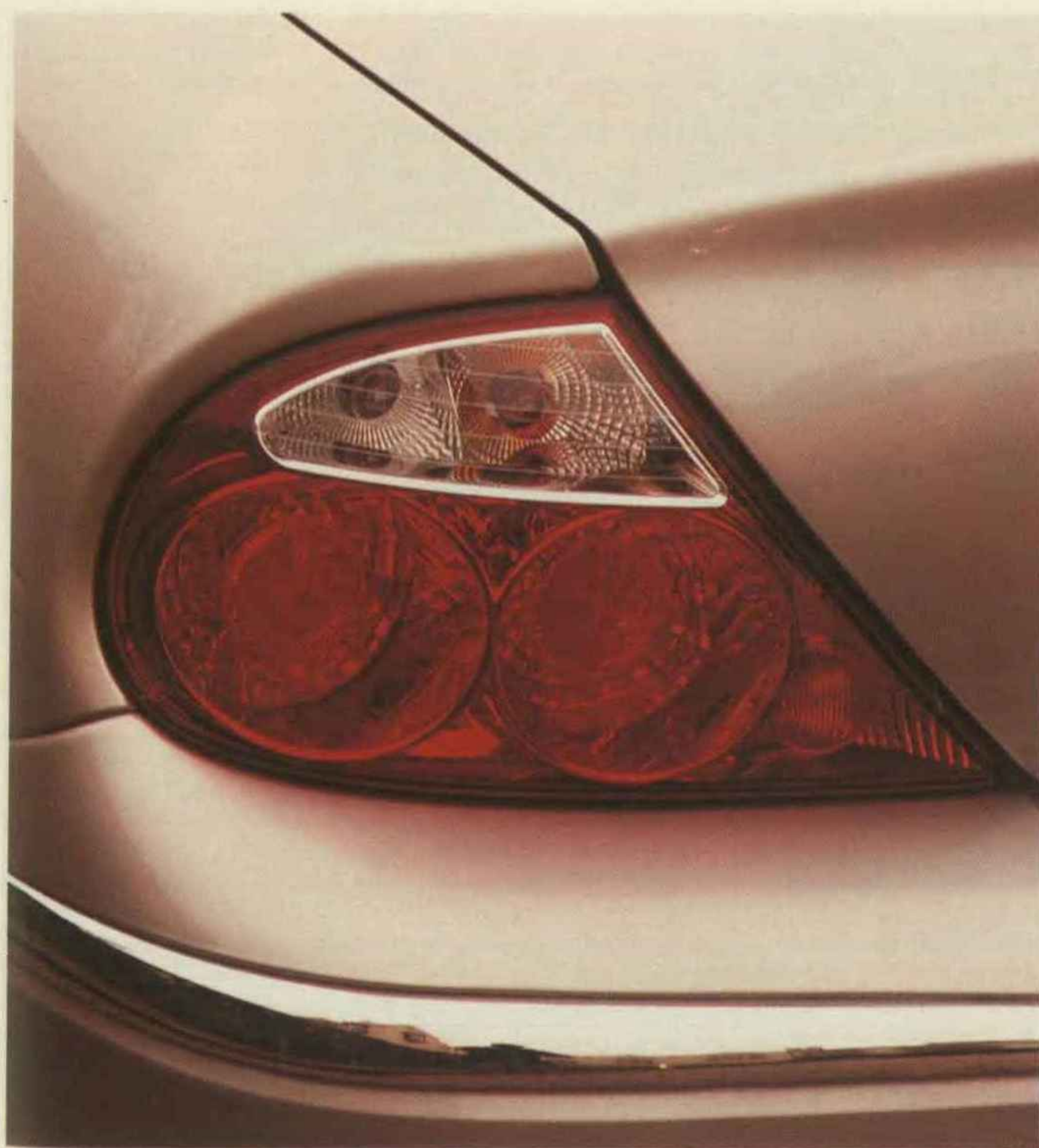
on the stereo display. Bring your magnifying glasses...

Optional extras include a complex satellite navigation system that did well over the course of a week but did get a little confused on a trip to Finchley and a very neat voice recognition system that can tune your stereo, dial the office and turn on the air conditioning when it hears your voice.

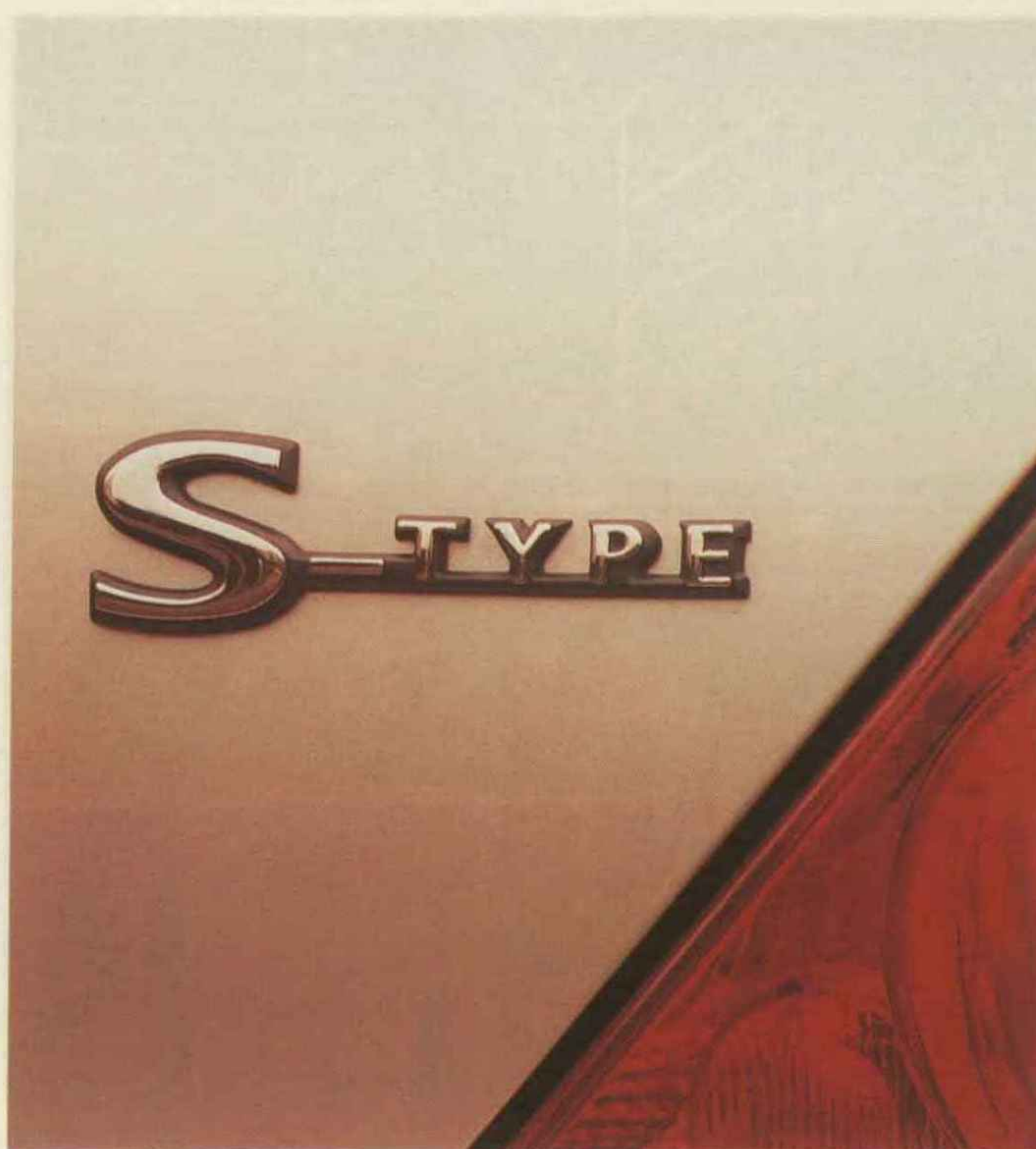
Aboard the smaller V6 Jaguar, and with ignition key turned, all the correct sensations make their way through to the driver; the engine's gentle whirr rising progressively in tone as the revs rise. Depress the light but long clutch pedal, ease away and the Jaguar displays considered poise and stability as

cars feel slower than they might. If you are buying your S-type for more than motorway cruising, then look to your wallet and the bigger V8. With weightier steering and real torque – 287lb ft at 4300rpm – the 4-litre car surges to 60mph in 6.6 seconds and tackles country lanes with real aplomb.

Surprise of the day, however, comes from the Coombs MkII. With its uprated suspension and V8-equalling power output, the elderly Jaguar displays a remarkable appetite for disposing of great swathes of country lanes. Revving freely and pulling hard in all four gears, the only obvious signs of the car's age are its low-geared steering – over four turns ➔



Tail-lights from today's S-type are just as distinctive as the original though few would argue they are more attractive



Retro-feel of the new car extends even to its name. Jaguar has huge heritage to rely upon but is this the right strategy for the future?



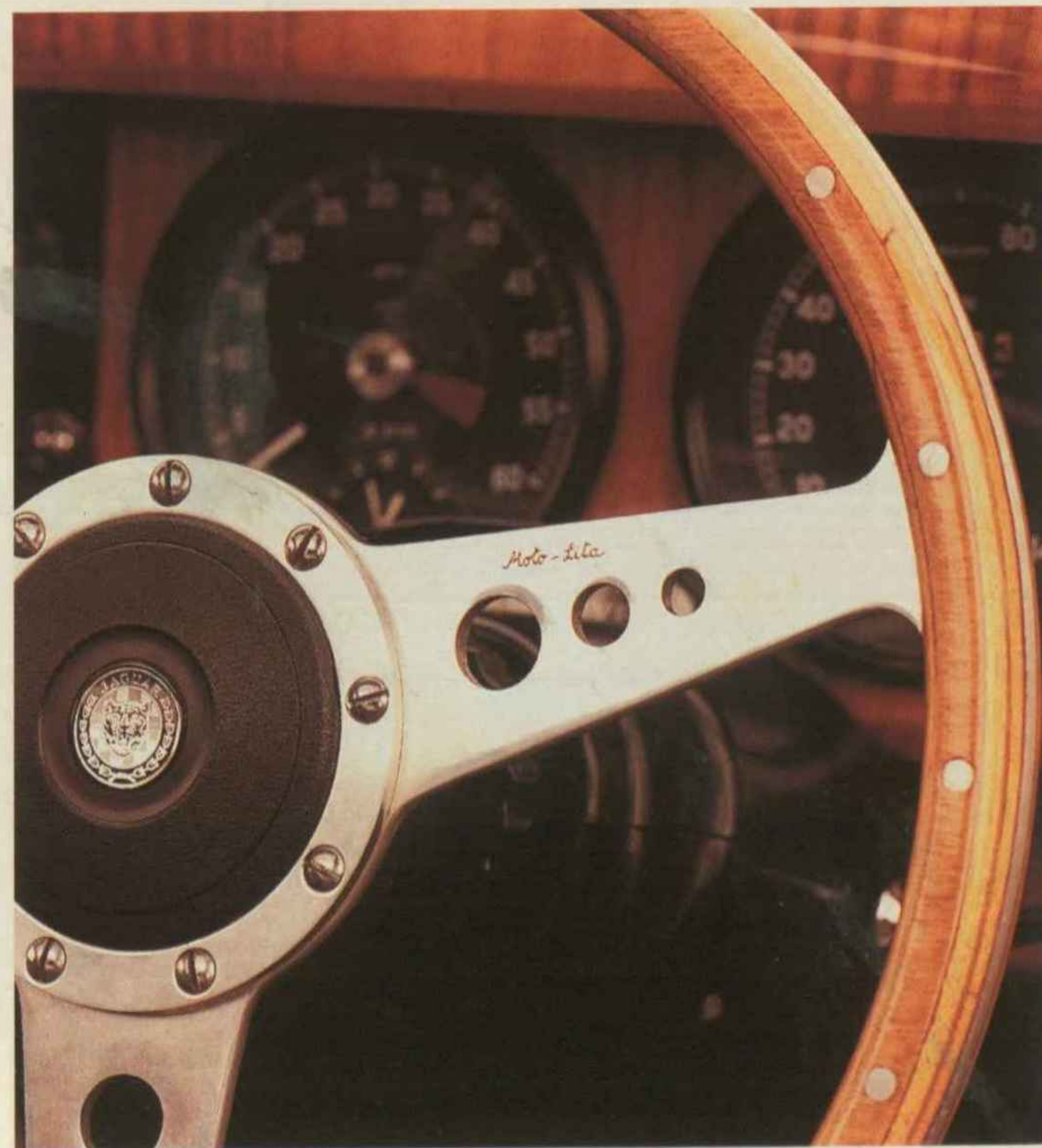
MkII gearbox in Coombs car is standard item; four speeds plus a column stalk operated overdrive. Ratios evenly spaced, great to swap between



Is there any better evocation of Jaguar? Pouncing car, oval grille and unforgettable badge are a fantastically hard act to follow



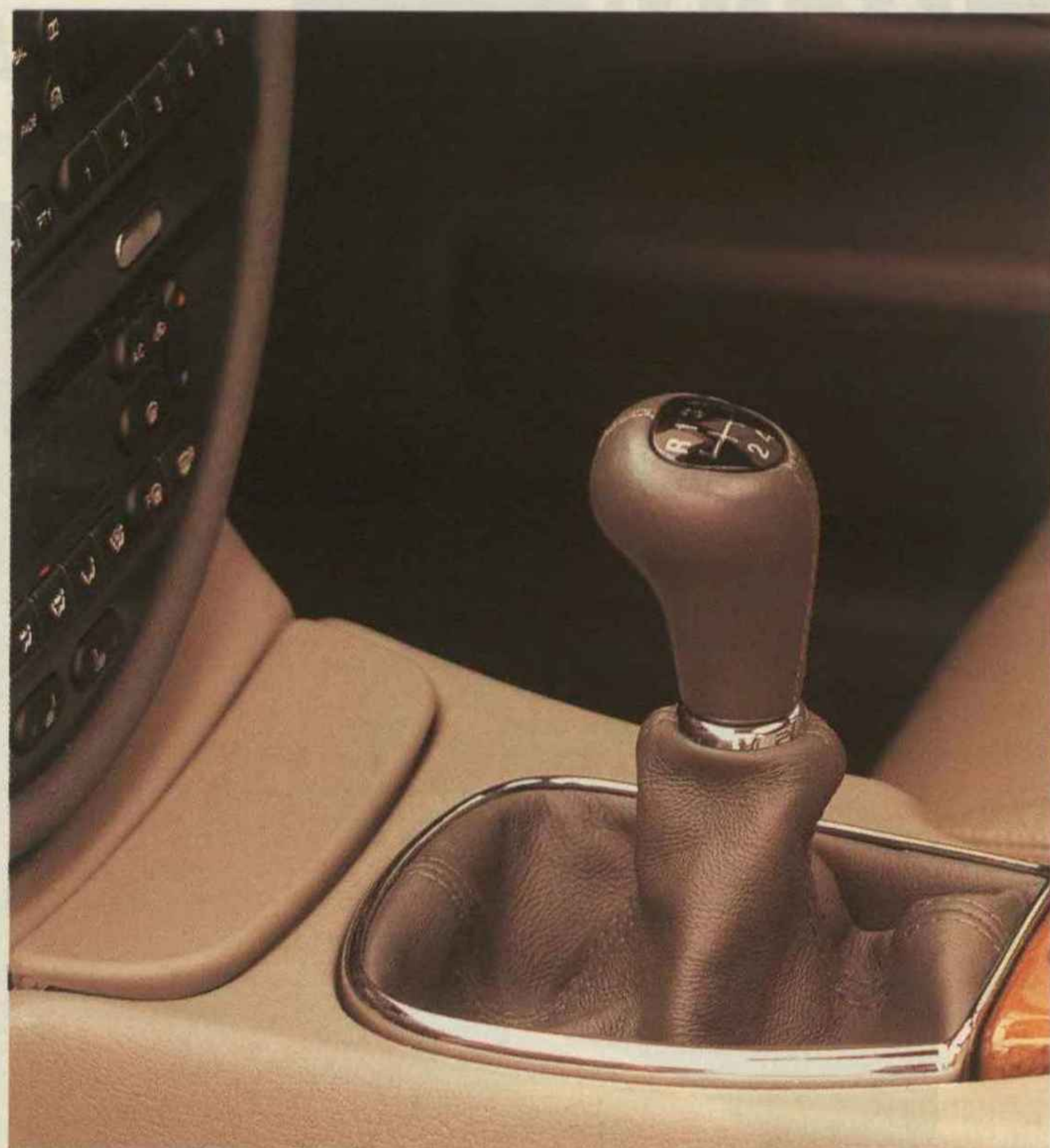
Beautiful spoked wheels come complete with centre lock knock-on spinners. Makes wheel changing easy, not great for unsprung weight



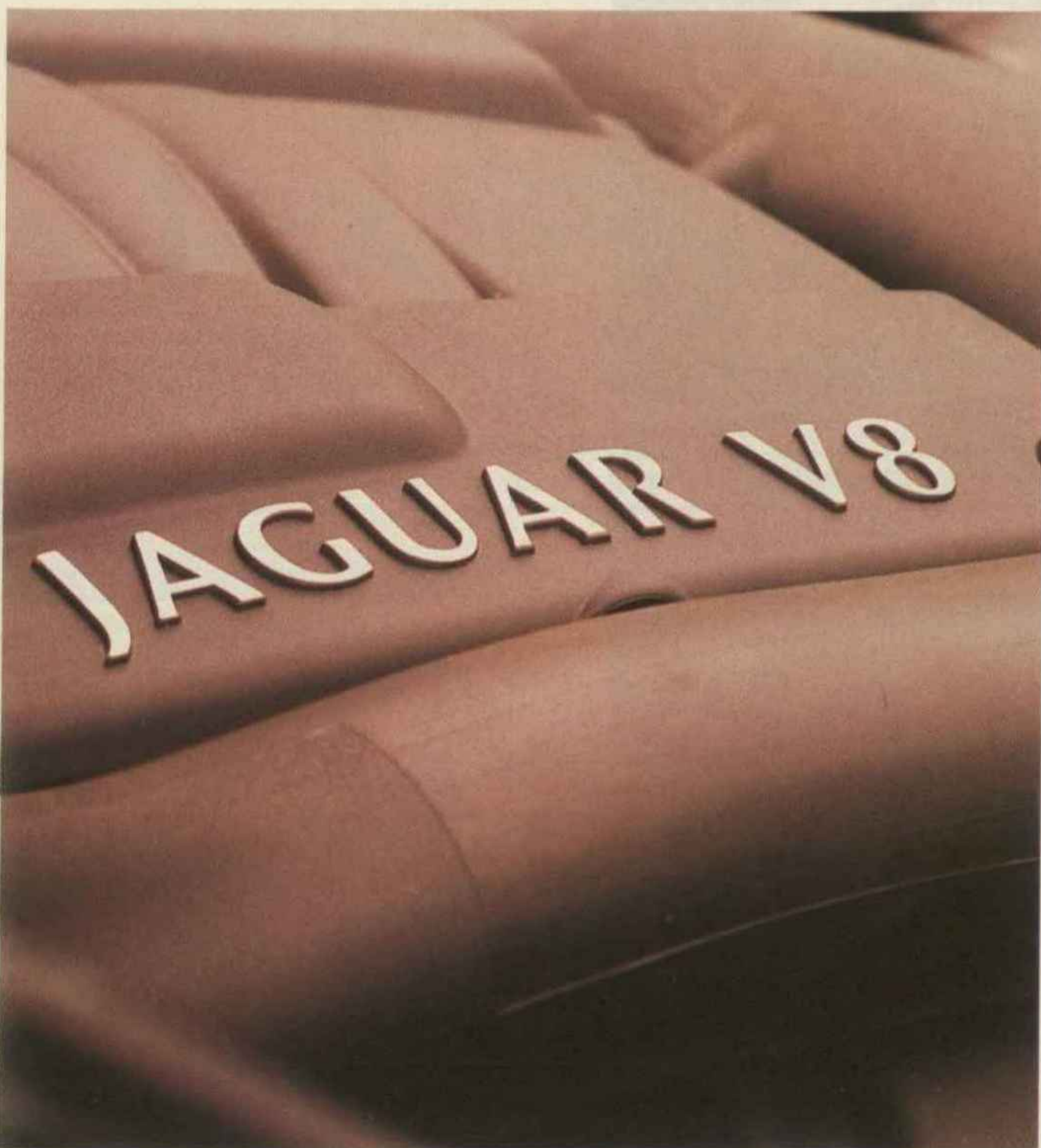
Non-standard steering wheel fitted by Coombs and one of the few clues to this MkII's real identity: that of a highly modified road racer



Modern Jaguar grille is pleasingly simple and attractive but lacks the occasion of the original. Bonnet mounted Jaguar no longer allowed



Five speed Getrag 'box in 3-litre S-type is good to use, in contrast to all manual Jaguars in recent history. Clutch action is too long but ratios ideal



Two engines are used: Jaguar's own 4-litre V8, or 3-litre V6 developed by Jaguar from Ford unit. Both have four camshafts, four valves per cylinder



Smart, multi-spoke alloy wheels are nicely detailed and add to the sense of luxury. Available in either 16in or 17in rims and shod with Pirelli rubber



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SPECIFICATIONS

Jaguar S-type 4.0

ENGINE

Type 90deg V8 dohc,
four valves per cylinder
Capacity 3996cc
Bore/stroke ... 86 x 86mm
Compression ratio 10.75:1
Fuelling Electronic throttle/injection
Max power ... 280bhp at 6100rpm
Transmission ... Five speed automatic

CHASSIS

Steering Variable ratio rack and pinion
Brakes f/r Ventilated anti-lock discs;
(f) 300mm, (r) 288mm
Front suspension Wishbones, coils, anti-roll bar,
optional computer adaptive
'CATS' dampers
Rear suspension Wishbones, coils, anti-roll bar,
optional computer adaptive
'CATS' dampers
Wheels Alloy, 7.5 x 16 or 17in
Tyres 235/50 ZR17 Pirelli P-Zero

DIMENSIONS

Length 191.4in
Width 71.6in
Height 56.9in
Wheelbase ... 114.5in
Kerb weight ... 3851lb

Coombs-modified Jaguar 3.8 MkII

ENGINE

Type In-line six-cylinder dohc,
two valves per cylinder
Capacity 3781cc
Bore/stroke ... 87 x 106mm
Compression ratio 9.5:1
Fuelling Twin 2in SU racing
carburettors
Max power ... Approx 280bhp
Transmission ... Four speed manual
(overdrive)

CHASSIS

Steering Recirculating ball
Brakes f/r Dunlop discs
Front suspension Double wishbones,
anti-roll bar
Rear suspension Live rear axle, cantilevered
springs
Wheels Standard competition
wire wheels
Tyres 6.40 x 15in

DIMENSIONS

Length 180.8in
Width 66.8in
Height 45.8in
Wheelbase ... 107.3in
Kerb weight ... 3277lb

lock to lock – but once accustomed to giving a hefty heave on the wheel all that is required is that you sit back and savour the glorious howl of that XK engine and equally throaty roar of the exhausts.

On straighter, longer roads the overdrive top allows for a slightly more refined journey but this is a car to be driven with vigour. Ride quality understandably comes in the 'jarring' category but what can you expect of a tuned '60s racer? Expectation levels of the new S-type however should be much higher and if there is one single area where the cars on test failed to come up to scratch it is, surprisingly for Jaguar, ride. The CATS-equipped car – so good on the open road – makes heavy work of humps and potholes. Common consent says the conventionally damped cars ride better, so it is a compromise that I am surprised the company is prepared to make.

Make no mistake: S-type is a highly competent luxury saloon; in some aspects it is superb. But it has to compete in a sector that's seen such development that to become a market leader, to be able to say that you produce the best car in the world, requires the creation of a car that gives everything to an unfor- giving public. And this the S-type does not do.

So will Jaguar's revival continue? The answer is yes. For all its faults, and they are small, this is a car that will be bought in its thousands by those who, ten years ago, could not see themselves ever buying a Jaguar again. What's more, the brains behind the real best car in the world – ex-BMW man Wolfgang Reitzle – now runs Ford's luxury brands. The future for Jaguar and its fine S-type, seems bright indeed. **M**



Spot the difference: well over the 40 years separate the designs of these cars but the association Jaguar wants you to make is clear. Modified MkII has as much power as 4-litre 'S', is lighter and nearly as quick in a straight line. Modern car makes up for it with added poise

Jacques Laffite

Argentinian Grand Prix, Buenos Aires, 1979

IT WASN'T HIS FIRST GRAND PRIX VICTORY, BUT IT WAS THE FIRST THAT JACQUES LAFFITE FELT HE HAD EARNED. AND, AS HE NOW RECALLS, IT LOOKED AS IF LIGIER HAD IT ALL TO COME

I'VE ALWAYS CONSIDERED ARGENTINA IN 1979 TO BE MY FIRST REAL Grand Prix victory. I'd won in Sweden in 1977, but only because of Mario Andretti's problems. But Argentina was so good for the Ligier team; we'd stopped working with Matra on our engines, had built a new car, and gone out and won our first race with it. When we came back to France after the race everyone in the country knew that there was at least a very good team in F1, and some very good drivers there, all working for France. It was good for motor racing, and the start of a very successful time for us.

Guy Ligier had made some big changes for the '79 season. We changed from Matra to Cosworth, and Patrick Depailler came on board as the second driver. It was really difficult for me because I had been on my own in the team for three years. I knew Patrick was a very good driver, but did we have enough money to run two cars at the same level, with good drivers?

Gerard Ducarouge designed the JS11, our first ground-effect car and I was surprised that the car was immediately very competitive. We had a very good test at Paul Ricard in December; the car was quick, I was quick, and Patrick was quick, and I suddenly understood why the Lotus 79 had been so fast the year before. It was so easy to be fast. All the corners were flat!

So I was very happy with the car when we set off for Argentina. We had struggled with one problem in pre-season testing at Paul Ricard; at very high speeds the car was a little bit bumpy, because the underwing was a little bit too short and the car was very hard on the suspension. We modified this in Argentina on the Thursday, and the car was perfect.

It was difficult with those cars to obtain a good balance between high- and low-speed handling but we obviously did because I was 1sec faster than the others. In fact I was on pole by a second from Patrick.

After all the hard work to get pole I didn't help myself by fluffing the start. At this time races were started with a flag. It was difficult when you were on pole, because the Clerk of the Course was always watching you! I dropped down to fourth, and I had to pass Jean-Pierre Jarier and John Watson. It took a little bit of time to catch Patrick who was leading, as he was braking very late, but I overtook him at the end of the straight after 10 laps.

After that it was easy, because the track was not so difficult. I was alone in front, I had no problems, my car was really good. Patrick was behind me but I was able to edge away. Unfortunately he had a misfire at the end and he dropped right back.

Guy Ligier wasn't there to enjoy it – in fact he wasn't in Sweden when we won either. I remember in the evening we had a dinner at the Sheraton with all the team... which was probably only 15 or

20 people. We were very happy. We had a long break before Brazil, and I was able to play golf and do some fishing. It was perfect.

We arrived in Brazil as favourites after our success in Buenos Aires, and the car was quick immediately. I had more opposition from Patrick, but I took pole by nearly a second again. I had a tougher race this time because it was warmer and the track was more difficult to drive. The left before the pits was flat, but it was really difficult to do it. During the race Patrick was always behind me. Every time he caught me I'd go flat on this last corner, and take about a second. He left me alone for a couple of laps, and then he'd catch up again. But a few laps before the end he let me go.

After these two wins I thought we could do something very good in that season, but in fact I didn't win again that year. There's a famous F1 myth that Ducarouge lost the settings we had used in South America, but we had the set-up, we knew exactly how the car should be. The only thing that changed was the underwing. In those first two races it was aluminium, and when we went back Ducarouge decided to make it in fibreglass. He made this wing very light and saved some kilos.

The problem was that we had so much downforce that the new wing was flexing. The car was just undriveable. When I stopped in the pits to check what was wrong, the wing had bent back to normal. We couldn't understand it. In the wind tunnel we would have seen it immediately. But Guy had a problem with the owners of the tunnel we were using and we didn't go back until the end of August.

Williams unveiled the new FW07 that Spring in Long Beach. I had a look, and the wing was made from honeycomb material. I told Gerard, and he said, "I know what I'm

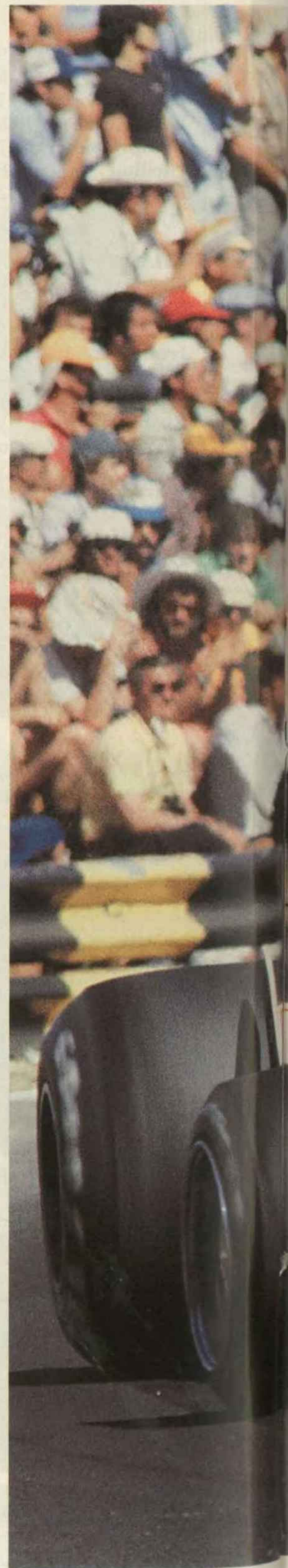
doing." I just thought, "Well, I'm not the engineer." Our car was still good at Jarama. I was on pole and only lost the race by over-revving as I tried to pass Patrick. But there were no high-speed corners on that track, and also we had a new wing again, and when they were new they had less deformation. The worst problem was on high-speed tracks, and there were a lot of them in those days!

Soon after that Patrick's hang-gliding accident shook the team and I had Jacky Ickx as a team-mate, who hadn't been driving a good car for several years. The Ligier was so difficult to drive, and it was such a big change for him. Maybe if Patrick was still there it would have been easier to find the problems.

It was disappointing not to challenge for the title, but Argentina is a big, big memory for me. It wasn't just the win; it was the whole deal, with Patrick joining the team and everybody thinking that he'd leave me in the shit. Victory, pole position, lap record – everything was perfect. M



Laffite – "everything was perfect"



"I suddenly understood why the Lotus 79 had been so fast the year before. It was so easy to be fast"



Victory for the new car in Argentina seemed a new dawn for Guy Ligier's all-French team



WB



Racing Straker Squire on the banking at Brooklands during testing for MOTOR SPORT in 1998. Was it X2 or X1?

Identity crisis?

LAST JULY WHAT WAS DESCRIBED AS THE EX-BROOKLANDS Straker-Squire was entered for the Brooks auction at Beaulieu. The catalogue quoted from my MOTOR SPORT article in which I praised the car. But it was 21 years since I drove it, so I was glad to note the same high opinion of the car expressed by the Editor, when he tried it last year.

One or two points arise. It was only after I had written the article that I had proof that X2, which is what this car is thought to be, was not registered for the road until June 2, 1922. The engine was declared as made in 1920 to claim a rebate then due on older-engined cars. There seems to be two explanations as to why a car raced at Brooklands from 1920 was so-registered. Either it was driven to the track on trade plates and taxed only after the company ceased racing, or X2 had been confused with X1. This could explain why, since it was unearthed

in the mid-1950s it has carried the number MD 7901, issued by Middlesex CC around the mid-1920s.

It then had a Vauxhall radiator and a touring body. A racing body was with it, but not dazzle-painted, this livery being resumed when it was acquired by Adrian Liddell.

The car is dated by the VCC as 1918. This was done on slender evidence after long deliberation, by the painstaking Dating Committee, led by Malcolm Jeal. The dazzle livery

did not appear until 1921 but the taxation data was not available to the Committee, which

believed the car would be ineligible for VSCC membership unless dated 1918; in fact this is only necessary to qualify for Edwardian membership. None of this is of much consequence;

both X1 and X2 were raced successfully at Brooklands, as Nick Howell who rebuilt it readily accepts. It is just something for the historians to chew over.



Did you hear the one about?

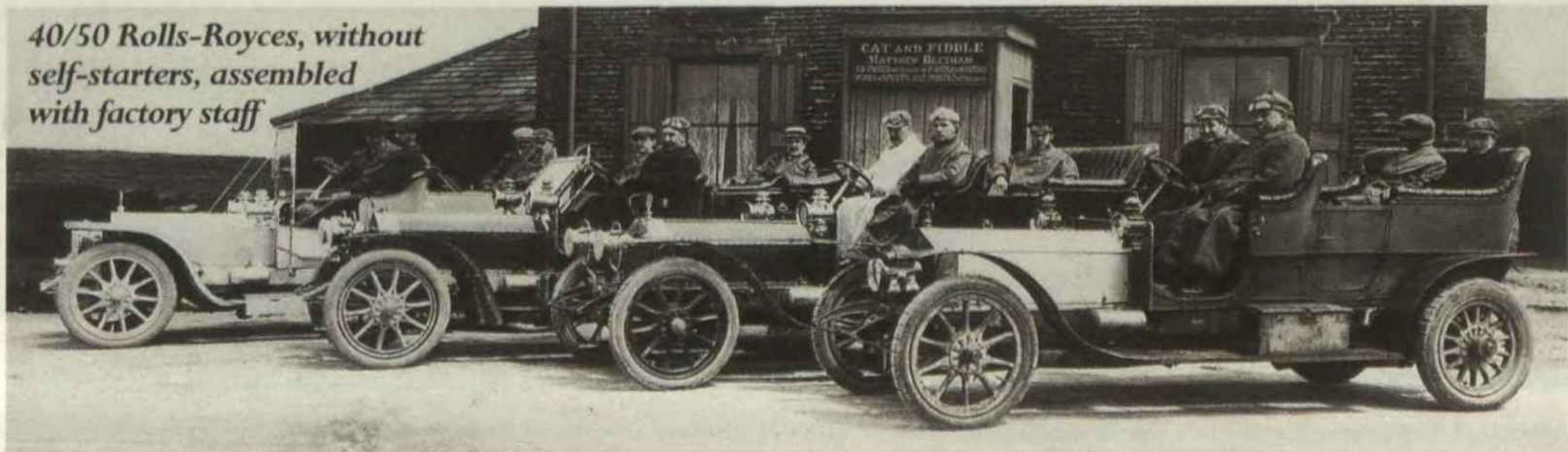
I HAVE BEEN READING HUGH DRIVER'S book on that keen Rolls-Royce fan, Lord Northcliffe.

One of his suggestions in 1913 was the R-R should fit self-starters to the 40/50. It reminds me of a joke, about a salesman on the R-R stand after the war. As a colonel was inspecting a car, the electric starter was pointed out and extolled. "If so perfect", enquired the

customer, "why the starting handle?" "Ah, replied the salesman, "you will have noticed you have two nipples? Although it's unlikely you will have a baby, God provided these in case; we give you a starting-handle in the equally unlikely event of the self-starter failing." Dare I add the other old R-R joke? The owner of a new 40/50 was touring abroad with his sons, who duly

called for ice cream. A parlour was soon found. To pay, the Englishman, unsure of the currency, offered some coins, amongst which were a few golf tees. The puzzled server asked their purpose. "Oh," answered our hero, "they are what I rest my balls on when I drive off". To which the man said "Signor, I knew R-R made fine cars but I had no idea they were so thorough..."

40/50 Rolls-Royces, without self-starters, assembled with factory staff



VSCC Herefordshire Trial

THE VSCC'S FOURTH TRIAL OF THE YEAR, BASED AT THE Verzons near Ledbury, was held in some rain but mostly sunshine on March 13, with an entry of 107, ten from girl drivers. It comprised 45 A7s (33 Modified, 10 Specials and two Standard), 13 Rileys, six each of 30/98 and Model B Ford, four each of Bugatti and Frazer Nash, three each of MG, vintage 4½-litre Bentley, Lea-Francis and Chrysler, two each of Alvis and Singer and GN, GN A7, 'Humbug', AC, Fiat, Morris Sports, Crouch-Helix, Talbot-Simmins, Austin 12/4 and Sunbeam, plus four Edwardians. Post-1930 thoroughbreds totalled 24.

Overnight rain had washed out three of the sections but Hamish Moffatt had 12 others of interesting variety. Frith Wood was very steep and muddy, the stop/start and quarry caused many failures at Deans Place, as did another

stop/start test on the long grass climb at Foxhalls, where Ben Collings in the Bentley briefed his three-man crew on when to bounce and slowly inched out of the restart with consummate skill. Roger Collings had a good day in the Mercedes-Maybach 'aero-car' in company with Craig Collins in a high-compression Bentley out for the first time since the war. Seymour Price was changing plugs at Foxhalls on his Ulster and trying to cure a misfire after doing well on two of the more difficult sections, but Simon Price's lower-g geared Ulster A7 was more suited to the restarts.

The Diffeys had bad luck, the 30/98 breaking a half-shaft, while a lady equestrian in a Land-Rover damaged the 'Humbug'. Results were unavailable as we went to press, due, apparently, to a protest, not the sort of thing expected in these VSCC 'fun' events.



Mark Powley's 1929 modified Austin Seven, one of 35 examples on the Herefordshire trial; only two were standard

Night of the garter...

IT STARTED AS AN ALLARD OCCASION. THE CAR'S OWNER HAD had his trials Allard at the works for overhaul and Sydney Allard asked whether I would care to deliver it to the start of the event he was to use in it. This was a United Hospital & University of London MC's mud-lark, starting at the 'Cotswold Gateway Hotel' at Burford, as many trials then did. It was explained that I could get back in the hack Ford 8 saloon lent while the Allard was being fettled.

I was delighted, especially as I was told I could enter the Ford in the trial. So at some unearthly hour on the Sunday I set off, with a girl. Apart from the Allard shedding a whole nave-plate in Tooting, which shot across the pavement towards a shop window but was retrieved before the policeman got there, all went well. Until, that is, our arrival at the start of the trial, when I noticed that one of the girl's garters was around her ankle. I therefore decided, to spare her blushes, that we should grab our number and start immediately on our trial route. After hours of furious motoring in view of the car's instability

and youthful enthusiasm, involving an exit into a bush and back again at one section, we came to the lunch stop. But, garter still visible, I decided to forego food to avoid comments from the distinctly jolly medical students.

So we tackled the afternoon stages and duly got to the tea-stop area. The sandwiches, if we had any, had long since run out and the girl now said she presumed food would be obtainable. But, for reasons just explained, I calculated it better to quickly sign off and press on, especially as at the trial's conclusion spirits were more jolly than ever and embarrassing offers might be imminent if we entered the pub. I explained that we would not pause to eat due to the Ford's indifferent lighting but that I was a member of a London club where we could have dinner. Alas, I had forgotten the place was closed on Sundays. I delivered the girl to her door, and rang her later to offer a run to another trial the following weekend, but she said a firm 'No'.

How naive I was! Had it happened a few years on I would have offered to attend to the all-too visible garter myself...

miscellany

TO CELEBRATE A CENTURY of Lagonda, the Lagonda Club has issued a most attractive 28-page book about plans for the occasion, covering the recent rally at Cockfosters, a four-day Northern Tour and continental Champagne Rally (already fully booked), Club displays at Coys

Silverstone Meeting, a July Brooklands Fete and an Alpine Rally etc. This brochure has a history of what Lagondas did at Brooklands from 1909 to 1939 and an illustrated history of the make from 1898 to today. The cover is that wonderful colour depiction by Alan Fearnley of Lagondas in the Paddock on a sunny day. The Club welcomes Invicta and Crossley owners and membership is obtainable from Colin Bulger, Witney House, London Road, Hartley Witney, Hants RG27 8RN (01252 845451).

* * *

THE VSCC OF AUSTRALIA HAS carried out a roster of 781 members and their cars. The most popular make is MG, with 145, followed by Jaguar with a total of 62 while Alfa Romeo comes third. At the latest count in February the VSCC of America, founded in 1958, had 783 members, many of whom own more than one car.

* * *

FORTHCOMING FIXTURES TO NOTE: the next main VSCC event is the GP Itala Silverstone Meeting on April 24, followed on May 23 by the Richard Seaman Meeting at Donington, when John Surtees will drive a 1938 Mercedes-Benz W154 and Nick Heidfeld will demonstrate last year's title-winning McLaren-Mercedes.



Which BARC?

THE ROCKINGHAM OVAL SCHEDULED TO open in the Millennium Year has aroused much interest, but some misconceptions. The proposed new USA-type

oval has the backing of the BARC but it is a fallacy to imagine this very influential organisation ran races at Brooklands from 1907. Only the initials BARC apply to both the defunct *Brooklands* and the flourishing *British Automobile Racing Clubs*. The Brooklands ARC had its first meeting on December 12, 1906. Its President was Lord Lonsdale, its VP Lord Montagu of Beaulieu, the present Lord Montagu's father.

The British ARC came into being when Brooklands closed after WW2. It had begun as the Cyclecar Club in 1912, for enthusiastic owners of these new substitutes for motorcycles. It



flourished to such an extent it was renamed, after WW1, the Junior Car Club, to give it more status and cater for light cars as well as cyclecars.

It was an influential organisation, holding some of Brooklands' most important long-distance races. But it had no control of Brooklands racing, from 1907, or at any other time. After the war-enforced sale of the Brooklands track and the opening of Goodwood, the JCC felt a further uplift in its title was justified and it became the British ARC at a meeting at which his Grace, the Duke of Richmond and Gordon, still in RAF uniform, presided in March 1946. But for the sake of historical accuracy, the second BARC had no control of Brooklands from 1907 to 1939.

The Harrier barrier

WITH HARRIERS IN ACTION OVER KOSOVO I prefer to think of this innovative VTOL aeroplane in happier times. The Hawker P1127 first hovered in 1960, Bill Bedford at the controls. It was meant for 'possible NATO and RAF future requirements'. In the *Daily Mail Trans-Atlantic Air Race* of 1969, advocated by MOTOR SPORT, a Harrier took off from a St Pancras coal yard. From the race start at the Post Office Tower (or Empire State Building

in New York) cars such as Aston Martin DB6s and E-Type Jags took competing pilots to the chosen take-off points. The Harrier from the coal-yard I had to see! His time including the trans-Atlantic crossing was 6hr 11min 57sec. From New York to London another Harrier took just less than 5hr 50min. The race winner was a Royal Navy Phantom, in a time of 5hr 11min 23sec, at an average of 723.8mph flying time.

Whizzers from Oz

THE AUSTRALIAN GP WAS SURELY THE most dramatic ever? The expected winners were on pole, but unready for the race and retired. The other potential winner, Michael Schumacher, started from the back of the grid, on which both Stewarts caught fire. Unbelievable! Except that in the pre-race interviews Schumacher and Hill were asked about taking part in a film which will be an

F1 dramatisation produced by Sylvester Stallone. Schumacher said he might be interested but was too busy with his motor racing. Hill seemed a bit disappointed not to have been asked so far. But I wonder, so dramatic was the opening race, whether Stallone had implied that the drivers might show him what they could do to be considered as actors in his film?



1924 Trojan Utility being put through its paces on VSCC Welsh weekend

The VSCC Light Car Welsh Weekend

THE LIGHT CAR WEEKEND OF THE VSCC is one of the jollies at which the less powerful of the vintage cars gather for two days of country driving and competition. This year Seymour Price had found new locations for the driving tests, with scenic routes between and the hills for the Sunday trial. Some new sections had to be aborted because the Welsh rain had made them impassable but several hills were included.

Of the entry of 68 cars, all earlier than 1931, A7s were in the ascendant but GNs and Gwynnes were out in some force and eight brave adventurers had put in pre-1919 Edwardians, to the credit of whom Tim Pipkin in the little 1913 Singer Ten beat the far bigger Metz, Knox, and Stutz Bearcat, etc, to take the top class prize. Riley 9, MG M-Type and Morris Cowley provided, with some others, the variety, Rachel Basham in the smart bullnose Morris tourer, fit for a Concours d'Elegance before it met the mud, and Tom Dixon's flat-radiator Cowley, big box on the back, which reminded me of how I was taught to drive in a saloon version centuries ago.

Pat Stocken's Trojan was out again, a welcome runner year after

year, and also very smart, before the trial began, and it was nice to see there George Stenton's little 1922 Benjamin having another go, and Branislav Sudjic was there with his rather more modern-looking and very rare 1930 Aero two-seater.

Seventeen of the entries had girl drivers and to her great credit Sue

Hirst in the 1930 Morris Minor managed to win the top award, the Llwynbarried Trophy, for the second year in succession. She said modestly that she had been taken on these events from the age of eight... Ian Walker (G8), Harry Colledge (A7) and Winston Teague (GN) retired.

The rain had made one part of the driving

tests look truly trial-like but farm buildings provided tests for acceleration and braking, in which Mike Bullett's A7 was driven into a wall on a fast run with no damage. Best DT performance was by Trevor John in his 1922 GN Legère, Best Edwardian car was Ray Bennett's 1911 Knox, while the top light-car title went to the 1924 Jowett of Richard Wills. The top cyclecar was the aforementioned GN. The trial to decide the winner of the Kate Hutchings Memorial Trophy for best performance by a driver under 23 went to Philippa Sellers driving her A7.



Austin Sevens were class in the field

Hooray for Henry

THE HENRY I AM REFERRING TO IS THE GREAT Henry Ford, who virtually invented mass-production and whose automotive empire is, responsible for almost always good products.

The Model T may have been a pig to learn to drive but with over 16 million Ts made between 1907 and 1927, respect is due.

The T-Ford was a universal Globe-wide encounter. As a boy I saw them everywhere, vans delivering goods, smart saloons and decrepit trucks. If you went to Brooklands rather earlier, you'd see racing Ts on the concrete. Stirling Moss' father raced his Fronty Ford there. So surely Henry had no qualms about rivals, even electing to shut down his factories until its replacement Model A, to mass hysteria, made its public bow, following enormous bouts of often wildly inaccurate speculation.

If he did have any fears his ad men were clever in countering it. I suppose from remote Michigan the Chevrolet 490 was the tourer those who had tired of their Ts mostly went for, or maybe they waited for the Willys Overland in the motor expanding early 1920s. Like most of the cheaper American autos they were spacious with woolly engines for good torque and long life. But the T had all of these,

and was made of better steel. The Chevrolet had the backing of GM, the Overland, with transverse springing both front and rear, that of Crossley Motors of Manchester.

Across the pond, it seems that Henry by 1926, in the waning year of the Model-T, felt the competition might come from the Chevy, Star, Overland and Dodge. The Star was scarcely known in Britain but the Dodge was a respected make. In case the immortal T was threatened, the spin-doctors got spinning. They pointed out that in 1926 compared to a T tourer, the Dodge was 109% more expensive, the Overland cost 69%, the Star 45% and the Chevy 41% more to the same specification.

Whether the Ford ad-men got their figures from rival's literature I know not, but they convinced believers that whereas a Ford lasted for eight years, all the rest were ready for the knacker's yard after six years!

Did you know that the Ford Motor Co. published six motor magazines and owned *The Dearborn Independent* with a weekly circulation of 650,000? I have driven Model Ts over short and long distances. I like them. But if I had been in the market for a new car in 1926, would I have bought one?



Model T Ford: simple, reliable and a pig to learn how to drive. Did not deter 16 million buyers

miscellany

THE LATEST CATEGORY recognised by the VSCC is for 'Aero Cars', which means those with aero-engines in early chassis. But the term also implies a hybrid that was both car and aeroplane. There were a number built, one with a Ford V8, but the attempt to make a road and flying car ended in disaster...

* * *

A JAPANESE ENTHUSIAST IS hoping to make a replica of the racing A7 'Mrs Jo Jo' which was so successful at Brooklands. This must be one of the few racing A7s not so far copied, another being the 1924 200-Mile racer with inclined radiator, fuel and oil tanks above the engine, which latter would preclude it from modern races.

* * *

THE CITROEN CC HAS ITS 50th Anniversary this year, which it has marked with a 192-page edition of its monthly Citroenian instead of this magazine's normal 92 pages.

* * *

ANOTHER AERO-ENGINED car is being built in New Zealand. Wallace McNair is at work on a Sunbeam Special, with a Sunbeam Coatalen Maori engine in a 20/60 Sunbeam chassis.

* * *

THE A7 CLUBS ASSOCIATION has its always interesting magazine, and almost every one-make club has one of some kind or another. The Amilcar Register has a newsletter, the Morgan Three-Wheeler Club a monthly Bulletin, the STD Register a newsletter and the Vintage Austin Magazine great colour pictures of cars that

were even more 'English' in their day than the Bullnose Morris. Smaller organisations such as the Crossley Register, A10 DC, Trojan OC and the Gwynne 8 Register have their own publications too. Reading them all keeps me very busy...

* * *

THE OWNER OF AN MG Special once run by Tom Dargue and built by the Hasendoncks, so well known in the trials world, would like to know what became of these brothers.

* * *

DAVID HAYWOOD IS working on his Leyland Eight, using a correct back axle, cross member and small parts, and is using a Rolls-Royce gearbox with ratios similar to those Parry Thomas used for the L8 and an Itala front axle with correct Rudge hubs. He needs other parts if anyone can assist please call him on 01732 742425.

* * *

ANYONE WANTING information about the Rolls and Bentley Silver Spirit to Azure models of 1980-98 without buying expensive books should take note of Volume 4 in MRP's *Collectors Guides*. By Graham Robson, here is a remarkable amount of data and high-quality black and white and colour pictures, for only £14.99. ISBN 1 899870 30 X.

* * *

FOR THOSE WHO WANT TO know about Jeeps, MRP of Croydon has James Taylor's *Jeep - CJ to Grand Cherokee* in its "Collectors Guide" series, keenly priced at £14.99 (ISBN 1 899870 33 4).

PARTING SHOT

1974 NURBURGRING 750KM
Hans Stuck and BMW 3.0 CSL in qualifying

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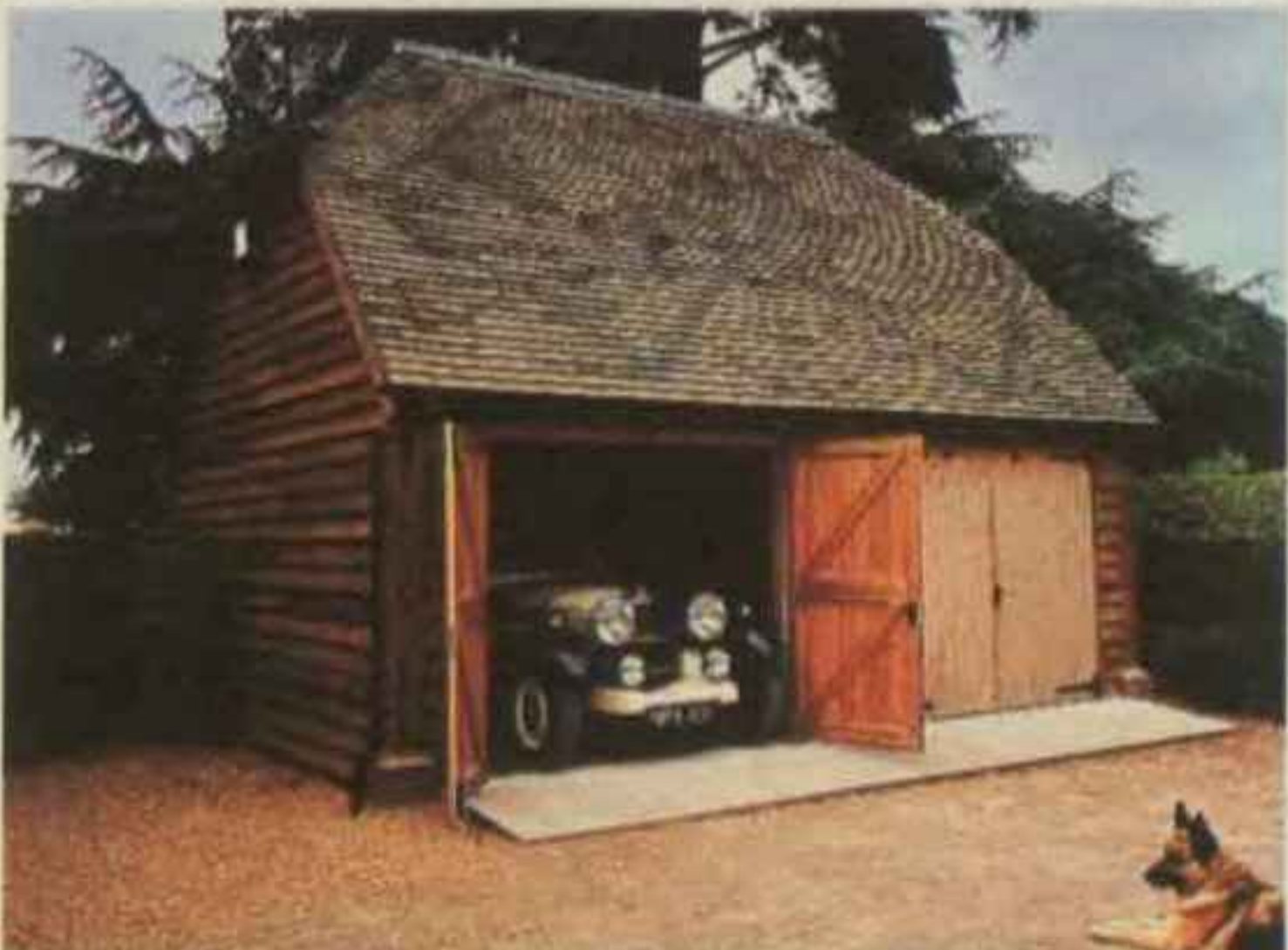
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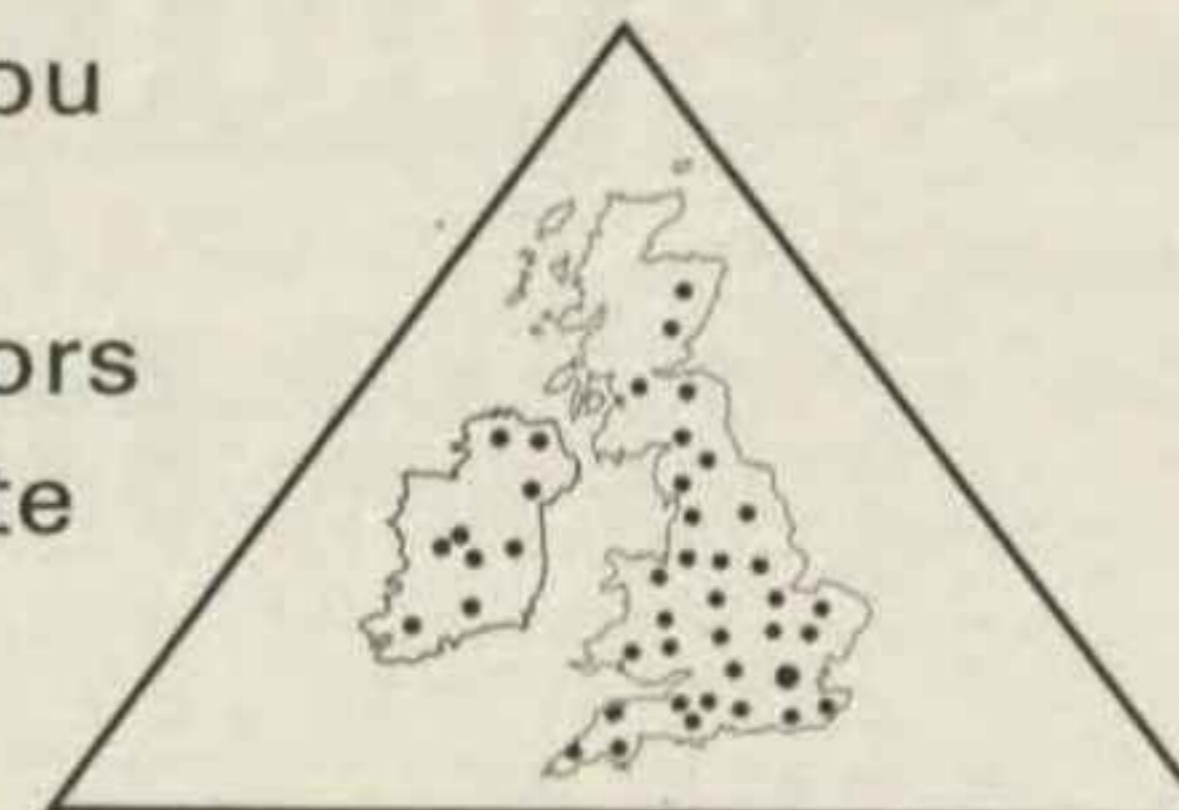


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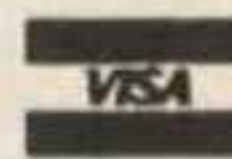
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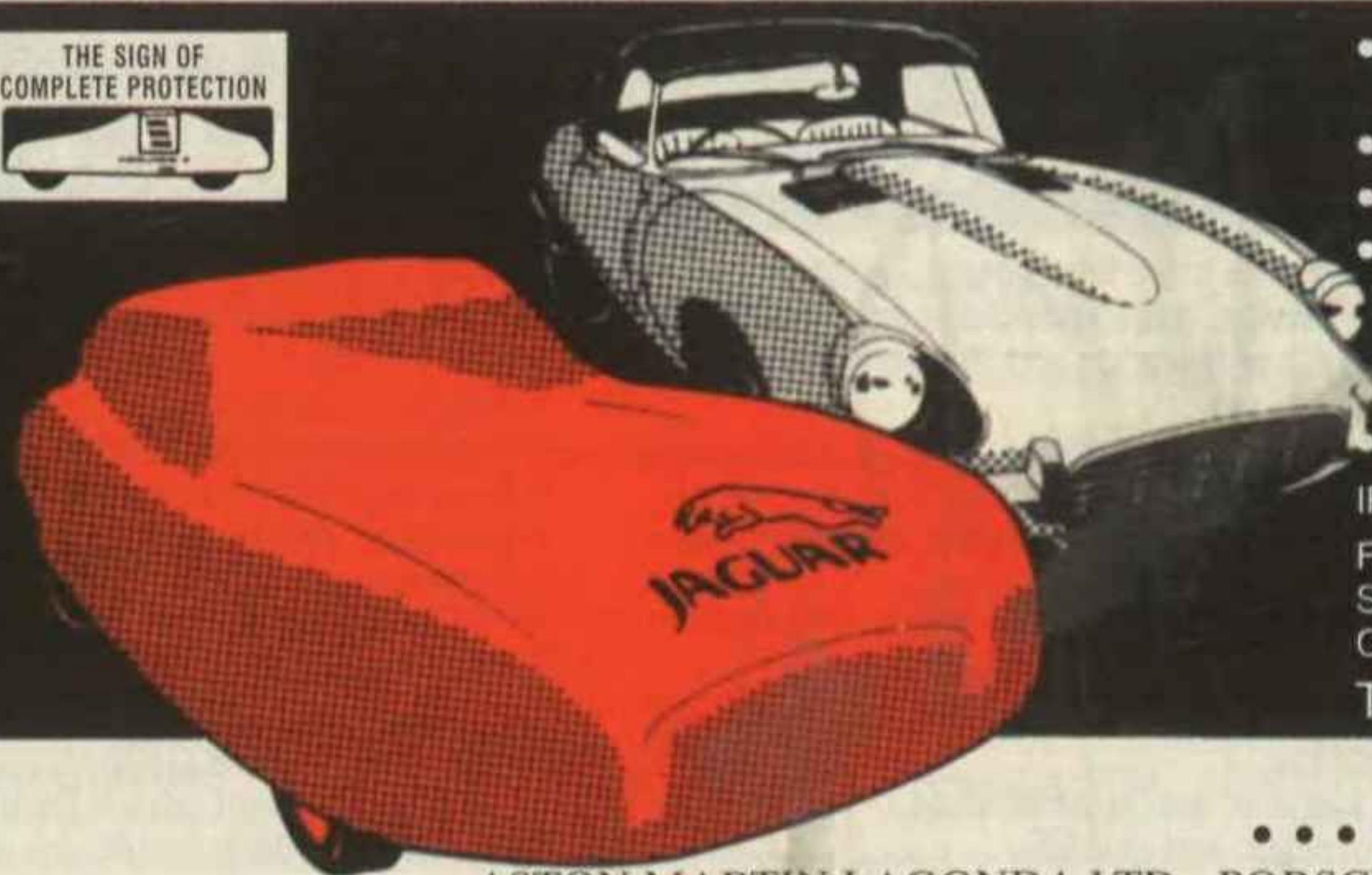
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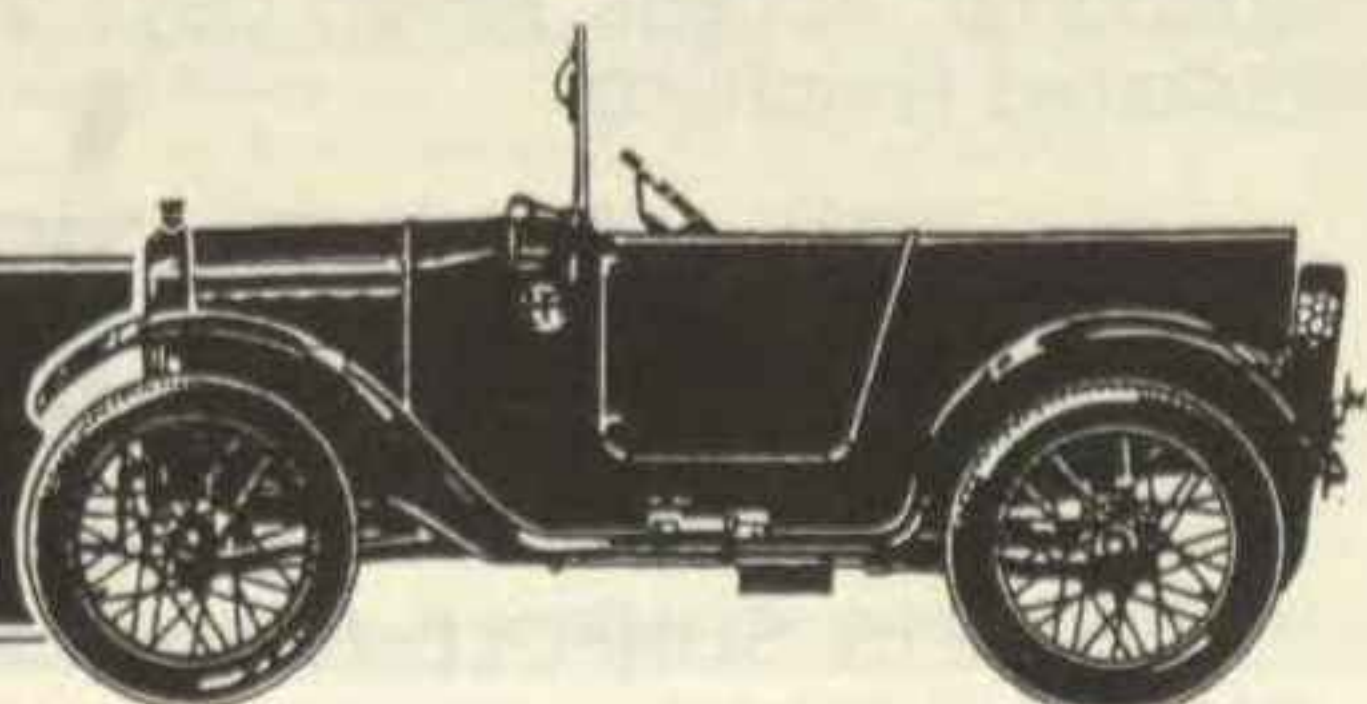
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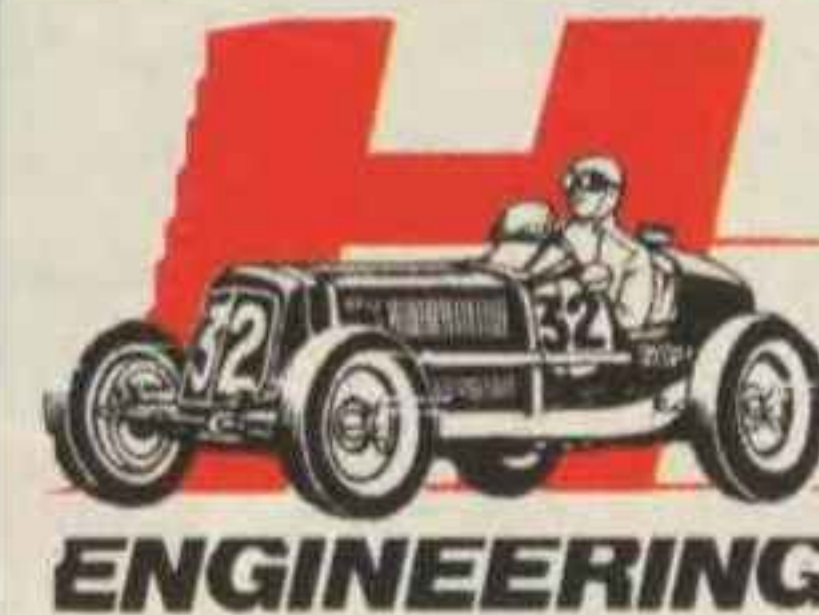


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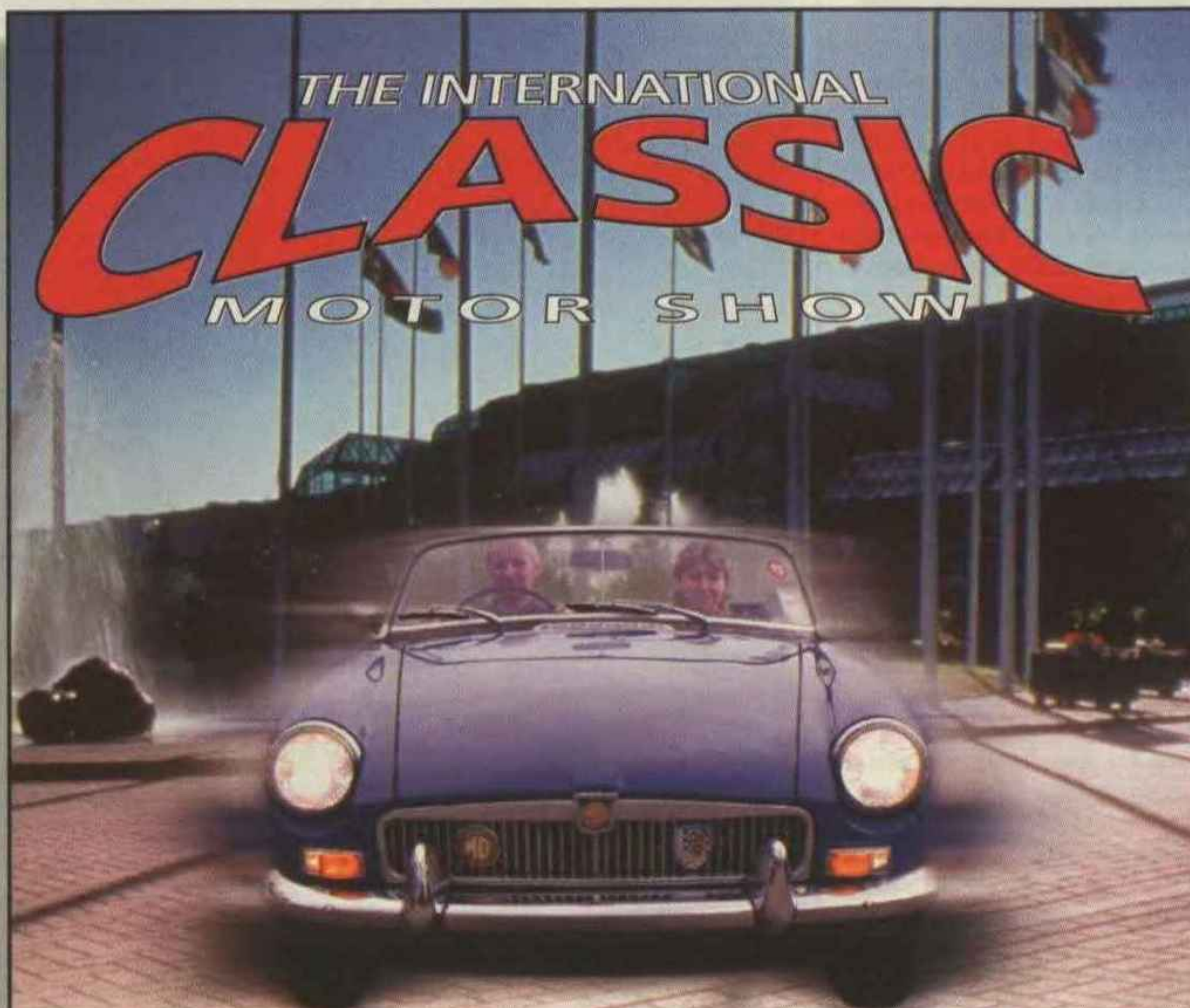
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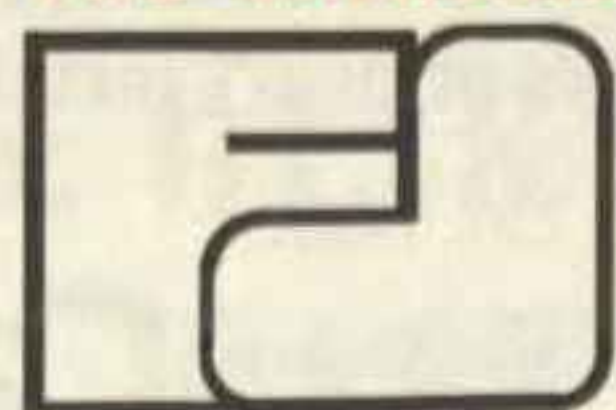


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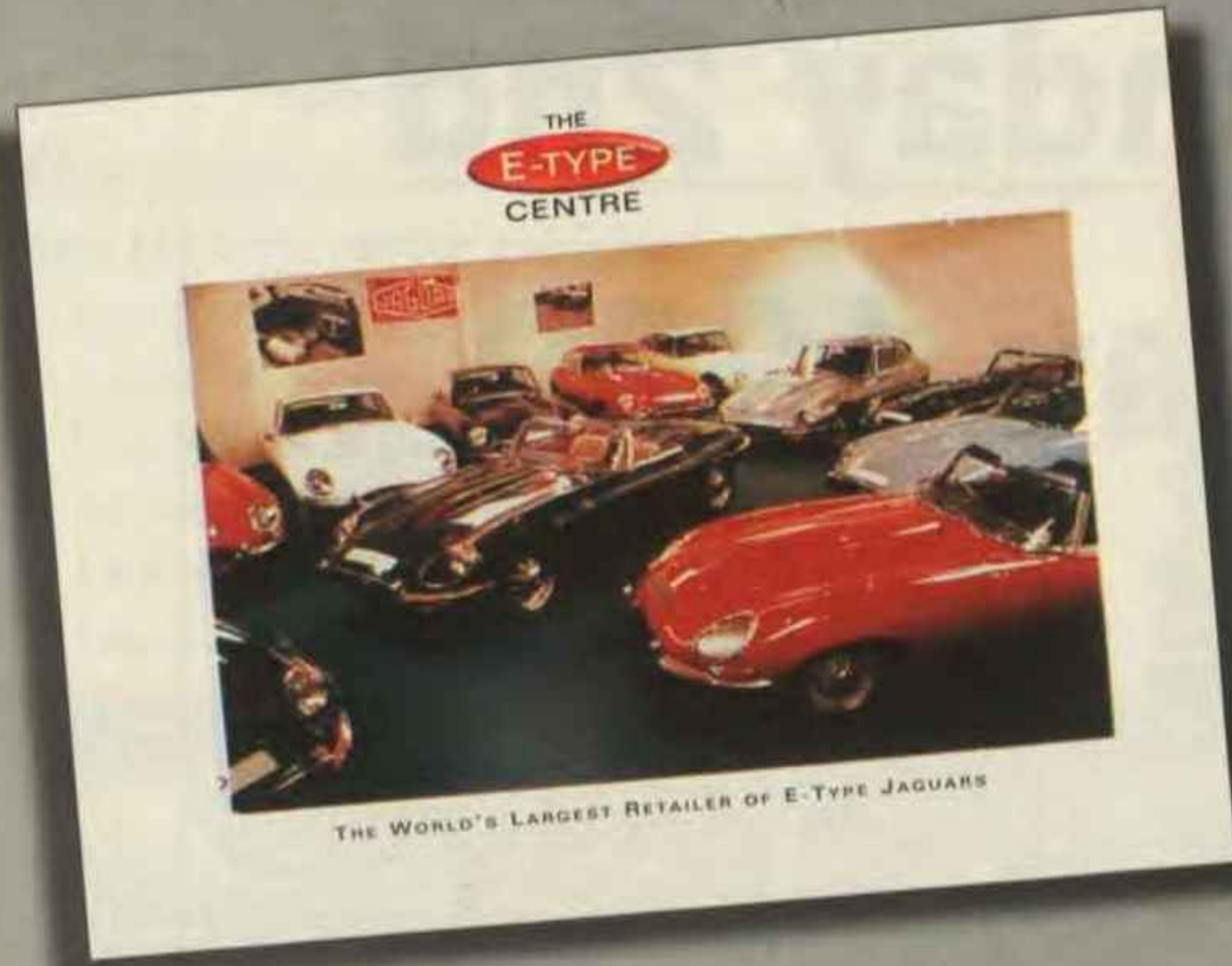
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D

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G

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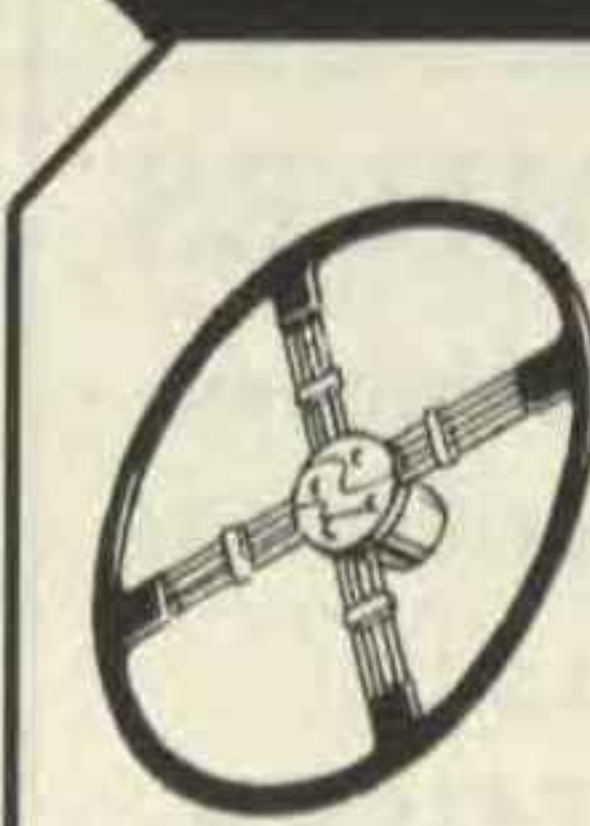
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JAGUAR XK 150 SE 3.8, DHC original RHD. Matching numbers with history and low mileage since full restoration. £29,500. Tel: Richard White (0116) 2404005 office (0116) 2793300 (Home).

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JAGUAR XK 150 DHC, SE 1958 previous concours winner. Black, tan interior. Superb condition £43,000. May p/x suitable wedding car. Tel: 0117 932 4985 Bristol.

JAGUAR XK150 DHC. Complete restoration, 5,000 miles ago. Engine uprated to 3.85 spec. Original RHD, with matching numbers. Old English white with red leather. £35,000. Interesting pair, PX considered. Tel: (0161) 339 5177 or 0836 609638.

JAGUAR XK150 FHC. Less than 5,000 miles since quality restoration. 'S' specification. Heritage certificate, MoT and full photographic record. Most admired £24,750. TEL: 01892 783827.

JENSEN CV8, 1963, one owner, beautifully restored in British racing green with light brown upholstery, with recent engine rebuild. Well looked after, sensible offers invited. Tel: 01737 556251.

JENSEN INTERCEPTOR COUPE, 1976, one of 50 built. White, black leather. 48,000 miles. Absolutely superb £16,950. Tel: 01242 261071.

JENSEN INTERCEPTOR MKIII, 1972, auto, 84,000 miles, service bills, MoT, nautic blue metallic with tan leather, air conditioning, electric windows, power steering, radio/cassette. A quite superb example, no reasonable offer refused, £8,995. Tel: 0181 979 5255. Carpenters of Hamplan Court.

JENSEN INTERCEPTOR MK3, 1972, taxed and MoT'd, beautiful condition throughout, w/window/sunroof, five new tyres, white, £11,000. Tel: 0161 483 2591.

K

KOUGAR SPORT MK II. Five speed. Jaguar running gear. Hood. Tonneau, roll bar, long MoT. Taxed. £10,750. Tel: 01323 896249.

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1961 JAGUAR XK150 ROADSTER UK RHD. Matching numbers car. One owner for last 30 years. Red paintwork/cream leather; painted wire wheels fitted with radial tyres; manual O/D gearbox. This very rare car has a fully documented history. Chassis no. 89 out of a production run of 94.

THIS 120 XK 120 ROADSTER UK RHD. Long & illustrious competition history. A very well known car stripped & modified in many ways. Fitted with a Jim Tester 3.8 litre engine, triple Webers, 6 branch manifold; high ratio steering box; close ratio gearbox and limited slip diff; stiffened & lowered rear suspension; disc brakes; Le Mans alloy foam filled tank; electric cooling fan; 6 painted wire wheels; 205/70 Avon Turbospeed radial tyres; rear mounted battery/external cut off. Dashboard instrumentation non-standard. Competition seats taken from Paul Skiller's alloy bodied roadster but otherwise devoid of interior trim. Twin cowed aero screens; cowled rear view mirror; woodrim wheel. Substantial "bolt in" rollbar, four point harness for driver only. External towing eyes front & rear. Front & rear bumpers not fitted. Equipped with lights indicators and horn; MOT tested road legal. Some attention to bodywork & paintwork is required. Likewise the need for some mechanical repairs & attention is quite apparent. However, as it stands today the performance, handling & brakes are excellent. Eligible & suitable for historic racing, or an opportunity to paint, trim & "lightly restore" a genuine race car for road use.

1965 JAGUAR E-TYPE 4.2 DHC. A matching numbers car in its original colours of black with black interior. Converted from LHD and restored by ourselves in 1990 & has covered 7000 miles since. A copy of the restoration contract giving full details of the scheduled work is on file & available for inspection. This car retains its original bonnet, boot floor & rear wings. New floors, inner & outer sills & doorskins were fitted & the whole body was then repainted from bare metal. The engine, gearbox, axle, steering, brakes & suspension were all fully rebuilt. A full retrim was carried out by Aldridge Trimming. 6" chrome wire wheels & Avon 205/70 Tyres (standard 185). The driver controls a kenlowe fan fitted in the front of the radiator & has the luxury of a radio/CD player. As good mechanically as it is bodily & cosmetically. Sound, attractive & nicely "run in". A car with performance & handling to match the driver's expectations.

CHOICE OF TWO OTHER UK RHD SERIES 1 4.2 DHCs

1974 E-TYPE V12 DHC. Matching nos. UK RHD car. Primrose/Black. Automatic gearbox, chrome wire wheels. Repainted, re-chromed, re-trimmed.

1974 JAGUAR E-TYPE V12 DHC. Genuine matching numbers UK RHD car. Red paintwork/black interior, manual gearbox, chrome wire wheels. Fully restored - bodily, mechanically and electrically. Re-painted; re-trimmed, re-chromed. 1500 miles only since restoration.

1963 JAGUAR MK II 3.4. Opalescent Silver Blue/Navy interior. Manual O/D gearbox. Steel wheels. Two owners from new. Full history warranted mileage 24,000. Re-painted to an exceptional standard but otherwise original & close to perfect. One of the best & most interesting Mk II's to have survived. Almost uniquely rare in this condition. Highly collectable.

1964 JAGUAR 3.4 MK II SALOON. A matching numbers UK RHD car having had only two owners from new. Warranted mileage 47,000. Fully restored in its original colours of opalescent Silver Blue with Navy interior by Graham Pryce of Grace Jaguar. Road tested by Classic Cars magazine (Photo).

1965 JAGUAR 3.8 MK 2 SALOON. UK RHD 3.8 Mk 2 in black with red interior. Chrome wire wheels; manual/overdrive all synchromesh gearbox. This very striking and attractive car has been fully restored and sensibly updated. It is believed that four new doors and front wings were fitted during the course of restoration and the structural condition of the bodysheet is first class. Form and alignment of panels very pleasing. The interior has been fully retrimmed and all the woodwork restored and relacquered. Reuter reclining front seats, a Motalita woodrim wheel and fitted overcarpets. Modern radio with electric aerial. Effective mirrors on both quarterlights. Engine cooling is provided by a Kenlowe electric fan. Coolant temperature can also be controlled by adjusting cable operated radiator shutters concealed behind the front grille. The interior heater is a specially modified high capacity unit. Performance is enhanced by a straight port cylinder head, 2" carburetors and a 420 air filter. The engine exhausts through a big bore stainless steel system. Heavy duty front springs; Koni shock absorbers at each corner. Modern rack and pinion power steering. High ratio rear axle with limited slip diff. Tyres 205/70x15 fitted to 6" chrome rims. Coombs type rear spats. A fully rebuilt car in excellent condition with a number of interesting and effective improvements to increase comfort, safety, and the pleasure of driving.

1966 JAGUAR MK 2 3.8. Matching numbers UK RHD Mk2. Opalescent Maroon/beige interior. A rare factory "special order" car supplied to a firm of Sheffield toolmakers at a cost of £300 over list price. Fitted from new with 9:1 engine; balanced crank; lightened flywheel 2 carburetors. Factory steel sunroof. Chrome wire wheels. Manual all synchromesh overdrive gearbox. Heated rear window. Recently fitted with rack and pinion power steering. Avon radial tyres. Coombs rear spats and stainless steel exhaust. Largely complete and interesting history. Very good panel fit, paintwork and chrome. Underbody, chassis rails, front and rear valances, sills, cross member and crew's feet all in good order. Powerful engine, excellent gearbox, steering and brakes. Comfortable, safe and predictable handling.

STOP PRESS: 1963 BEACHAM JAGUAR MK2 3.8

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L

LAMBORGHINI ESPADA SERIES 3. Black/tan. 400 hours body restoration. Absolutely mint condition. £15,250. Tel: (01473) 218886.

LANCI DELTA INTEGRALE EVO. 1992/Y. 68K km. Gleaming white with black leather interior, air con. FLSH, 2 owners UK car. £14,250. Possible p/x S1 Elan. Tel. Adam 0181n950 9381 (D) (01442) 862940 (E).

LANCIA FULVIA SPORT ZAGATO 1600. 1972. RHD. Cromadora wheels, s/steel exhaust. Restored 1993/94. Used daily. Good condition. £6,950. Tel: 01473 735638 (Suffolk).

LANCIA GAMMA COUPE, 1980, in superb order, body and interior excellent, mechanically restored, stored for nine years, 61,000 miles, dark blue, characterful Italian classic, £2,950. Tel: 0181 977 1946.

LANCIA HYENA, 1992, 21,000km, LHD, yellow, one owner, very good condition, POA. M-OTO Classic, Holland, tel/fax: +31 316-372775.

LANCIA MONTE CARLO SPYDER, 1982, body comprehensively restored, photographic record, history, gleaming black, excellent condition, 51,000 miles, a great drive! £5,750. Tel: 0181 977 1946.

LANCIA SI 1600 HF FANALONE, 1969, silver over gun metal, black leather interior, Cromadora wheels, RHD, excellent condition, MoT, tax exempt, valued at £12,500, sensible offers invited. Tel: 01978 364993 eves, 01829 772785 days.

LANCIA STRATOS. 1976, green, original car. Owned 16 years. Featured 'Autocar' and 'Top Gear' 33,000km. Fully serviced, MoT. Excellent condition. £40,000. Tel: 01452 864341.

LANCIA THEMA 8.32 FERRARI, 1989, Blizzard blue metallic with hand stitched full leather interior. Electric everything. A totally amazing car to drive, in outstanding condition for the connoisseur, £9,995. Tel: Bramley Park 01480 492066.

LOLA T590 SPORTS RACER. 1991. Summer road use only. 440 bhp per tonne. Easy return to racing trim. £14,000. Tel: 01702 391825.

LOTUS ELITE 504, only 54,050 miles in 22 years, bright yellow with tan leather, automatic, air conditioning, PAS, four seater, recent invoice £3,270, taxed and MoT June 1999, very rare classic eye catcher in excellent order, present owner 20 years, £1,950 ono. Tel: Reading 0118 9666655.

1958 LOTUS 17 SPORTS RACING 2 SEATER. Brownlee Special. Climaxed engine with extensive historic racing history from 1969 to date in UK/European events. Eligible for HSCC, Amoc, 750 motor club etc. Very competitive club race car in its present form which could be converted back to original specification making it eligible for FIA papers. Bargain £12,000. Ring Richard Black Tel: 01159 333335.

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LOTUS 26R LIGHTWEIGHT, restored original car, not usual replica. Fresh Racing Fabrications engine, full race (GTP) specification throughout. Tel: 01624 861502.

LOTUS CORTINA MK2, 1967, unfinished project, restored shell V5 90% complete, no engine hence £1,500 ono. Tel: 01474 742660, 07803 228915.

LOTUS CORTINA MK2, white/green flash, fully restored, alloy wheels, new tyres, MoT, tax exempt, £4,450 ono, possible part-exchange. Tel: 01270 668688.

LOTUS ELAN S3 SE DHC. 1967. Galvanised chassis retrimmed. New dashboard. Excellent condition. Superb paint. £11,000. Tel: 01564 773974. Solihull.

LOTUS ELAN S4 1968. Red, very nice condition. Long tax & test. £6,500. 01937 843635.

LOTUS ELAN S4. FHC. Red, 1968. 2,000 miles since total restoration. Pristine condition throughout. Known history. Superb example. £10,500. Tel: 01268 758304.

LOTUS ELAN +2, 1967, mint condition, total restoration, burgundy with silver roof, leather interior, £8,500 ono. Substantial history and receipts, for further details

contact 01638 577461.

LOTUS ELAN SPRINT FHC, 1972, Webasto sunroof, Pistachio green over white, recent bare glass respray, 12 months MoT, tax exempt, this car has excellent history and is in outstanding condition throughout, must sell at £15,000 ono. Please call 01243 573724, 0831 433976 (Sussex).

LOTUS EUROPA TWIN CAM, rebuilt engine, suspension and brakes. Cheap to clear. Tel: 01692 630469.

LOTUS SUNBEAM, 1980, black, completely restored to show condition, this car is without a doubt one of the best examples available, £4,995. Tel: Bramley Park 01480 492066.

LOTUS SUNBEAM SII (DAC 88Y), original panels, never welded, low miles, old MoT's, LSD, 200 bhp, stunning performance, lovely condition, sound investment, £4,500, full details tel: 0151 420 7633 or mobile: 0498 664180.

M

MARCOS MANTIS SPYDER. 97P, super-charged Quad cam engine, 450 bhp, this is the ultimate Marcos built by the factory. Please call for full spec £35,000. Paul Stephens Specialist cars. 01440 714884.

MARCOS MANTULA, 1994 M, grey blue metallic with leather interior, electric windows, Ford Warrior 200 bhp engine, full Spax suspension, only 1,800 miles, very good condition, £8,950 ono. Tel: 01293 785936. Private sale.

MARLIN HUNTER, 1997, as new, 1,800 miles, £19,750, £2,500 discount off new price. Tel: Days 0171 491 2728, eves 0181 946 4459.

MASERATI 3500 GT. 1961 lhd, red & grey interior. Good oil pressure, a lovely car that must be seen. £15,750. Tel: 01737 813420.

MASERATI MERAK 2000 GTS, in stunning yellow, this car is in great condition, air con, LHD, rebuilt engine just fitted, £16,500. Tel: 0181 977 1946.

MAZDA B2600i LE 4x4 AUTO TRUCK, 1992 J, Tropical marine blue, 2+2 cab, p/s, ABS, elect windows, s/roof, central locking, chrome wheel, tonneau cover, FSH, 12 months MoT. Full USA spec, believed only one in UK. Eyecatching and superb, p/ex dealer facilities, £7,995 no VAT. Tel: 01509 502381, mobile: 0976 631071.

MERCEDES 190E 2.3 SPORTSLINE. LHD, K reg. Automatic, ABS, traction, E-windows, roof, alloys, heated Recaros. 92kms, PAS, tints, superb £6,750. Tel: 01977 670126.

MERCEDES 220S CABRIOLET. 1958. Many years in Belgium museum, classic Mercedes, orig gray beige (taupe) w/cream hides. 3 yr frame-off, resto exceeding \$100,000. Numerous. Best of shows inc. Meadow Brook Concours, Mercedes, Proud Heritage & more. 4 spd. trans. pb. dual Solex carbs, leather int. mahogany woodwork, much more. Rare & graceful, continental styling, truly best of the best, asking \$74,950. PH 770-971 0404 GA.

MERCEDES 280 SE. 1975, 100,000 kms. LHD, Astral Silver/blue leather interior. One owner, service records. MoT and Tax. Dec 99. Occasional use. Car in London. Very good condition. £6,000. Tel: (01481) 34115 (Guernsey).

MERCEDES 220S FINTAIL, 1961, US spec, automatic, 2k miles since restoration in 1996, unleaded conversion, classic show condition, 100+ mph, 25+ mpg, MoT, only serious offers. Tel: 01202 241043.

MERCEDES 230SL, 1966, PAS, manual, LHD, immaculate condition, California car, new fuel injection, £13,800. Tel: 0171 924 4343 work, 0171 937 1206 home.

MERCEDES 280 SL. 1981 Automatic, H/S tops, 46,000 miles, with history, only 2 lady drivers, rear seats, cruise control, alloys, superb example, £12,950. Tel: 0181 467 6916 (A).

MERCEDES 280 SE 3.5 COUPE. Metallic Silver, black leather interior. National Day prize winner. Plus many more. £19,500 ono. Tel: 0131 346 2186.

MERCEDES 280 SL COUPE, 1980, 29,500 miles, one elderly lady owner, non smoker, garaged with new, FSH, automatic, metallic blue with dark blue interior, LHD, immaculate, £9,750. Tel: 01890 860686 days.

MERCEDES 280SL (W107), September 82, manual, Astral silver, Lapis blue, mileage 56,000, two owners, lady for last eight years, full service history, hard and soft tops. PLUS custom made Tonneau cover, rear seats, alloy wheels, four new tyres, discs and pads, lifetime tracker fitted, taxed & MoT, immaculate looking car, £16,500 ono. Enquiries to 0121 744 1994.

MERCEDES 450 SEL 6.9, 1980, silver/blue, full history, new tyres and exhaust, valve sills, etc. Tax & MoT, maintained no expense spared, absolutely superb, £9,000 ono. Tel: 01568 611759.

MERCEDES 380 SLC, 1980, excellent condition, metallic silver, air con., sunroof, new tyres and brakes, well maintained but forced sale, £7,950. Tel: 0181 948 6977.

MERCEDES BENZ 280SE 3.5 COUPE, RHD, 1971, full restoration bills available, beautiful gunmetal/red leather interior, £16,995. Tel: 0468 467057.

MERCEDES BENZ 280SL, 1970, dark blue/tan leather, excellent condition with much history, documented 90,000 miles, immobiliser, hard/soft tops, £21,500 ono. Tel: 0171 720 0102 (h) or 0370 393330 (m).

MERCEDES EVOLUTION II. 1990 Blue/black, full black leather. 18,000 miles, FSH as new. £24,950. Tel: 01242 261071.

MGA ROADSTER. 1960. Fully restored 1994. Rust free, 4 new tyres, immaculate condition. £10,000 ono. Tel: (01266) 821342.

MGB GT. 1800cc 1972. Blaze-Red, chrome bumpers, 2-owners, history file, thousands spent. Overdrive, Webasto sunroof, stereo, spotlights, superb original condition. MoT. 14/3/2000. Tax exempt, valuable plate. Just use and enjoy. £3,750 ono. Tel: 01905 20824.

MGB GT V8, Flamenco, in excellent condition with all original features, black interior, 73,000 miles, summer use only, present owner 7 years, £7,750. Tel: 01903 750208.

MGB ROADSTER. 1967, Tartan Red/black hide. Total restoration. 1,000 miles ago. As new and excellent value. £6,995. Paul Stephens Specialist Cars. 01440 714884.

MGB V8 ROADSTER, chrome bumper model, white/black trim, chrome sill covers, new carpets, new hood, only 3,400 miles since complete engine rebuild, superb original condition, £6,995. Tel: 01529 469035, part exchange possible. Veloce Sport.

MGB V8 ROADSTER, 1972, chrome bumpers, new hood/carpet, door panels, walnut dash, Minilite alloys, Holley carb, Hoffinhusner manifold, extremely fast, undistinguishable from a standard car, exceptional condition, £8,500, part exchange possible. Tel: 01529 469035. Veloce Sport.

MG GT, 1968, British racing green, w/w, black leather, extensively restored, full history, lovely car, £5,450 ono. Tel: 01234 349960 Bedford.

MG MIDGET 1500. 1974. Nice recent white paint. Black hardtop. Good hood, tonneau. Recent engine work £3,500. Tel: (01395) 278182.

MGB TB. 1939 Red/red leather. Total rebuild by Naylor Bros. Tonneau, aeroscreeens, original engine. MoT. Immaculate. £18,750. Tel: (01428) 723903.

MGB GT 1939. Rare 6th of only 379. Built only 2,000 miles since full chassis up rebuild. £16,500. Tel: 01276 26880.

MG TC. 1946 red, black interior, original paint. Matching numbers, a very nice, original car. Runs great, all books and shop manual. \$18,750 obo Howard. 561-848-2315 GL USA.

MGB ROADSTER. Metallic Blue. Up rated to 1950 cc, grey hide, Mohair hood, total rebuild and Concours condition, only 7,000 miles covered, no time to use. £13,500. 01246 451772.

MG TD MK II SERIES 2. 1952. Rare competition version. Ex California. Now RHD, no rot. Just a nice Patina! New MoT, Heritage certificate. Drives and looks superb. £11,500. Tel 01273 890870.

MGB ROADSTER LE, 1978, metallic bronze (Replica), 77,000 miles, long MoT, excellent mechanics (many new parts), good bodywork, tinted windscreen, overdrive, careful owner for last five years (full history), £3,500. Tel: 0171 586 0780.

MG J2, 1933, red with matching wings, leather interior, Phoenix crank, Triumphs Bonneville con rods, standard 10 pistons, tweaked cam, fully sorted mechanics, £18,000 ono. Tel: Bob 0121 472 4622 (day), 0121 624 9654 (eves).

MGA ROADSTER MKII 1600, Iris blue, fully reconditioned engine and gearbox in October, lovely condition, £11,000. Tel: 01342 843 703.

MGB GT, immaculate, dry use since 1997 restoration, £000's of new parts, MoT July, £3,250. Ring for full details. Tel: 01204 842751 (Bolton).

MGB GT, 1973 M, chrome bumper, wires, full sunroof, overdrive, Harvest gold, leather and walnut interior, unleaded, many new parts, very reliable, very good condition, £4,750. Tel: 0831 628099 Surrey. Private sale.

MGB GT COUPE, 1974, Regal red, comprehensively restored and repainted, new engine fitted, head modified to take unleaded petrol, excellent, £4,750. Tel: 0181 977 1946.

MGB ROADSTER, 1963, red, chrome bumpers, wire wheels, leather seats, fully restored 1991, Heritage bodyshell, must be seen, £7,950. Tel: 01752 830427

MGC GT. 1968. Maroon, wire wheel, full Webasto sunroof. Oselli exhaust and manifold. Owned by family 13 years. 12 months MoT. £6,000 (Viewing in Derby). Call Bar 0171 825 4535 Day or 0181 675 9435 Eve.

MGF (VVC), 1997, flame red, matching hard top, luggage rack, one owner, £14,950. Tel: 01483 571885.

MG TD, 1952, LHD, red tourer, immaculate condition, well restored, tax exempt, new MoT, £9,500. Tel: 0181 909 2251 daytime or 0181 907 7994 evening (Middx). Private sale.

MINI COOPER. 1968. 998cc Mk II Island Blue. Black trim, reclining seats, immaculate condition £5,750. 01246 451772.

MORGAN + 8. 1997 R, 3,000 miles, Indigo Blue, leather trim, alloy body, superb throughout, £30,950. Tel: 01527 857568, 0385 745479.

MORGAN +8, 1984, ivory black, leather interior, alloy body wings, 3.9 TVR engine on SU carbs, hard top, soft top, tonneau, stainless extras, plus extra set wheels/tyres, £18,500. Tel: 01885 482715.

MORGAN 4/4 SPORTS, 1981, red with cream leather interior, wire wheels, a lovely car, £13,995. Tel: 01892 870321 anytime (Kent). Private sale.

MORGAN 4/4 4 SEATER. December 1982. Green, black interior, alloy body, CVH engine, low mileage, extras, £10,000 or nearest. Tel: 01964 542403.

MORGAN 4/4, 1972, restored to the highest specifications, dark metallic green with grey leather interior and green piping, new chassis and shell etc, many extras and spares included, stunning! £12,750. Tel: 01656 742843, 0831 245051.

MORGAN 4/4. 4 seater 1980. Brunswick Green/black. Luggage rack, 29k miles. Sound, original, cared for condition. £11,750. Tel: 01789 298586 (Warwickshire).

MORGAN + 4. 1992. Many extras, one owner, green stone leather. Galvanised chassis. Genuine 7,700 miles. £20,425. Tel: (01342) 833501.

MORGAN +8, 1990 H, non-cat, 12,500 dry miles, Corsa red, usual extras, £22,995. Tel: 01483 560037. P.

MORGAN +8, 1975, green/black, roll bar, full s/s exhaust, 20 years ownership, excellent original car, £14,750. Tel: 01692 536883 or 535178.

MORGAN +8 LIGHTWEIGHT, 1989, one owner 1500! Dry miles only. As new, dark metallic blue with white hide interior, piped in blue, unique and stunning, £26,900. Tel: 01285 810071.

MORRIS MINOR CONVERTIBLE, 1958, 1098cc, total ground up restoration, Old English white with burgundy hood and interior, lovely condition, but must sell hence £5,500 ono, may consider part exchange for usable Morris Traveller plus cash. Tel: 0121 458 3398. Private sale.

(Surrey).

NIKE MK 8. 1968. Alloy Monacoque. 1600cc Ford Hewland Mk 9. Slicks, wets, spares, ready to go. Superb car. £8,950. Tel: 01392 270582.

P

PANTHER DE VILLE 5.3i V12. 1979. Gold Spice & Bahama Yellow with chocolate brown piped with cream leather interior. Vehicle has just 33,000 miles from new. Immaculate and stunning example for a very limited production car. Priced at £39,995. Call now for a demonstration on (01227) 472095.

PANTHER KALLISTA. BROOKLANDS EDITION. 38k. 2.8L. One owner, 5 speed manual, duck hood, full Tonneau. S/s exhaust £9,000. Tel: 01784 483702.

PEUGEOT 304S CONVERTIBLE. Blue, black roof. MoT'd. Good mechanics/good body. £1,500. Tel: (01296) 658067 or (0370) 264488.

PORSCHE 911 SC, 1977, 3500cc, LHD, ideal for 15ack days, sprints, long MoT, many extras, £12,950, full details tel: 01367 820564.

PORSCHE 937 TURBO, Carrera GT, chassis 242 from 406 built, superb original example, 50,000 kilometres, £12,000. Might take interesting exchange. Tel: 01371 873953, 0585 892100.

PORSCHE 356 CARRERA 2 COUPE, 1963 RHD, Bali blue, original black trim, rebuilt 4-cam, annular brakes, call Bill on 01252 793120.

PORSCHE GT2 (993), 1997, 9,000 km, LHD, one owner, Bugatti blue with black/grey leather, air conditioning, 480bhp, superb, £100,000. Tel: 0181 209 0481 or 0836 560300. Private sale. N/C.

PORSCHE 911 C2 RS/R 3.6, 92J, genuine factory M003 spec with all 3.8 upgrades, 37,000 kms, FSH, LHD, please call for full spec, £34,995. Tel: Paul Stephens Specialist Cars 01440 714884.

PORSCHE 911 CARRERA COUPE, 1985 C, Guards red, feature car in the book 'Original 911', 103,000 miles, FSH, three owners from new, exceptional, £15,995. Tel: Paul Stephens Specialist Cars 01440 714884.

PORSCHE 911 COUPE, supercharged 300 bhp engine, turbo 2 body, turbo suspension/brakes, RS cup alloys etc, please call for full spec/history, £19,995. Tel: Paul Stephens Specialist Cars 01440 714884.

PORSCHE 912, 1968, immaculate throughout, new engine (6,000 miles), FSH, 1750cc, Dellortos, alarm, in special order Bahama yellow, baby forces sale, £10,500. Tel: 01483 572498 or 0410 578504.

PIPER P2 1700 BDA, 178 bhp, uprated suspension and brakes, Minilite wheels, leather interior, private plate, full history, only 5,000 miles, £13,000. Tel: 01706 840266.

R

RELIANT SCIMITAR SE5A, 1975, manual overdrive, 51,000 miles, superb original condition, unmarked upholstery/trim, specialist serviced, Mot, £3,750. Tel: 01737 244333.

ROLLS ROYCE CORNICHE CONVERTIBLE, LHD, white, 28,000 miles only, as new condition, £49,500. Also Bentley Turbo R, original factory LHD, 1992, 12,000 miles, FSH, one owner, virtually as new, £49,500. Tel: 0181 209 0481 or 0836 560300. Private sale. N/C.

ROLLS ROYCE CONVERTIBLE, 1979, left hand drive, 70k miles, some history, polar white/blue leather and top, may part exchange, £27,500. Tel: 0181 657 6220.

ROLLS ROYCE SHADOW CONVERTIBLE (CORNICHE), Mulliner Park Ward, 1968, three speed gearbox, air conditioning, tidy car with good bodywork, interior, chrome and wood, £19,950. Tel: 0181 467 6916, fax: 0181 295 0537 (A).

ROLLS ROYCE SILVER CLOUD I, white, beige leather, PAS, engine, steering, brake overhaul, £16,850. Also Bentley SI 1956 R-R appearance, original parts included, white, beige leather, both vgc, some history, £13,950. Tel: 01372 725313.

ROLLS ROYCE SILVER SPIRIT II, 1992,

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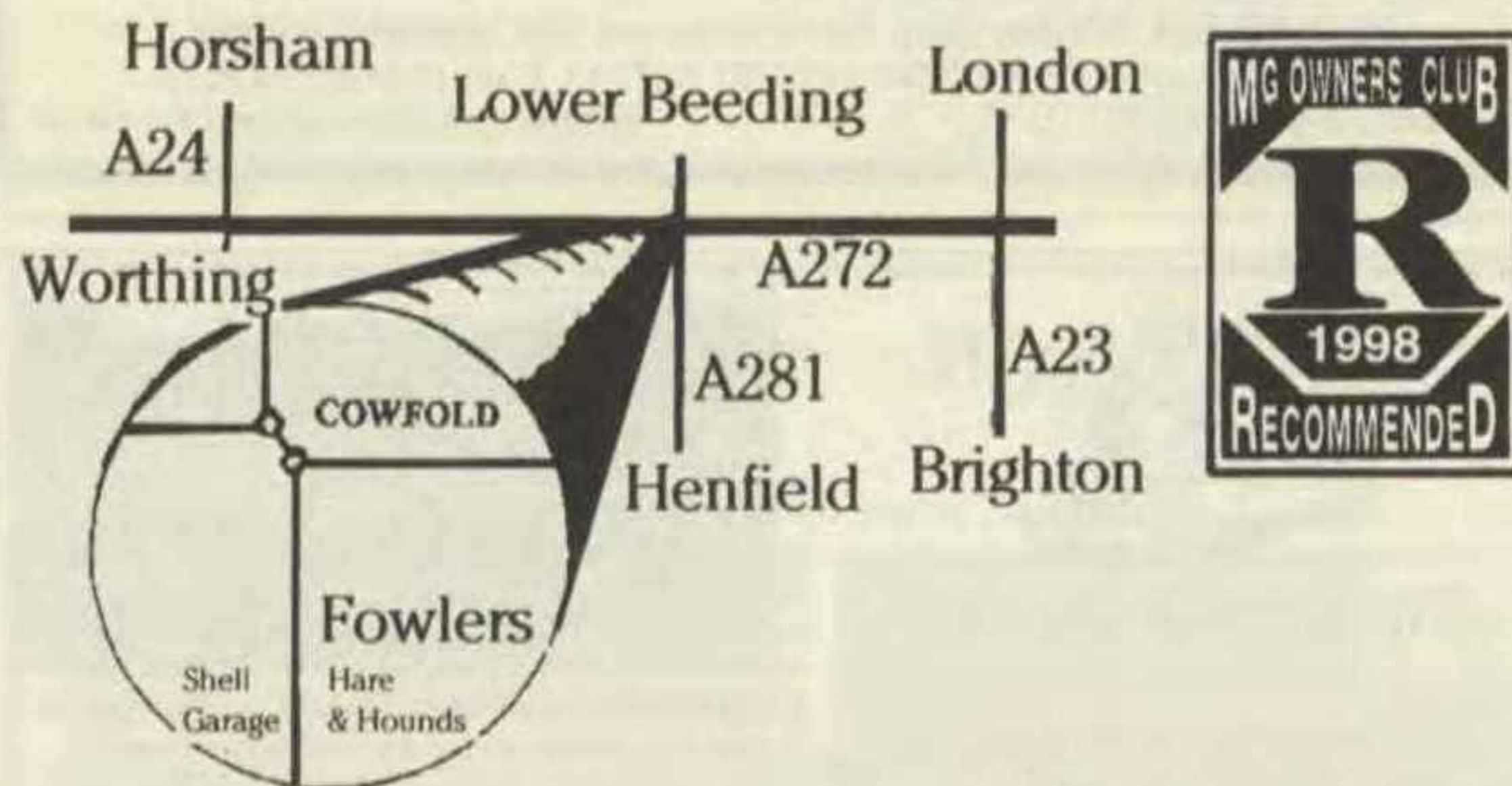
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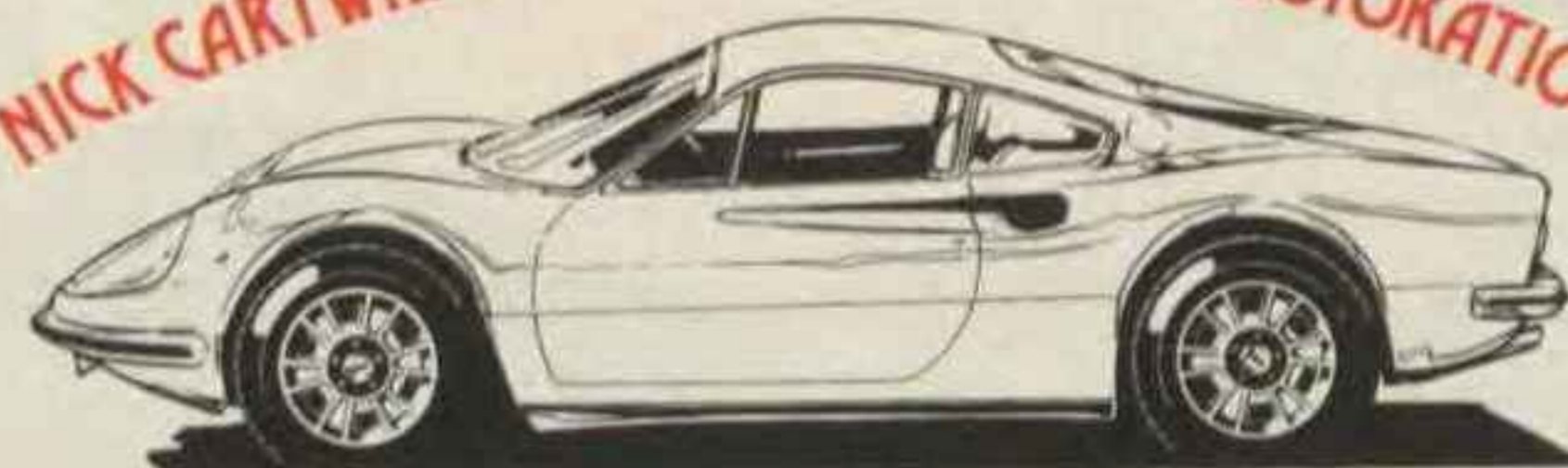
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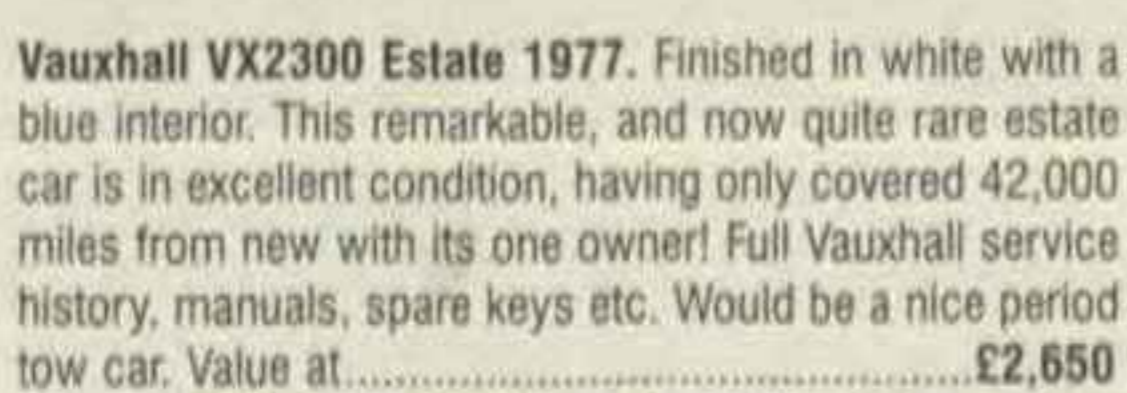
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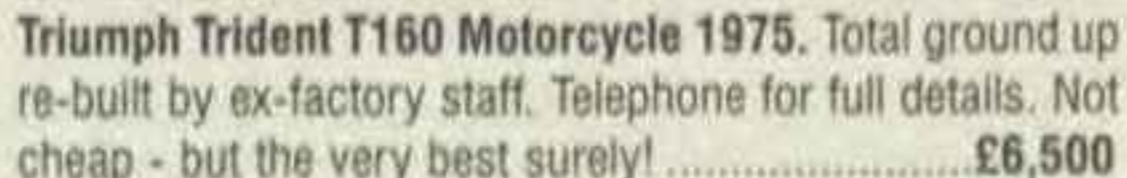
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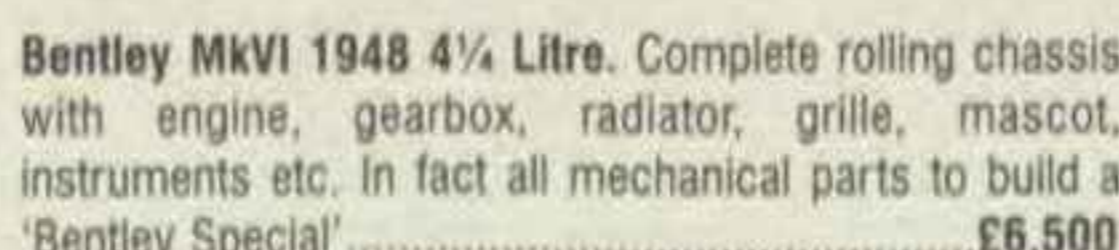
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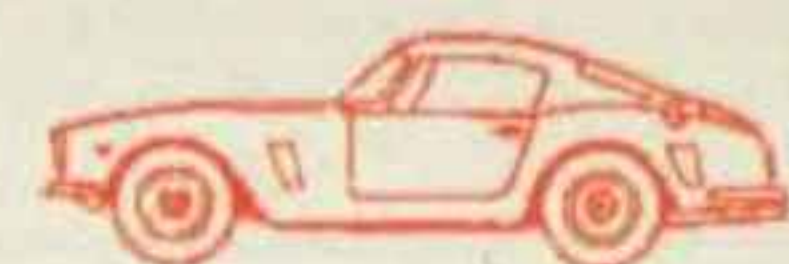
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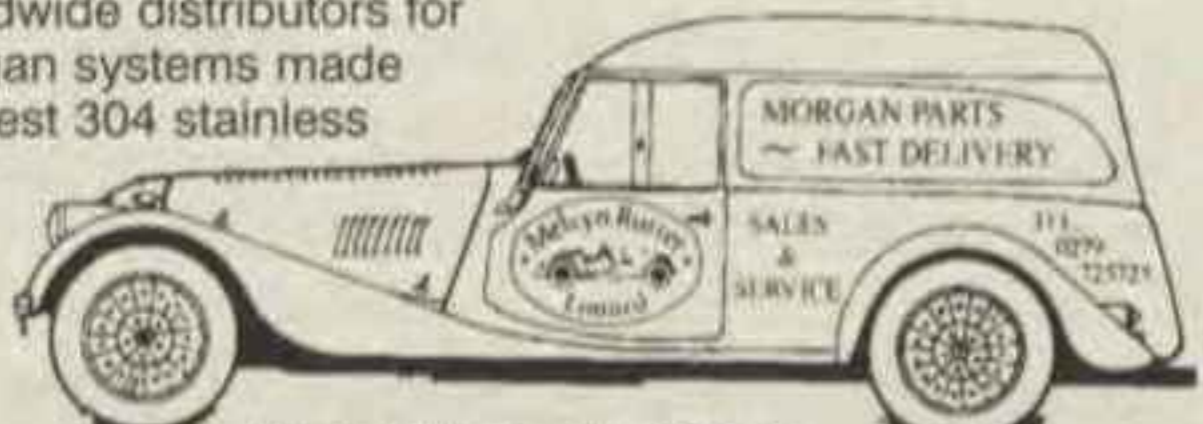
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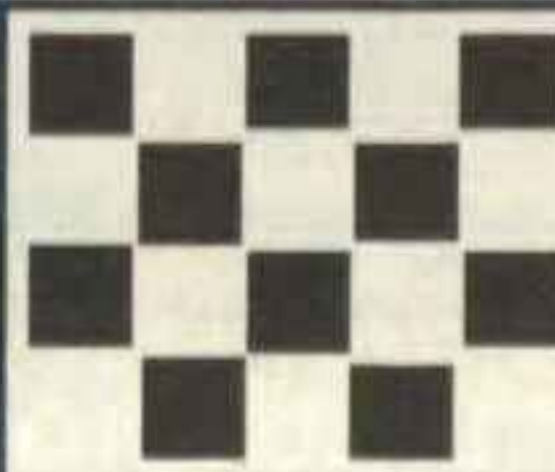
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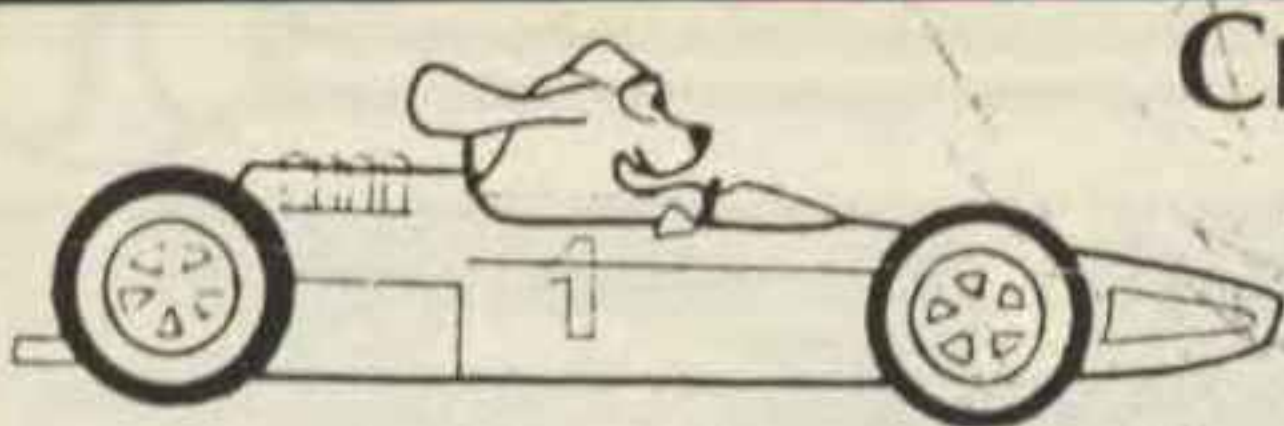
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- 1996/7 993 TURBO 4 MIDNIGHT BLUE 6000 miles
- 1996 993 CAB BLUE 10000 miles
- 1996 993 CAB ZENITH 14000 miles
- 1995 993 TURBO 4 RED 9000 miles
- 1995 993 RSR BLACK 14000 miles
- 1995 993 COUPE METALLIC GREY TIP 22000 miles
- 1995 993 COUPE SILVER 26000 miles
- 1995 993 CAB MIDNIGHT 26000 miles
- 1995 993 CAB SILVER 40000 miles
- 1995 993 CAB BLACK 38000 miles
- 1994 911 TURBO 3.6 MIDNIGHT BLUE 31000 miles
- 1994 993 CAB BLUE 45000 miles
- 1994 993 COUPE SILVER 49000 miles
- 1993 928 GTS AUTO GREY 65000 miles
- 1992/3 911 C2 TARGA BLACK 45000 miles
- 1992 911 C4 COUPE BLUE 60000 miles
- 1991/2 911 TURBO 2 RED 41000 miles
- 1990/1 911 C2 CAB RED 52000 miles
- 1990 911 C4 CAB BLUE 39000 miles
- 1989 911 SPORT COUPE SE MARINE 44000 miles
- 1988 911 TURBO TARGA BLUE 29000 miles
- 1987 911 TURBO BLUE 42000 miles
- 1986/7 911 SPORT TARGA BLUE 98000 miles
- 1986 911 CAB BLACK 65000 miles
- 1985 911 SPORT COUPE SILVER 53000 miles

ferrari

- 1998 355 F1 GTB RED 1200 miles
- 1997 355 GTS YELLOW 3000 miles
- 1995 355 GTS RED 12000 miles
- 1994 348 SPIDER LHD SILVER 5000 miles
- 1994 348 SPIDER RED 12000 miles
- 1993 348 GTS RED 12000 miles
- 1990 348 TB RED 11000 miles
- 1990 MONDIAL CAB 3.4T RED 43000 miles
- 1988/9 412i BLUE 45000 miles
- 1986 328 GTS RED 13000 miles
- 1986 328 GTS RED 62000 miles
- 1988 TESTAROSSA RED 13000 miles
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- 1983 308 GTS QV RED 31000 miles
- 1979 308 GTS CARB RED 45000 miles
- 1976 308 GTB FIBREGLASS RED 41000 miles
- 1979 512 BOXER RED 24000 miles
- 1974 365 GTB/4 CARB RED 15000 miles
- 1973 DAYTONA GTB/4 YELLOW 31000 miles
- 1972 246 GT DINO RED 29,000 miles
- 1967 275 GTB4 RED 20000 miles
- 1966 330 GT 2+2 MARK II BLUE 57000 miles

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- 1966 E-TYPE 2+2 PRIMROSE miles
- 1965 E-TYPE 4.2 FHC S1 RED 80000 miles
- 1965 E-TYPE 4.2 FHC S1 WHITE 30000 miles
- 1963 E-TYPE 3.8 FHC S1 MAROON 84000 miles
- 1961 E 3.8 ROADSTER RED 2000 miles
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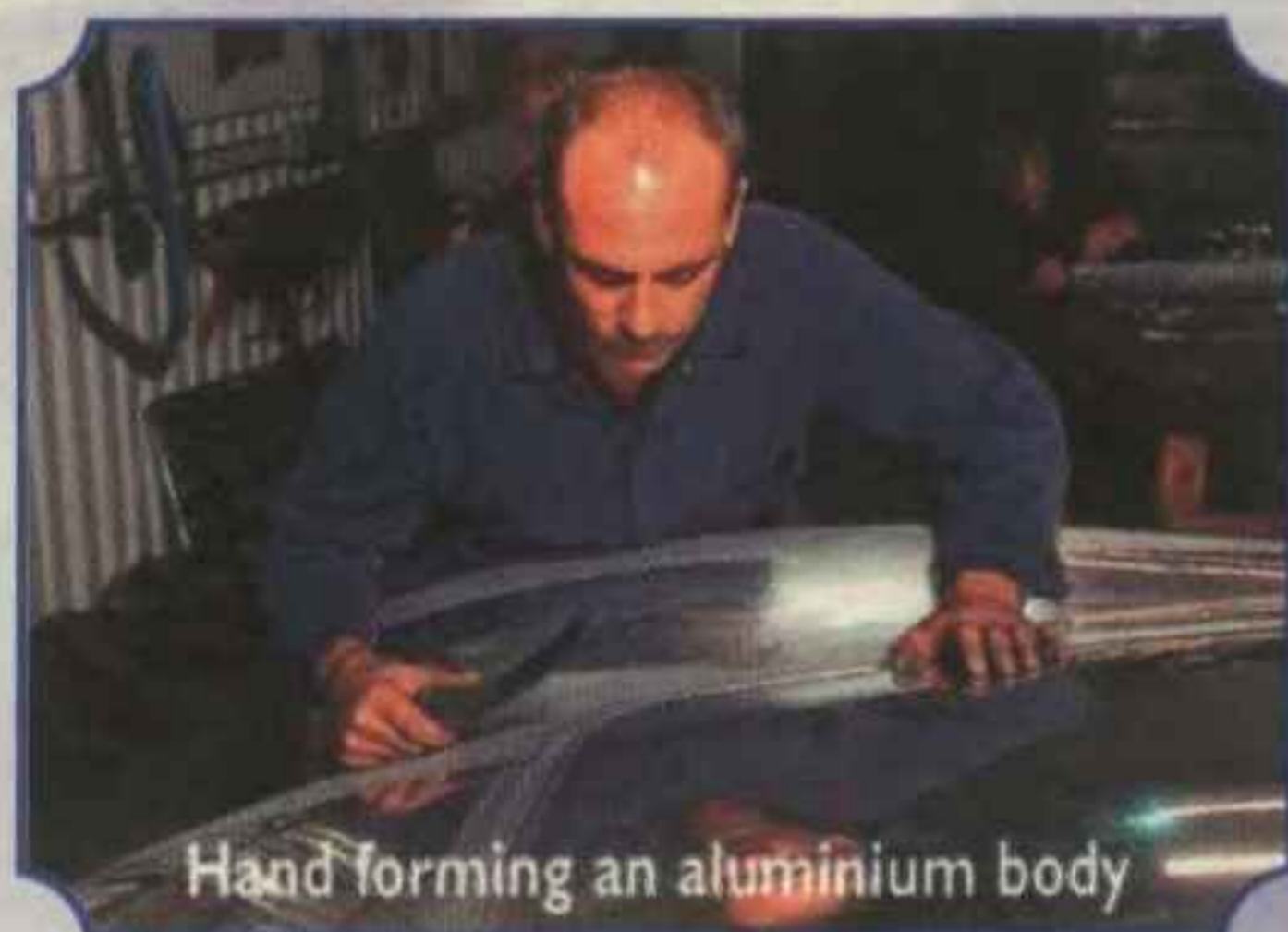
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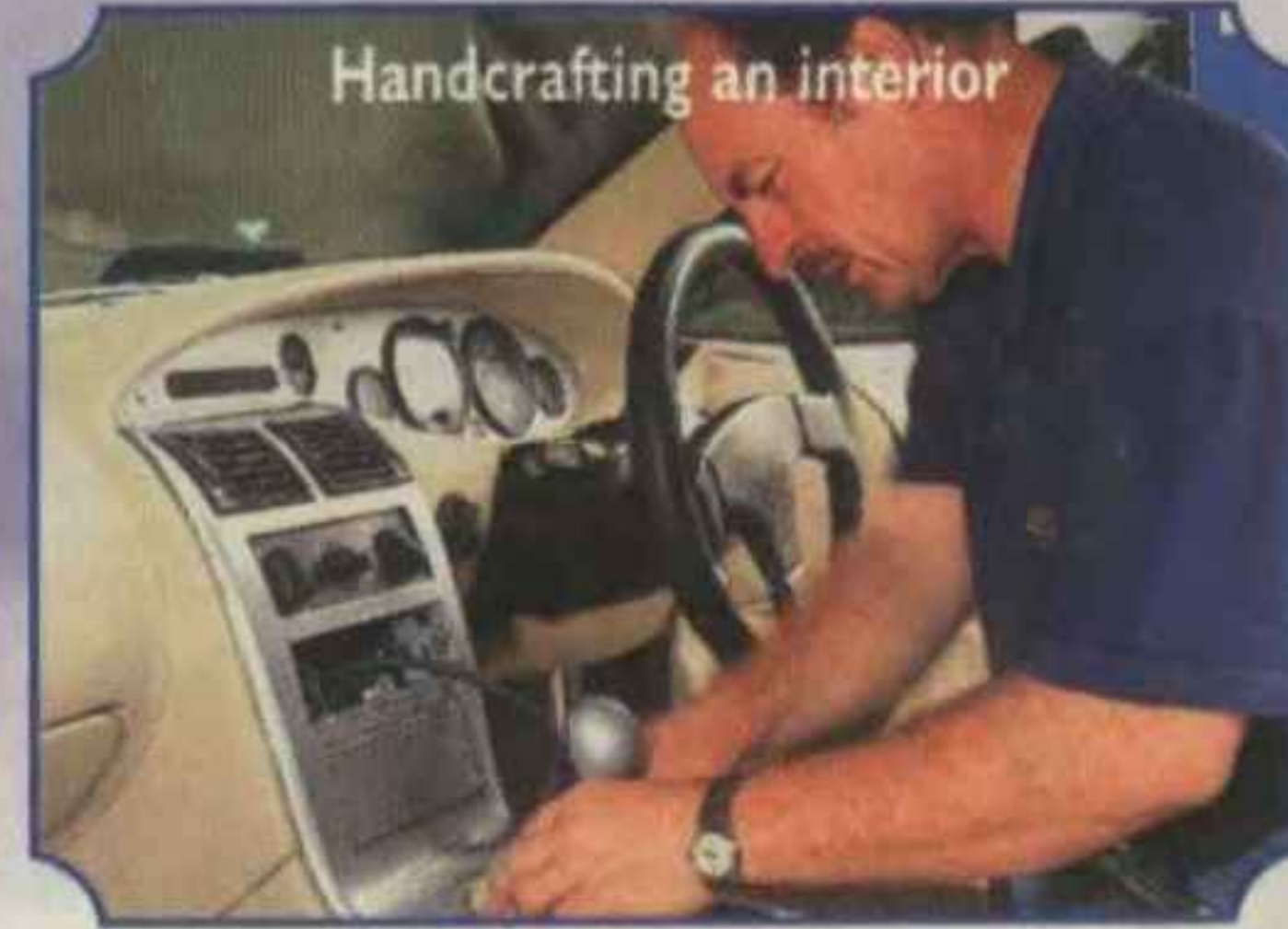
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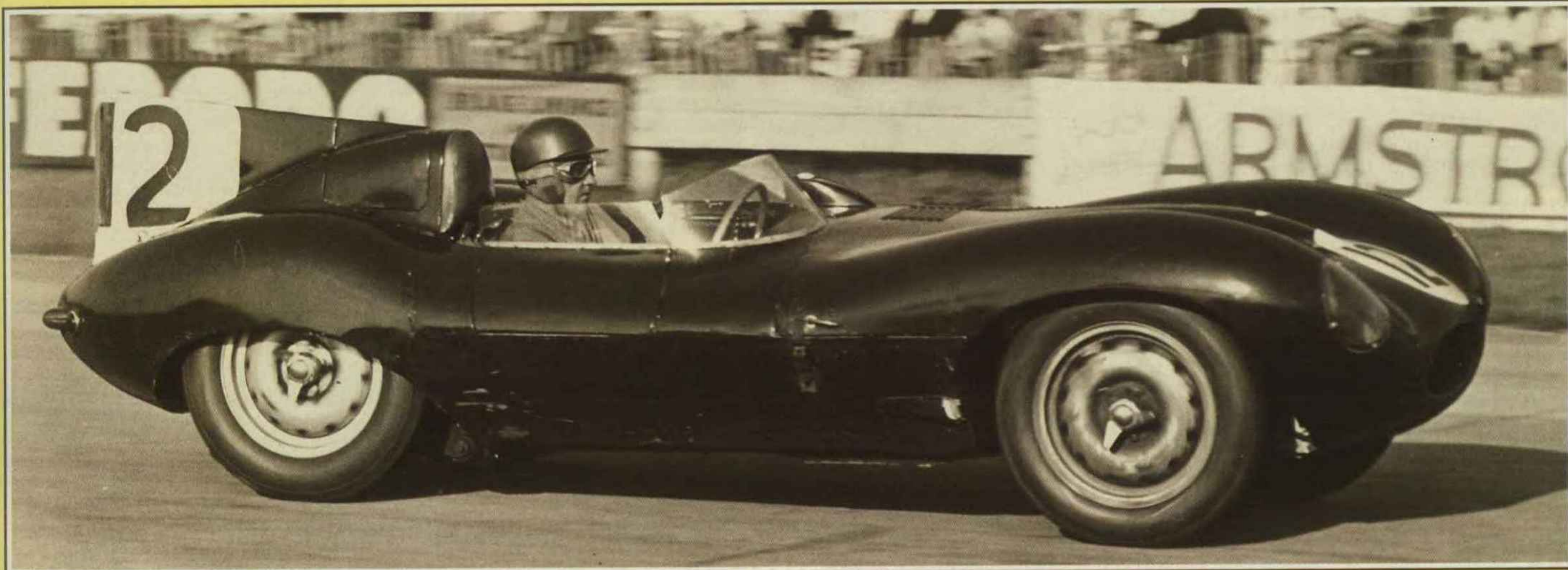
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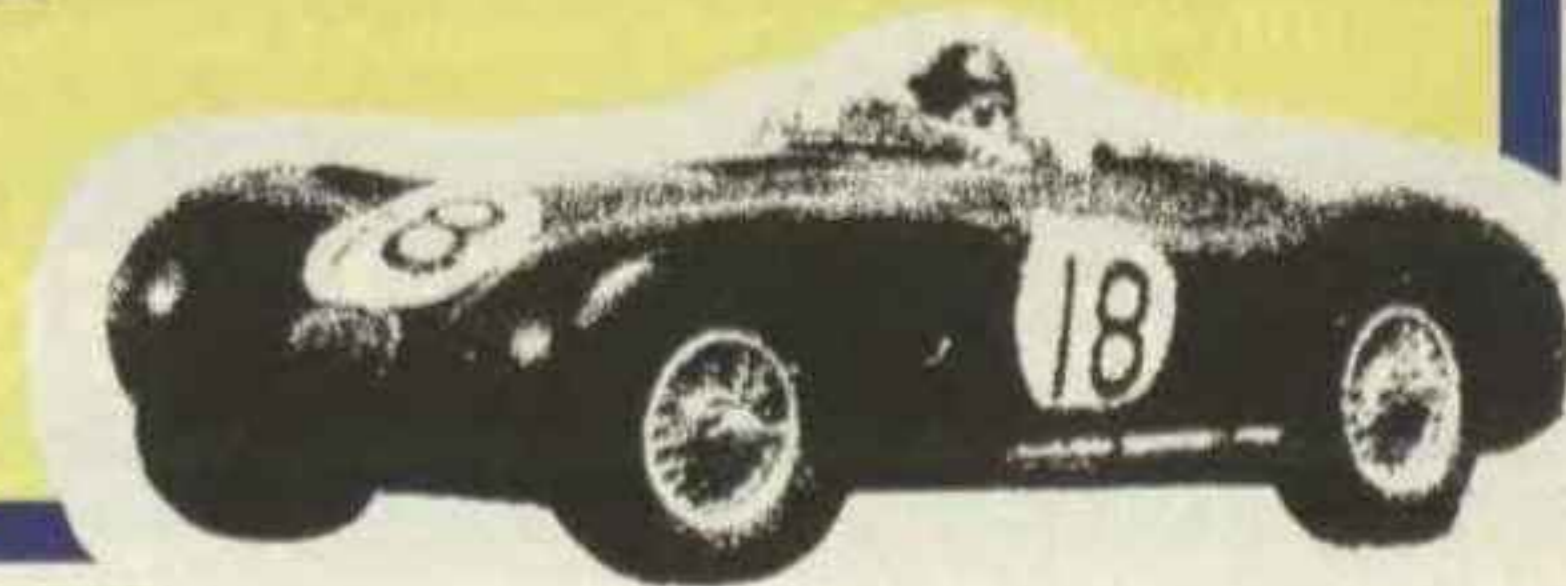
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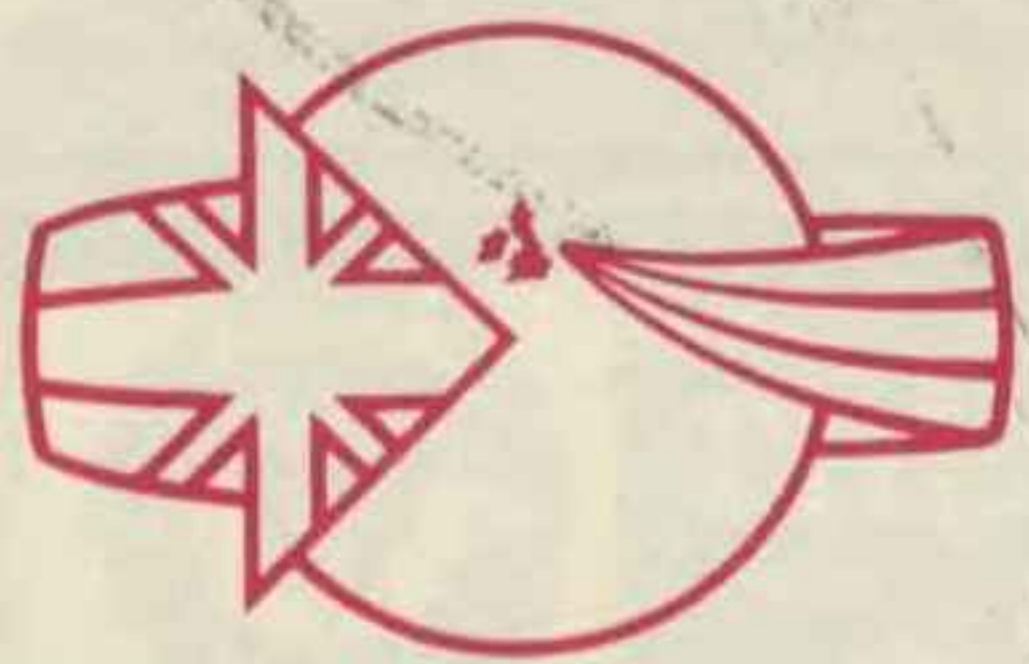
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