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Legends of LE MANS

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Bonhams 1793

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February 2007

The Original Motor Racing Magazine

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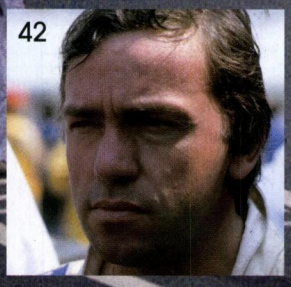
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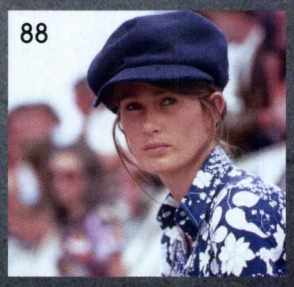
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Cover photography: Jean-Luc Benard

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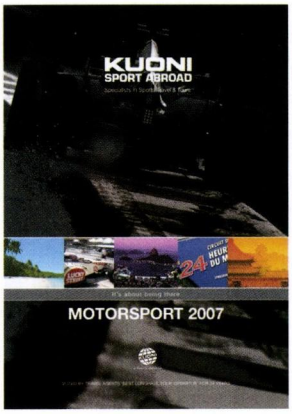
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Volume LXXXIII Number 2

Eighty-fourth year of publication

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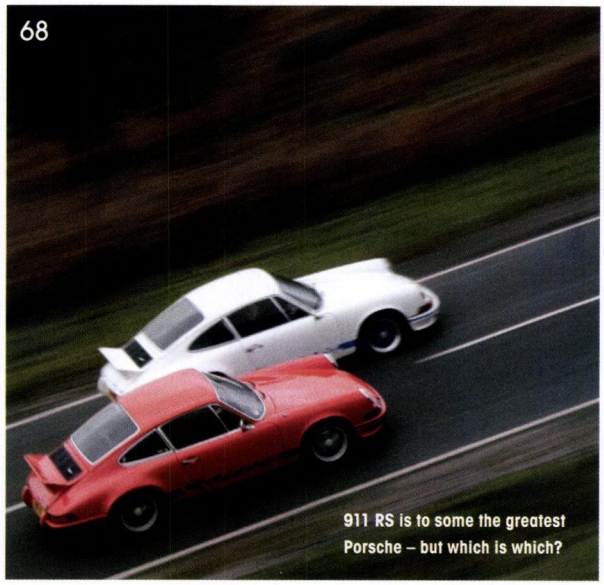
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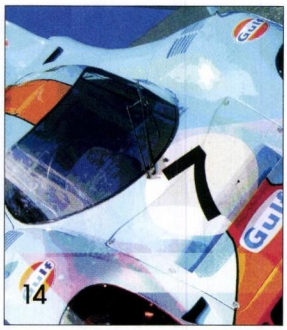
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911 RS is to some the greatest Porsche – but which is which?



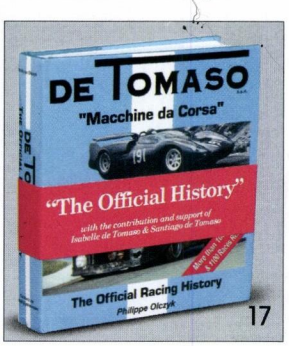
Highly original 1750 Alfa Romeo Super Sport is expected to star at H&H auction in March



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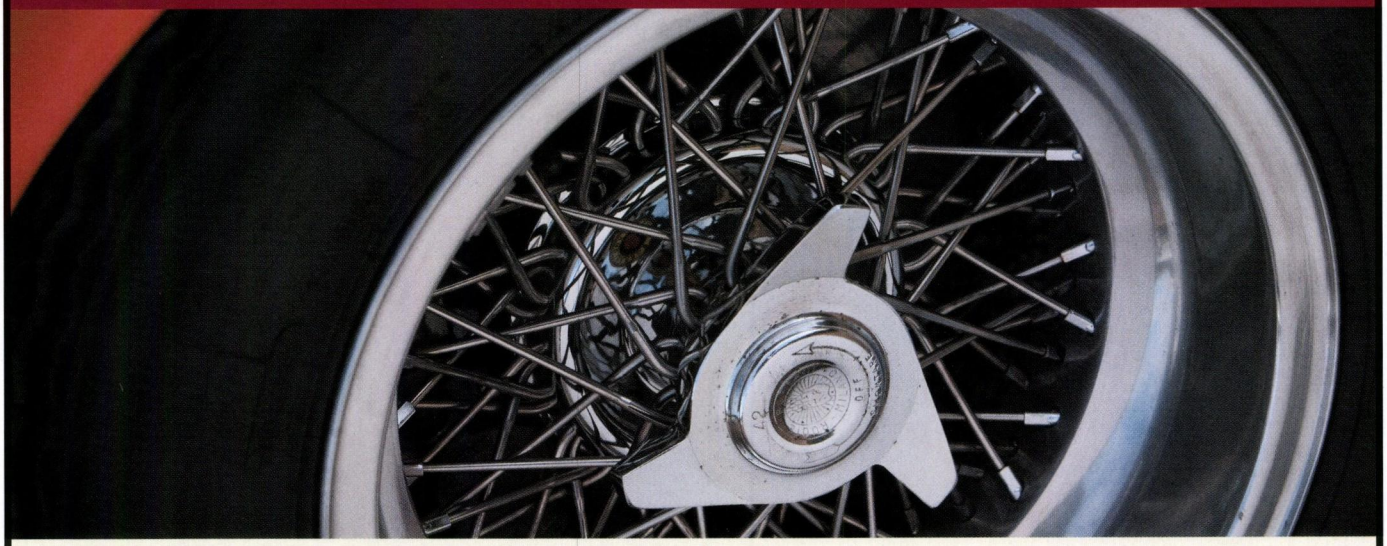


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LAT, Ian Dawson

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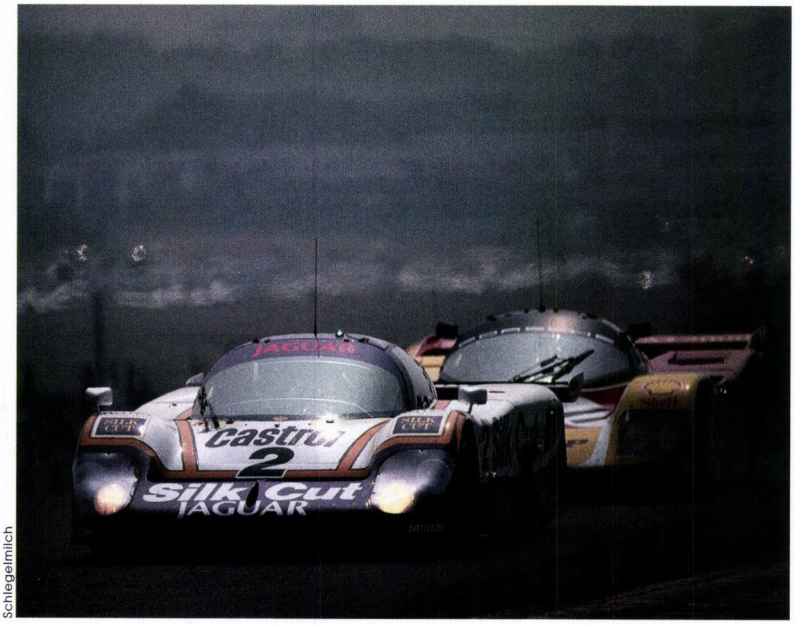
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EDITORIAL



Schlegelmilch

Le Mans – the unique experience

"Yes, of course it's scary," says Martin Brundle when asked about the fear factor of driving at Le Mans. "But there's an ambience at [the circuit] that you don't find anywhere else. Inside the cockpit, at night, it's just you and your car on the Mulsanne Straight doing well over 200mph... It's an amazing feeling." A sensation that thousands of fans wish they could experience, but which only a tiny minority of drivers actually feel each year.

We can't get you a drive at the Le Mans 24 Hours here at *Motor Sport*. Sorry... But we do offer you the chance to get up close to a unique collection of 20 Le Mans cars at Autosport International at the NEC from January 11-14. *Motor Sport* presents the 'Celebration of Le Mans' display which includes the winning Jaguar C-type from 1953, a 1930 Bentley Blower 4½, a 1968 Ford MkII and the 1988 Jaguar XJR-9 LM winner plus the Porsche 962C that it beat.

You may have noticed the latter pair on our cover this month. We reunite the rivals and drive them on track together for our track test (page 32), which starts our Celebration of Le Mans feature section. I hope you enjoy it.

See you at the *Motor Sport* stand at the Show.

Richard Robinson, Editor

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www.motorsportmagazine.co.uk

Editorial

Telephone 020 7349 3150 *Fax* 020 7349 3160
E-mail editorial@motorsportmagazine.co.uk
Editor Richard Robinson
Deputy Editor Gordon Cruickshank
Features Editor Rob Widdows
Founding Editor Bill Boddy MBE
Art Editor Simon Wallis
Picture Editor Ian Marshall
Senior Contributing Writer Andrew Frankel
News Editor Paul Lawrence
Editor-at-Large Simon Taylor
Special Contributors Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Richard Heseltine, Keith Howard, Mark Hughes, Marcus Pye, Nigel Roebuck, Gary Watkins
Picture Library LAT Photographic: 020 8251 3000

Advertising

Telephone 020 7349 3165 *Fax* 020 7349 3160
E-mail sales@motorsportmagazine.co.uk
Advertisement Director Steve Ross
Advertisement Manager Richard Stillman
Sales Executive Matt Rayner
Production Manager Lyndal Beeton

Publishing

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Business Manager Jacky Cirne
Administration Assistant Louise Milln
Managing Director Paul Dobson

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Gary Hawkins

The Historic Festival at Brands will be organised by MotorSport Vision and Masters Racing Series, in association with *Motor Sport* magazine, and includes F1, sports cars and saloons

Busy festival for May weekend

NEW BRANDS HISTORIC MEET

MSV and Masters group to offer classic bank holiday race package

Brands Hatch is to host a new historic race meeting in 2007. MotorSport Vision and Masters Racing Series Ltd have joined forces to promote a packed programme for the May 27-28 bank holiday weekend. And the event will be in association with *Motor Sport* magazine. Feature events promised for the Masters Historic Festival include two outings for 1970s F1 cars and a World Sportscar Masters race which should see a bumper field of T70s and GT40s, while a highlight for many will be a Group C/GTP race on the GP circuit. The Swiss-based U2TC saloon car series has been invited to guest at the meeting. There will also be classic car club displays.

Circuit owner Jonathan Palmer said: "I'm delighted that Brands Hatch will be hosting the inaugural Masters Historic Festival. We're keen to establish it as a permanent fixture in the Brands Hatch calendar and I'm sure the Masters Racing Series team will do a great job."

In a separate development, Masters Racing Series has acquired race promoter Top Hat Racing. The new Top Hat Masters programme for 2007 has been streamlined, with plans for race meetings in France, Spain, Belgium and Portugal in addition to UK fixtures. Top Hat founder Julius Thurgood will continue to run meetings alongside MRS director Christopher Tate.

Thurgood commented: "It will now be possible to guarantee a complete environment where competitors can exercise their historic cars on an even playing field, while their family, friends and supports share that very special experience to the fullest."

PAPERWORK COULD STOP PLAY

Documentation for period race and rally cars has been thrown into turmoil following the announcement that FIA Historic Technical Passports (HTPs) will be mandated for all international events in 2007.

The HTP was created to replace the Historic Vehicle Identification Form (HVIF), but many cars have not gone through the new documentation process and there could now be major problems in getting papers completed ahead of the new season.

Many industry insiders had hoped that the implementation of the rule would be delayed for a year, but this option was rejected by the FIA Historic Motorsport Council. Effectively, any historic car competing at international level after January 1, 2007 will need an HTP.

"We have been reminding everyone who races with us that the system changes for 2007," says Christopher Tate of the Masters organisation. "In the UK there are literally thousands of cars that should have an HTP and this will put an intolerable strain on the system. We just hope some streamlining can be done so that people can go racing in 2007."

It is believed that some race series organisers are already seeking to come to suitable arrangements with event scrutineers to ensure that drivers arriving at events without an HTP will still be able to race.



Documentation deadlines could sideline some historic racers for 2007

Jim Houlgrave



New dates for Legends race covers Ferrari's great years

LAT

NEW ERA

An earlier eligibility date for the Le Mans Legends race on the morning of the modern 24-hour event on June 16 will bring even wider grids.

The era is now 1956-68, which, points out Motor Racing Legends Chairman Duncan Wiltshire, will cover the two Ecurie Ecosse wins in D-types as well as Aston's 1959 DBR1 victory. While some entries will reflect the Ford and Ferrari battles of the '60s, the new date should bring even more variety.

"The period we've chosen covers the great Ferrari era at Le Mans," says Wiltshire.

NEWS IN BRIEF

We are grateful to Silverstone for arranging the use of the circuit for this month's track test. Fans of Group C will want to make a note of the date of the Silverstone Classic on July 28-30, 2007 which will be celebrating the history of sports car and endurance racing. For further information go to www.silverstone.co.uk

Despite offering a new route that started in Germany and finished at Rapallo in Italy, the Classic Rally Association has been forced to cancel the 2007 Winter Challenge rally due to a shortage of entries. The CRA hopes to run the event once more in February 2008, when organiser Jeremy Dickson hopes to stay with the revised route.

The unique Trojan T103 F1 car of 1974 will return to racing in Europe next season in the hands of Belgian racer Paul Grant. Better known for racing Cooper-Bristols, Grant will step up to the more modern car for selected Grand Prix Masters events. Tim Schenken raced the Trojan (above) in period.

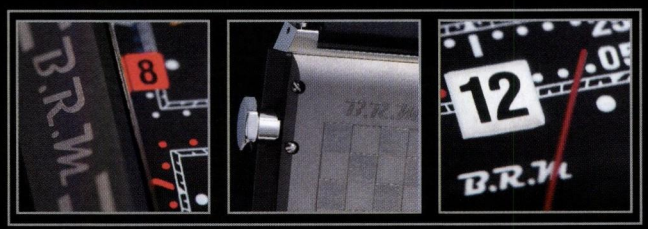


The Pau GP Historique in May 2007 will feature a race dedicated to 500cc Formula 3 cars. The 1950s single-seaters will have a 20-minute race on the famous street circuit during the last weekend in May. Cars from across Europe are expected to fill the grid to capacity.

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NEWS

RAC Award

NEW TROPHY

D-type star wins inaugural award at Gala Dinner

Gary Pearson became the inaugural winner of the RAC's Woodcote Trophy for his crowd-pleasing performances in Nigel Webb's Jaguar D-type (right) in 2006. RAC chairman Tim Keown presented the solid silver award on November 8 at a gala dinner at the Club's Woodcote Park clubhouse. It was collected by legendary Jaguar engineer Norman Dewis in Pearson's absence.

Attendees included Sir Stirling Moss, Barrie 'Whizzo' Williams and David Piper. The trophy will remain on display at the RAC headquarters in Pall Mall.



CLUBS GET VIP LOUNGE

The 4th International Historic Motorsport Show, or Race Retro as it is now known, looks set to be the biggest and best yet with space in the main hall sold out well ahead of the March 23-25 event. More than 50 clubs have joined a new scheme to offer discounted tickets to members, including the Vintage Sports-Car Club, Ferrari Owners' Club, Historic Rally Car Register, Jaguar Enthusiasts' Club and MG Car Club.

Aside from the reduced cost of entry, a Club Class Lounge will be open to any club member, while visitors arriving in a classic car will enjoy free parking close to the exhibition halls.

Alain de Cadenet is a guest speaker at the event's Awards Dinner.



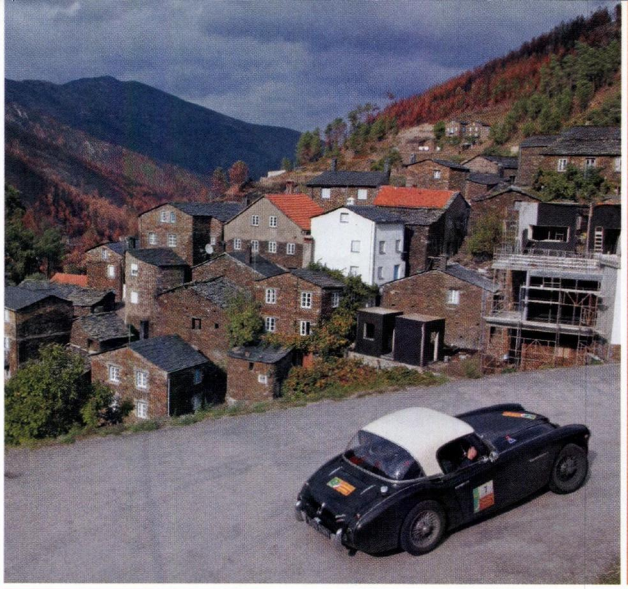
HSCC UNVEILS NEW SEASON CALENDAR

The Historic Sports Car Club will build on its 40th anniversary season in 2006 with another busy schedule in 2007, although the club will not visit Croft and Croix-en-Ternois in the coming season. The full schedule is: Mar 31, Donington Park; Apr 22, Cadwell Park; May 12, Silverstone; Jun 9-10, Snetterton; Jun 30-Jul 1, Brands Hatch; Jul 27-29, Silverstone; Aug 4, Castle Combe; Aug 25-27, Oulton Park; Sept 15, Brands Hatch; Oct 5-7, Spa; Oct 20, Silverstone.



LOTTO CASH FOR HMC

The British Motor Industry Heritage Trust has been granted £997,691 of National Lottery money for a major redevelopment of the Heritage Motor Centre in Gaydon, Warwickshire. Plans call for a new mezzanine floor within the museum's main hall and the creation of two new exhibitions. 'Making British Cars' will tell the story of the UK motor industry from the 1890s to the present day. 'Under the Skin' will be an interactive display aimed at children that explains how a car works. Work will start in January with the exhibitions up and running by May.



"I was a complete novice and had never attempted an endurance run before … … awonderful experience well worth doing". Micheal Eatough– 2005 entrant. Mercedes 2305 Fintail.

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"The days were a whirl wind of regularities and tests with awelcome lunch at top quality establishments in beautiful or interesting locations. The planners seemed to have done their research very well". David Stroud – 2005 entrant. Alfa Romeo Giulia

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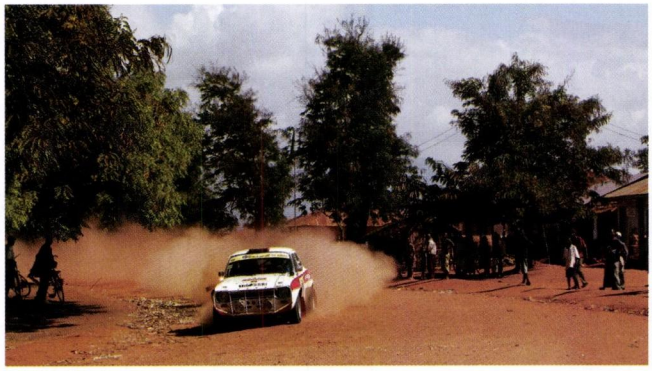
Safari rerun

CLASSIC RALLY'S EASTERN PREMISE

Details have been unveiled of the event that re-creates the golden era of the African world rally championship round.

The third running of the the East African Safari Classic Rally will be from November 25 to December 3, with eight days of competition and one rest day.

The route includes 1250 miles of competitive sections from a total of 2700. Many of the competitive sections are on stages used on the old Safaris.



SALOONS BARRED FROM SILVERSTONE

Silverstone will not feature on the British Touring Car Championship calendar for the first time since the series was created in 1958. Silverstone management has been unable to agree a date with series head Alan Gow. Instead one has been awarded to Rockingham. Problems stem from the final round of 2006, when a bumper crowd resulted in traffic chaos and Gow was heavily critical of the circuit. "It's a shame that fans will not be able to watch the BTCC at Silverstone for the first time in its history," said Richard Phillips, MD at Silverstone.



DISCS SLIP IN FOR '07

The HGPCA has revised regs for its sports car series in order to attract more entries for '07. It will be opened up to all pre-61 cars of up to 2 litres, whether running disc or drum brakes. Previously, the series had been open only to drum-braked cars.

Roger Lucas, chairman of the HGPCA, admitted that they had considered dropping the series in light of poor support at some races. "It was decided to continue, but also to enlarge the scope of cars eligible to compete."

DIARY

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Autosport International
www.autosport-international.com
JAN 13 HERITAGE MOTOR CENTRE, GAYDON, WARWICKSHIRE
Historic Rally Car Register Open Day
www.hrcr.co.uk
JAN 25-30 MONACO/ FRANCE
Monte Carlo Historic Rally
www.acm.mc
FEB 12-16 GAYDON TO EDINBURGH
Winter Classic Trophy
www.classicrallytours.com

OBITUARY

Nick Brittan 1937-2006

Motor Sport is sad to report the death of one of the most colourful characters in British motorsport. In his early years, Brittan was a racer in saloon cars with Fraser Imps and later a leading force in Formula Ford. More recently, he recreated some of the classic marathon rallies through his Trans World Events company. He was also central to the sponsorship tie-up between Lombard and the RAC Rally.

OBITUARY

Frank Lockhart 1919-2006

Lockhart, who died on November 21, will be remembered mainly for his exploits with the single-seater Rover special which he developed and raced during some 40 years. After serving in the RAF during World War II, he ran a motor business in Dunstable, and joined the VSCC in '51 while running the Baby Peugeot that was destined to evolve into the Peugeot-JAP. His cheery disposition will be missed.

HOW TO...

...get started as a marshal. It's not all standing around in an orange boiler suit...

Would you like to go motor racing every weekend? For free? You can, but first you must train to be a marshal, part of which means you won't mind a bit of camping and a lot of standing around in the rain.

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In simple terms, a marshal's job is to ensure that events are run smoothly and safely; that competitors are protected both from themselves and others around them. Dealing with incidents is a serious business.

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Paddock and start-line marshals are also responsible for ensuring that cars and drivers get out to qualify on time and lining up entries on the grid for the start.

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enjoy the social life that goes with being part of a highly trained group of people.

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Adrian Bradbury combines photography and abstract colour in his work. Each image, such as this Porsche 917, is limited to 100 worldwide, and is signed, numbered and dated. Larger print sizes are available.

www.adrianbradbury.co.uk



3

3 SPYKER AEROBLADE BICYCLE
€12,000

Spyker and Koga have united to create the Aeroblade, which has a titanium frame, aluminium forks, carbon composite mudguards and leather handlebar grips and saddle. It weighs just under 13kg.

www.koga.com

4

4 TAG HEUER SUNGLASSES
From £143

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www.tagheuer.com/sportvision

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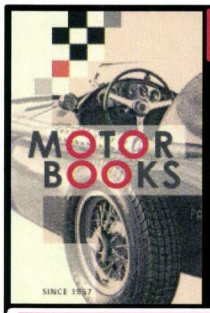
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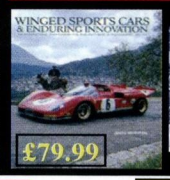
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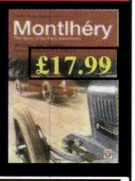


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Alsace Tour *July 7th~14th*



From the Rhineland plain to the Vosges mountains, this tour explores the most beautiful areas of Alsace. There are vineyards in the foothills, spa towns nestled in narrow valleys, and enchanting, half-timbered towns set amongst the thickly wooded hills of the Vosges.

Welsh Weekend
July 20th~22nd



Tour the southern part of Wales from the Marches to the Brecon Beacons and the Wye Valley. The region is crisscrossed by breathtaking mountain passes and sparkling rivers, punctuated with charming little towns.

Denmark *August 4th~12th*



Denmark offers a compelling mix of dynamic cities, historic towns, appealing villages, bucolic farmland, serene woodland and idyllic islands. The country has a vibrant mix of culture and history with medieval buildings, castles, Viking ruins and fine museums.

Yorkshire Moors & Dales
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Visit Yorkshire with its ancient towns and cities, moorland and dales. Based in the North York Moors for two nights, the tour will also take you to Richmond and Swaledale and return via Wensleydale, famous for its cheese, to finish in Harrogate, a beautiful spa town.

New Forest
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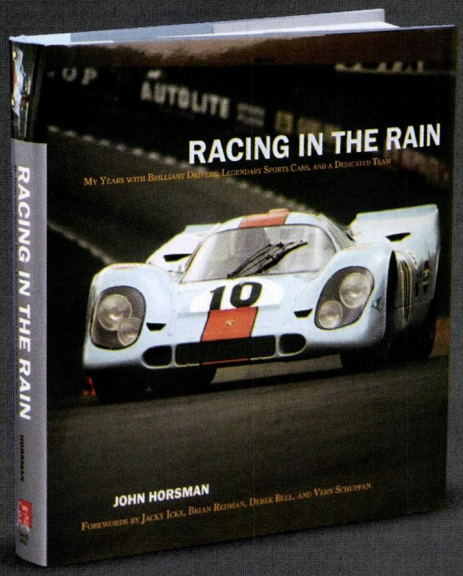
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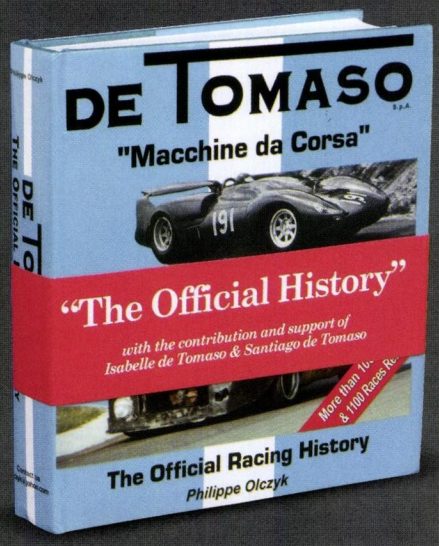
RACING IN THE RAIN

John Horsman

The image of Pedro Rodríguez's Porsche 917 splashing to victory in the 1970 BOAC 6 Hours is iconic. Yet as much as the driver and the Porsche boffins, a genuine architect of that and many other 917 victories was engineer John Horsman. Before he got his hands on it, the 917 was feared by drivers; he solved the airflow problems and transformed the 917 into a winner. Horsman recalls this and other stories in detail; and while the racing itself is well covered, it is as a behind-the-scenes account of sports car racing and the obstacles to be overcome that this book is most valuable. **IM**

Published by David Bull, £29.99. ISBN: 1893618528





DE TOMASO

Philippe Olczyk

Granted unprecedented access to De Tomaso factory records, Olyczyk has unearthed a few gems – we were unaware that the firm produced an Indycar, and Peter Brock's recollections of the gorgeous but sadly stillborn Sport 5000 make for interesting reading. On the downside, the layout could be better and there are more than a few typos. What is abundantly clear is that while few De Tomasos ever make the grade trackside, a large number didn't even reach completion. Even so, there are comprehensive results tables for those that did and over 1000 images of just about every race a Pantera has ever entered (right down to Chris Meek pedalling his in '70s UK club racing). **RH**

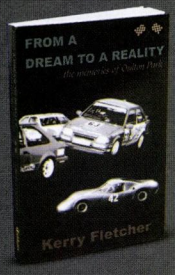
Published by Philippe Olczyk, £55. ISBN: 9952800258

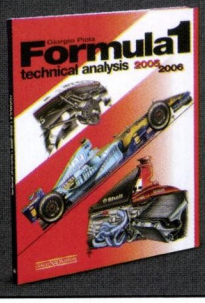
FROM A DREAM TO A REALITY

Kerry Fletcher

Despite our reservations about the cover design, we found this personal publishing effort to be an informative read. The author clearly loves the challenging North-West circuit, and this comes across on every page. We give full marks for interviewing a wide range of Oulton Park veterans, from Sir Jackie Stewart to the motorbiker Bill Smith. First-person insights add to the flavour. It's commendably well researched and good value, but a more thorough edit would help it along. Kerry is already working on a reissue with even more quotes and stories. **RH**

Published by Authors On Line, £15.99. ISBN 075520235X





FORMULA 1 TECHNICAL ANALYSIS 2005/2006

Giorgio Piola

Giorgio Piola's latest work is a compilation of his technical illustrations, mainly from the 2005 season. He examines regulation treatments and engine designs, steering wheels, pedal layouts and suspension. He doesn't shy away from controversy – Renault's mass damper and BAR's fuel tank are tackled. The bulk of the book is made up by chapters for each team, examining the cars' evolution through the season. Piola's illustrations are glorious, demonstrating the complex nature of the cars with clarity and beauty. What we would like now, Giorgio, is a book that charts the technical evolution of one marque's F1 cars though the years. **RR**

Published by Giorgio Nada Editore, £22.50. ISBN: 8879113917

Photography: LAT

MODELS



1 BMW SAUBER F106
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Amalgam capture all the fine complexities of the aerodynamic devices on the BMW F106 Formula 1 car in this stunning 1:8th-scale reproduction. It's available in an edition of 100 examples. From www.amalgamcollection.com. Tel: 01243 842760

2 CONNAUGHT B-TYPE
£37.35 in kit form or £94.28 hand-built
1:43rd-scale resin model of Archie Scott Brown's mount in the 1956 International Trophy race, showing the carburettors which replaced the troublesome fuel injection. Archie's second place behind a Vanwall proved that Britain had a new talent. From www.grandprixmodels.co.uk. Tel: 01295 278070

3 FERRARI F430 CHALLENGE
£2750 hand-built
This is a completely handmade 1:8th-scale model of a Ferrari F430 Challenge car from the one-model race series that now has championships in Italy, Europe and the US. Amalgam worked closely with the Ferrari design office to ensure accuracy. It's another limited edition, restricted to 199 pieces. From www.amalgamcollection.com. Tel: 01243 842760

Photography: LAT

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1922 Bentley 3 Litre Saloon By Gurney Nutting

This highly original 3 Litre saloon by Gurney Nutting is quite possibly the oldest surviving and most original of its type in existence today. This totally unmolested example represents an opportunity to purchase a very important part of Bentley heritage and in delightful original condition.



1937 Bentley 4 ¼ All weather Tourer by Vanden Plas

A rare car, being one of only sixteen, of which only six carried this attractive body, this Vanden Plas four door All Weather Tourer has driven just 18,000 miles since a complete engine rebuild. A very rare and eminently practicable vintage touring Bentley.



1955 Mercedes Benz 300 SL Gullwing

This well presented Gullwing was restored approximately 10 years ago, since when it has formed part of a private collection. The car is presented to a very high standard throughout. This remains a stunning example of this most iconic of post war designs which are renowned for their usability and in this case benefits from a fascinating early history.



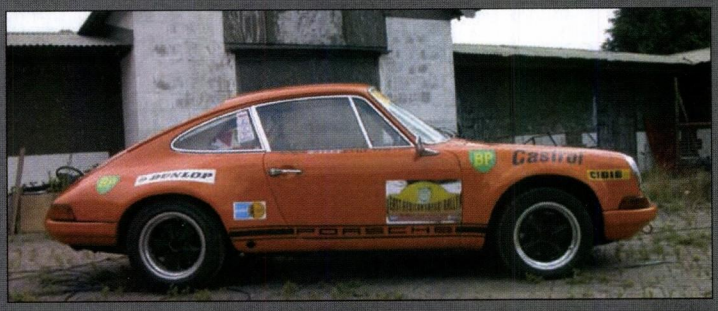
1959Aston Martin DB4

This fine example of what is to many the purest of the DB range has had an unprecedented detailed restoration to the high standard one has come to expect on such an important motor car. Having only completed nominal mileage since its restoration the car is still in concourse condition.



1959 Mercedes Benz 300SL Roadster

Mercedes Benz's 300 SL is undoubtedly one of the world's all time great sports cars and one of the most sought after.This superlative example has been maintained without regard to expense, Its engine and gearbox have been rebuilt and has only covered 100kms since.



1970 Porsche 911 ST

We are proud to offer the only Right Hand Drive 911 S/T ever produced for circuit racing. This 1970 example is one of 35 S/T competition 911's produced by Porsche and is totally unique with an illustrious racing history.

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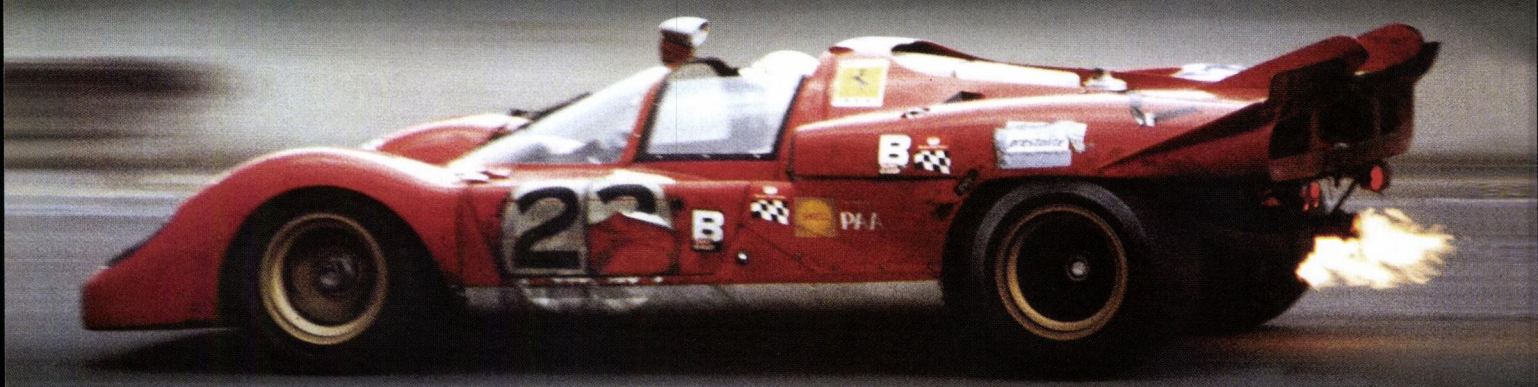
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MARANELLO, ITALY

AUCTION DATE: MAY 20, 2007



1970 FERRARI 512-S

Originally built as a coupe, No. 1006 was Factory converted to a Spyder and sold new in 1970 to Luigi Chinetti's N.A.R.T. (North American Racing Team). As a 1970/1971 N.A.R.T entry it raced at Sebring twice, Buenos Aires and LeMans as well as in two CanAms! Drivers included Sam Posey, George Eaton, Pedro Rodrigues and Masten Gregory. Additionally, Ronnie Bucknum and Tony Adamovicz piloted this 512-S to a fine second overall in the 1971 24-Hours of Daytona Race. Marque experts have called 512-S No. 1006 "one of the most original and unmolested examples to exist".

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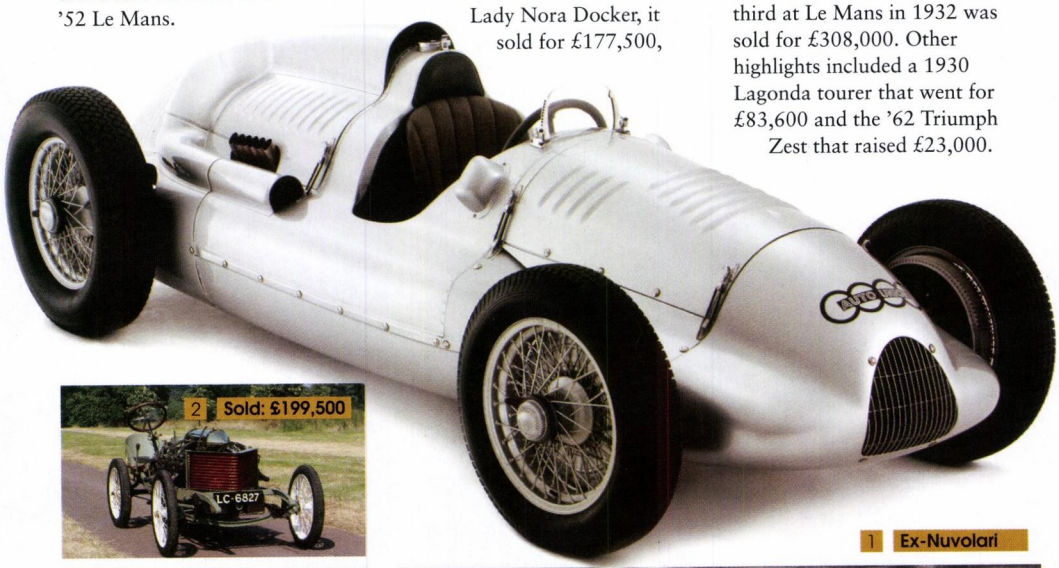
Silver dream racer

Nuvolari's GP winning V12 titan expected to reach mega money in February

1 AUTO UNION D-TYPE
Attracting much excitement, the Auto Union D-Type that Tazio Nuvolari steered to victory in the '39 Belgrade GP is to go on the block at Christie's International Motor Cars sale in Paris on February 17. In the same sale is the Talbot-Lago T26GS which Pierre Levegh famously drove solo for most of the '52 Le Mans.

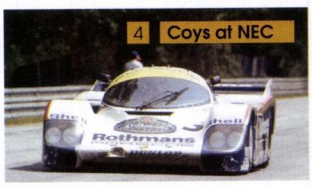
2 LSR DARRACQ
Bonhams' Olympia sale on December 4 had several entries that exceeded reserves. Highlight for many was the recreated 1905 LSR Darracq that Sir Algernon Lee Guinness drove to 121mph. It was sold to a VSCC member for £199,500. A fierce bidding war broke out over the 1955 Daimler 'Golden Zebra'. Built for Lady Nora Docker, it sold for £177,500, comfortably topping the reserve of £120,000. A 1972 Lola T280 fetched £199,500 (est: £70,000), while the ex-Keith Hall Lotus Eleven went for £74,100.

3 TALBOT 105 TEAM CAR
H&H enjoyed a bumper end of season sale at Buxton in November. The ex-Fox & Nicholl Talbot 105 team car that finished third at Le Mans in 1932 was sold for £308,000. Other highlights included a 1930 Lagonda tourer that went for £83,600 and the '62 Triumph Zest that raised £23,000.


1 Ex-Nuvolari

2 Sold: £199,500


3 Sold: £308,000


4 Coys at NEC


5 Irish GP winner

DIARY

January 12-14
Coys Grandes Marques at Maastricht
January 13
Coys Autosport International show sale at the National Exhibition Centre, Birmingham
January 19
RM Auctions Vintage Cars sale in Arizona
February 17
Christies International Motor Cars at Retromobile, Paris
March 1
H&H sale at Cheltenham Racecourse

4 PORSCHE 956
The 1983 Le Mans-winning Porsche 956 will be the star of the RM Auctions sale in Arizona on January 19. Driven to second place in '82 by Vern Schuppan and Jochen Mass, it won a year on with Schuppan sharing with Al Holbert and Hurley Haywood. It was bought by Schuppan in '86 and retained by him for 14 years. Other 956s up for grabs include a pair to be sold by Coys at the Autosport International show at Birmingham's NEC in January. The first is a works 'Rothmans' car that came third at Le Mans in 1982, the other an ex-John Fitzpatrick Racing example that came fifth at La Sarthe in 1983.

5 ALFA ROMEO 1750SS
A fabulous '29 Alfa Romeo 1750 Super Sport is the star entry for the H&H sale at Cheltenham Racecourse on March 1. Driven to victory in the 1929 Irish GP by former Russian Imperial Guard Boris Ivanowski, UU79 has been in the same ownership for the last 40 years.

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Letters

OUR READERS RESPOND

COMMANCHE CHRISTMAS

Sir,

I was fascinated to read Bill Boddy's article in December's *Motor Sport* as the Piper Commanche mentioned in the article used to belong to my father, who raced it in the London-to-Sydney air-race, thus the numbers on her flanks. Her registration was G-AXRW, hence we nicknamed her Romeo Whisky. Dad finished third overall and first in his class, and spoke to us that Christmas from Bondi Beach: you can imagine how odd that felt, huddled against the British winter. It brought back wonderful memories of Sundays out from school, when we might fly to Le Touquet for tea while the other boys would go to visit grandma.

Toby Holland, Taunton, Somerset

SCHUMACHER THE GREAT?

Sir,

I read Nigel Roebuck's article (*Motor Sport*, December) on the character and ability of Michael Schumacher and agree with his sober assessment. There is no denying that Schumacher is a fine driver of the first rank, capable of winning world championships in the best-engineered car on the grid. But a great champion? When you consider his 'incidents' involving fellow-drivers over the years, could you even *begin* to imagine similar unsporting behaviour from, say, Fangio, Hill, Brabham, Clark or fellow German von Trips? No? Well, it was a rhetorical question anyway. There's more to being a great champion than just winning championships. Stirling Moss showed that you don't even have to win one to be one.

W L Pender, Salisbury

LAWNMOWER MAN

Sir,

The Busman's Holiday article in the December 2006 issue moved me to write to you on two counts. Back in 1997 I was lucky enough to take part in the British Lawnmower Racing Club's 25th anniversary 12-hour race. Except that year it was 25 hours long – one hour for every year the club had existed. Our 'race car' had a racing seat, spare engine, tyre sponsor, full pit-crew and motor home: serious stuff. It was a very dry and dusty year so every few hours the yellow flags came out and we all had to get in line behind the 'pace car' (in fact a tractor spraying water on to the track, turning it into a lethally wet and muddy slick). No wet tyre changes here and, as a result, our team was not without incident. In the early hours of Sunday morning I hit a straw bale flat out and rolled our tractor (lack of seat-belts being a blessing as I was thrown clear), while one of my co-drivers broke his ankle in a crash. Yet our team made it to the finish at 3pm on Sunday. It was great fun, especially following in the tracks of Bell, Moss *et al*, and highlighted that any form of racing, when undertaken in the right spirit, is all that matters. In the 1960s my parents met and became friends with Derek Bell and his great mate John Penfold while skiing. Although John remained very close to my parents, Derek's career meant they eventually lost touch. At Friday qualifying at this year's Goodwood Revival I was standing outside the paddock and spotted them both in deep discussion about the Jaguar E-Type Derek had just been out in. John spotted me, came over to say hello, and gestured Derek over. Derek had not seen me for more than 20 years yet he happily chatted, asking how my mother was getting on and allowing a complete amateur (me!) to contribute to their technical discussion. It was a real privilege and reinforced what a great racing driver Derek Bell is.

Francis Sirl, Richmond, Surrey

RAPIER WIT

Sir,

Your piece on the diversity of cars driven by Jim Clark in the December issue was illuminating and brought to mind two incidents which remain crystal-clear even at a distance of 40 years. In 1966 a friend and I motored over to Oulton Park one fine Sunday morning to view the service halt on the RAC Rally.

A couple of miles from Oulton we saw a rally-numbered Lotus Cortina proceeding at a respectable pace. This, of course, produced the inevitable urge to overtake, which we did, and my chum said, "Bloody hell, you've just passed Jim Clark". At this moment Jim and co-driver Brian Melia pulled off the road and stopped. Somewhat awe-struck, we also pulled over. Obviously with time in hand, Jim carefully combed his hair and had a leisurely drink before they carried on into the circuit with us in close formation. What he made of two insanely grinning, long-haired youths in a Sunbeam Rapier will forever remain a mystery.

Earlier that year I attended the Oulton Park Gold Cup. Jim took third in the main event in a Lotus 33. He then took part in the saloon car race in a ▶

LETTER OF THE MONTH

SPICE ADDED VARIETY TO GROUP C

Sir,

Thank you for the article on Gordon Spice's sports cars in the December issue. As someone who came to love motorsport through watching Group C racing, I was always impressed with how Spice managed to juggle building and flogging race cars with royally upstaging his customers at Le Mans and elsewhere as a driver. Everyone always remembers the Porsche, Jaguar and Sauber contests but it was what was going on in C2 that captivated me. Spices battling with Ecosse, Tiga and Gebhardt chassis made for great racing and provided a stepping stone for useful drivers looking to step up from Sports 2000 and Thundersports to international competition.

I had the pleasure of meeting Gordon a few years back. He was hugely entertaining company, regaling me with stories of 'getting one over on the French' during scrutineering at Le Mans, and the talents or otherwise of his many co-drivers. A top bloke and a hugely underrated driver/constructor.

Mark Wheeler, Wimbledon


SPICE WORLD

The Spice trade

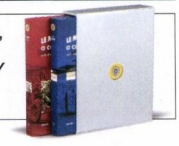
Words: Gary Watkins. Photographs: LAT

More by accident than design, Gordon Spice lent his name to a sports car marque that delivered world championship success. A pity it couldn't last

MOTOR SPORT

MOTOR SPORT_87

THE WRITER OF NEXT MONTH'S 'LETTER OF THE MONTH' WILL RECEIVE THE WONDERFUL *LE MANS – A CENTURY OF PASSION*. IT'S ONE OF ONLY 2500 PRINTED.



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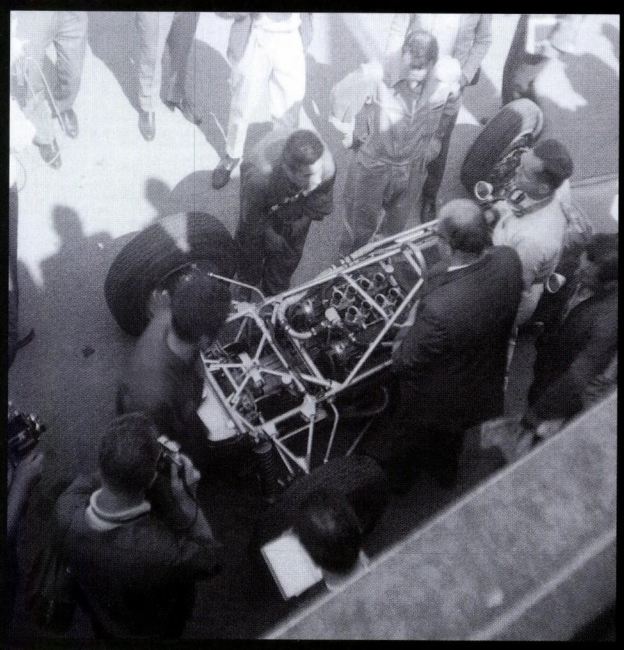
Lotus Cortina. In the closing stages, Brian Muir's 7-litre Ford Galaxie had a lurid spin at Old Hall corner, having the misfortune to connect with the large boulder that then lay in the grass. The car self-destructed in a big way. A collective intake of breath heralded the rapid approach of Jim, who, despite the accident still happening, never even lifted and powered through, somehow missing all the debris. This was once again a superb example of car control and sheer skill by Clark. Happy days...
Mike Hill, Daventry, Northants.

HOLDING BACK THE YEARS

Sir,

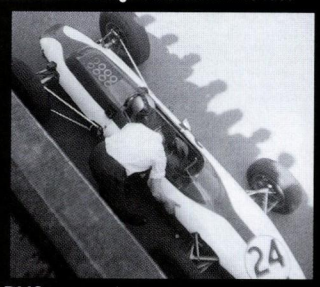
The passing of Tom Delaney at 95 made me wonder if there might be interest in a club for over-retirement-age racing drivers, those still competing although eligible for a pension. It could become a gentle pressure group, a reminder that the quick are not always only the young, have its own hospitality stand at Goodwood, act as a source of after-dinner speakers and so on. Who knows – we might even aspire to a handicap Formula Libre race exclusively for members. And, suitably, award the Delaney Trophy...

Anyone interested can contact me on that new-fangled e-thingy at brian.jordan@virgin.net
Brian Jordan, Shepton Mallet



Above: ATS 100 proved a disaster on Spa debut. Below left: Chiti (behind car door). Below: Tony Settember's Scirocco-BRM was classified eighth and last in the race





YOU WERE THERE

Ferrari suffered a blow when high-profile team members, including Carlo Chiti and Romolo Tavoni, left at the end of 1961 to form Automobili Turismo e Sport. Little was seen of the defectors until the 1963 Belgian GP where the ATS made its debut. Its drivers were Giancarlo Baghetti and Phil Hill, who had also left Ferrari after a dismal title defence in 1962. Both cars qualified near the back of the grid and retired early on. The ATS made further uncompetitive showings before disappearing at the end of the season. Stuart Rigall, who drove a Morris 1000 to Spa, remembers the ATS well: "At the start of the first practise session there were a number of ATS personnel in the paddock, two drivers but few mechanics and no cars. It seems that the transporter trucks had arrived far too late and were stranded in Stavelot after the roads had been closed for the start of practice. The mechanics unloaded the cars and drove them to the circuit via minor roads from Stavelot to Francorchamps to arrive at the circuit some time after the first session had started."

WE NEED YOUR PHOTOGRAPHS We always love to receive readers' photos, from famous grands prix to national touring car races. If you feel you have some gems, and anecdotes to share, we'd like you to send them in to the address on the editorial page. We will return your photos safely after use but suggest you hold onto the negatives.

Next Month in

THE ORIGINAL MOTOR RACING MAGAZINE Founded in 1924
MOTOR SPORT

ANDRETTI: DINING OUT WITH MARIO
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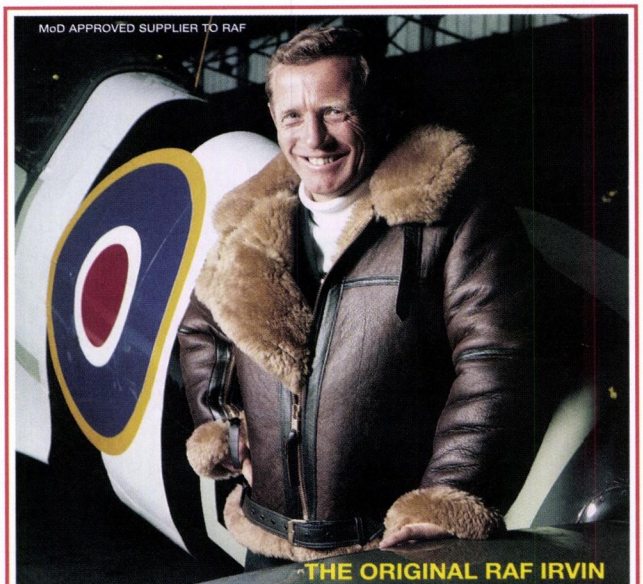
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GREGOR FISKEN

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1972 FERRARI 365 GTB/4 NART COMPETITION DAYTONA

Perhaps the last of the true V12 front-engined Ferrari Grand Touring racers the "Competition' Daytona was a formidable entry to GT racing in the early Seventies and the preferred choice of Ferrari distributors such as Luigi Chinetti's N.A.R.T. (North American Racing Team). Of the fifteen racers only five of these were specially constructed in aluminium, constructed between 1971 and 1973 by the factory's Assistenza Clienti at Modena in three separate series.

Chassis 14885 was the 4th series 1 example built. As one of the first five alloy bodied Competition cars, it was carefully assembled with 400kgs of weight saving features! Distinctive changes were also made to Pininfarina's original creation by fitting a wraparound chin spoiler, flared wheel arches and distinctive aerodynamic ridges along the front wings.

Delivered new to Luigi Chinetti snr in January 1972 who entered it for the 6 Hours of Daytona before racing at the 12 Hours of Sebring. Despite very stiff opposition from all-out Group 5 racers, 14885 finished a highly creditable 8th overall and 2nd in class! The following year the Daytona was upgraded to full Series III configuration which included further engine modifications providing even more power, coupled with improved brakes, wider wheels and heavily flared arches.

Following its retirement from competition 14885 spent the next 15 years with Charles Kemp, eventually forming part of the current owner's renowned collection. Run for him by Gelscoe Motorsport and fitted with a full race 450bhp plus engine and transaxle by Piet Rollof the Daytona has proven itself well on a recent Tour Auto and this year's Le Mans Classic Class leading as ever! Offered of course with its original engine and transaxle and historical report by historian Keith Bluemel.

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- *1992 Ferrari F40*
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Guest Column

JOHN HUGHES

The FIA's role in historics

The newly elected president of the FIA's Historic Motor Sport Commission outlines how the federation will safeguard the past for the future



Having been recently elected president of the FIA Historic Motor Sport Commission, and having chaired the working group on historic motorsport set up by the World Council last year, I appreciate the opportunity to share some views.

I believe that it's critical to understand that the historic world is different from modern motorsport. For me the key issue is to protect our heritage while also recognising individuals' desire to compete.

I believe it's important that we create a comprehensive database covering historic international competition cars as a tool not just for the FIA, but to benefit the historic racing community at large. Our intention is to work with various stakeholders to assemble the database; the FIA is uniquely positioned to do this work. I recognise that this is an expensive and lengthy project, one for which we must find innovative sources of financing. We must move ahead with this; so much of the knowledge is in the heads of people who are sadly growing old and one day won't be with us.

Heritage is a much bigger theme that we need to build on, where the FIA is informative, provides guidance and also leadership: the database forms just one part. We need to continue to improve Appendix K [the specific historic-car regulations] as the framework for organisers to use and for owners and entrants to want to use. It's about providing a level playing field for drivers wanting to race internationally as well as a useful tool for event organisers. I would like to see cars run close to their period specification and to avoid them being so overdeveloped that they become just another 'silhouette' series, be they on circuits, rallies, hillclimbs or regularity events. This again is part of the agenda.

The FIA will build stronger links to manufacturers with a motorsport history, to work with them in preserving their and our heritage. Also, people need to be trained to work on these cars and we should work with universities to help provide the skills.

The FIA also has its traditional governing body role including safety, circuit and car standards, driver licensing and sporting calendars. We should provide leadership in all of these areas.

Finally, we should look at how the work of the FIA in modern motorsport can be beneficial in historics, in particular in fields such as circuit safety, materials testing and driver safety aids.

The working group report set some key strategic directions. The Historic Commission now has to put those strategic directions into a workable framework. In doing so we will actively engage with everyone who shares our interest in the future of all forms of historic motorsport. This is about the FIA being the regulatory body but also a key member of the historic community; taking a lead as only an international federation can in striving for the best possible future.



Hughes is keen for historics to be genuinely historic rather than 'silhouette' racing, as evinced by meetings with strict eligibility controls such as the Goodwood Revival (above).

"We need to continue to provide Appendix K as the framework for organisers to use and for entrants to want to use. It's about providing a level playing field"

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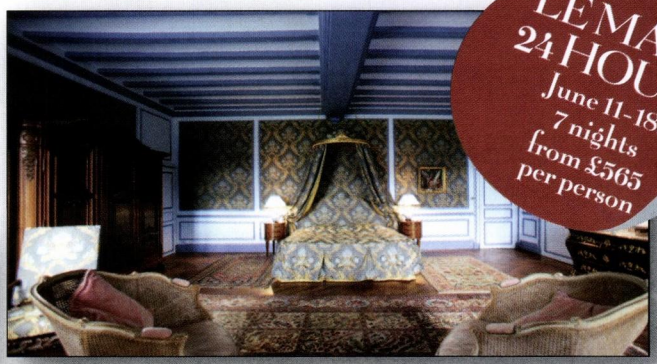
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ABTA

MARK HUGHES

Make or Break

Any debut Formula 1 season is a big challenge, but a poor showing against your team-mate could stultify your career for good. And if that team-mate is World Champion...

The good news for Lewis Hamilton is he's entering F1 with one of the very best teams. The bad news is his team-mate at McLaren is Fernando Alonso.

Because a driver is always measured against the man across the garage in the same car, Hamilton faces arguably the toughest challenge of anyone on the F1 grid. Alonso's ability is all-encompassing, the fire of youth burning bright but allied to four seasons of racing at the top level, not to mention the swashbuckling confidence that two consecutive world titles will have given him. Michael Schumacher would have found that combination quite a handful, let alone a guy fresh out of a junior category.

Hamilton has consistently shown great talent, wonderful fighting spirit and breathtaking race craft on his climb up the racing ladder, never more so than in his victorious GP2 season last year. But he is a rookie. A season spent being beaten by his team-mate could hurt not only his confidence, but also his standing in a sport that is all about perception. But Hamilton's is actually not an impossible task.

It would be unreasonable to expect him to consistently shade Alonso; that's just not going to happen. But if he can just turn the tables on him a few times, or consistently hang within a whisper of him, Hamilton could yet emerge from the challenge with his career intact.

Stirling Moss wasn't quite a rookie when he went up against Fangio at Mercedes in 1955, but was still very much a new boy. He came out second-best but the fact that he ran with him and on one occasion possibly beat him fair and square gave him enormous credibility and confidence. Far from finishing Moss' F1 career before it had barely started, the season alongside the great man gave him a springboard.

Then consider the case of Jochen Rindt. The 1970 world champion is recalled as one of the fastest, most spectacular drivers the sport has ever seen. Yet few will recall that in his rookie season of 1965 he was fairly well turned over by his senior team-mate Bruce McLaren, a good F1 driver but not a great one. Bruce was quicker in qualifying eight times to two and shaded the young charger in the races too. When John Surtees joined Cooper in 1966, he was instantly quicker than Rindt and maintained a general superiority through the season. Yet it had no visible effect on Rindt's career progress or subsequent stunning turn of speed at Lotus. That might well be something that Rindt's mechanic, a young guy called Ron Dennis, took on board.

Hamilton is a grounded, well-balanced and very focussed young guy. It's a pretty good bet that he'll just hang in there, take full advantage of all the help that will be on hand, study Alonso's telemetry and never let his head drop. And if in doing that he can give Alonso more to think about than Giancarlo Fisichella did, then the F1 world could yet be at his feet.



Both drivers will be new boys at McLaren, but the circumstances are a little different... In theoretically the same car, Lewis Hamilton is chasing an experienced double World Champion

> Because a driver is always measured against the man across the garage in the same car, Hamilton faces arguably the toughest challenge on the F1 grid"

ANDREW FRANKEL

Audi gets a grip

There's a new feeling apparent in the German manufacturer's products, and it's about offering driver satisfaction as well as technical excellence

Like many of you, I shall doubtless trot down to Le Mans this summer, more in hope than expectation that it will for once produce an epic race. Every year I promise I'm going to give it a break, but the statistics show that's one promise I cannot be relied upon to keep: I've missed one in the last 12 and that was only because I was racing somewhere else myself.

Sadly, I think the race has never been more dull. For that it would be easy to blame Audi. Every winner this century has had an Audi engine, and were it not for Bentley's victory in 2003 (albeit against no works Audis), every win would have been by an Audi too. Fact is, when the works team has been around, no-one else has ever looked like winning.

In certain years it has appeared that the Audis have had some opposition, notably from Pescarolo this year. I don't believe it. From what I know about the Audi approach, I don't think that, after their debut year in 1999, the works Audis have truly been pushed at Le Mans. Indeed I think the team's bigger problem is not making its cars go fast, but persuading their drivers to go slow. Audi people will tell you that the last thing they want is to steam-roller a race against inadequate opposition as they did last year, and that they'd much rather come out on top only after a tense, 24-hour fight with other heavyweight teams. Sad to say, but there are few more boring headlines in the motorsport arena than 'Audi wins Le Mans. Again'.

You might ask why, after six wins in seven years, they do not simply call it a day and go and do something more interesting instead. Perhaps it's because Porsche, Jaguar and Ferrari have all won the race even more times, and they won't feel they have left their mark until all records have fallen; but I think it's simpler than that. There's nowhere else to go.

Audi has long stated its philosophical objections to Formula 1. It's already racing its Le Mans car in the USA in ALMS and it's up to its ears in the DTM, the only touring car championship with any influence abroad. So if it is to hope to convince the world that Audis are for young, sporting types who really appreciate driving, at Le Mans it must stay.

In fact you could argue that the imperative to keep racing is even greater for Audi than BMW and Porsche. One of Audi's problems is that for many years people like me have been telling people like you that if you really appreciate driving, Audis are among the last cars you should consider. Great to look at? Usually. Great to be seen in? If that's what you're into. Great to drive? Hardly ever.

But things, at last, appear to be changing. I recently drove from the Severn to the Menai bridge in Audi's hot new S8 saloon in company with a Maserati Quattroporte and a 514bhp Mercedes-Benz CLS 63AMG. To my complete astonishment, it was the Audi I preferred. It helped that it rained a lot, giving the all-wheel drive Audi a considerable advantage, but even when it was dry it more than held its own.

Then there's the RS4, the superfast version of the A4 saloon, estate and convertible with a manic 420bhp V8. And while Audi has never struggled in making its cars go fast in a straight line, this one goes round corners beautifully too. Compared to the relentless mediocrity of recent Audi chassis, this was a revelation.

Most recently I've been trundling around in a new TT, the car whose predecessor encapsulated the very essence of all that frustrated and annoyed me about Audi's inability to produce a decent driving machine. And while it doesn't look quite so fantastic as the old TT, I don't really care: I sit on the inside looking out and would much rather it was worth driving. And it is.

For a start, its body contains more aluminium than steel which means, by the increasingly corpulent standards of modern cars, it's actually quite light. And that means it's also quite quick. The 2-litre four cylinder 200bhp basic car weighs just 1260kg, the 3.2-litre V6, 250bhp range-topper just 1410kg, despite 4WD. Compare that to, say, the 1630kg of the Alfa-Romeo Brera.

And, at last, it actually feels connected to the road surface in corners. With the old TT, it was only because the ride quality was so awful that you felt in touch with the ground. There was little or no feel through the steering and even less via the seat of your pants. This TT isn't going to scare Porsche, but it is a massive and welcome improvement. In the past I've never been able to recommend a TT to anyone who cares about driving but, to a certain group who are not driving die-hards, I'd say it will now suit well.

But the big challenge is still to come. Later this month Audi launches the R8, its most sporting road car ever. By pricing it at £75,900 it is stating very clearly that it has what it takes not just to match the car it's most closely aimed at, but to beat it hands down. That car is none other than the Porsche 911 Carrera S, and not only is it probably the finest all-purpose sports car money can buy, it's over £10,000 cheaper than the R8. The Audi will have to murder it to justify that. I don't know any better than you if it's possible, but one thing's for sure: it's going to be fun finding out.



Now packing a V10 engine, the S8 brings a new composure to an Audi's road manners

I drove Audi's S8 to the Menai Bridge in company with a Maserati Quattroporte and a CLS63 AMG Mercedes; to my complete astonishment I preferred the Audi

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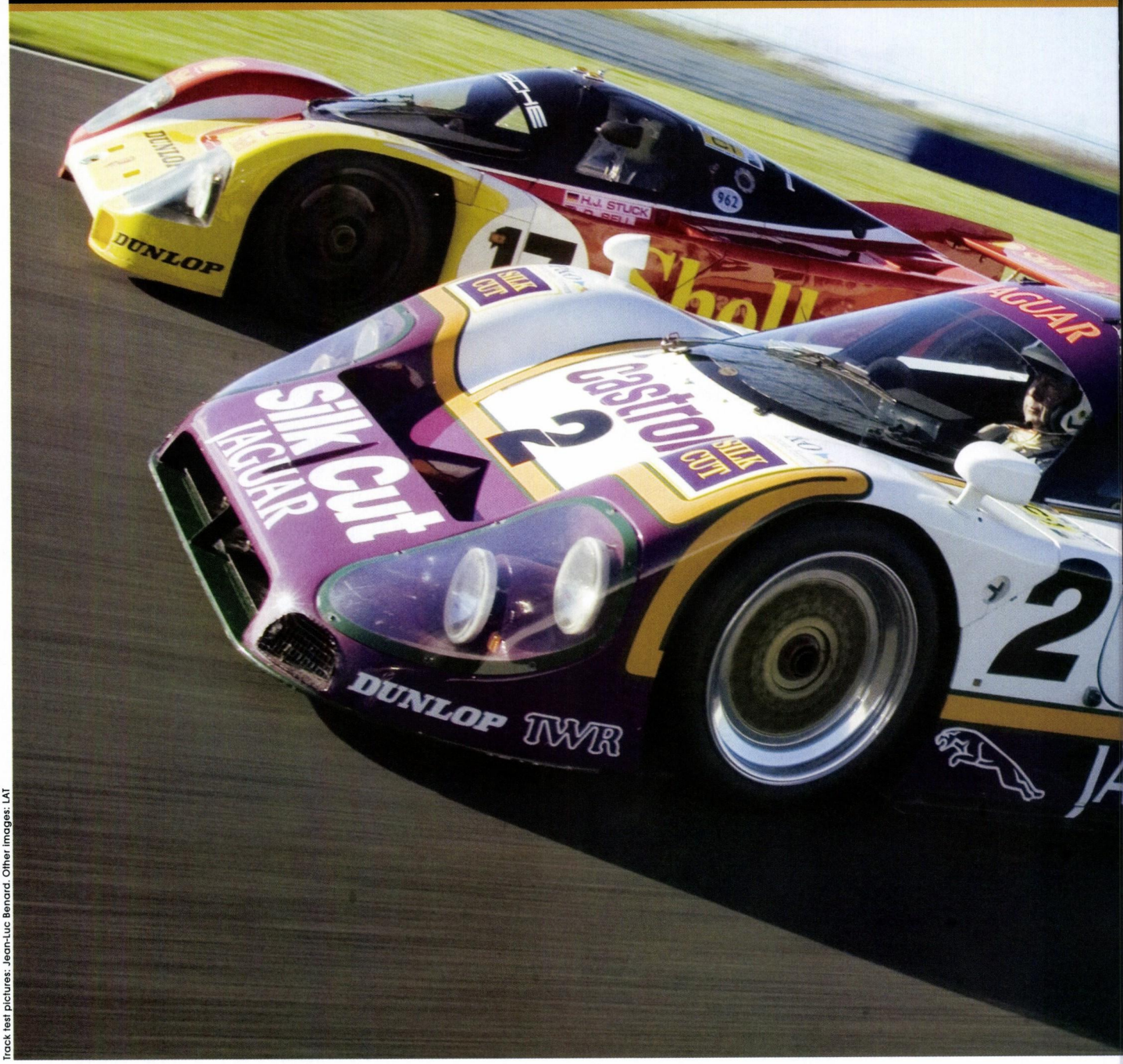
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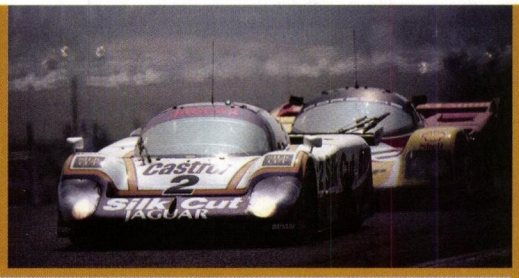
JAGUAR XJR-9 LM & PORSCHE 962

Circuit: SILVERSTONE *Date:* 21.11.06



Track test pictures: Jean-Luc Benard. Other images: LAT

Side by side by Silverstone: winner and runner-up share the track for first time in 18 years, since the nail-biting struggle of 1988, right



Andrew Frankel reunites – and drives – the Jaguar and Porsche that battled for honours at Le Mans in '88



What was the greatest moment in sports car racing? Some might well say Pedro Rodríguez's win in the '71 Österreichring 1000Km was unassailable for its sheer spectacle, other's that the Hermann-Ickx battle for victory at Le Mans in 1969 is where the clock stopped. Maybe you'd go for Pierre Levegh driving 22 hours solo at Le Mans in '52. But for me it was always Le Mans 1988, the event history will come to recall as the very pinnacle of the ultimate sports car era – that described by one little word and one little letter: Group C.

To the protagonists, this race meant everything. In one corner sat Jaguar, still smarting from disaster the year before. In 1987, its XJR-8 had been the class of the world sports car field, and runaway favourite for Le Mans, but come Sunday afternoon it was Porsche standing on the top of the podium, with Jaguar nowhere to be seen. So in 1988 Jaguar came back with five visually similar, but more powerful, aerodynamically efficient and better handling XJR-9 LMs.

They faced 11 Porsche 962Cs, three of them works cars, two rebuilt from the previous year and one very special one created specifically for this race. Porsche had not even bothered with the World Sports Car Championship, preferring to funnel its efforts into one last hurrah at Le Mans for its ageing warrior. This was the last time the Porsche factory would enter a Group C race and its last entry at Le Mans for who knew how long. It would be the showdown to end them all.

"People always ask me about this or that Le Mans and I'm afraid I can never remember one race from the next. Of all the times I raced there for Porsche only '83 and '88 really stand out and I didn't win either. But coming from behind, driving flat out for so long and coming so close made them two of the most memorable races of my life." The words belong to Derek Bell, who lined up with Hans Stuck and Klaus Ludwig to drive the brand new 962C – otherwise known as 962/010 – the very car you see here. Between them they had raced at Le Mans 32 times and shared 10 wins. ▶

The Jaguars faced eleven Porsche 962Cs. It was one last hurrah at Le Mans for the ageing warrior. It would be the showdown to end them all

Wallace: "After F3, I couldn't believe the Jaguar. I had never driven anywhere near 200mph. The Jaguar was doing 248mph down the straight"

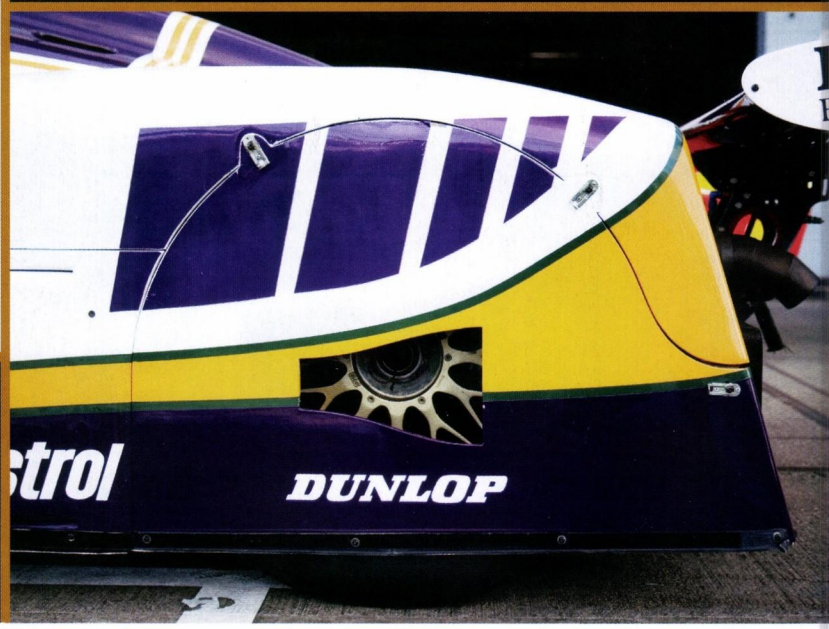
The contrast to the other camp could scarcely be more stark. In XJR-9 LM – chassis number 488 – sat a former Formula 3 star called Andy Wallace, 20 years younger than Bell, about to take part in his first around-the-clock marathon. "After F3, I couldn't believe the Jaguar," he remembers today. "I'd never driven anywhere near 200mph before and this thing was doing 248mph down the straight." He shared with Jan Lammers and Johnny Dumfries. In stark contrast to their experienced opponents, they had just four starts, two finishes and not even a podium between them.

But they did have youth on their side, both in the drivers and in the cars. The XJR-9 traced its origins only back as far as the XJR-6 of 1986 and, crucially, arrived after the carbon-fibre revolution. The 962, with its roots in the early '80s, still used a folded aluminium monocoque. "The difference was dramatic," says John Watson; he and Price Cobb were the only men to race both the XJR-9 LM and the factory 962C. "Those cars had serious ground effect, and with the level of downforce we were getting by the late '80s you needed the most rigid construction there was, which meant the Jaguar was always going to have an advantage over the Porsche, particularly in high-downforce sprint configuration."

But the quick way around the pre-chicane Le Mans was to sacrifice downforce for pure speed, so Porsche knew it would not be at such a disadvantage at La Sarthe. It also had the latest Bosch Motronic 1.7 engine management for its twin-turbo flat-six 3-litre motor which meant more power, better response and, crucially, in an era governed by fuel consumption regulations, more laps per tank. Henry Pearman, the car's current owner, says the engine output was 746bhp in race trim. However fuel consumption doesn't matter in qualifying, so the boost could be wound up to over 800bhp – one reason why the Bell, Stuck, Ludwig car took pole position, over six seconds quicker than the fastest Jaguar. Another was typical Porsche attention to detail – so keen was it to bring the fight to Jaguar, it pared the 962's weight further still with ultra-light body panels. It even had an ally chassis plate, while other 962s made do with brass.







Left: refuelling stop for Jaguar team in '88. Right: faired-in wheels of chop-tail low-drag LM Jag contrast with long Porsche rear







Left: rear view illustrates Jaguar ground-effect tunnel exits; 962 aero design hampered by its flat engine. Right: Porsche took 11 cars to its last GpC race

In Jaguar's favour lay the fuel efficiency of its naturally aspirated 7-litre V12, the inherently better ground-effect achieved with a vee rather than a flat-formation engine, its carbon tub and more modern design. Stacked against it was the fact that, for all its 750bhp, the V12 was derived from a road car engine, and in length, height and weight far from ideal for Group C racing. Watson describes it as "a land anchor in the back of the car".

What it boiled down to were two cars that, lap for lap, hour after hour, were incredibly closely matched. "It was fascinating to watch their relative performance," remembers Wallace. "The Porsche had more power; we had less drag. You'd come out of Tertre Rouge with a 962 on your tail, hammer down the straight and it would pull out and come past. We'd wave and I'd tuck into the slipstream. And near the end of the straight I'd pop out and repass the Porsche. That happened lap after lap."

The event that decided the race came after only four hours. I was in the crowd above the old pits. I remember well the cheer as the 962 came chugging into the pit-lane, Ludwig at the wheel, drive delivered by nothing more powerful than its starter motor. Stories conflict as to why the car ran out of fuel. In its original race report, this magazine stated that 'the reserve fuel pump failed to work properly' but team boss Norbert Singer blamed the error on "Ludwig's mistake of running out of fuel." Derek Bell is equally clear on the subject: "The reserve? Well, it worked perfectly well for the rest of the race..."

Whatever the truth, the 962 lost nearly two laps. Watching it claw them back was agonising. None of the Brits in the crowd wanted a Porsche to win at Jaguar's expense. On the other we'd have loved to have seen Derek equal Jacky Ickx's then record six wins. Watching the effort was spellbinding.

And, for a while, it looked as if it might do it. The Wallace/Lammers/Dumfries Jaguar had led from shortly after midnight, but as morning turned to afternoon, so sunshine turned to rain. Suddenly the Porsche, hitherto hobbled by its need to watch its fuel consumption, was released. Watching ▶

Stories conflict as to why the car ran out of fuel. Singer blamed it on "Ludwig's mistake". The 962 lost two laps. Watching it claw them back was agonising

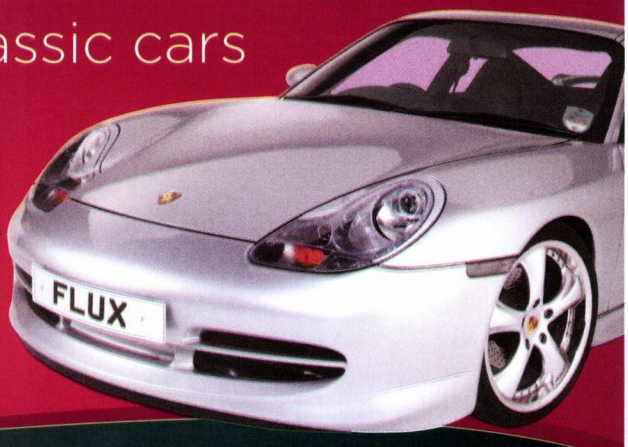
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"I was stunned by the whole occasion. The race, the cars and the fans made it an astonishing event. I will never forget being on the podium"

Stuck in the wet, Stuck on the grass, Stuck carving huge chunks out of the lead, will live forever in the hearts of all who saw it. Had it stayed wet, he might even have done it.

But it didn't and with half an hour to go, the next chapter in the history of Jaguar winning Le Mans, 31 years in the creation, seemed all but written. And then its gearbox mainshaft broke. "Jan was driving at the time," Wallace recalls. "He was the best team-mate you could have. Before the race he'd told Johnny and me to stay a gear up through the Esses and Porsche Curves as it would save us something like 1500 gearchanges through the race. There was no telemetry in those days so he could easily have said it to make himself look quicker than us, but not Jan. We trusted him, did as he suggested, and had we not I have no doubt Jaguar would not have won Le Mans.'

Over in the Porsche pit, it looked simply like Jaguar slowed to save the car. "In fact Jan had fourth and fifth gears, and it was only third gear that was holding the shaft together," says Wallace. "We weren't going to tell them that." As they started the 394th and last lap just 100sec separated the red and yellow Porsche from the white and purple Jaguar; or, put another way, an advantage in Jaguar's favour of just 0.25sec per lap over the course of the race.

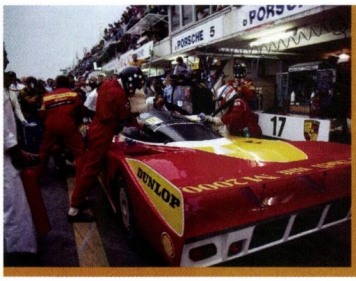
The record books show that the Porsche lost nearly a minute in that last lap, finishing 2min 37sec behind the Jaguar. What the record books don't show is that by the time the Porsche reached the home straight, the track was so swamped with Jag fans it actually finished in the pit-lane.

If Bell was cheesed off, he fails to display it today: "It was one of the great races. However much you curse your luck, another part of you relishes the challenge. We gave it everything for 20 hours and got damn close. And there was the consolation of seeing Jaguar win Le Mans."

To Wallace it was something else again. "I was stunned by the whole occasion. The race, the car and the fans in particular made it an astonishing event. I will never forget being up there on the podium – the old podium – looking down at the sea of faces and flags."



Left: on track, the ally-framed 962 feels very different to the carbon-fibre XJR-9. Right: Shell colours head the start, but Silk Cut purple will predominate



Left: dusk falls as more Shell is pumped aboard the 962. Right: gearbox-mounted rear wing hints at F1 background of Jaguar's designer Tony Southgate



And then they went their separate ways. The Jaguar ended up in the Jaguar Daimler Heritage Trust collection. The Porsche did one Supercup race before being sold to an American collector. It stayed in the US until last year when Henry Pearman brought it back to Europe.

Which is how it came to be that, for the first time in more than 18 years, Porsche 962C (chassis 010) and Jaguar XJR-9 LM (chassis 488) are back on the track together. Both are utterly original. Parked next to each other in the pit-lane, you almost expect arms to extend from their sidepods as two old foes, reunited in peacetime after many years apart, embrace with the respect of those who understood what went on that weekend. Yes, it's Silverstone and of course the speeds will be reined in to reflect and respect their hideous values and irreplaceable histories, but we're still going to give them, shall we say, a useful amount of exercise.

Watson says the approaches that created each car were distinctly different: "When you race for Porsche, you're not just driving a car, you're buying into the whole Porsche package – the history, the attention to detail, the Porsche way of doing things. The Jaguar was completely different – it was basically a car created by an F1 [style] team given an inappropriate engine to work with." The team, of course, was TWR and while the engine was not ideal for Le Mans, it was at least directly related to the V12 in Jaguar's road cars.

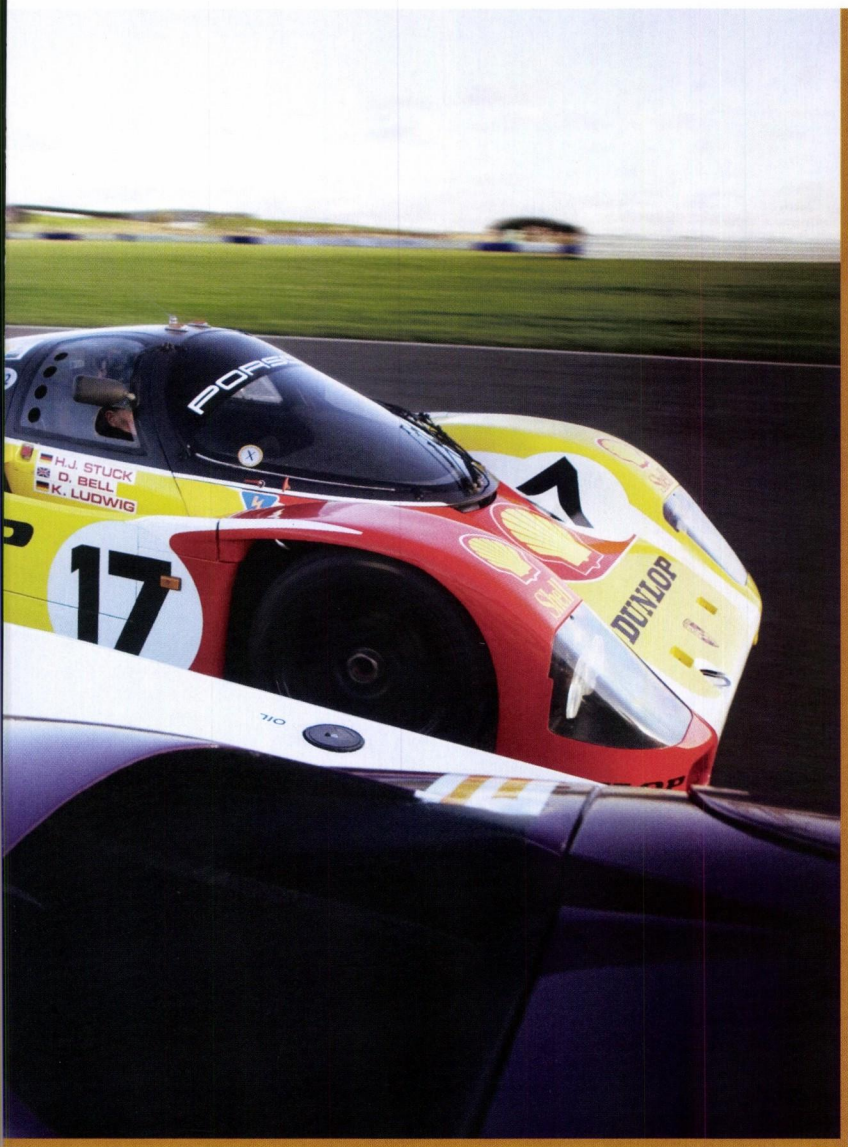
Sit in the Jaguar and beyond and around the myriad dials and switches, what catches your eye most is woven carbon-fibre. It's a slightly more difficult car to enter if you're tall like me, but I could at least drive it with a helmet on. Before I could do the same in the 962, the chaps from RH Motorsport who look after it had to remove the seat. I sat on the aluminium floor, grasped the same wheel as had Stuck, Bell and Ludwig and wondered what would happen next.

Porsche always understood the importance of keeping things simple for the least reliable single component of any long-distance racer – its driver. That's why the boost and throttle map controls are on rotary dials, why there's syncromesh on all gears and why you start it with a key.

Watson: "When you race for Porsche, you buy into the whole package – the history, the attention to detail. The Jaguar was completely different"



1 Laps/temps/tyre pressure readout 2 Electric mirrors! 3 Wipers/light switches & warning lights for low oil etc 4 Oil temp 5 Oil pressure 6 Voltmeter 7 Fuel used readout (in laps) 8 Mixture control 9 Water temp 10 Rev counter 11 Fuel pressure





1 Digital readout 2 Mixture control 3 Display selection 4 Boost control 5 Ignition/start 6 Digital readout 7 Rev counter 8 Overboost button 9 Dash reset

Nothing is going on at 2000rpm, very little at 3000rpm. Then it comes in so hard I lacked the courage to bury the throttle. In third it makes straights disappear

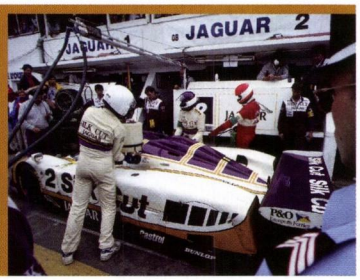
Group C Porsches never did make the prettiest of noises, and this one is no different. It grumbles and burbles at idle as you lift the quite sharp clutch and roll forward. But who cares? In race conditions they'd rev to 7500rpm or even 8000rpm if it was needed, but today we're going to leave the last 1000rpm to the imagination.

Nothing is going on at 2000rpm, very little at 3000rpm. Then it comes in so hard I lacked the courage on this cold day to bury the throttle in second gear. But I could spend the rest of this article describing what happens in third, a gear that makes straights disappear as quickly as it forms expletives in your head. It's quick enough to make you very, very focused on not missing your braking point – the one second you allow yourself to get carried away in the sheer awesome majesty of its thrust is the one second you destroy a piece of history than no amount of money will ever put back together.

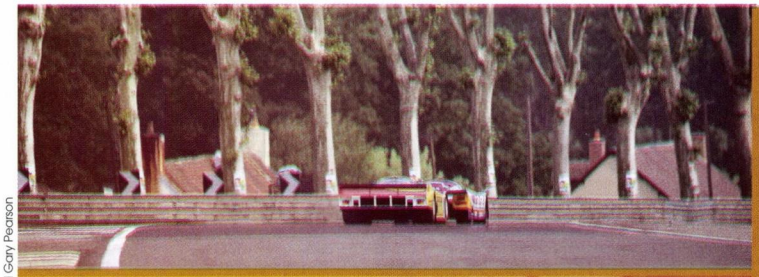
Around Silverstone's National circuit it feels out of its natural environment. Ultra-stiff springs designed to maintain ride height at maximum downforce mean grip levels are unexceptional in slower corners, while a predictably tight diff makes the nose push wide of the apex. But through the Porsche curves I imagine it would have been magnificent. "They were so bloody good through there relative to the Jaguar that I honestly thought that's how the corners got their name," says a rueful Wallace. And certainly as you turn into Copse, free from the negative influence of the diff and with the airflow working for you, you feel there is an infinite amount of grip to bathe in.

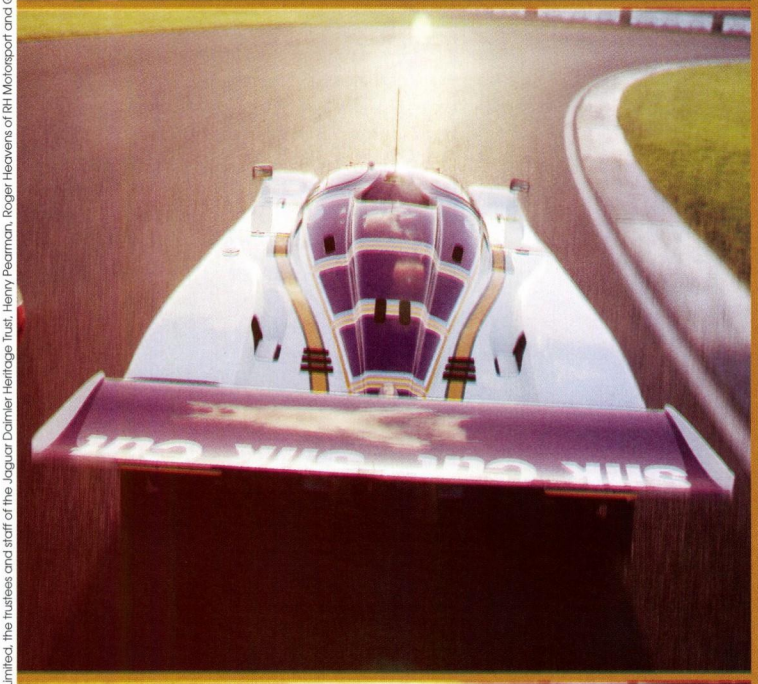
Only the gearbox disappoints slightly. Watson calls it "ponderous" and he's right. Porsche would counter that a ponderous 'box that's as good in the 24th hour as it was in the first is rather better than a rifle-bolt that falls to bits.

Five laps into this tour, I see something Messrs Bell and Co would have been very used to back at Le Mans – a Silk Cut Jaguar exiting the pitlane in front of me: historics ace Gary Pearson is driving. Last time these cars met, it was a fight to the finish. Today playtime is over all too soon. ▶



Left: carbon-fibre Jag has traditional dials, while old-school 962 has digital dial-ups. Right: Jag's hump-back profile contains road-based engine







Motor Sport owes huge thanks to all those who made this feature possible including Katie Tyler and Silverstone Circuits Limited, the trustees and staff of the Jaguar Daimler Heritage Trust, Henny Pearman, Roger Heavens of RH Motorsport and Gary Pearson

The Jaguar is so different to the Porsche. There's a bank of switches that need to be flicked before it will start. When it does, it rewards you ten-fold

When I finally climb out of the Porsche, it seems ridiculous that the other legend of Group C should be waiting for me. But it is and, thanks to Gary, it's warm.

The Jag is so different to the Porsche. There's a bank of switches that need to be flicked before it'll start, but when it does it rewards you ten-fold. I always maintained that the V12 XJRs made the best sound in Group C and this holy racket confirms it. There's not a syncro ring in sight within the 'box, just a March casing with Hewland internals, but it clonks easily enough into first as it ambles back into action.

Gary had warned that it too would understeer heavily in tight corners but it felt not only as precise as the Porsche through Copse, but it also spoke to you more through its gorgeous steering. As in the Porsche I kept well clear of maximum revs, which was even less of a hardship thanks to a solid wall of torque from not much more than 2000rpm. This car still has its Le Mans ratios, but so thick is the torque band it's nothing like as limiting a factor as you'd expect.

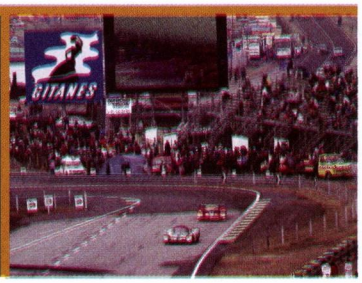
Ultimately it bears out both Derek and Andy's contention that it was not quite so quick out of the blocks as the Porsche. The 962's feels explosively fast while the XJR's acceleration merely blows your mind.

And then it's over. The cars are being packed away and I'm wondering already if it really all happened. Did I really drive that works Porsche 962C at three-figure speeds while looking at the unique purple paintwork of the XJR-9 LM just inches off my starboard bow? It would appear I did.

But the thrill of driving these two was at least matched by the sheer sense of occasion brought by their reunion. There should be more of them: not just Porsches and Jags but all the magnificent machinery that made Group C what it was. Remember too that Group C is 25 years old this year and celebrations are planned. If you want to get involved at any level at all, go to www.groupc-gtpracing.com, a site set up by Pearman and his Group C-loving colleagues to get as many of them as possible back where they belong – on the track.

Le Mans 1988 will never happen again, but that does not mean its memory cannot live forever.

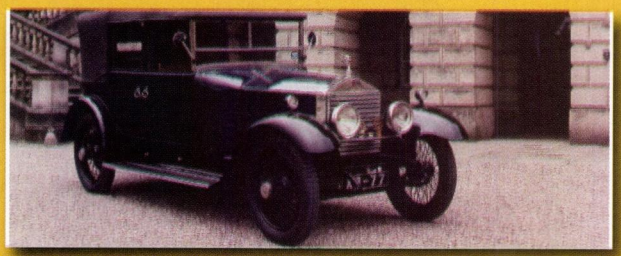
Top: 962 would repeatedly out-drag XJR-9 out of Tertre Rouge only to lose out on Mulsanne. Right: the two rivals remained close for most of the 24 hours



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IN Racing





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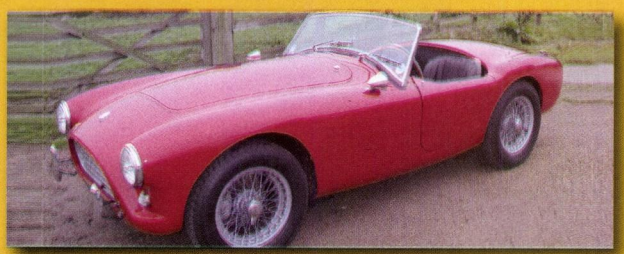
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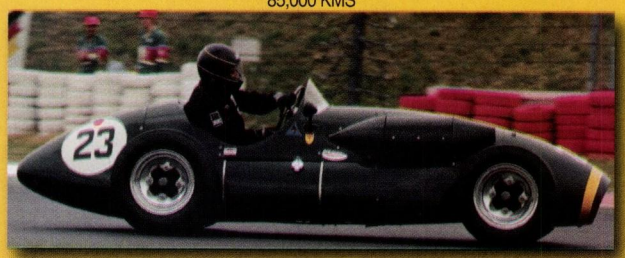
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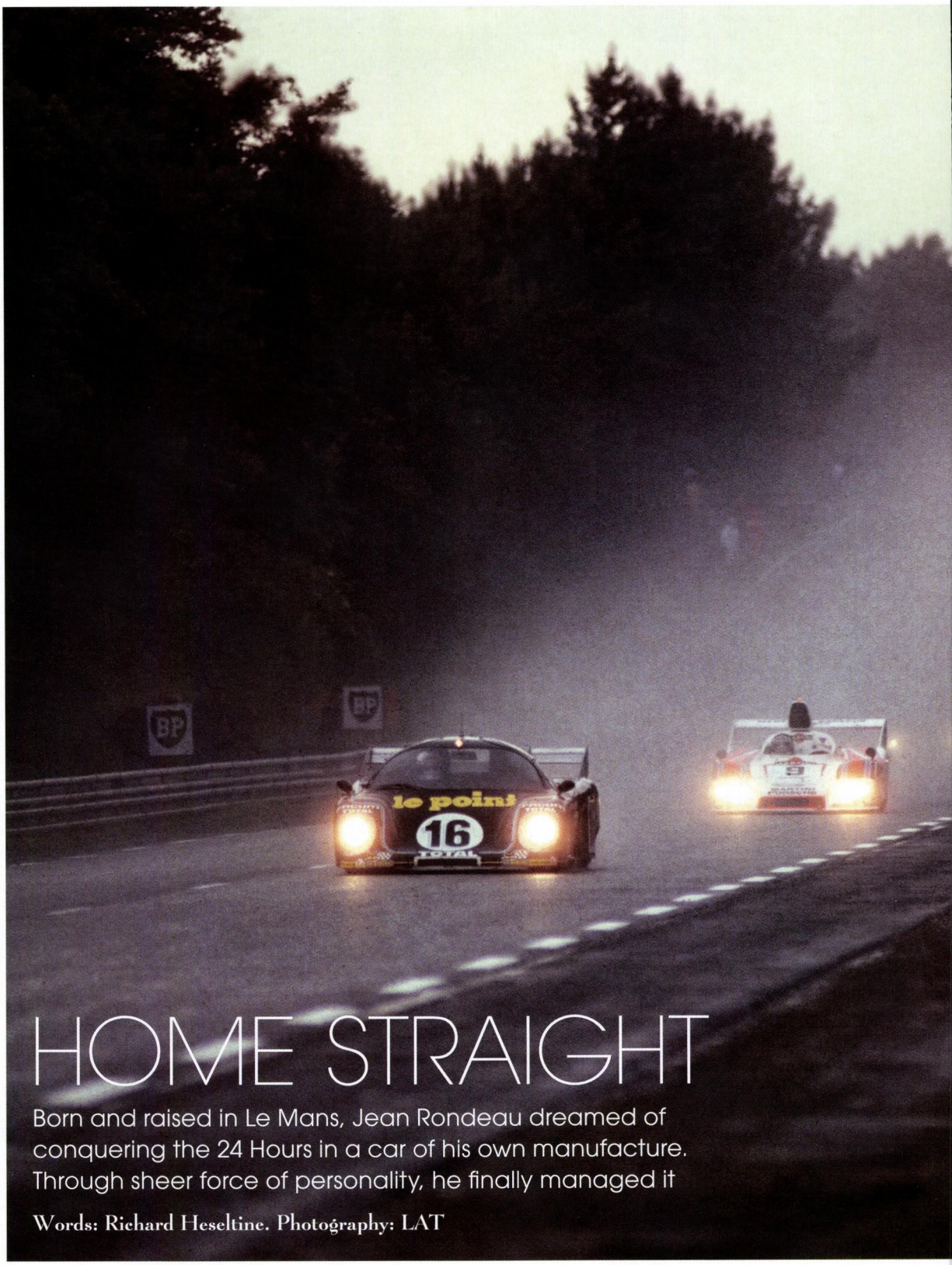
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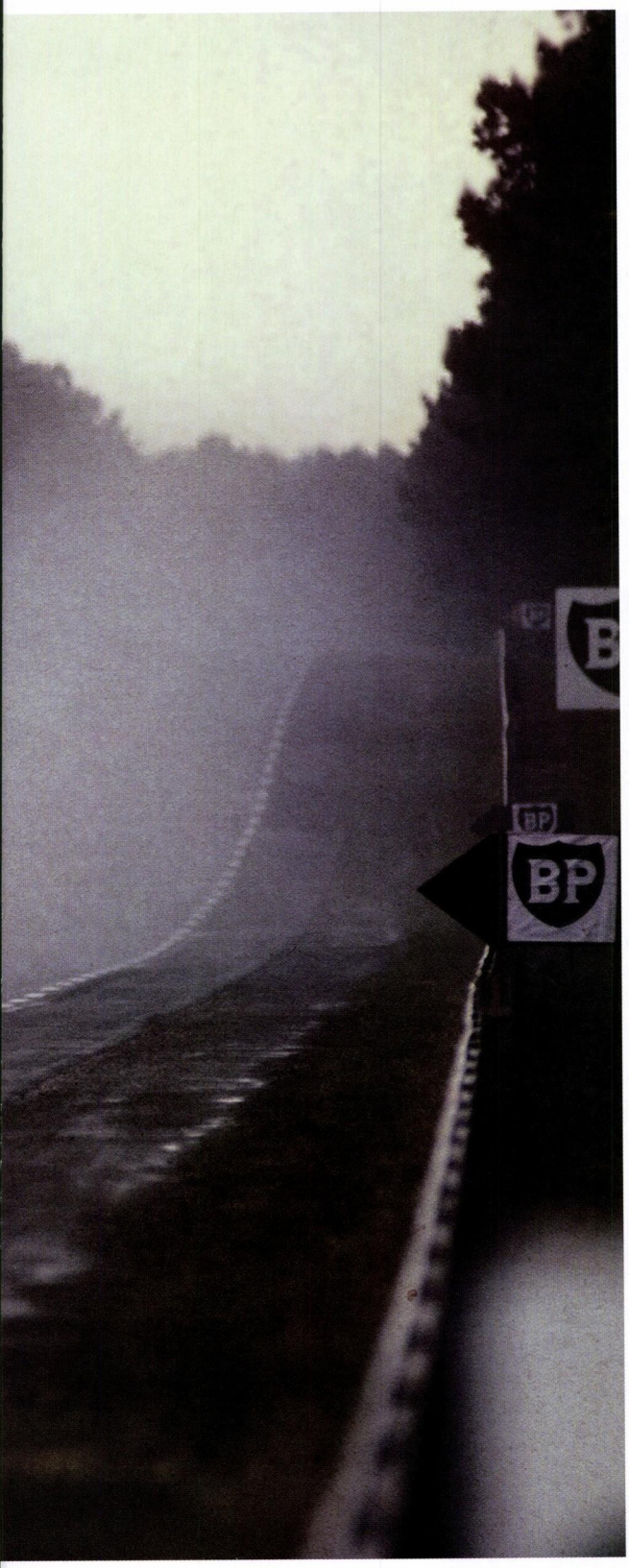


Realising a dream: in 1980 Jean Rondeau won the Vingt-Quatre Heures at Le Mans. Paired with Jean-Pierre Jaussaud, he splashed to victory in his eponymous Ford-powered M379, ahead of the Ickx/Joest Porsche 908/80 hybrid seen following

HOME STRAIGHT

Born and raised in Le Mans, Jean Rondeau dreamed of conquering the 24 Hours in a car of his own manufacture. Through sheer force of personality, he finally managed it

Words: Richard Heseltine. Photography: LAT



It was an act of breathtaking stupidity and it cost him his life. By all accounts Jean Rondeau was a law unto himself: a driven man, a go-getter with unyielding self-belief. But even he was no match for a train.

On December 27, 1985, this Le Mans local – this Le Mans hero – perished at a level crossing near his Champagne-sur-Sarthe headquarters. Riled after watching a police car snake through gates on either side of the tracks, he decided to follow suit. Queuing was for others. Gunning his Porsche 944 past stationary traffic, he almost made it. Almost.

"He was a lovely guy but a bit of a madster. That much was obvious," recalls sometime Rondeau team driver Gordon Spice. "It was no great shock that he died the way he did. A terrible shame, but not a surprise. You have to remember that Jean would test his race cars on the road. He'd think nothing of driving balls-out down the Mulsanne. There would be *camions* coming the other way but he didn't mind. He couldn't give a stuff. And the thing is, he got away with it because he was *the man* at Le Mans. He grew up there, lived there. And after he won the 24 Hours in 1980, he could do anything he wanted."

The leap from bystander to the top of the podium followed one hell of a run-up. As a spectator at the first post-war running of the *Vingt-Quatre Heures* in 1949, Jean Rondeau looked on entranced and vowed that he would one day conquer the endurance classic. He was just three-years-old. But this was more than just a childish wish, something to be discarded as the next whim took hold. The dream never left him. It became an obsession.

Making his competition debut 20 years later, there was little early indication that Rondeau possessed any real talent as a driver. A brief spell in Formula Renault aside, he stuck to saloon car racing with Minis (and much later a Bill Shaw-prepared Triumph Dolomite Sprint) before realising at least part of his goal on making his Le Mans entrance in 1972. Sharing a Chevron B21 with Brit Brian Robinson, his was an early bath after engine problems hobbled the car into retirement on the Sunday morning. A year on he was back in a Porsche 908 but failed to qualify. Returning with the same car in '74, he actually made the flag, finishing a lowly 19th – out of 20 finishers – after a problematic race.

So nothing to shout about so far. Even less as June rolled round again, Rondeau's weapon of choice for the '75 event being one of the most unlikely cars to ever start the 24 hours: a works Mazda S124A (RX-3 in the UK). Near standard, this bargain-bucket coupé somehow made the cut (qualifying 54th out of 56 starters) and Jean, along with Claude Buchet, spent most of his time keeping out of everyone else's way until retiring before half-distance. Another year, another humiliation.

Then matters took a turn for the extraordinary. With no real form behind him, but massive self-belief, Rondeau bagged a sponsor. A big one. His day job as an interior decorator meant that Rondeau was familiar with wallpaper manufacturer Inaltera. Having roped in Vic Elford to help ▶

> "It was no great shock that he died the way he did. A terrible shame, but not a surprise. He was a lovely guy but a bit of a madster"

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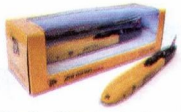
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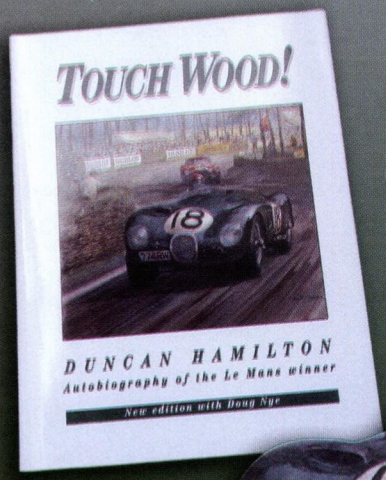
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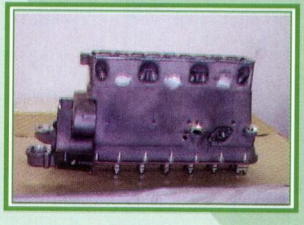
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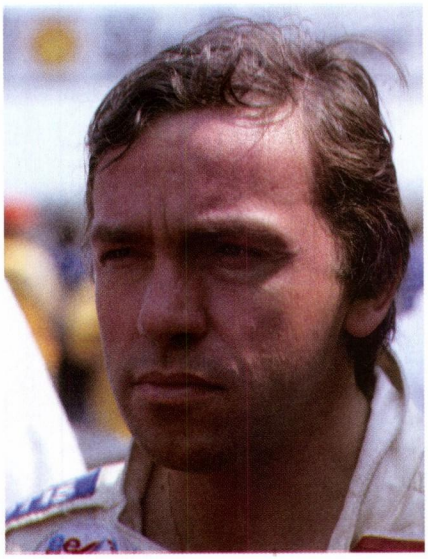
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form a new *équipe* (and act as team manager) under the ATAC banner (*Association pour la vulgarisation et la promotion des techniques de courses automobiles*), together they tapped its MD, amateur driver Charles James, to fund the design of a new prototype. With considerable assistance from former Porsche and Matra aerodynamicist Robert Choulet, Rondeau's eight-man crew rocked up at La Circuit de la Sarthe in June '76 with two beautifully prepared cars and the cream of French driving talent.

Running in the new GTP category, the Inalteras (running 'soft-cam' Cosworth DFVs) proved devastatingly quick on the straights with Jean-Pierre Beltoise and Henri Pescarolo coming home eighth (and winning the class). The boss, sharing with Jean-Pierre Jaussaud and (Elford's companion) Christine Beckers, trailed home 21st after countless damper-related issues.

A trip to Daytona in January 1977 ended in retirement for both entries, but this small team came out fighting at Le Mans. Rondeau and that year's French rallycross champion Jean Ragnotti won the GTP class and finished an impressive fourth overall (only losing third in the final hour). The sister cars were 11th and 13th. But this was to prove a false dawn for Rondeau. After a managerial shake-up, Inaltera abruptly withdrew its backing; ATAC was liquidated and the equipment was sold off to Heini Mader.



Back to square one, then? Not quite. Rondeau had an ally in Marjorie Brosse, wife of the mayor of Le Mans, who drummed up sufficient sponsorship (and a workshop on the Montehard industrial estate) for the team of now largely unpaid volunteers to regroup. She duly received recognition for her efforts, earning the 'M' of the new Rondeau M378's designation, after plans for a six-wheeled car were canned. With just a single entry for the '78 Le Mans, the largely Inaltera-derived prototype was qualified a modest 41st having been virtually assembled in the pits. Come the race, tradition was maintained with another victory in GTP (and ninth overall) for Jean and rally star Bernard Darniche.

As was to prove thematic of the Rondeau story, success was followed by potential catastrophe: the kitty was now empty and the rented workshop was vacated. Brosse then rode to the rescue once more. With major backing from ITT, a new factory was found in Champagne and two more prototypes were constructed for the '79 race.

The latest M379 was 26sec quicker in qualifying than the outgoing car, with Darniche and Ragnotti finishing the race in fifth (and taking Group 6 honours) with the reunited Pescarolo/Beltoise pairing five places behind. Rondeau, sharing with old friend Jacky Haran, retired the third entry in the ninth hour. Then the money ran out. Again.

No matter, more was found in time for 1980's race, in part by hiring out a third car. Enter Gordon Spice: "My being there was down to the Martin brothers [Jean-Michael and Philippe] with whom I'd had a successful relationship running Capris in the Spa 24 Hours and the Belgian [saloon car] championship. They told me that they'd hired a car from Jean Rondeau to do Le Mans and did I know anything about him? My answer was 'well, no, not a lot'. Well, Rondeau produced this Belga-liveried car which looked very nice. I don't know what it cost the Martins, but I was invited along because they'd never driven a sports car in their lives. Needing all the support we could get, I roped in KG [Keith Greene] to be our team manager. He was an ace at this sort of thing."

As the token *rosbif* in a French squad, Spice's was an uphill struggle: "From the start, I felt that we really needed to leave our mark on the team; we were very much the rental boys. On the Wednesday night following first practice, we were basically ignored; we were the money. I said to KG, 'Let's set the car up, add more wing and all that stuff and show them what we can do.' Anyway, the next day I did a storming lap and knocked the piss out of Rondeau. I was the only Englishman there among Pescarolo, Ragnotti and so on. They would all disappear off to a press conference – there were *endless* press conferences – and leave me behind. I was just some Charlie. That lap wasn't important in the greater scheme of things. It was only important in earning their respect. Later on we went back to the farmhouse where we were staying and I said to the other guys, 'I thought you were meant to be professional drivers but you're very slow. Here, have some rum!'"

Days later, Spice would finish third in the race, and scoop GTP honours: "I said to the Martins, the most important thing to do is to save the car. If you hit a kerb, come in and get the car checked out. They took to it like a duck to water. And it was very wet. It rained for most of the distance but obviously a wet race doesn't take so much out of the car. We won the class because we spent the least amount of time in the pits. I have to say, that was one of the most satisfying wins I ever had."

But not as rewarding as that earned by the man sharing the winning car. There were no big factory teams competing in 1980. This was – this had to be – Rondeau's year. Up against an army of Porsche 935s and the Joest/Ickx 908/936 hybrid, Jean endured a torrid time in qualifying with ignition box breakages. In the race, he somehow survived a brush with the barriers at Dunlop Curve during the 21st hour, and co-driver Jean-Pierre Jaussaud made the crucial decision to ▶

A driven man: with massive self-belief, and an uncanny ability to rope in others to share his vision, Jean Rondeau became the only local to ever win at Le Mans. He was also the first driver/constructor to do so. Sadly – and fatally, his arrogance proved to be his undoing

> "I was the only Englishman there. They would disappear off to a press conference and leave me behind. I was just some Charlie"

"During the race he said, 'Voulez-vous faire un double?' I replied, 'Steady on, Jean, the worst thing about this is that I *can't* drink'"

stay on slicks when chief rival Ickx made his final stop. He bought the car home to record a hugely popular victory, just two years after his first with Alpine-Renault.

"It was a wonderful moment," recalls Spice. "Jean wasn't an outgoing guy but I think we drank for the next two days. It was a huge thing for him." Rondeau had realised his lifelong dream and became the only Le Mans resident to win the race. It was also the first for a driver/constructor.

Triumph turned to tragedy in 1981. Rondeau's co-driver and friend Jean-Louis Lafosse died in the opening hours of the 24 hours. Philippe Streiff, Jean-Louis Schlesser and Jacky Haran finished a distant second, with Spice and François Migault one place behind. Spice: "Jean had actually invited me to drive that year. I remember him coming up to me during the race and saying, '*Voulez-vous faire un double*?' I replied, 'Steady on Jean. The worst thing about doing 24 hours is that I *can't* have a drink'. Then my wife Mandy pointed out that he wanted me to do a double stint..."

In 1982, the FIA introduced the new Group C category of the World Endurance Championship. Rondeau, together with Pescarolo and Giorgio Francia, won the first event – the Monza 1000Km – in an M382C and, despite the arrival of the Porsche 956 at Silverstone, remained competitive. Until June. "Le Mans was a disaster," recalls Spice. "I was leading the race when the car let go. The Cosworth DFLs had a faulty batch of rubber on the pick-up for the ignition." None of the Rondeaus finished.

Nonetheless, armed with a budget of just £600,000, the 22-man crew remained in contention for the Makes title until the FIA controversially allowed Porsche to make use of points accrued at the Nürburgring by a privateer Group B 911. Principal sponsor Otis was outraged and withdrew its backing. The championship was lost.

There was no finance in place for Rondeau to run his new turbo car in the '83 series but, in time for Le Mans, the local authorities helped with a new factory and Ford France stumped up some cash. The radical-looking M482C created too much downforce, but it was of no consequence as all the DFL runners dropped out one-by-one. At the end of the year, Automobiles Jean Rondeau lurched into receivership.

The marque lived to fight another day by constructing Reynard-derived FF1600 cars for the home market, Jean Rondeau returning to Le Mans in '84 as a jobbing driver: he joined John Paul Jr and Preston Henn in the latter's Porsche 956 to record a surprise second place. A year later he was back with another Le Mans favourite, a WM-Peugeot P83B, and finished 17th. It would be his last race.

He may have been on his uppers, but Rondeau still harboured ambitions to claw his way back to the top. In November '85, the 39-year-old inked a deal with the fledgling Venturi concern: he would assist in developing and manufacturing its road-going sports car. In time, he hoped, it could lead to further Le Mans campaigns. A month later he was dead. Always the chancer, Rondeau had taken one chance too many.

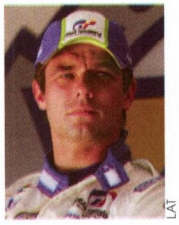




1980 Le Mans start: Jean Rondeau (16) qualified alongside Alain De Cadanet (8) who similarly chased glory in the 24 Hours with 'home-built' cars. The Brit was a dark horse for honours before original co-driver Desiré Wilson crashed in qualifying


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Wot, no co-driver?


LAT

Time spent on the PlayStation isn't always wasted. In this case it led a rally champion to a first stint at Le Mans – with no-one in the left-hand seat

Words: Anthony Peacock

The idea came up as Sébastien Loeb was playing on his PlayStation one day two years ago. The game giant was one of the reigning World Rally Champion's personal sponsors, and also a long-time backer of Henri Pescarolo's Le Mans squad.

The conclusion was inevitable, and Loeb soon had a chance to test the Pescarolo-Judd. He never imagined, though, that those tentative first laps would eventually lead him to the most famous endurance race of all: Le Mans.

"As soon as I tested the car, I enjoyed it a lot," said Loeb. "The difficult part was persuading my boss, Guy Frequelin, to let me take part." Frequelin could hardly say no, having successfully competed at Le Mans himself in the late '70s and early '80s. But Loeb still had a mountain to climb, as he fought to get to grips with some serious aerodynamics. His regular Citroën Xsara WRC had about as much downforce as a helium balloon – as well as being 100mph slower and 300kg lighter.

On June 5, 2005, two weeks before the race, Loeb had what he called "quite a busy day". In the afternoon he won the Rally of Turkey. Instead of spraying champagne he was whisked to Antalya airport, where a private plane was waiting to take him to Le Mans in order to qualify in the evening.

"Everyone was panicking but I felt quite calm," remembered Loeb. "I got a bit of sleep on the plane before qualifying the car. I was running in the dark for the first time, which was good. Although it was also raining, which was not so good."

The Frenchman's legendary sang-froid had not deserted him at 9pm two weeks later, as he waited for the Pescarolo to come into the pits so that he could start his first stint. With the minimum of fuss, Loeb was strapped in and roared off into the night. Just over three and half minutes later, he completed his first lap right on the pace. What impressed Henri Pescarolo most was not so much his speed but his lack of mistakes.

Loeb himself disagreed. "I went straight on once and I had a moment overtaking a slower car. But it wasn't too bad: in an endurance race you can't go making mistakes on every lap, and this car was nowhere near as forgiving as my rally car."

Pescarolo felt confident enough to send Loeb straight out for another stint, where he managed to maintain second overall. By the following morning, having done the bulk of a flawless night shift, he was ready for a doze.

"I was just drifting off to sleep when I heard something on the commentary about the No17 car having an accident," he remembered. "I got up and ran to the pits. Unfortunately, Soheil Ayari had gone off and the car was too damaged to continue. A shame, as I really believe we could have won."

At least he didn't have to wait long to win again. Just a week later, Loeb claimed the Acropolis Rally in Greece.

His love affair with Le Mans continued, though: this year Loeb was second in a revised line-up minus the unfortunate Ayari. "I'd like to do it again, but it gets harder and harder to win," he said. "Still, there's always next year..."

Sébastien Loeb tries the experience of having an empty seat alongside, as he tackles the Sarthe circuit in his Pescarolo



LAT

"I was just drifting off to sleep when I heard the commentary saying that No17 had had an accident. A shame, as I really believe we could have won"

Green party

Whether on the podium or on the society pages, the Bentley Boys made news. Just how did these hearty revellers combine fun with serious racing?

Words: Gordon Cruickshank. Photographs: LAT and NMM

Maybe it's the word 'boys' that makes the phrase ring. We know they were men, but somehow it's the image of schoolboy larks which cements the legend of the Bentley Boys. It's rooted in the time, too: the 1920s, when men with inherited wealth didn't have to work, paid racing drivers were rare and the amateur ideal was still admired.

Who were these grown-up boys? There was no strict qualification: if you were asked to drive for the works you were part-way there, but it was as much an informal social club as a team. We know them now as party-goers; yet they were regular winners. How did these contrasting elements co-exist?

Most of the Boys were Bentley owners already racing their own cars. They loved the off-duty pranks, but they respected team discipline: as WO Bentley said, if they had not, they would lose their place to one of the numerous contenders for it.

"We were fortunate in having a mile-long waiting list which included the best amateurs of the day," he said. Under WO's attentive eye the team became extremely thorough – pit routines were even filmed to improve efficiency. Despite the larky image, the Bentley team raced to win, and for serious reasons.

"We were in racing not for the glory and heroics but strictly for business," said WO. "No-one ever attempted to dispute that competition success was the cheapest way of selling cars."

Practical jokes and midnight adventures were the code, so it was ironic that this levity had at its core the reticent, moody man who was WO, a man who reacted to adversity with silence and hated to argue. He was nevertheless revered, in the firm; if there was friction it was rarely with the drivers. He appreciated the PR value of the Boys, calling them "this nebulous band of drivers, whose club houses were Mayfair and Brooklands and whose 24-hour AGM took place at Le Mans. The public liked to imagine them living in expensive Mayfair flats with several mistresses and several Bentleys. For at least several of them this was not such an inaccurate picture".

WO was selling a touring car, and knew that endurance events such as the BRDC 500 and the Double-12 were ideal showpieces. The perfect showroom, too, for the toughness of



Frank Duff. Looking for excitement after WWI, he chose motor racing. Big FIATs and a huge Benz were merely tasters before he bought a 3-litre Bentley and decided to break Double 12-hour records at Brooklands. Tall and slender, Duff hardly looked a tough guy, but he swam and ran assiduously and ate a curious health diet, and if anyone smiled as he mixed his honey and eggs, it didn't cancel their admiration for those relentless hours of forcing his Bentley around that concrete bowl.

In 1923, when a 24-hour race was mooted at Le Mans, it was Duff who took the idea to WO, saying that if WO would prepare it and lend a mechanic, he'd buy a new Speed model and enter it. Duff wasn't the first to propose such a plan, but he was a Bentley dealer, he had results behind him, and WO felt they could do business.

To drive with Duff, WO allocated Frank Clement. As a Bentley employee, Clement was the nearest thing to a professional driver, though his racing came on top of his post in the Bentley experimental shop. His thoroughness was behind the details which would make the Bentleys successful: external fillers, quick-action caps and endless pits drill. Though always included in team celebrations, he was not one of the glamour boys with a private income, and was frustrated by the Boys' collective lack of mechanical knowledge. He enjoyed the fun but found it "a nuisance at times". He was the only Bentley driver to compete in all the Le Mans entries from 1923-30.

That 1923 exercise was a bit makeshift: they just loaded up the car and drove down to Le Mans. WO and AFC Hillstead, the sales manager, followed by train. Duff's car performed well, though a holed petrol tank knocked them back two hours; Duff ran three miles back to the pits for aid. They finished fourth.

Duff went back to Le Mans on the same terms in '24 and this time he and Clement won. Duff's fastidious preparations had brought Bentley glory at very little cost. After the disastrous '25 Le Mans, when both cars ran out of fuel, he set more 24-hour records at Montlhéry. He moved to America in 1926, returning in the 30s to breed horses; he died in 1958, falling from a horse.

Another customer would soon make his mark. A consultant bacteriologist, cheerful, balding, Dr J D Benjafield hardly looked like a playboy. With a lucrative private practice and a wealthy wife his social life involved weekends on his motor boat and visits to Brooklands. After the Bentley's good showing at Le Mans in '23, he bought a 3-litre and began to fancy himself as a bit of a driver. But it was Bertie Kensington-Moir, who ran the service department at Cricklewood, who brought him into the fold. Large and cheery, Moir, said Hillstead, "could be very troublesome on occasions," explaining that while sharing a cabin across to Le Mans in 1924, Moir pitched WO out of his bunk and created a shambles in the room. But WO remembered his "vast good humour and warmth".

Moir and Benjy took to each other, and when Benjafield made the mistake of hinting that he'd like more speed, Moir decided to show him something, pelting him round Brooklands in his own short-chassis racer to show the nervous doctor what speed really meant. Later he claimed to have hated it. "I got out of the beastly thing knowing that never before had I been so utterly terrified." But the high-spirited Moir persuaded him to buy it, and soon Benjafield was racing and winning; within a year Moir asked him to join the team for the ill-fated '25 race.

Sadly, 1926 was another flop – Sammy Davis, driving No7 with Benjafield, crashed – but Benjafield bought the car and entered it in the Boillot Cup at Boulogne. However, he hit a tree: "I had come through a really bad smash with nothing worse than three broken ribs, four broken teeth and a crushed lip – a considerable source of embarrassment to me that evening..."



Woolf Barnato cruises towards his third Le Mans victory, passing another Speed Six which Clive Dunfee has stranded in the sand



The Boys' apogee: after the historic 1-2-3-4 finish of 1929. From camera, in the cars are: d'Erlanger, Benjy; Chassagne, Clement; Birkin, Barnato; Jack Dunfee, Glen Kidston

However, he was cheered up in hospital by another of the Boys. He wasn't terribly rich, but George Duller had a wealth of that other Bentley resource – fun. A cheeky humour and a fund of stories made Duller popular on an evening in town, but he maintained his seat on the unofficial Bentley 'board' because of his sportsmanship. Compact, fit and competitive, Duller's other existence was as an amateur steeplechase jockey, an unusual parallel for a racing driver; yet he became very successful behind an engine. Perhaps hands sensitive to a horse's bit could also gauge just how far to push a car.

That sense of fun showed when visiting the injured Benjy. "He was most sympathetic until he discovered my injuries were so trivial," recalled the doctor. "As soon as he realised this he started his inimitable clowning to make me laugh. The result was not only painful but started my lip bleeding again."

1926 was another dark year at Le Mans, when one 3-litre crashed and one broke a rocker arm; for a while it seemed that Benjy might triumph, until Sammy Davis went off.

WO Bentley did not plan to enter Le Mans in '27; it was Benjafield's pressure which made him relent. The doctor had spent a lot of money on 'Old No7' and was proposing it as a team car – customer dedication once again helping out the company. But the doctor wanted Sammy Davis as co-driver, and when Bentley announced that Davis would partner Clement on the new 4½, Benjafield wasn't prepared to agree. "Strictly speaking, in the interests of the team I should have given way," he wrote; but he held his ground.

This was the year of the notorious White House crash, when the works 3-litre and the new 4½ collided avoiding a spinner and Davis in Benjy's old faithful managed to hit the pile up only lightly. Rough repairs got him going again, and when the leading Aries broke down, Davis and Benjafield were the winners. Benjafield showed his sportsmanship by pulling up 15 minutes before 4pm to let Sammy take the flag.

Hillstead recalled his thoughtfulness at Le Mans when the doctor discovered him hungry but tied to his post by lap-scoring duties; Benjafield soon reappeared with chicken and champagne. And when Bentley mechanic Billy Rockell was injured, Benjy got him into his own hospital, St Georges. He was the ideal mix of professional and joker: "Wonderful fun at all times," recalled WO. "Except perhaps before a race. Benjy worried – a useful asset in a racing driver."

Though he failed to finish in '28, Benjy, with Baron André d'Erlanger, took third in the dominating 1-2-3-4 result at the Sarthe in '29, a fine end to his Sarthe career. He died in 1969.

The Boys were all friends, but Benjy liked to drive with SCH Davis, Technical Editor of *The Autocar*. Davis was already a seasoned racer when Benjy invited him to share No7 Bentley at Le Mans in 1926, and his sterling recovery after the White House smash made him a bit of a hero even among the Boys. Admired equally for his racing and his journalism, Sammy received two BRDC Gold Stars, in '29 and '30. After a serious crash in 1931 he turned to rallies, continuing to write in *The Autocar* and many books. He died in 1981.

Benjafield's racing successes in 1924 inspired a new, quicker '100mph' model – and one purchaser wanted to go racing. He was Woolf Barnato. Loud and self-indulgent, with a whiff of scandal attached, he had inherited millions from his diamond-dealer father. By early 1926 he had been persuaded to buy not only the new 6½-litre car but the firm as well, and suddenly the business, by now facing liquidation, had proper resources.

'Babe,' as the husky six-foot athlete was known, based himself at Ardenrun, the vast house on his 1000-acre estate in Surrey. In 1929, celebrating his second Le Mans victory, he

laid on charabancs to bring guests down for the 'Grand Prix de Danse', where there were impromptu races on the estate. He did not jump straight into the team, though; it was two years after buying the firm that he became one of the Boys.

Though brash, Barnato was anything but rash; he was shrewd, avoided unnecessary risk, and religiously followed WO's racing orders. The entertainment was lavish, yet he had a name for petty parsimony and was a hard businessman. And while he revelled in the glory, he was just as dedicated while pounding round a sodden Montlhéry chasing 24-hour records, with neither applause nor champagne in prospect.

His most famous exploit, beating the Blue Train in a dash from Cannes to London, has become a defining element in the Barnato story; yet far from being the spur of the moment bet of legend, it was carefully prepared and rather low key. Indeed he undertook it only to prove it was no great feat.

He was, said WO, "the best driver we ever had, and, I consider, the best British driver of his day". If any of his victories showed his racing discipline in high contrast to the playboy image, it was in 1928. By now chairman of Bentley, he nevertheless took his orders from WO and accepted his place with Bernard Rubin in the third team car, the repaired '27 winner. And after the Birkin/Chassagne Bentley was delayed by a puncture and the Clement/Benjafield chassis cracked, Barnato, sharing with Rubin, showed superb restraint to shadow the leading Stutz until it faltered, meanwhile nursing a car with a cracked frame and dry radiator to a tense win. It was his first Le Mans. With his wins in '29 and '30, he remains the only man to have won a hat-trick there from his debut.

He chose not to bale Bentley out of its debts before it was sold to Rolls-Royce during the depression of 1931, but his own fortunes survived. He died of cancer in 1948, aged 52.

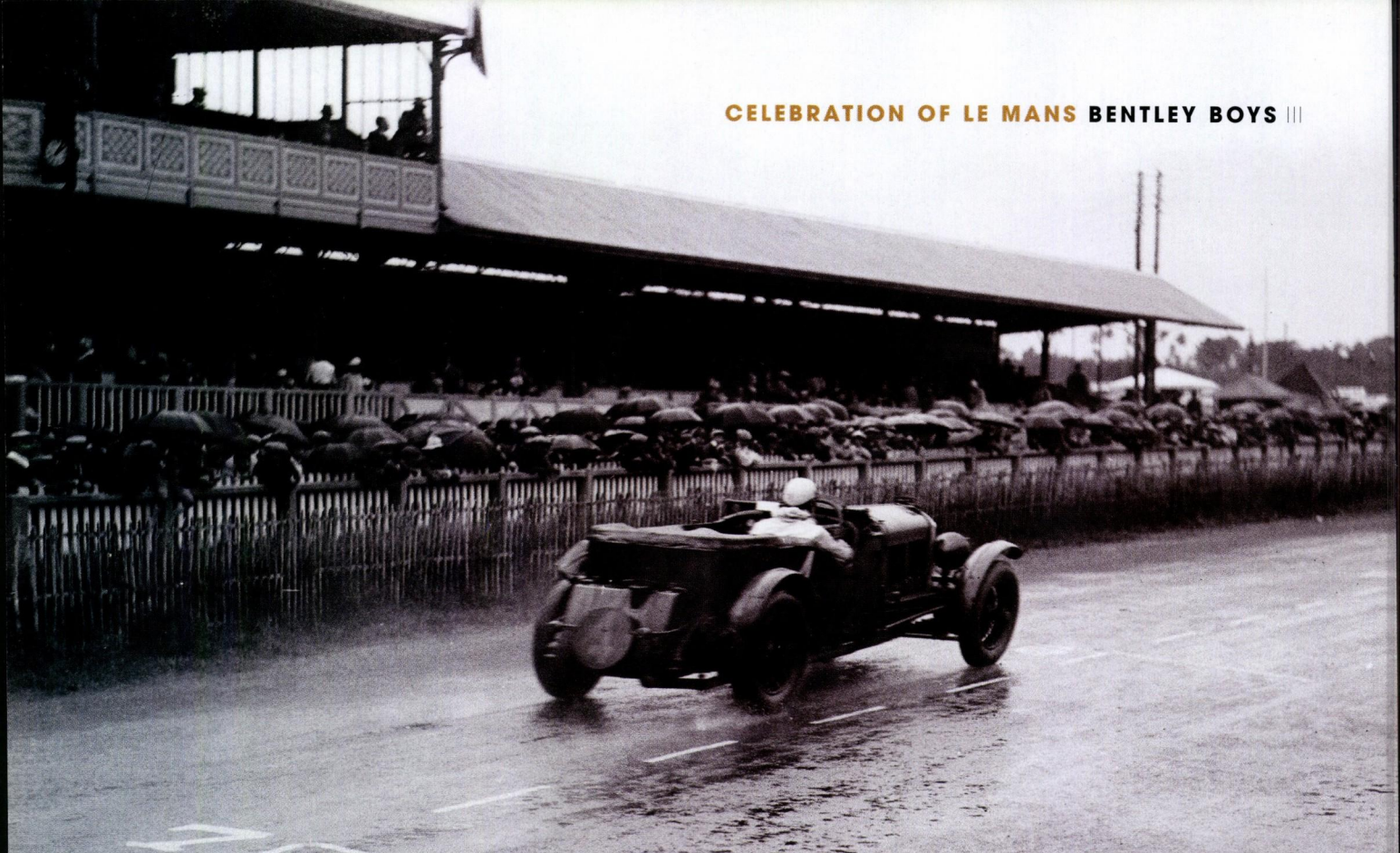
WO had decided to stop racing after the 1926 debacle, but Barnato wasn't going to miss that source of fun, and quickly put in place a renewed race organisation with a separate race shop. Part of the preparation for 1927 was to run a six-hour race at Brooklands in May, modelled closely on Le Mans. On probation was a new face, Captain Sir Henry Birkin.

Another war pilot seeking excitement, 'Tim' Birkin, being rich and vivacious, chose Bentleys. Small, slim, shy, with a slight stutter, he shouldn't have been a hero; but with his dashy dress sense, pencil moustache and a fortune from Nottingham lace, he was an attractive character.

Perhaps due to what he had seen during WWI, there was a dark streak in the dapper baronet. He did take risks, he was not always an easy companion, and he had little sense of money. He soon spent his inheritance but failed to trim his lifesyle; he quarrelled with his partner in his garage business, and while his racing memoir *Full Throttle* was a big success,



John Duff, with Frank Clements alongside, poses in his winning 3-litre in 1924. Below left: the Bentley team prepares for 1927. No3 will come through the White House crash to win



he had signed away the royalties for previous debts. And he was tough on a car: WO called him "ruthless; I know of nobody who could tear up a piece of machinery so completely". Still, he and French veteran Jean Chassagne took their 4½ to fifth in 1928, and the following year Tim partnered Babe in the winning car. However, while racing at the Nürburgring in 1928 he had been impressed by the supercharged Mercedes, and began another fated scheme, the blown Bentleys.

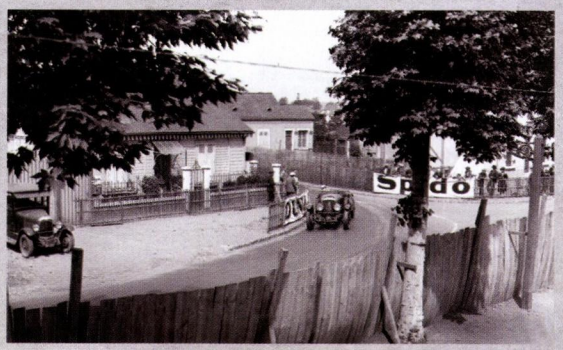
On the social plane Tim fitted the Boys image completely, but on the track he was the maverick. In 1928's Le Mans he drove too fast on a damaged tyre, stranding himself in a ditch for three hours. He made the perfect hare, though, in 1930, running his own Blower at ferocious speeds before retiring and helping rid the team of its most feared rival by overstretching Caracciola's Mercedes. Though no-one else believed the blower would finish, Tim did, and it was a sacrifice for him. As was turning to Alfa Romeo for a second Le Mans victory in 1931…

To his friend Benjafield's distress, it was Tim's careless attitude that finished him: neglecting dressings for his burnt arm led to Tim's death from blood poisoning in 1933.

A late addition, but quintessentially one of the Boys, Commander Glen Kidston joined the Le Mans team for 1929. Whereas many of the Boys had left the forces after WWI, he was still serving. A submarine officer, he loved shooting, hunted big game, boxed and raced motorcyles before the cars came along, and he had a record of drama. He was sunk aboard HMS Hogue in 1914, escaped from his sunken submarine, and had to smash his way out of a wrecked aircraft on a flight to Paris. A Riviera regular, he believed in Great Britain's pre-eminent place in the world and wanted to prove her sons worthy of it. Motor racing was one arena for this, and sharing a Le Mans second with Jack Dunfee in 1929, and winning with Barnato in 1930 helped make his point. He died in 1931 when his aircraft broke up flying over South Africa. Woolf Barnato wrote in his obituary that he was "a resourceful and gallant driver... the most perfect host... a good talker and a better listener... the *beau ideal* of a sportsman."

That, perhaps, is what caught the public eye about the Bentley Boys (a phrase which Benjafield, for one, disliked). It was more than success and wealth; sportsmanship was central to their friendly competitiveness. "There was real joy," said Sammy Davis, "in the fact that one's rivals are one's friends."

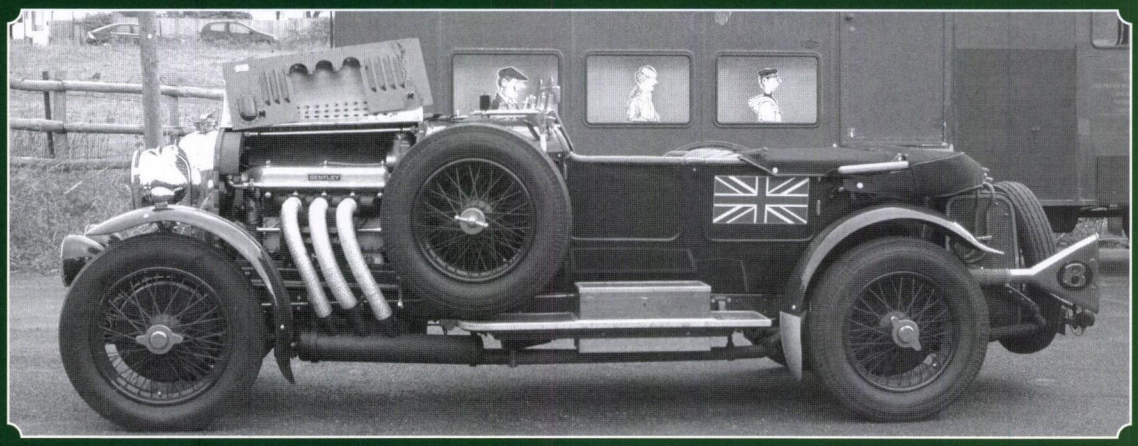
But with Bentley's sale in 1931, the effects of the Depression and political shadows abroad, the light-hearted mix would not be repeated. "I question if we shall ever see again as cheery a crowd," Tim Birkin wrote in 1932. "We were always seen together; we had the same manner of speech; the same jokes among ourselves." He was partly right; racing drivers continue to have fun, but none since in such a visible, cohesive group as The Bentley Boys. Ⓜ



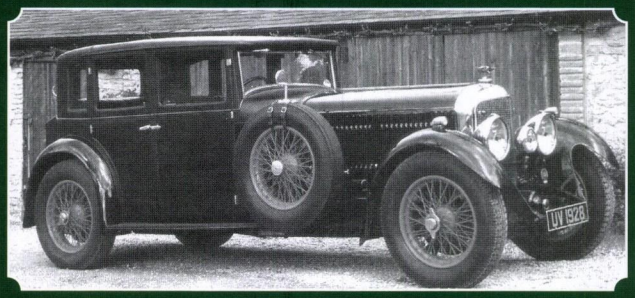
By 1929 Le Mans had become almost a foregone conclusion; but WO felt even a walkover was good PR. Left: 1930 provided Barnato with his and Bentley's final victory at the Sarthe – until 2003

STANLEY MANN RACING

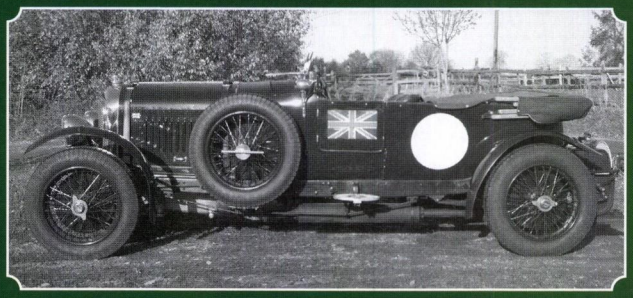
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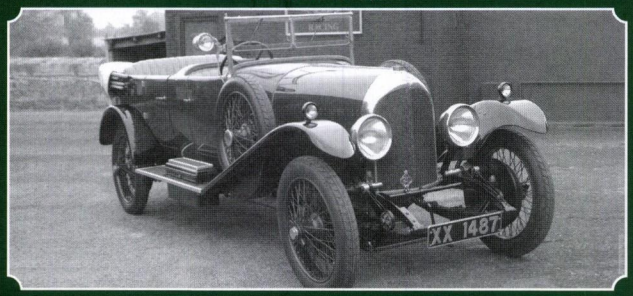
1928 BENTLEY 4½ LTR BROOKLANDS TYPE FAB CONDITION PHOENIX BOTTOM END SUIT FAST TOURING, RALLIES ETC £235,000



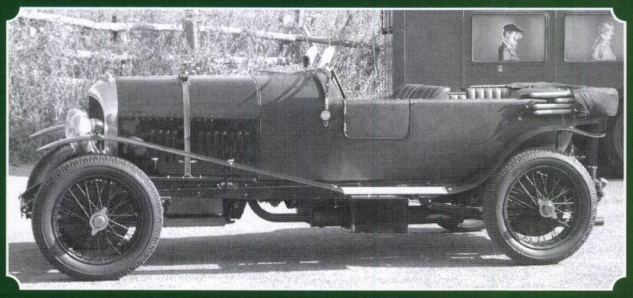
1929 BENTLEY SPEED SIX ORIGINAL SPORTS SALOON EX BDC CHAIRMAN OWNED. VERY VERY RARE THE CLASSIC BENTLEY BOYS CARRIAGE £375,000



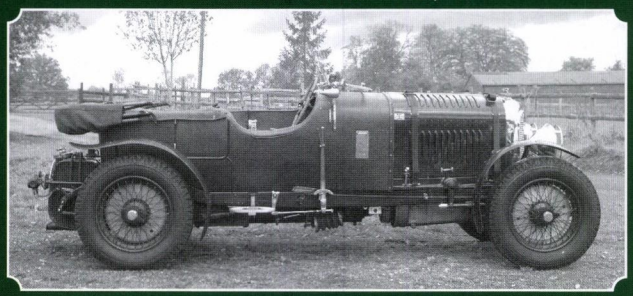
1928 BENTLEY 4½ LTR LE MANS. LOADS OF DOSH SPENT ON THIS GREAT BENTLEY. £239,000



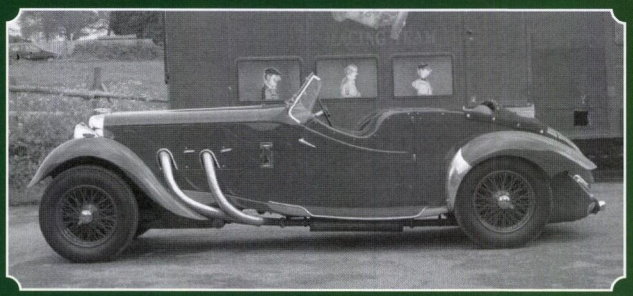
1924 BENTLEY 3 LTR TOURER MINT CONDITION £99,000. IF YOU FEEL IN THE MOOD JUST COME AND BID ME (WELL IT IS THE SALES TIME OF THE YEAR)



1925 BENTLEY 3 LTR VDP SPEED MODEL STILL WITH HER ORIGINAL OVERCOAT BY VAN DEN PLAS £130,000



1929 BENTLEY 4½ LTR LE MANS ,GOES LIKE THE WIND EXCEPTIONAL BENTLEY BOYS TOY £235,000



1937 LAGONDA RAPIDE SPEC, MINT CONDITION.STRIKING SHAPE £175,000

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Bentley EXP Speed 8

Taking Bentley back to victory at Le Mans was a more complex task than the cynics suggested. As its designer explains, despite the EXP 8's Audi roots it was much more than a converted R8

Words: Keith Howard. Photography: David Shepherd



LAT

Elleray: EXP designer



Smith: '03 LM winner

For British motorsport fans, 2003 rekindled memories of 15 years earlier. Then it was Jaguar repeating past glories by winning Le Mans for the first time in decades; now it was Bentley's turn. But there were differences: Bentley wasn't allowed to try to repeat its triumph in following years, and some misinformed voices claimed that the EXP Speed 8 was only an Audi R8 with a roof, painted green.

The Bentley project began in the wake of the rushed Audi R8C of 1999. Initially an unbadged, Cosworth DFL-powered prototype, it might eventually have carried the name of any manufacturer in the Volkswagen-Audi Group. But VAG's acquisition of Bentley in 1998 presented an irresistible opportunity to invoke memories of the Bentley Boys' exploits in the late 1920s. So a Bentley it became, designed and built at Audi's Racing Technology Norfolk subsidiary in East Anglia.

Talking about car and programme here are Peter Elleray, the EXP Speed 8's chief designer, and Guy Smith, who campaigned the car in 2001 and 2003, and was test driver in 2002.

COUPE VERSUS OPEN

PE: "A surprising number of pretty well informed people think that making a coupé to those regulations was just a matter of putting a roof on an open car. But it was much more than that – it was a completely different car to the Audi, with a completely different chassis. A coupé was at least 50 per cent more difficult to make. You needed twin roll hoops that had to meet some pretty stringent strength tests, so the closed car needed a very different structure. The doors were a massive issue too. Not only did they complicate the construction, they also put a big hole through the sidepods and all the radiator ducting, which you had to try to seal up when the doors were closed."

GS: "The good thing about a coupé, especially when you are driving at night at 200mph, is that it's eerily quiet and peaceful – you just don't get the same sensation of speed as you do in a open car. But there are more downsides than upsides. As we found out in 2001, when you put a hot driver into a wet racing car it steams up incredibly quickly. Another problem is driver changes. That doesn't matter so much at Le Mans, but in a sprint race it would be more of an issue."

AERODYNAMICS

Coupé aerodynamics of EXP Speed 8 brought little performance gain, due to increased frontal area, but gave drivers a more peaceful ride

PE: "I thought it was a case of overcoming the aerodynamic problems of a closed car rather than exploiting any advantages. I ran the wind tunnel model without a roof and with a single roll hoop several times. Although its drag coefficient went up its frontal area came down and the drag remained pretty much the same, so we didn't have a benefit there. Airflow to the rear wing was potentially better with a roof but the regulations required the rear wing to be lower, and of course you have a big obstruction not far in front of it. So I don't think we gained there either. That's really what gave birth to the 2003 car. Its cockpit was teardrop-shaped and as narrow as we could get it, with the wing as far back as the regulations would permit."

GS: "We couldn't get enough front downforce on the car initially, so it had quite a lot of understeer. On the 2003 car we ran a third spring on the front which controlled the dive and allowed us to get the front ride height really low. Previously if we'd tried to run the car low to get the downforce, it would start porpoising quite badly."

ENGINE

PE: "I think Audi did some mapping work to suit the 2001 engine to the different restrictor sizes, but not much else. That was an OK engine – it seemed better at the Le Mans test day than at the race itself, but the rain saved that. The initial version of the 4-litre direct injection engine that we had in 2002 had a bit less power and a lot more torque, which we found difficult to use. It was a first-generation design – and that was the year Audi was going to win its hat-trick. When the full weight of Audi's development programme was thrown behind Bentley for 2003 it became a superb engine."

GS: "The 4-litre wasn't obscenely stronger in any respect than the 3.6-litre. It had more torque, but the biggest problem we had in 2001-02 was putting the torque down. The '03 car had so much better traction that it was able to make best use of the engine. The 3.6 was incredibly difficult to drive at low rpm behind the pace car or in wet conditions – it was very hard to modulate the throttle. The 4-litre made the car smoother and, particularly in the wet, more predictable."

TYRES

PE: "The switch to Michelins for 2003 was well worth it. We ran them on the old car at Snetterton and there was a big improvement straight away, even before we'd optimised the suspension geometry. With them fitted to the 2003 car, even at the beginning of its development, it was as fast as the Audis and quicker on some circuits. Michelin then redesigned the tyres specifically for us and the car really lit up. We quad-stinted the tyres during the night in the race, which was unheard of on the narrow rear tyre."

GS: "The Michelins were quicker everywhere but they particularly had a lot more rear bite. You could carry speed into a corner, turn in and the car would feel planted. With the Dunlops you drove off the front axle whereas with the Michelins you would feel for the rear tyres' grip and drive off that. Over a stint the Dunlops would be very good for an initial lap time, then gradually drop away. The Michelins would drop off maybe a few tenths but then they'd stay consistent. Over the course of the race that was a huge advantage."


BENTLEY
8
DUNLOP
DUNLOP
DUNLOP

Alain de Cadenet

The patriotic Brit with the French name, who flew the flag at Le Mans with his own cars, remembers two decades of sports car racing, with Simon Taylor

Photography: James Mitchell

Countless schoolboys have fantasised about winning Le Mans, perhaps in a car painted in patriotic dark green; perhaps – even better – in a self-built car carrying their own name. But the Briton who came closest to turning that fantasy into fact knew nothing of cars when he was a boy. In his boarding-school youth Alain de Cadenet was more interested in collecting stamps. It was only after losing a girlfriend to a racing driver that it occurred to him to take an interest.

"This gorgeous girl was pulled off me by a man who said he was a racing driver. So I phoned up *Autosport* to ask how you became one of those. The phone was answered by the office junior, some fellow called Simon Taylor."

That was in 1966, when Alain was 21, and I remember the conversation well. The confident young man at the end of the phone seemed destined for a rather brief racing career. He and a friend had bought a pair of 2.6 AC Aces, which they equipped with flared wheel arches, wide wheels, and Blue Star remould taxi tyres "because if you blow them up really hard they slide nicely."

"I knew nothing about motor racing. I just thought it would be a good way to pick up girls. And it was. In the paddock at my first race at Brands, a girl invited me back to her flat in Baron's Court that evening. I got there a few minutes early, and the door opened and Mike Hailwood came out. 'You're next', he said. She used to race a bit, too. Very good with calming advice for the novice driver. You remember her too, but we'd better not mention her name."

We are lunching in Bibendum, the fine London restaurant that Conran created out of the Edwardian tile-clad Michelin depot in the Fulham Road. It's a frequent watering-hole for Alain, whose mews house isn't far away. He chooses a hot smoked salmon soufflé, followed by roast sea bream. It's helped along by a half-bottle of *premier cru* Vosne Romanée.

"I raced the AC for a couple of years, learned a bit about what was going on, and then got involved with a mid-engined thing called the Diva Valkyr. I tried to put a Martin V8 in it. Horrible failure. Then I bought a Porsche 904. Michael Pearson (now Lord Cowdray) had a house in Elystan Street which was the hang-out for our gang, so we pushed his new Ferrari into the street and prepared the Porsche in his garage. I drove it to races on the road. We didn't bother with overalls then – I raced in shirt-sleeves."

The 904 gave way to a Dino 206S, and then a Porsche 908. "I'd noticed Chris Craft carving hell out of the bigger cars in his little Chevron, so we shared my 908 in a few races, and it was the start of a long friendship." Under the banner of Ecurie Evergreen, a team he'd set up with the American David Weir, Alain commissioned a Cosworth DFV-powered McLaren M8C for Group 6. "Bruce worked out the rear end, and shook it down for me at Goodwood."

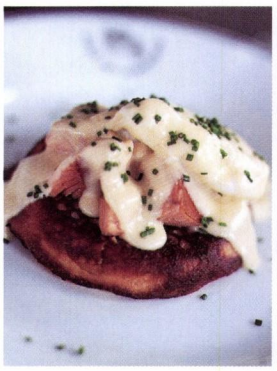
By now Alain had realised that Le Mans was something a chap had to do. In 1971 he made his Sarthe debut in nothing less than an Ecurie Francorchamps Ferrari 512M, with Hughes de Fierlandt. They were in seventh place on Sunday morning when the transmission broke. Meanwhile Ecurie Evergreen was running a full-house Can-Am M8E, and in July Craft won the Interserie race at the Norisring. But this was the tragic day when Pedro Rodriguez was killed.

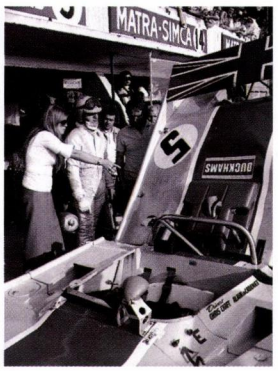
"Next day's papers said Pedro had been killed in a minor race somewhere in Germany. I said to Chris, 'After all the hard work, all the money, all the massaging, it says we're just minor racers. So let's get into the big time, let's go F1.'

"I went down to the Brabham factory. Jack Brabham had just packed up, and his BT33 was sitting there doing nothing, so I did a fairly convoluted deal with Ron Tauranac. But I was married by then, and the bread knife put her foot down at the thought of me driving in F1. I thought, best put Chris in the car, he'll do it more justice than I will."

So, with the unflappable Keith Greene as team manager ("a bullet-proof bloke", says Alain), Ecurie Evergreen went F1. In the Oulton Park Gold Cup, Craft was fifth. Then the BT33 was packed off to North America for the Canadian and American GPs. At Mosport the engine blew in practice, and at Watkins Glen a chunking tyre broke the rear cross-member. "Having thought F1 might be the thing to do, I saw how even Frank Williams was having a nightmare keeping going. I didn't have his connections, or his determination." ▶

"I knew nothing about motor racing. I just thought it would be a good way to pick up girls. And it was: at my first race, a girl invited me back to her flat"





A bicycle-riding Monsieur Bibendum, Michelin's famous trademark, provides an ironic backdrop for Alain de Cadenet (right). His love affair with France's most famous motor race lasted for 16 years, and he was often a serious contender for outright victory in his self-built cars




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Firestone
FREUDEN
9

Keen to return to Le Mans, Alain wanted one of Ferrari's new 312Ps. "Ferrari wouldn't sell me one. It was a two-seater version of their flat-12 F1 car, and they said it was too complex for a private owner. That upset me a bit. By now Bernard had taken over Brabham" – Alain always refers to Bernie Ecclestone as Bernard – " and I went down there to rummage out some bits. I got chatting with a young South African in the drawing office. I asked him if we could do a 312P out of our BT33. He said, 'Well, we probably could.'

"That, of course, was Gordon Murray. He'd work at Brabham all day, and then go home and work nearly all night on my car. Grand Prix Metalcraft built the tub, and we put it all together in six weeks. The Brabham's engine was shot, but McLaren had a little Kiwi dude called Jon Nicholson who'd been building their Can-Am engines. To try him out on their DFVs, they got him to rebuild the four-year-old engine that Bruce used to win the Belgian GP in 1968. Then they sold it to me for £1500. I went to Colnbrook and collected it, squeezed it onto the back seat of my Mini.

"Of course, unbeknownst to everyone then, Gordon turned out to be a genius. The car was fast straight out of the box. Duckhams gave us £500 to paint it like a yellow oil can, and we called it the Duckhams-Ford. At Le Mans Chris and I had it in fourth place with two hours to go. Then he ran into his own personal downpour when he was on slicks, and hit the barrier. He got it back to the pits, and we repaired it. But Jo Bonnier had been killed that morning: he'd hit the back of a Daytona and flown into the trees. Everybody was a bit edgy, and they wouldn't let me out almost until the end. So we ended up 12th.

"We weren't the first to run a DFV at Le Mans – Ligier did it before us – but we were the first to finish. That engine did Le Mans, practice and race, and then we did the Watkins Glen Six Hours too – 32 hours in all. Keith Duckworth had told me a DFV was only meant for F1 distances."

In 1973 Alain had another brush with F1. Ecclestone had eased Graham Hill out of Brabham, but was keen to see him carry on using Embassy sponsorship. "Bernard suggested I ran the operation. We got a customer Shadow which we built up in Morris Gomm's premises in Woking.

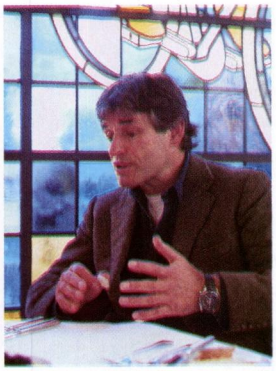
"Graham was all right once you got past that arrogant, bombastic front. But it wasn't easy for him: having been a double World Champion, he was over his own hill by then, and always frustrated with himself." The car scraped onto the back of the grid at Barcelona and Zolder, and then Alan left after a huge row with Hill in the Monaco pits, in front of the tobacco sponsors and their guests. "He called me a ****. I said, 'Don't you call me a ****, you ****'."

At Le Mans the Duckhams' new long-tail bodywork started to break up, and Alain and Chris retired after 13 hours. In 1974 Alain didn't even make the start. "Ten days before the race, I was going to Paddington Station on my monkey bike to pick up some gearbox bits. A taxi did a U-turn in front of me, and I broke my collar bone. I had it strapped up, and I qualified the car, but in night practice I turned into the Porsche Curves and the broken bone popped ▶



"Unbeknownst to everyone then, Gordon Murray turned out to be a genius. The car was fast out of the box. Duckhams gave us £500 to paint it yellow"





At Le Mans in 1980, above, Alain breaks the news to Desiré Wilson that the organisers will not let her run. He has great respect for the South African's cockpit talent. Right: first essay at Le Mans was in 1971 in this Ecurie Francorchamps Ferrari 512M

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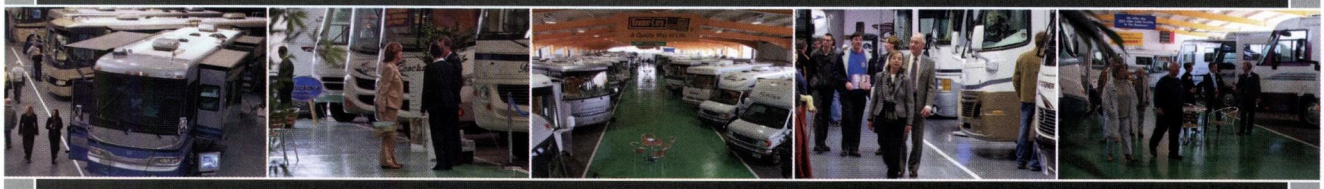
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out and jabbed me in the neck. So we put Jon Nicholson in with Chris. The car was green now, and called the De Cadenet, but it was the same old car. We'd changed to Firestones, and the harmonics of those tyres at very high speeds kept breaking the suspension." It was out by 5am.

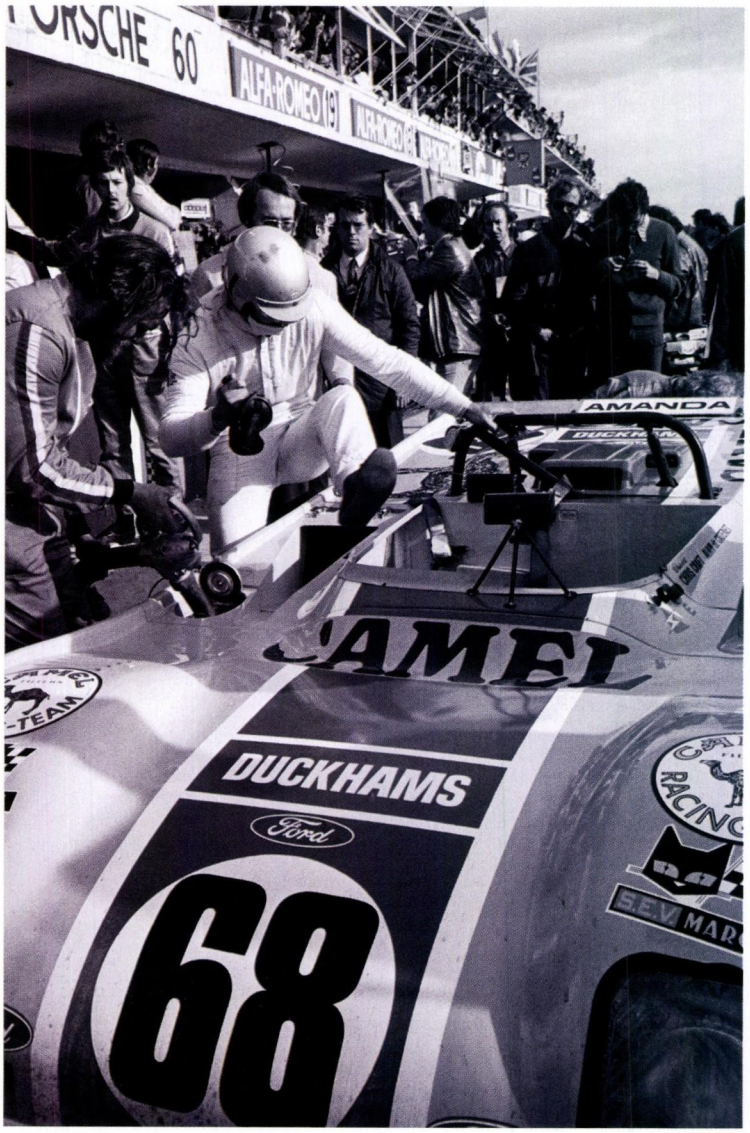
For 1975 the Brabham-based car was sold to Colin Hawker, who turned it into a VW-bodied club racer. "I got a new Lola from Eric Broadley. Gordon breathed on the suspension, and we modified it to suit Le Mans better. We called it the De Cadenet Lola. But it was slower in a straight line. I was still using the same old ex-McLaren engine, only 400bhp. The first car would do 200, but in 1975 we could only get 190. We were third in the early stages, but we had all sorts of problems. Eventually we were 14th.

"We only ever had an old white Transit, towing the car down through France on an open trailer. One year, when the Transit was getting very tired, it was really full of stuff, and it couldn't pull the trailer. So I sent it on ahead, put a tow hitch on the back of my 1928 Speed Six Bentley and towed the De Cad down with that. Both BRG, of course.

"For 1976 Gordon suggested a bunch of things to improve the straight-line speed. We made a new short-tail body, and we got it back up to 205mph." And that year, in ferocious heat, Alain and Chris ascended the podium with a superb third place, a historic placing for a self-run privateer car.

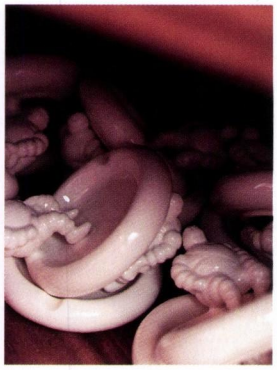
That car was sold to Simon Phillips, and a new Lola-based car was built up for 1977. Tony Southgate worked on the design and Len Bailey fettled the aerodynamics, helped by a few hours in the MIRA wind-tunnel paid for by a car magazine. "That made the new car really quick: it did 228mph on the Mulsanne." An hour was lost repairing damage after Chris went off in the wet around dawn, and in a storming recovery they finished fifth – 90 seconds behind the third-placed Porsche and closing fast. In 1978 they were 15th after various problems, and 1979 brought retirement.

"In 1980 John Webb wanted a ride for his protégée, Desiré Wilson, in the Brands Hatch Six Hours. I'd never met her, and I didn't want to wear out my fresh engine, but money changed hands. And I never regretted it. One of the most delicious things in my motor-racing life was driving with Desiré. She's just a brilliant pedaller. I thought I knew my way around Brands Hatch, but she taught me a few things. It was a sad race because Martin Raymond was killed, but when they stopped it we were third behind the Lancias.



"I sent the Transit on ahead, put a tow-hitch on the back of my Speed Six Bentley, and towed the De Cad down with that. Both BRG, of course"





"So we decided to do the next Championship round, the Monza 1000Km. When I handed over to Desiré at half-distance we were third. And she went like a dingbat, got us up into the lead. Then it started to rain. All the works cars, Pescarolo's Porsche and Patrese's Lancia, stopped for wet-weather tyres. But she stayed out on dries. The others were catching her up fast, but she drove like a woman possessed, and we won by nine seconds. It was my first big win.

"The next round was the Silverstone Six Hours, and we won that too. Desiré drove her bits off. An hour before the end she missed third gear braking for the Woodcote chicane and went round it, and they docked her a lap. She fought ▶

Alain leaps aboard the first De Cadenet car, the Duckhams-Ford, during its Le Mans debut in 1972. The car was holding down fourth place late in the race when Chris Craft went off during a sudden shower, and the ensuing stop for repairs dropped it to 12th place



white colours of their Belga sponsors. "I told them not to rev it over nine, but they went to ten, and of course the engine blew." It was the last time Alain drove his own car at Le Mans, although he did five more: in a Porsche 956 with Chris Craft, in the GRID with Desiré and Emilio de Villotta, and three times with Yves Courage's Cougar team.

"I was playing snooker with James Hunt one day, and he said, 'Alain, if you don't give up this Le Mans stuff, it's going to give you up.' Well, 1986 was my 16th Le Mans on the trot.I was in the Cougar-Porsche. At about 4am Jo Gartner's Porsche 962 was coming out of Tertre Rouge, and as he changed into fifth the gearbox seized. The car hit the barrier on the left, rolled over, went across the track and landed on its roof. Jo was a nice kid, very quick, great future. The papers next day said he was killed instantly. But when I came by a few seconds later I could see him hanging upside down in the car trying to undo his belts. Then it went on fire.

"When I got back in for my final stint I was thinking about Jo's accident, and I said to myself, De Cad, you're only a bloody amateur, what are you doing here? When I got my Fuel In signal I knew it was my last lap of Le Mans, ever. I said goodbye to it. Goodbye Tertre Rouge, goodbye Mulsanne, goodbye Arnage. I came into the pits, got out, helped Yves strap himself into the car. Then I took off my helmet, stuffed my gloves and balaclava into it, went back to the caravan and packed up my things. No regrets."

Today Alain still races historic cars, and has a busy career as a TV presenter for the American Speed channel. For his *Victory by Design* series he's sampled some wonderful machinery, from Auto Union to Vanwall. Currently in his own garage are two low-chassis Invictas, a Porsche 356, and his beloved 1931 Alfa 8C, which he's owned for 35 years. All of them get used for ordinary motoring: he doesn't possess a modern car. He also has a collection of classic motorcycles, from early veterans via Vincents and Brough Superiors to Ducatis, and a Boeing Stearman aeroplane.

These days, sadly, you can't be a front-runner at Le Mans by towing your own car to the circuit behind a Speed Six Bentley. It wasn't meant to be possible when Alain de Cadenet did it. But he's one of a dying breed, a true motor racing character. Tim Birkin, Woolf Barnato, Glen Kidston and the rest would all have approved.

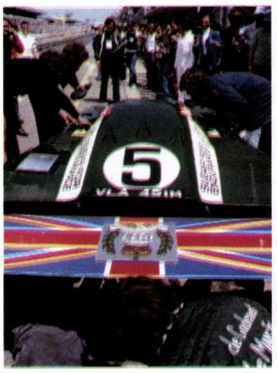
"When I got back in for my final stint I said to myself De Cad, you're only a bloody amateur, what are you doing here? I knew it was my last lap, ever"

Alain at the wheel, above, compares notes in the pits with his long-time co-driver and friend Chris Craft during practice for the 1973 24 Hours. Right: the Lola-based 1977 Le Mans car was fast on the Mulsanne and shows De Cadenet's patriotic will to win

back, and at the end we'd beaten the Porsches of Jurgen Barth and Brian Redman by 18 seconds. Two championship wins in a row! We went to Le Mans in optimistic mood."

But in qualifying in the rain the Le Mans timekeepers missed Desiré on her best lap, and next time round she got a wheel on the grass, clipped the barrier and flipped the car. "She took all the corners off. John Anderson, who was my head man, somehow put it all back together. She was unhurt, but the organisers said she hadn't qualified and wouldn't let her run. I did it with François Migault – he was meant to bring some money, but I never got a cent out of him." After early delays with a misfire, they fought back to seventh.

For 1981 he did a deal with the Belgian Martin brothers, Philippe and Jean-Michel, and painted the car in the red and

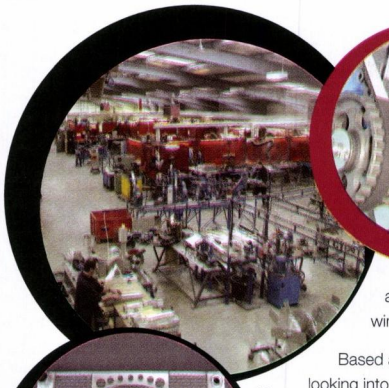




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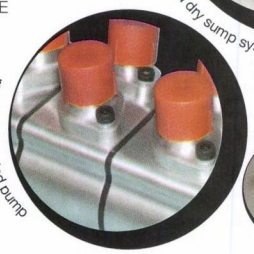
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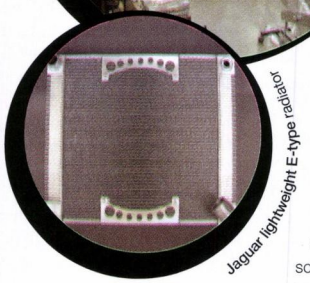
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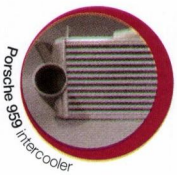
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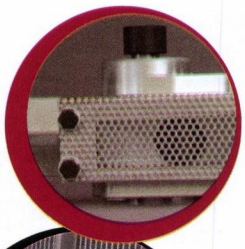
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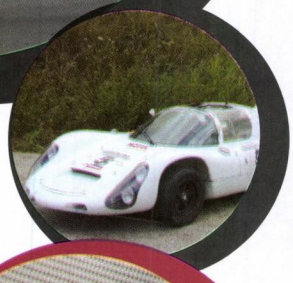






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CLOCK WATCHING

Few motorsport events polarise opinion among drivers quite like the Vingt Quatre Heures du Mans. To some it's an interminable bore, for others it's worth missing a grand prix for. Possibly...

Words: Nigel Roebuck. Photography: LAT

In my experience, people either adore Le Mans or they loathe it. And that goes for fans as well as drivers.

Many times Le Mans is the same weekend as the Canadian GP, and time was when we rarely saw Jabby Crombac, doyen of racing journalists, in Montreal. "Oh no, it's out of the question for me to miss Le Mans," he would say. And he continued with that philosophy until the late '90s, when suddenly Le Mans disappeared from his radar.

"Why would I want to go there any more?" he sniffed. "It's just a Volkswagen parade..." And for the rest of his life Le Mans was just a memory.

There were always drivers who loved the race and competed whenever possible, and those like Stirling Moss who found it a bore. "Le Mans was always a great *occasion*," said Stirling. "But let's face it, it was a dead loss of a race, wasn't it? A mean, a *race* – for 24 hours? Bit of a contradiction. That's why I was always happy to act as 'the hare' – you might not last very long, but at least you could have a go..."

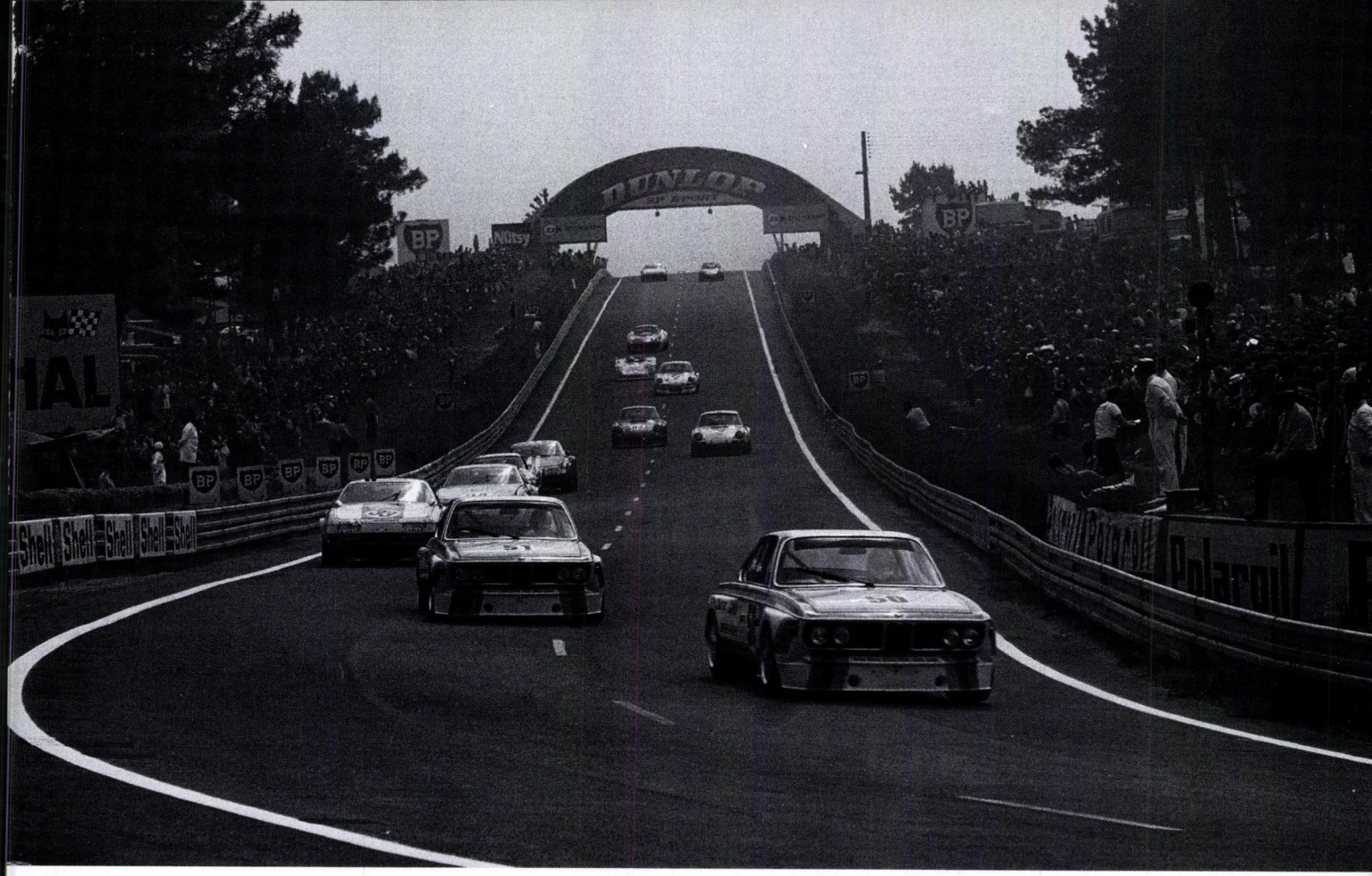
As Moss suggests, he very rarely finished Le Mans. Probably the only year in which he would have won was 1955, when his leading Mercedes 300SLR (shared with Fangio) was withdrawn, along with the other surviving car, following the appalling accident involving Pierre Levegh's 300SLR which cost as many as 100 lives.

Still, Stirling was a trouper who turned out if asked. In 1961, his final full season, he shared Rob Walker's Ferrari 250GT with Graham Hill, but the water hose failed.

Chris Amon, by contrast, quite enjoyed Le Mans, and won there in 1966, sharing a 7-litre Ford MkII with Bruce McLaren. "It was a truck to drive but it certainly got going, and winning Le Mans is always going to be a milestone in your career. Henry Ford was there at the race and afterwards he promised Bruce and me all kinds of things – including a Mustang each. We never got them...

"Not long afterwards I joined Ferrari. At Daytona the following year, Lorenzo [Bandini] and I won, followed by





two other Ferraris. We completely trounced the Fords, and on American soil, which didn't go down too well in Detroit."

Amon last ran at Le Mans in 1973, sharing a factory BMW CSL with Hans-Joachim Stuck. For the first time Chris found himself in a 'midfield' car, and he didn't relish it at all. "We'd no chance of winning outright, but that was OK: we were going for the class win. When I'd driven at Le Mans before, I'd been in something quick and you went down Mulsanne threading your way between slower cars. In '73 I was in their position, and in the night it was terrifying: you spent all your time looking in the mirrors, trying to keep out of the way..."

Throughout his F1 career, Keke Rosberg vowed he was *never* going to race at Le Mans. Absurdly dangerous, he said, with too great a discrepancy in car performance and too many 'once a year' racers. After retiring from F1, though, Rosberg joined the Peugeot sports car squad, "On the understanding that I wouldn't do Le Mans". After a little cajoling from Jean Todt, however, Keke changed his mind, and once there admitted that he enjoyed it: "Jesus, that place is quick!"

One man who simply loves Le Mans and everything about it is Martin Brundle. He won it for Jaguar in 1990 and has competed there endless times.

"When I had that puncture on Mulsanne in the middle of the night in '99 it was probably the most disappointed I've ever been in my life. I put my heart and soul into that Toyota project so I'd had enough of Le Mans for a little while. It was a car that should have won the race, and didn't."

There are chicanes on Mulsanne these days, but even so every time you go down racing's most fabled straight you are going very fast for a very long time. A tyre failure? Brundle said you simply couldn't afford to think about that.

"Le Mans frightens me but it's a nice fear; not a gut-wrenching fear. You're flat out for a long time, and if you're the best driver in the world or the worst, there's nothing at that moment you can do: you're in the lap of the gods as far as a tyre failure is concerned – or somebody having a problem in front of you. Yes of course it's scary...

"But there's an ambience at Le Mans you don't find anywhere else. Inside the cockpit at night it's just you and your car on the Mulsanne: you're doing well over 200mph... It's an amazing feeling. Sometimes you can go faster at night than during the day, and to pick up a 200-metre board at 205mph, sail past it before you hit the brakes, and then start looking for a little Mickey Mouse chicane or into the Porsche curves... It's just mind-blowingly exciting.

"What is scary is when you get something like what happened to me in '98. I was in the Toyota, and I happened to be the first car along as it started to rain on just one corner of the track. Jesus, I went off *so hard*. I thought I'd hit oil – it wasn't until I got out of the car that I even knew it was raining. It was *pouring* – but only at that corner.

"What worries you a bit, of course, is that there could be some debris or whatever on the track, especially at night. And of course you are a bit of a passenger from time to time. If you can't cope with that then don't go to Le Mans."

It's five years since Brundle last drove there, in the Bentley. Will he ever go back again? "I'm not sure it would be too easy to sell the idea to my wife, but I'm still tempted, yes. Every year I'm over in Canada commentating on the grand prix for ITV, and every year I wish I was blasting round Le Mans. I think it's a fantastic circuit in its own right, let alone the ambience. Just love everything about it..."

Left: Stirling Moss was no fan of Le Mans but agreed to share a 250GT with Graham Hill in 1961. Above: Chris Amon found it tough going among the faster cars when driving a BMW (50) in '73

Porsche Carrera RS

As adept at crossing continents in a single bound as storming Le Mans, this Weissach icon may be the ultimate sports car. Can a replica be as good?

Words: Andrew Frankel. Photography: Ian Dawson



There are purer forms of motoring pleasure than howling across mountains in a 1973 Porsche 911 Carrera RS, but not many. A Ferrari F40 would be more thrilling, a Bugatti Type 35B more involving and a McLaren F1 far faster. But you can spot the flaw: these cars are not just unaffordable, they are unapproachable. And if you had one, would you actually use it? The same could not be said of the RS, the most sublime variant of the most iconic sports car of all time.

You could expend an ocean of ink on the legend of the RS, and many have. But actually I reckon it's pretty simple: it's the most complete sporting car ever created. Powerful words, I know, but allow me to justify them. The thing with the RS is that, whatever form your automotive interest takes, its designers appeared to have your interests at heart.

Let us say you're an aesthete: then you'll struggle to deny that, from the vertical air-dam at the front to the kicked up duck tail spoiler at the back, the RS is a visual masterpiece. These elements wouldn't work on their own, but they combine to create a car of simple, breathtaking beauty.

Or perhaps all you want to do is make a lot of noise and go fast. Then you must believe that Porsche's air-cooled flat-six never sounded better when sized at 2687cc and installed in the back of an RS. It spins so freely you wonder if it actually has a flywheel at all. And it's quick: Paul Frère got one to 60mph in 5.5sec on his way to 149mph. And that was 33 years ago.

Maybe, in fact, your interest lies in the corners. Then you'll rarely be happier than when cranked over in a quick curve, the RS's steering wheel gently writhing in your hands giving you every last detail of every last bump in the road surface. And you'll like the 911 challenge: only proper drivers will ever get the most out of an RS. It is not an easy car to drive, thanks to its unforgiving nature on the limit, but this is the sign of a thoroughbred. If you bother to learn its ways and drive it properly, it will never, ever bite. What it will do is reward the time you have invested in it with a level of driver interaction that is almost impossible to find these days.



Except you live in the real world. Your sports car must be more than just fast and beautiful, it has to be usable. And what sports car was ever more usable than this? Narrow enough to thread through city streets, capacious enough to take your shopping (and your children if you specify rear seats) and, above all, reliable enough to sit all day in heavy traffic or to cross continents without you having to worry about whether it will actually get there or not.

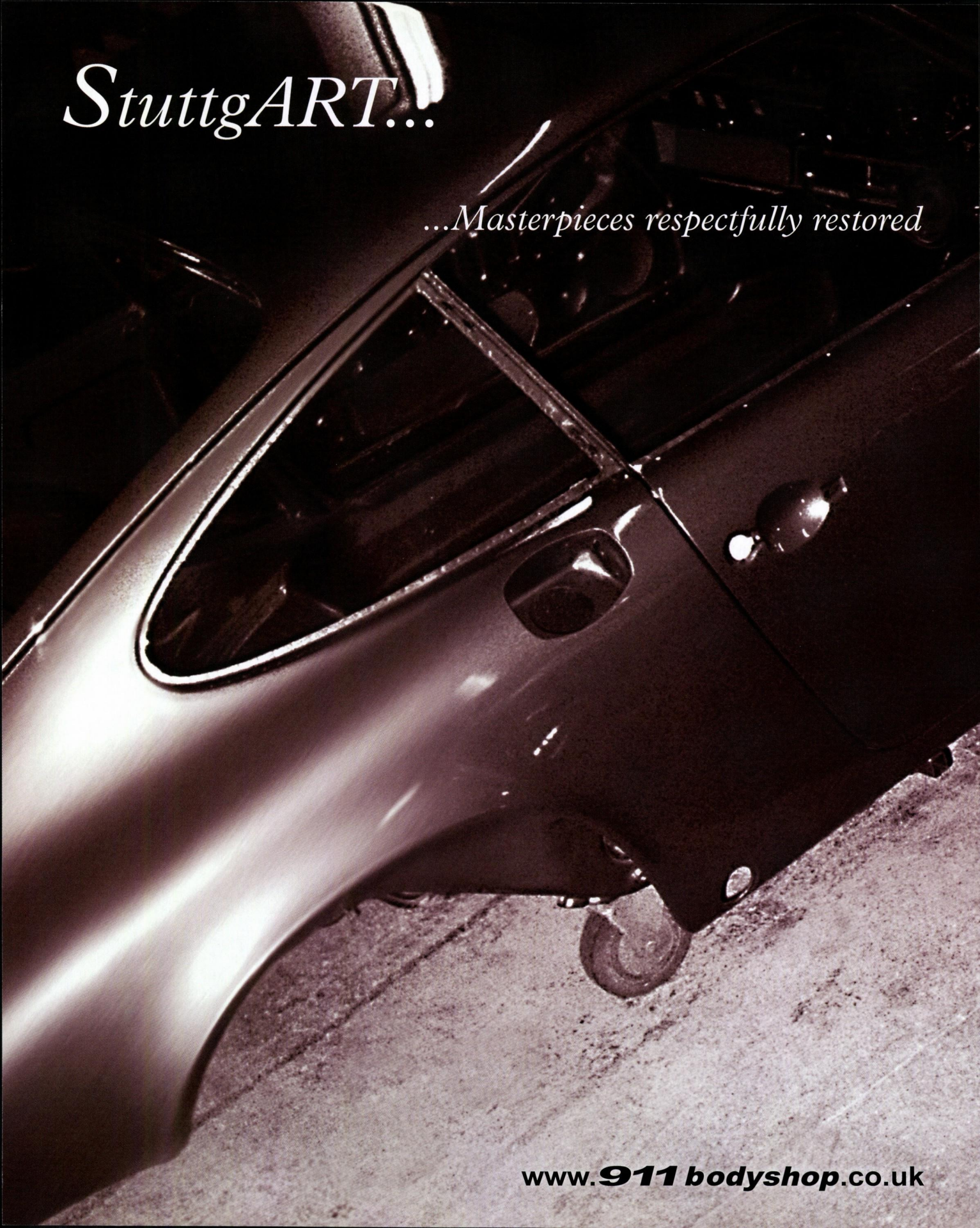


But no. You're a purist. You believe reputations are made not on the road, but on the track. Well, was there a road car more successful in competition over a longer period of time than the 911? No sir, there was not. It was winning all over the world in general and its class at Le Mans and the Monte Carlo rally in particular long before it evolved into the RS. And in racing 2.8 and 3-litre RSR form it won the European GT Championship three years in a row from 1973-75 in a show of such utter dominance that if you found the results tables for each year, you'd be forgiven for thinking you were looking at a one-make race series. It also won the last proper Targa Florio in 1973 and the Daytona 24-hours in '73 and '75. There was no Daytona 24-hours in 1974 so the RSRs that raced in the US had to contend themselves with the Trans-Am and IMSA championships, ending an era of Corvette domination. And it would doubtless have continued in similar vein had the rules not been changed to favour the Americans once more. It also came fifth overall and won the GTS category at Le Mans in 1975.

Together these factors perhaps explain some of the RS legend. But there is more to it; these cars are also incredibly rare. Originally, 500 were to be built to homologate them for racing, but these sold in a month. In the end, a total of 1580 were constructed, with less then 10 per cent coming to the UK in right-hand-drive form. Consider how many have been crashed or simply rotted away thanks to their ungalvanised body shells and you perhaps have an idea of their scarcity. ▶

Above: The Hedges/ Margulies RS on the 1973 Targa Florio, chased here by the Carrago/Pasolini Lola T290. The Brit duo were 18th and fourth in class. Left: real and replica do battle: Frankel rates the clone but loves the original Carrera

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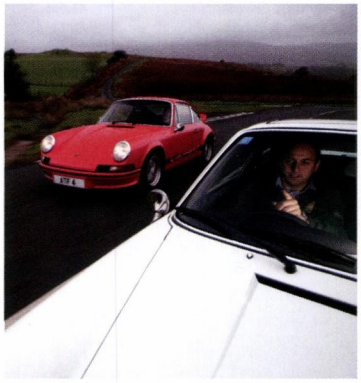

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Herein lies the only serious problem of the 2.7 RS: the world has woken up to them and prices have sky-rocketed in the last five years. Back then you could have picked up a lovely 2.7 RS for around £35,000; late last year the owner of the example seen here turned down an offer of £85,000.

You may now be wondering why there appear to be two 2.7 RSs on these pages. The answer is simple: one is real, the other a fake. The question is, can you tell which one?

The replica is a 911 alright, albeit it's rather more blue-collar than blue-blooded, and it's here because, so the theory goes, if it's been done properly it should offer the vast bulk of the RS's appeal for a fraction of its cost – about a third in this case. This one is based on a 1981 911SC, so it has a galvanised bodyshell and should be a lot more rot-resistant than the original.

Because the RS is now such an legend, and because imitation remains the sincerest form of flattery, RS-alike reps are becoming increasingly common. Autofarm makes lovely examples and charges accordingly while Paul Stephens puts his own spin on the genre with his RS PS Classic. The car we are using was converted about four years ago by someone who is no longer in the business, but was checked out and supplied by historic 911 rally specialist Francis Tuthill Ltd. "There are lots of good looking RS reps out there," says Richard Tuthill. "But many of them are hiding horror stories. Because they look so good, it's easy to be fooled into buying a cosmetically convincing car that's actually in a terrible state under the skin. The critical thing is the shell – if that's OK, everything else is straight forward and affordable to put right."

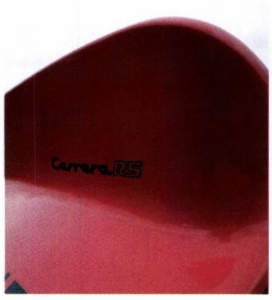


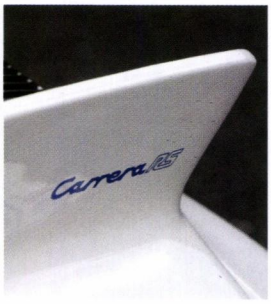
This rep, despite appearances, is mechanically all SC, not that this is a bad thing at all. Its 3-litre engine is known for its near indestructibility and offers 204bhp compared to the RS's 210bhp and slightly more – and more accessible – torque: 197lb ft at 4300rpm compared to 188lb ft at 5100rpm. Better still, SCs can easily be tickled up to RS output with a pair of triple-choke Webers and a freer flowing exhaust. And there's not even much difference in weight: a genuine lightweight RS should weigh 960kg, but most are Touring models converted to look like lightweights and will come in somewhere between that figure and their original 1075kg. The SC, meanwhile, weighed 1160kg before its heavy impact-resistant bumpers were removed, its interior stripped and its seats replaced with lightweight buckets, so it probably now weighs something similar to what a RS Touring weighed then. On paper it should be able to stay with the RS... But what about reality?



I climbed into the RS first because, well, you would, too. The driver's seat offers a fabulous view: one large rev-counter dead ahead, red-lined at 7200rpm, all other dials displaced to the side-lines. Ahead the wings stretch forward, pointing the way up the mountain road ahead. As speed builds, all the eccentricities of this era of 911 contrive to make this a drive like no other. The floor-hinged pedals, super-light yet ever so informative steering and the slow, rather vague but inimitably 911 action of the gearlever are key points of 911 recognition.

As, of course, is the way it goes. By 2006 standards, this entirely stock RS still feels quick, which is surprising until you realise that, in fact, its power to weight ratio is not dissimilar to that of a brand new Cayman S. And the snarl of that engine, so smooth, so pure and yet so savage is something that lives on in▶





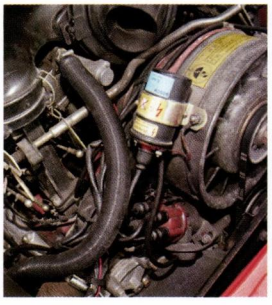
Above: 1973 Watkins Glen 6 Hours: the Helmick/O'Steen RS fends off the Miller/ Miller Camaro. The Porsche finished 12th. Left: duck-tail spoiler ushered in increasingly mad variations. It worked, too, creating much-needed downforce

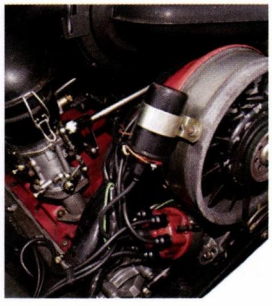
The replica is a 911 alright, albeit rather more blue-collar than blue-blooded and it's here because, so the theory goes, if it's been done properly it should offer the vast bulk of the RS's appeal for a small fraction of its cost



the brain. But it is the precision with which the car steers, coupled with its diminutive dimensions that make it an outstanding road car, even by modern standards. You can drive it down lanes at speeds you'd never consider in a modern, wide-bodied 911 for fear of snagging it on something coming the other way. And the way the steering talks through your fingers makes you realise just how numb and unresponsive modern steering systems are.

And it is entirely faithful unless you're stupid with it. Snap the throttle shut while on the limit through a damp 70mph curve and I don't doubt it will go flying off the road – which, incidentally, is all you'd deserve. But if you respect it, keep your foot on the throttle and trust the steering to tell you what to do, the RS will never let you down.





Above: spot the difference: one car is a close physical replica of the 2.7 RS and has galvanised shell from later-model 911SC. Right: 2687cc flat-six in the RS has to be heard to be believed. The 3-litre unit in the fake (far right) produces less bhp but has more accessible torque

It was with a sense of trepidation that I stepped out of the RS into the replica. It looked so convincing that it took the owner of the RS to point out the one area, common to almost all RS replicas, where its body differs to his. It has something to do with the rear wings and, for now, that's all I'm saying.

Inside the view is predictably similar, but the sound is not. The 3-litre engine is gruffer than the 2.7, and not quite so rev-happy. But the biggest contrast is the manner in which their power is delivered: while the RS needs to be kept between 4000-6500rpm to do its best work, the SC engine does it all at least 1000rpm lower down the scale. It makes the car easier to drive hard but you lose the searing howl of the RS motor at high revs so ultimately it's less rewarding.

It's also not quite so delicate to drive, though you always have to be careful not to ascribe to an entire genre of car the characteristics of one example that may or may not retain anything approaching factory chassis settings. But in this case the replica felt firmer than the RS, a shade grippier too, but less communicative. Its gearbox was not quite as slick as that in the RS but its brakes were considerably better.

Looked at objectively, all the cards lie in the replica's hand. It looks so good it's my very great hope that a reasonable number of you will still be wondering which one it is. It's at least as quick as the RS in a straight line and quicker through the corners and under braking. And a properly sorted replica like this costs about one third of the price of the real thing.

But there's not much place for objectivity in a tale like this. However great the replica is, it is and always will be at best a clever fake. But the RS is the real deal, and while it is only slightly but significantly better to drive, it has a sense of occasion that no replica, however good, could ever match. It is authentic, it is one of the few and it is a masterpiece.

But what I will say is that if your funds won't stretch to an RS, a properly executed replica is not only a damned good substitute, no proper Porsche person will turn their nose up at it. As Steve Kevlin of the Porsche Club of Great Britain told me; "these replicas can be great cars and we welcome them to the club."

So how can you tell the replica from the real car? It's all in the rear wheelarch: the vertical edges of standard SC rear arches are even from front to back; those on an RS are slightly tapered.

Which is which? I'll spare you trial by magnifying glass: the real Porsche 911 Carrera RS is... orange.

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Mexican mayhem

Former McLaren team manager Jo Ramirez avoids the perils of the Panamericana

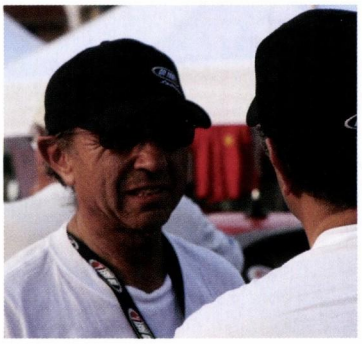
Words: Rob Widdows. Photography: Go Fast Sports Mexico

When Jo Ramirez was a teenager in Mexico City he and his mates had a dream. Jo, Pedro and Ricardo decided it would be a good crack to race in La Carrera Panamericana. Problem was, none of them had a driving licence. Or a car.

They considered 'borrowing' the Rodriguez family saloon, the one that Ricardo used for late-night blasts down the Avenida Reforma, showing off his natural talent. But they figured that a gold Oldsmobile would be hard to miss.

Despite trying every trick in the book, and some they invented, they never did get to race the Panamericana. But other dreams came true and all three boys clawed their way to the very top of the sport they loved, the Rodriguez brothers with their brave and breathtaking race driving and Ramirez as team manager at McLaren through the triumphant years of Prost and Senna.

Now retired from Formula 1, Jo is back in his homeland and about to fulfil that boyhood dream, driving in the last great road race on earth. He will share a Volvo P1800, like the one the Saint used to drive, entered by Luis Barona. His navigator is Alberto Cruz, the man who survived a huge crash while navigating Clay Regazzoni through the Mexican mountains a few years back.



Ahead lies a 3000 kilometre dash from Veracruz to Monterrey, a route that will take them from one end of this pulsating country to the other. It will turn out to be one of the best weeks of his life.

The Panamericana was created in the 1950s when the roads were not as they are today. Men like Karl Kling, Hermann Lang, Umberto Maglioli, Luigi Chinetti and Phil Hill came to Mexico with the works Mercedes, Ferrari and Lancia teams. The rally, recently revived and rejuvenated by Mexican promoter Eduardo Leone, is now an annual pilgrimage for those who seek some thrills.

"The roads are so much better now," says Ramirez before the rally gets underway. "But there are still big challenges, mountain passes with blind corners, super-fast sections where you don't want to make a mistake."

The locals watch in awe as the cars roar away, a riot of colour and noise, whoops and hollers and screeching rubber.

"Great! Just great!" laughs Jo as he prepares for battle. Like all real racing men, he wants to win. Jo Ramirez is an organiser, a man with a reputation for getting it right. "This is so different to Formula 1. It's competition, for sure, but not so serious." Beware wobbly trucks, spectators with their toes on the road, donkeys, cows and stray dogs as hazards.

A misfire, traced to a faulty rev counter, and an oil leak slow them down on the opening day. But their young mechanics Alejandro and Wilfredo soon have the problems fixed and the following day they win their class on the stage from Veracruz to Puebla. This is the City of Angels, famous for its magnificent cathedral and a huge Volkswagen factory, the biggest automotive plant in Mexico. A total of 40,000 people work in the car industry in this city alone and the arrival of the Panamericana is big news.

From Puebla the rally heads north to Queretaro, a day that takes in a visit to the Hermanos Rodriguez circuit in Mexico City. "We did four laps in the pouring rain in the early morning, all mixed up with the bigger cars, and a Corvette spun in front of us."

This day took them through Tehuacan, a town in the grip of rally fever. "There were so many people along the roads and at the finish we were surrounded, couldn't get out of the car," says Jo whose autograph is much in demand, the local hero back from his lifelong travels. Next up is a demanding stage to Morelia. Highly enthusiastic crowds line the mountain roads. "The car is fantastic, more like a mini NASCAR than a road car," he says, "and we're pushing. Berto Cruz knows the roads, so I can go for it."

But the rally nearly ended for them when they made a mistake. "I saw all these people coming towards me and I thought, this is it, I'm going into the crowd. I'm shouting at him, where is the road? Where is it going?" He ducks down in his seat, arms crossed. "Anyway, we got it round, but that was a big moment, big slide, and all those people…"

From Morelia the rally heads for Aguascalientes and they are running second to the Mercedes 190 of Thomas Hanna and Jorg Muller. This section includes lots of long, fast corners through the mountains. "This was scary. We came across a man and a boy walking on the stage. There they were, standing in a gulley on the apex. Then a photographer appears, his tripod on the road. Then a dog just ran out of the bushes. Crazy! But we were quick, chasing that Merc. With one day to go we knew we could win this thing."

But it wasn't to be. Heading for Monterrey, flat out, the Volvo snapped out of shape, no warning. "Suddenly we're going sideways, and I thought, oil on the tyres, then came the smoke, then the pressure dropped. An oil line was broken. So I switched it off and that was that… Third in class."

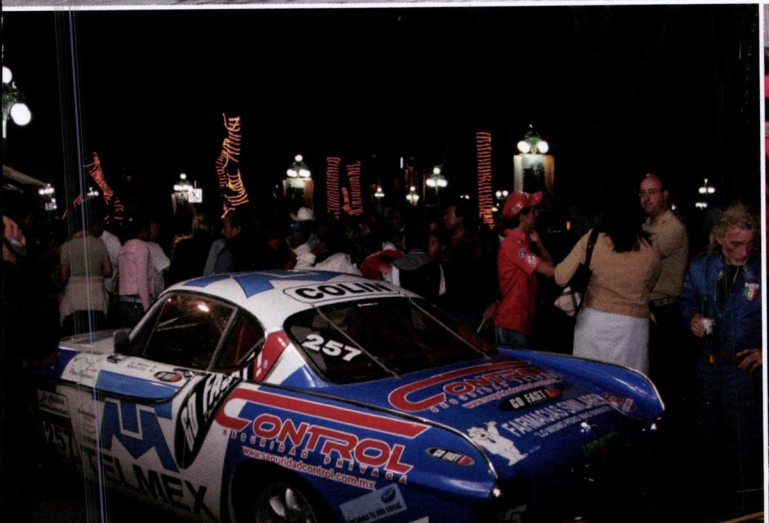
As they pushed the Volvo into parc fermé, big boss Eduardo Leone shouts, "Hey Jo, is good you don't win, you have to come back next year." And Signor Ramirez will.

Far page, clockwise from main pic: P1800 at work; many US cars such as this Corvette are entered; large crowds turn out day and night; another autograph; perils of fame. This page: Jo Ramirez




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HEAVEN'S GATES

Racing for Ferrari in Formula 1 is every driver's dream. Only five, though, have won their first championship race for the marque. Can Räikkönen do the same?

Words: Rob Widdows. Photography: LAT

Many a young man has stepped into this place, second only to the Vatican in its spirituality for many Italians. Most grand prix drivers, even if they will not admit as much, would like to record a stint at Maranello on their CV. Only five drivers have won their first championship F1 race for Ferrari – Luigi Musso, Juan-Manuel Fangio, Giancarlo Baghetti, Mario Andretti and Nigel Mansell.

There are folks who say that Ferrari should win every race, taking into account the facilities and the finances. In recent years they have come close to achieving what everybody else knows is an impossible feat, the Schumacher era being a purple patch in the seven decades since Enzo Ferrari brought his cars to the races.

To follow this will not be easy, to improve upon it a ridiculous notion, akin to jumping aboard Lance Armstrong's bicycle and smashing his records. But if anyone can, maybe Räikkönen can.

The Finn is not averse to following a tough act, stepping up at McLaren when everybody knew that Mika Häkkinen was the favourite son, the apple of the chief executive's eye. He is the kind of racer the Commendatore would have loved.

Times have changed, of course; the Old Man is long gone and the operatic atmosphere has been replaced by a more English sense of order. And this will suit Kimi just fine. He's a man of few words, more driver than diva, more Ibsen than Verdi. Stories of his taste for a tray of short, hard drinks are of concern only to those not familiar with Finland, whose Prime Minister recently observed that his countrymen are either workaholics or alcoholics, or both.

In the same way, Finns are not, by nature, chatterboxes. There are few of them inhabiting vast open spaces; many are isolated from each other by empty tracts of frozen forests. For much of the time it is very cold and very dark. When they do get together there is invariably more drinking than talking.

Arriving at Ferrari has never been an ordinary rite of passage, and the leaving is almost always stormy.

Not in the case of Michael Schumacher, granted, but nothing about his time at the Scuderia followed the normal course of events.

Phil Hill arrived at Ferrari as the golden boy, the winner of Le Mans and the first American to take a real crack at the business of grand prix racing. He quickly became accustomed to the politics that prevailed, not enjoying them, but learning to live with them. "I was very much the new boy when I arrived and I wasn't supposed to win, even after the victories at Le Mans," he says. Then, after winning the title in '61, I began to hate it and fell out big time with the team. The in-fighting was hard to handle, communications broke down and I'd had enough."

So, is it still the ultimate invitation for a driver, the beckoning finger from Maranello?

"Oh, yes, wonderful; it was a tremendous thing to race for Ferrari," says John Surtees, another man to win the marque a championship. "If I could roll back the years I'd always want to drive for Ferrari, especially as it is today."

Back in 1964, however, he found relating to team manager Eugenio Dragoni a challenge. Not a man known for his desire to compromise, Surtees ended his tenure at Maranello after falling foul of Dragoni and the constant political manoeuvring. Though he had brought the team back to the top after two very lean years, he felt that the true potential of the team was never realised.

"The glory of Ferrari was the important thing to Mr Ferrari, much more important than anything else." explains Il Grande Giovanni. "We had a good relationship but he became a hindrance to the team; he was out of date and the politics got in the way of development. Opportunities went to waste; we could have won two more championships if we'd been able to harness all the resources and materials that were available."

Surtees thinks Ferrari has made a mistake, hiring the ▶



Facing page, clockwise from top left: first Ferrari races – Surtees came 4th at Monaco, 1963, in Ferrari 156; Prost, at Phoenix, retired with an oil leak in a 641, but won the next round in Rio; Can Kimi win in Melbourne?; Mansell won his first race for Ferrari at Rio in '89 in a 640; Phil Hill finished 9th at the 'Ring in '58 in a 156 F2. Right: Heaven's Gates?

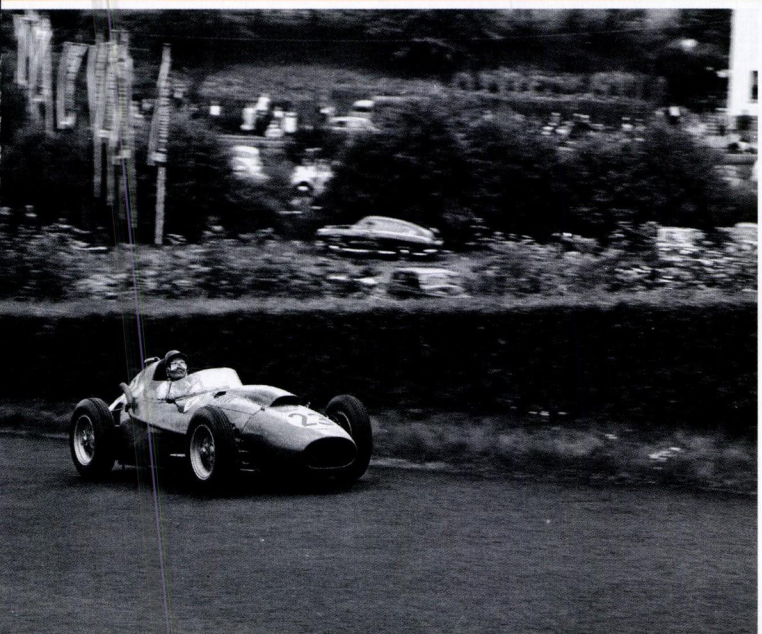
Sutton Photographic

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wrong man to start a new era. "They would have done better to take Alonso," he says. "He's the closest thing to Schumacher and would have been a better choice. Kimi will be quick, don't get me wrong, but he may not be the best thing for the balance of the team."

Niki Lauda, too, looks back on a stormy journey. The wily Austrian brought them a brace of titles but never found it easy at Maranello. "The team was very Italian then, lots of spaghetti and chianti, not the kind of set-up you see today. Lots of shouting, you know, and shit flying around all the time. Brabham was much happier, more free and easy, ja?"

Mario Andretti arrived at Ferrari having started only nine grands prix, and he retired from eight of those. His first race for the team was the 1971 South African GP at Kyalami in a 3-litre Ferrari 312B. He won.

Nigel Mansell was also an immediate winner at Maranello. They called him *Il Leone*, much to the amusement of the British media. The Lion roared at the start but it stalked away to Williams in less majestic mood. I hesitate to mention Mansell and Villeneuve in the same sentence but they were both racers, and Ferrari has always loved a racer. Which bodes well for Räikkönen.

Again it was politics that was the undoing of Mansell at Maranello. That and the arrival of Monsieur Alain Prost. *Il Leone* suspected that the Professor was manipulating the team in an effort to establish his status as the number one driver, on many occasions complaining that Prost had the better engine.

In his autobiography Mansell refers to this period thus: "I was a poor politician, and in 1990 Prost joined Ferrari, where we had developed a winning car the previous year, and proceeded to work behind the scenes to shift the team's support to himself." Those were the days when Machiavelli was alive, and kicking, at Maranello and Our Nige was slain by those forces.

Ironically, it was internal strife that led to the demise of Prost, himself a consummate politician. On the executive floor they became rattled by their driver's constant criticism of both the team organisation and the 642's performance; Prost was dumped. Both he and the team had expected a championship, Ferrari not having enjoyed such a thing since Jody Scheckter won the driver's title back in 1979. Until Michael Schumacher, a saviour at the gates if ever there was one.

So the Ice Man arrives. His job, of course, will be to sustain rather than to save. Kimi slides into a great car and inherits a team at the top of its game. No, the man he has to beat, for so many reasons, isn't the guy driving the other Ferrari, but Fernando Alonso in Kimi's 'old' McLaren.

Testing during this winter period is rarely a reliable guide to what we shall see in Melbourne, yet the car Ferrari brought home from Brazil was, according to Felipe Massa who dominated the race, the most perfect he'd ever raced. And the strong relationship with Bridgestone will count for something in the early days of a single-tyre season.

A bigger question is the lack of Ross Brawn. Without Brawn, a chunk of the brains has gone too. Luckily designer Rory Byrne has been persuaded to stay on as consultant. He may provide the stability the team needs while adjusting to a new, very different, leader. Ⓜ

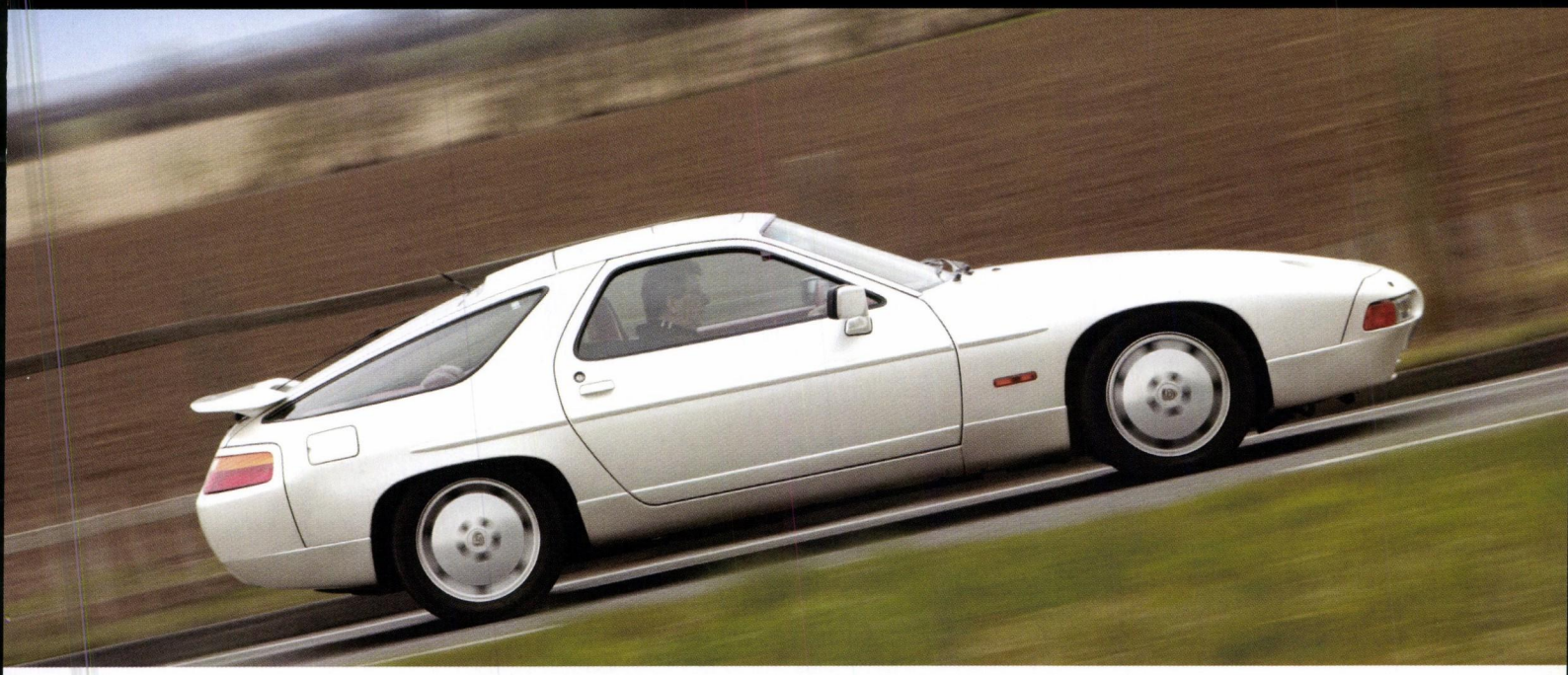


Above: Lauda came second in Argentine GP in a 312B3. Right: Mario Andretti won his first Ferrari F1 race, the 1971 South African GP at Kyalami in a 312B

"Mario Andretti arrived at Ferrari having started only nine grands prix, and he retired from eight of those. His first race for the marque was the 1971 South African Grand Prix at Kyalami in a 3-litre Ferrari 312B. He won

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Driver Profile

Gilded Youth

Effortlessly charming, loved by everyone and generous of character, Peter Collins died just as his career was in the ascendant. He was 26. *Motor Sport* offers two perspectives on the man: Mark Hughes considers his complex psyche, and Bill Boddy relates his promising career

Photography: LAT

There is still great warmth in the way Peter Collins is recalled, 48 years after his passing. It's more than the fact that he was a successful driver, with three *grande eprueve* victories to his name. It's more even than him surrendering his chances of becoming Britain's first world champion by handing his Ferrari over to team-mate Juan Manuel Fangio at Monza in 1956. But that career-defining moment captures much of his personality. He had what Enzo Ferrari described as 'a generosity of character'.

The Old Man's assessment was without doubt coloured by Collins's treatment of Enzo's ailing son Dino, who was 24 years old when Collins joined the team, and bed-ridden in his apartment near the factory. Collins would regularly visit him there to cajole and cheer him. The comfort this must have brought to an agonised father can only be imagined.



This was standard Peter Collins according to all who knew him. Being good-looking, talented and winning grands prix for Ferrari by the time he was 25 were factors that alone would have made him an inspirational figure to many. The fact that behind the facade lay a thoroughly decent man with a funny, easy disposition just completed the picture to perfection.

The son of a Kidderminster garage proprietor and haulier, he was around cars from his infancy and at 17, indulged by his father, started a racing career in 500cc F3. His talent did the rest: his rise through the ranks was rapid, boosted also by the adoption of F2 for the world championship in 1952. Success in his chosen field apparently made no mark on his outward personality. "He was like a little boy in racing, full of fun and loving every minute of it," recalled Phil Hill years later. In company with friend Mike Hawthorn there were many legendary high jinks away from the track.

But behind the apparently carefree attitude was real focus. It was important that he achieved; it was how he defined himself. This is the feeling of Ken Gregory, Stirling Moss's manager, and a friend of Collins who often shared hotel rooms with him at races. "Peter enjoyed every single moment of life," he says. "But I do wonder if there was some struggle going on inside. Sometimes he'd scream out in his sleep."

Collins had a good technical understanding and a clear, analytical mind when in the car. He had an unerring feel for winning when circumstances were right, but he was never the sort to transcend a car. Or at least he hadn't been. Mid-1958, *something* happened. His win at the British GP was dynamite, scorching away from the start and beating team-mate Hawthorn by half a minute. This sort of performance was not typical and came at a time when he was being openly goaded by Ferrari.

He'd married American actress Louise King after a whirlwind romance early in 1957. She was older and divorced and his parents didn't approve. Neither did Enzo Ferrari. Friends recall the pair being very much in love. Ferrari painted a different picture, one that probably said more about Enzo than Peter.

After Dino's passing in 1956, Ferrari's paternal attitude towards Collins was stronger than ever. He even gave him Dino's former apartment so he could live near the factory and would often visit him. Mrs Ferrari even used to do his laundry. When Collins married and the small apartment was no longer appropriate, the old man lent the couple one of his villas. He was displeased when they moved out to go and live on a yacht in Monte Carlo.

Enzo's take was as follows: "He still persevered with his old enthusiasm and skill, was still outstanding, but a change nevertheless became evident in his happy character. He became irritable. Friends whispered that America had robbed him of his sleep. My last memory of him is when I shook his hand before he left for the Nürburgring; looking at him, I was suddenly seized by a strange feeling of infinite sadness. As I went back to my office I could not help wondering if it was some sort of presentiment."

At the 'Ring the 26-year-old made a fatal error while trying to stay in touch with Tony Brooks's race-leading Vanwall. Was he pushing himself as he never used to do, determined to prove an old man wrong? **MH** ▶

Main: Peter Collins in uncharacteristic smile-free pose during the 1956 International Trophy meeting, Silverstone. This page: starting early: Collins aged five. 12 years later, he was racing a half-litre F3 car


S F

It was then that I got to know Collins and Hawthorn, being allowed to drive the TT Garage Alfa Romeo, and I persuaded my wife to present Mike with the Brooklands Memorial Trophy for his Goodwood results in his father's Riley



I remember the period when young British drivers would race go-karts or 500cc racing cars for fun, and some would become sufficiently proficient to be offered contracts with F1 teams. Such was the case with Peter Collins. He was a close friend of a similarly inspired and competent young man named Mike Hawthorn. The lively disposition of them both, and Mike's pranks and practical jokes, certainly made a notable feature of racing in those days.

Both had the advantage of fathers who owned motor businesses, Collins's in Kidderminster, Hawthorn's in Mexborough until Leslie Hawthorn moved to Farnham in Surrey and opened the TT Garage there. It was then that I got to know them both, being allowed to drive the TT Alfa Romeo, and I persuaded my wife to present Mike with the Brooklands Memorial Trophy for his Goodwood results in his father's Riley. Hence my special interest in the later race achievements of both these talented drivers.

Peter Collins came up the harder way, perhaps, in starting with a F3 500cc Cooper-Norton at the age of 17 in 1949. Mike Hawthorn began a year later, aged 21, with the two Rileys prepared at the TT Garage.

Peter scored immediate successes. He won at Goodwood and in a 100-mile Silverstone race in 1949, and was driving a Cooper-JAP in 1950 hillclimbs. Teaming up with Frank Aitken, Alf Bottoms and R Dryden, Collins then raced the JBS-Nortons, until 1951 when Bottoms and Dryden were killed. Peter then changed from 500cc-class to competing with John Heath's F2 HWMs; Stirling Moss and Lance Macklin were also involved. Collins then bought a JTX Cadillac-Allard which he entered for the 1951 Dundrod TT, but the diff broke.



By 1952 Collins was the winner (with Pat Griffiths) of the *News of the World* BARC Goodwood Nine-Hours sports car race – the first British night race – having been signed up by John Wyer on Reg Parnell's advice to drive for the official Aston Martin team. The two young drivers fully justified this, averaging 75.42mph, covering two and five laps more than the two Ferraris which were second and third.

In the 1952 Belgian Grand Prix at Spa, Collins drove the No. 52 Alta-engined HWM but retired when a driveshaft broke. He finished sixth in the French GP at Rouen but in the British GP at Silverstone his HWM retired with engine trouble. In the German GP at the Nürburgring, the crankshaft broke before the race and he was a non-starter. In 1953 Collins's only races for the HWM company were in the Belgian GP at Spa, where clutch failure resulted in retirement, and at the British GP at Silverstone when an accident eliminated him.

In 1953 Collins and Griffiths finished second to Reg Parnell and Eric Thompson in the next Goodwood Nine-Hour race, driving with the Aston Martin DB3S team, exuberant as ever. Then it was off to the Dundrod circuit near Belfast to win the Tourist Trophy, which took the pair a total race-time of 9hr 37min 12sec, well ahead of Parnell and Thompson.

I described the circuit as narrow and highly exacting with no room for a single mistake to be made, and bad driving stood out noticeably. So a tough circuit, difficult for grand prix drivers, let alone novices. Indeed, in 1950, when Stirling Moss had won the TT brilliantly in a Jaguar XK120 in pouring rain, company principal Sir William Lyons wrote to me saying that *Motor Sport*'s report of the event was the only one he had seen which gave a realistic picture of it. But Dundrod, a true closed-public road venue, proved to be tragically dangerous in 1955, seven cars being involved in one crash which killed two drivers.

For the 1954 TT, Collins was again partnered by Griffiths in an improved Aston Martin, but Peter's propeller shaft broke and Salvadori crashed, and the best the Peter Whitehead/Dennis Poore Aston could do was 13th. Before this Tony Vandervell had begun his valiant attempt to build cars that could win GP races for Great Britain, as he eventually did. In 1954 he took on Peter Collins to experimentally drive the Vanwall Special, which in the British Grand Prix at Silverstone retired with claimed cylinder-head gasket failure.

Next, Collins was second in class for Aston at Silverstone to Roy Salvadori's sister car, and, driving the Thinwall Ferrari for Tony Vandervell, he beat Ron Flockhart in a V16 BRM by 15.4sec at Goodwood in the Whitsun Trophy, with a fastest lap of 93.30mph. At the opening of the Aintree circuit in this 4½-litre car he was second to Parnell's Ferrari in Heat One of the Formula Libre event, with fastest lap of 79.88mph. In the final the Thinwall had a long lead until it stopped on lap 19 for a plugs change; the engine then refused to restart for six minutes. Collins retired on lap 28 of this 34-lap race. He then took the Snetterton Libre race at 91.32mph.

For the 1955 TT, still at Dundrod, Collins was paired with Tony Brooks in one of the 3-litre Aston Martins. There was great excitement because Mercedes-Benz had entered three of its 300SLRs, to be driven by Moss and Fitch, Fangio and Kling, and von Trips and Simon. They finished the 633-mile race in that 1-2-3 order, but before retiring Collins had passed both Trips and Kling.

Indeed, at Silverstone he was second in an Aston Martin DB3S in Heat 3 of the BRDC International Sportscar race. He then drove for Aston Martin in the Mille Miglia which Moss and Jenkinson won so convincingly for Mercedes-Benz, but he was unplaced. However, in the *Daily Express* International Trophy race meeting at Goodwood he was third in the sports car class and won the main Trophy after an intense duel with Salvadori. Both were in Maseratis, Peter passing inside on the corners to gain an impeccable victory by 0.57sec, although with less effective brakes Salvadori made the fastest lap at 98.48mph. Bira's Maserati was third.

Collins showed his all-round skill, now allied to endurance, by coming second in the Le Mans 24-hour race with Paul Frère in the 2.9-litre Aston Martin, beaten only by the 3.5-litre Jaguar D-type driven by Mike Hawthorn and Ivor Bueb.

At Whitsun 1955 in the Essex CC's Snetterton National meeting Collins was second to Archie Scott-Brown in the Lister-Bristol, the Aston Martin DB3S 9.3sec in arrears, but in a V16 BRM he spun off in the Formula Libre contest. ▶

Main: Collins drifting his Lancia-Ferrrari D50 during the 1956 Daily Express Trophy. He sportingly handed over the car to Fangio during the race. This page: Collins shared an Aston with Moss at Le Mans, '56, finishing second

However, at Crystal Palace, Collins came home with an easy win in a Maserati.

The sports car race on British GP day at Silverstone produced another second place for Peter in a disc-braked Aston Martin DB3S, when his friend Hawthorn was fifth behind the AMs in a works Jaguar D-type; the 1954 Aston Martins were outclassed. At Snetterton Peter was a non-starter as the Owen Maserati was still in pieces after Aintree; Peter missed an AMOC Silverstone day as he was flying to Milan to obtain a new gearbox for the car. This busy racer was back for the Goodwood Nine-Hours, taking third place with Tony Brooks for Aston Martin.

Collins then entered grand prix racing. At Monza in 1955 he drove a Maserati 250F but retired after 23 laps. At Aintree he won a Libre race in a V16 BRM from Salvadori's Maserati and Tony Brooks in a Connaught.

At Oulton Park the new four-cylinder BRM let Collins down after a meteoric drive in the 54-lap Gold Cup *Daily Despatch* race, with lack of oil pressure after 10 laps. It was significant of his abilities that after Stirling Moss had gone off the road in the Targa Florio in his 300SLR Mercedes, it was Peter who drove the somewhat bent M-B, and outclassed Kling's Mercedes, Manzon's Ferrari 750S and Fitch's Mercedes in four laps, to bring the Moss car to victory in this hot 936km classic fixture.

Collins, in the smooth style now attributed to Jenson Button, opened his 1956 season with a fifth at the Mendoza GP in a works Ferrari. At the Monaco Grand Prix Collins was determined in the Lancia-Ferrari team and annoyed Fangio by holding him up, but after the great man had damaged a wheel in an 'off' and was having clutch slip, he let Collins take over his car for a dual second place behind Moss's Maserati 250F.

Next it was off to Silverstone for the *Daily Express* International Trophy race. A multiple crash – not his fault – put the Aston out of the sports car event, but in the 100-mile 60-lap F1 race, Peter was only 12sec behind Fangio when the Argentinian's engine died. He took over Peter's Lancia-Ferrari but the clutch gave out. However, in the Mille Miglia, after almost 12 hours driving with Louis Klemantaski as the intrepid passenger, he was second to Castellotti's V12 Ferrari in a 3½-litre four-cylinder Ferrari and in front of Fangio's V12 car.

Collins won the 1000km Giro de Sicilia in a 3.5-litre Ferrari, in spite of having to make his four pitstop restarts on the starter as the clutch was useless. At Syracuse he was third for Lancia-Ferrari in an ordinary D50, behind Fangio and Musso.

Collins's true form was amply seen when he won the Belgian Grand Prix at Spa in a Lancia-Ferrari, ahead of Paul Frère in the other team Lancia-Ferrari and Moss's Maserati. The Lancia-Ferraris were geared for 165mph at 8200rpm, but later the absolute limit was 9000rpm.

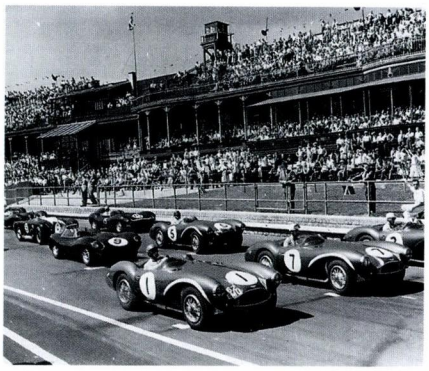
It was then off to the Nürburgring 1000Km race in which Collins was fifth in a DB3S shared with Tony Brooks. So to the British Grand Prix at Silverstone in which Collins's Lancia-Ferrari overheated and lost oil pressure when he was driving a steady race behind in third place. Amends were made in the French Grand Prix at Reims, when the young driver finished as the winner, with Eugenio Castellotti coming second in the V8 Lancia-Ferrari.

The Grand Prix of Rouen was a sports car race Aston Martin had hoped to win with a strong team of the new Le Mans cars. Moss changed his with that of Collins's as he preferred drum brakes to discs; Moss was second to Castellotti's Ferrari, but Collins's engine gave up.

Collins had a 12-cylinder Ferrari for the Swedish Grand Prix at Kristianstad with 'Taffy' von Trips, and in spite of going off on an oil patch, they were second to Trintigant and Phil Hill in the other V12 Ferrari with fastest lap by Collins at 100mph. His cornering was truly professional...

For the Le Mans 24-hour race of 1956, Moss and Collins took the Aston Martin DB3S home in second place, a sure sign of top driver recognition. But a broken fuel pipe put Collins out of the German Grand Prix at the Nürburgring. He maintained top form in the Italian Grand Prix at Monza, where Fangio's and his Lancia-Ferrari was second to Moss's Maserati 250F.

It was with Mike Hawthorn that Collins shared the Monza sports car race to win in a 2-litre Ferrari at over 122.5mph, with Moss/Pedosa second in a 2-litre Maserati, Peter having made fastest lap at approximately 125mph.



During his last full racing season, in 1957, the good results continued in Lancia-Ferraris. Collins was third in the French and German GPs. He was second with Hill in the Swedish Grand Prix. He won at Syracuse and Naples in Lancia-Ferraris, while the Nürburgring 1000km sports car event with Gendebien gave them second place in a Ferrari. With Phil Hill as his team-mate at Venezuela, again driving a Ferrari, they won this 1000km race, and Peter was part of a three-driver team which managed third in another 1000km race in Buenos Aires and he was fourth in two minor events.

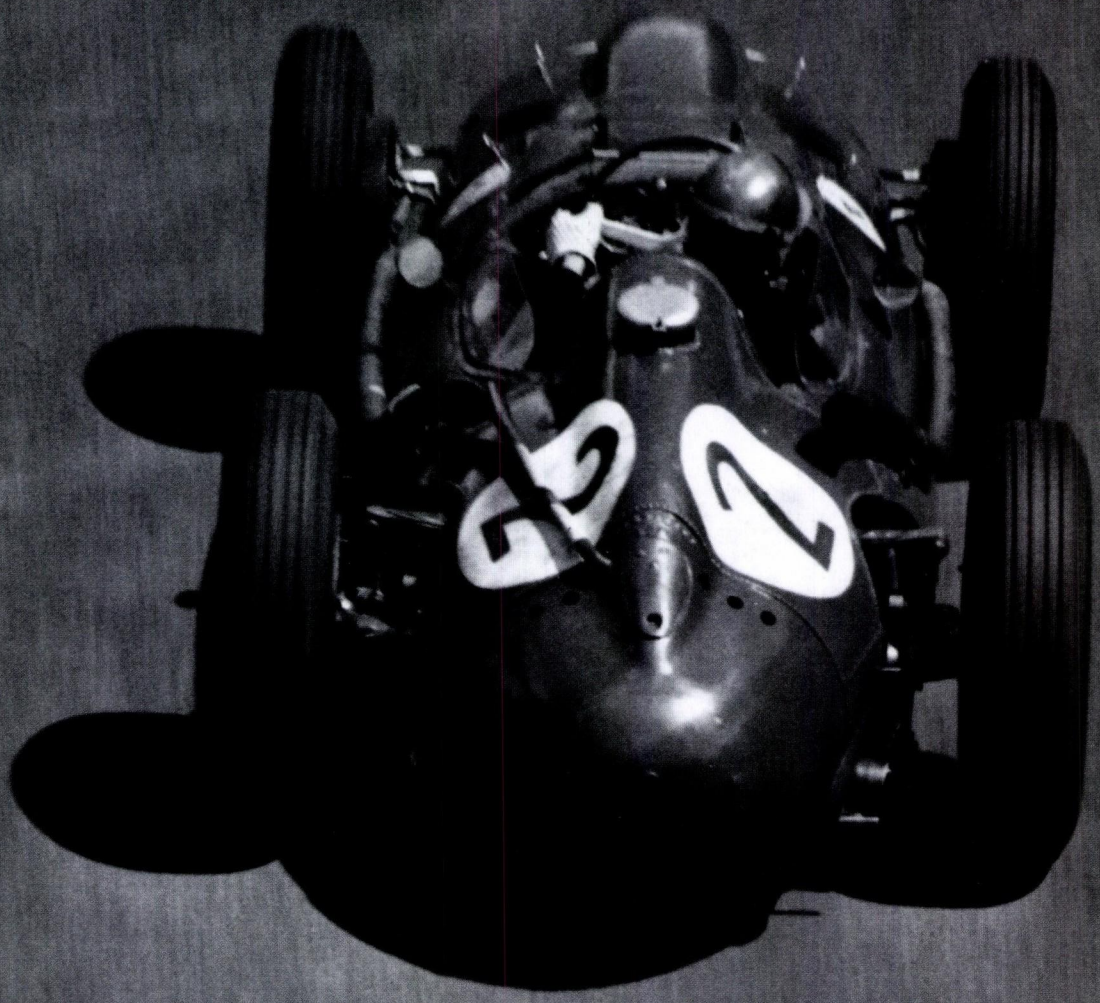
His ability was seen again during the 1958 season with a third in the Monaco GP and victory in the British GP, leading all the way with plenty of 'full opposite lock' in his old style, and first in the International Trophy race at Silverstone. He was first in Buenos Aires and the Sebring 12-hour race with Graham Hill driving a Ferrari, and second in a Formula 2 race at Reims.

Collins in his Ferrari was going hard attempting to catch Tony Brooks in the Vanwall at the Nürburgring when he lost control at one of the numerous corners and was fatally injured. Hawthorn was a lap behind when he retired with clutch trouble, also driving a Dino 246 Ferrari. If photographic evidence is reliable, it seems that Mike had changed out of racing attire and was smoking his pipe when the terrible news reached him. He too died two years later in a Jaguar in that road accident near Guildford.

The race in which Collins received well-deserved commendation was the 1956 Italian GP at Monza, when Fangio had retired and Collins, realising the Argentinian would gain his fourth world title if he could finish the race, came in and waved Fangio to take over his Lancia-Ferrari. Fangio came in second to Moss's Maserati, the required points secure. Peter drove away in his Ford Zephyr. **WB**

Inset: Collins in car 1 at the start of the '55 British GP support race at Aintree. He finished second to Salvadori (car 3). Opposite: Collins during the '58 German GP at the 'Ring. He crashed his Ferrari 246 Dino later in the race.

Collins was attempting to catch Tony Brooks when he lost control and was fatally injured. From photographs it seems that Mike had changed out of racing attire and was smoking his pipe when the terrible news reached him





IT'S TASMAN AGAIN!

Packed grids, quality racing and a host of famous names made the inaugural Tasman Revival a massive hit Down Under. Let's just hope there's another one...

Words and Photography: Paul Tilley

Back in the '60s, when the weather started to get cold in the northern hemisphere, rather than preparing to hibernate for the winter months, the cream of the world's racing car drivers would look forward to swimming at the beach, practising their water skiing skills and generally enjoying themselves. And at the weekends they also got to compete in one of the most competitive racing series of the era.

Such is the fondness with which the Tasman Series is held – and in particular the 2.5-litre era between 1964 and '69 – that it was only a matter of time before an event was organised to pay tribute to all those great drivers and recognise this event's significance to the development of motorsport in Australia and New Zealand. This year, the spirit of that golden age of motor racing was rekindled by the hard-working Historic Sports and Racing Car Association (HSRCA) in Australia, with its inaugural 1960s Tasman Revival meeting, held at the Eastern Creek circuit in Sydney, from December 1-3. I too decided to forgo the UK winter for a little rest and recreation down under and check out the racing as well.

Above: Chris Farrell presses on at Eastern Creek aboard his gorgeous 1969 Brabham BT30. He won the first Group O encounter and was sixth in the second. There were 80 open-wheelers at the Tasman Revival

The programme for the three-day meeting was jam-packed, with 53 events covering all categories of historic racing from pre-war specials to mid-80s Formula 1 machines: there was definitely something for everyone. The same could also be said of the weather, which varied from a scorching 40C on the Friday, to a rather chilly 18C on Sunday, for the main events.

In the early car category (Groups J, K & L), Keith Simpson in a 1960 Lola Mk1 had some tremendous battles with Richard Longes's Cooper-Climax T51 and Mick Arnold's 1955 Sharp Holden Special, while Peter Giddings's 1952 Talbot-Lago and Ernie Nagamatsu's Buick-powered, crowd-pleasing, Ol' Yeller II special provided some overseas variety to the class.

In the Touring Car category, it was great to see Des Wall competing so strongly in the ex-Ian (Pete) Geoghegan Australian Championship-winning '67 Ford Mustang against Michael Donaher's 1969 Chevrolet Camaro.

For those interested in more modern machinery (Groups Q & R), the sight and sound of Guido Belgiorno-Nettis's Ferrari 156/85 F1 car along with the '82 Spirit Honda











of Chris Farrell must surely have been a thrill. What was interesting to see, however, was how well John Dimmer's ex-Jackie Stewart 1971 Tyrrell 004 was able to keep pace with the much more modern machinery.

However, it was the Tasman race and the various cars which competed in it which was the focus of the meeting. There were two Tasman races on the Sunday and both were cracking affairs, even though the winner was the same in each one. In the first race, John Smith – in the Lotus 49B that was originally driven by Graham Hill in the 1969 Tasman Series – started from pole position and took a good win from Phil Harris from the USA in his 1.6 litre 1968 Brabham BT23C F2 car and Spencer Martin driving Alex Mildren's 1967 Alfa Romeo V8-powered Brabham BT23D (which was driven by Frank Gardner in the 1968 and 1969 events). In the second race, the top three places were the same although the second and third positions were reversed and Smith had to work very hard for the win after Martin got past him during the first half of the 15-lapper. As they both crossed the finish line, there was only 0.23sec separating the two leading cars and considering that old-stager Martin had actually competed in the original Tasman Series, this was a truly remarkable achievement.

Other notable cars included the ex-works Lotus 39 driven by Jim Clark in 1966 and Leo Geoghegan in 1967-69, and the 1966 Repco-powered Brabham BT23A that was raced by both Jack Brabham (1967) and Greg Cusack (1968).

In addition to the racing events, there were also a number of demonstration laps of other sports and racing cars from the period, as well as a demonstration of historic F1 cars covering 1961 to 1985. Of real interest to many was a special parade of drivers from the original Tasman Series who were driven around the circuit in Morgan sports cars and getting a warm reception from the large crowd. Such notables included Frank Gardner, Chris Amon, Leo Geoghegan, Kevin Bartlett, Frank Matich, Jim Palmer, Lionel Ayres and Roly Levis.

And when people were not watching the racing, the organisers had done their best to make the cars and drivers as accessible as possible in the pit area by having open marquees with signs to identify them. There was also a great display of memorabilia in a large marquee at the end of the pits, where drivers were signing autographs and regaling all with tales of a bygone era.

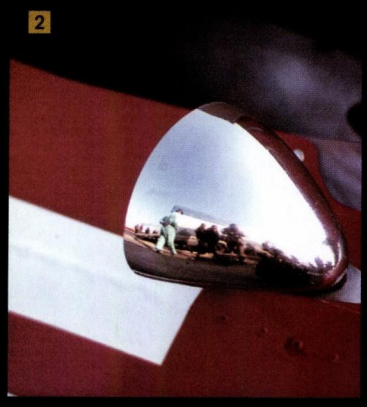
After wandering around the pits and watching the races over the whole three days, it was obvious that the organising committee had done a tremendous job in not only finding a lot of the original Tasman Series cars, but also lots of the drivers and people involved in those events from 40 years ago. In fact, it was the largest gathering of historic open-wheel race cars ever assembled at one event in Australia (more than 80) which just shows the level of interest in these cars and this event.

At the present time, no decision has been made on whether another Tasman Revival meeting will go ahead, but if it does, it will likely be in another two years time. If competitor interest is anything to go by, then it should be a certainty and I know where I will also be when it happens... enjoying top-quality racing under warm sunny skies while those on the other side of the world prepare for the winter. Ⓜ

Top left: Dimmer's ex-JYS Tyrrell. Top right: there was close dicing in all races. Above left: Tom Tweedie's Lola T60. Middle: Roger Munn's Brabham BT22. Right: Des Wall's '67 Mustang leads tin-top field



1



2

REWIND!

It was the perfect assignment: capture the colour and atmosphere of 1960s racing. That's what Agfa Film asked Roger Lane to do in 1968, and apart from audio-visual shows at the time these highly evocative shots have not been seen since. Part 1



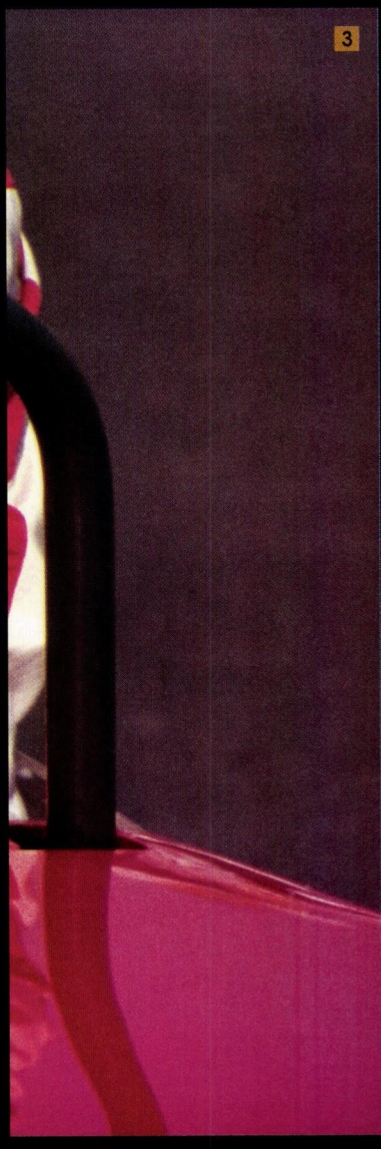


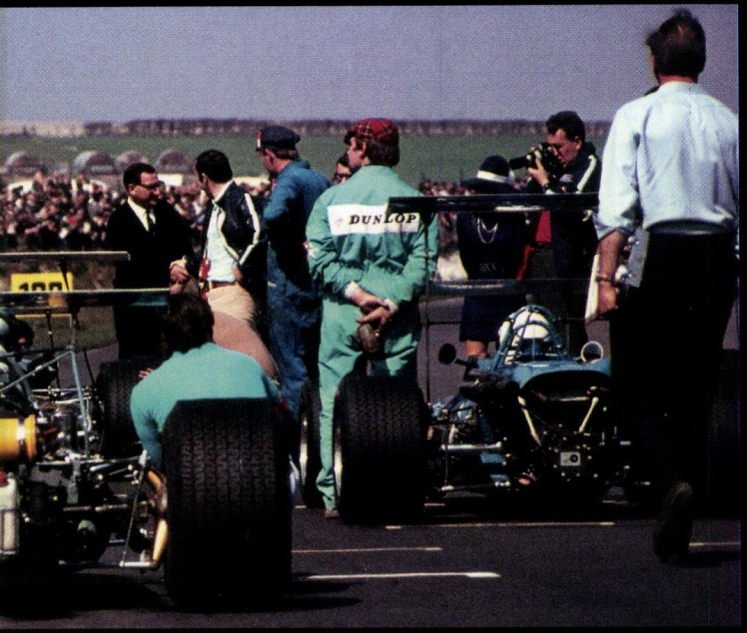
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Though an amateur photographer, Lane's pictures impressed Agfa's advertising manager who arranged passes for him to cover international races for the Agfa-Gevaert Lecture Programme. His brief was to record the paddock scene, and as a BARC official he was well fitted for the task.

1 Ferrari sponsor decals on Formula 1 Ferrari 312 at Silverstone's 1968 International Trophy
2 Mirror detail on Clay Reggazzoni's Formula 2 Ferrari in the Thruxton paddock.
3 Those tense moments before the start of a Formula 3 race. Note Les Leston fireproof gloves
4 Thruxton 1969: Brabham driver waits for the flag in a Formula 2 race
5 On the Thruxton grid as the seconds tick away
6 These groovy hats were apparently the official outfit of one of the saloon car teams in 1969

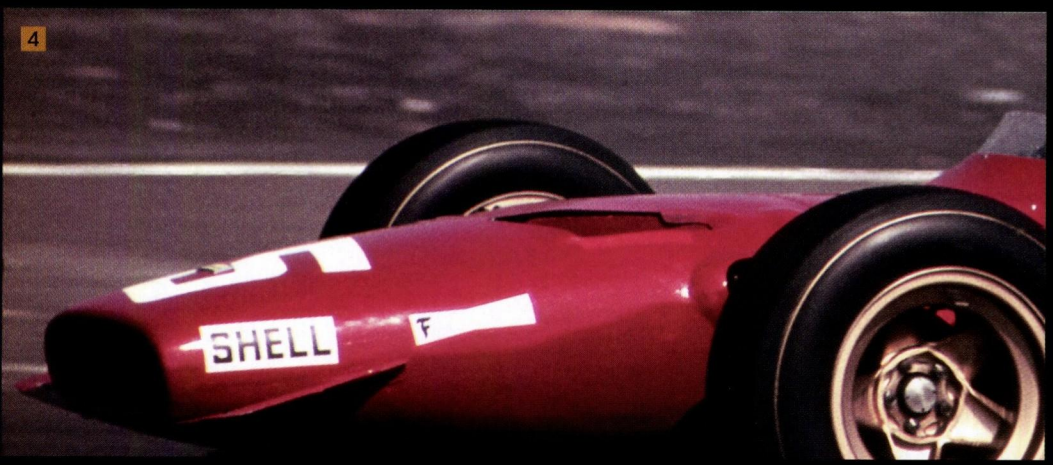




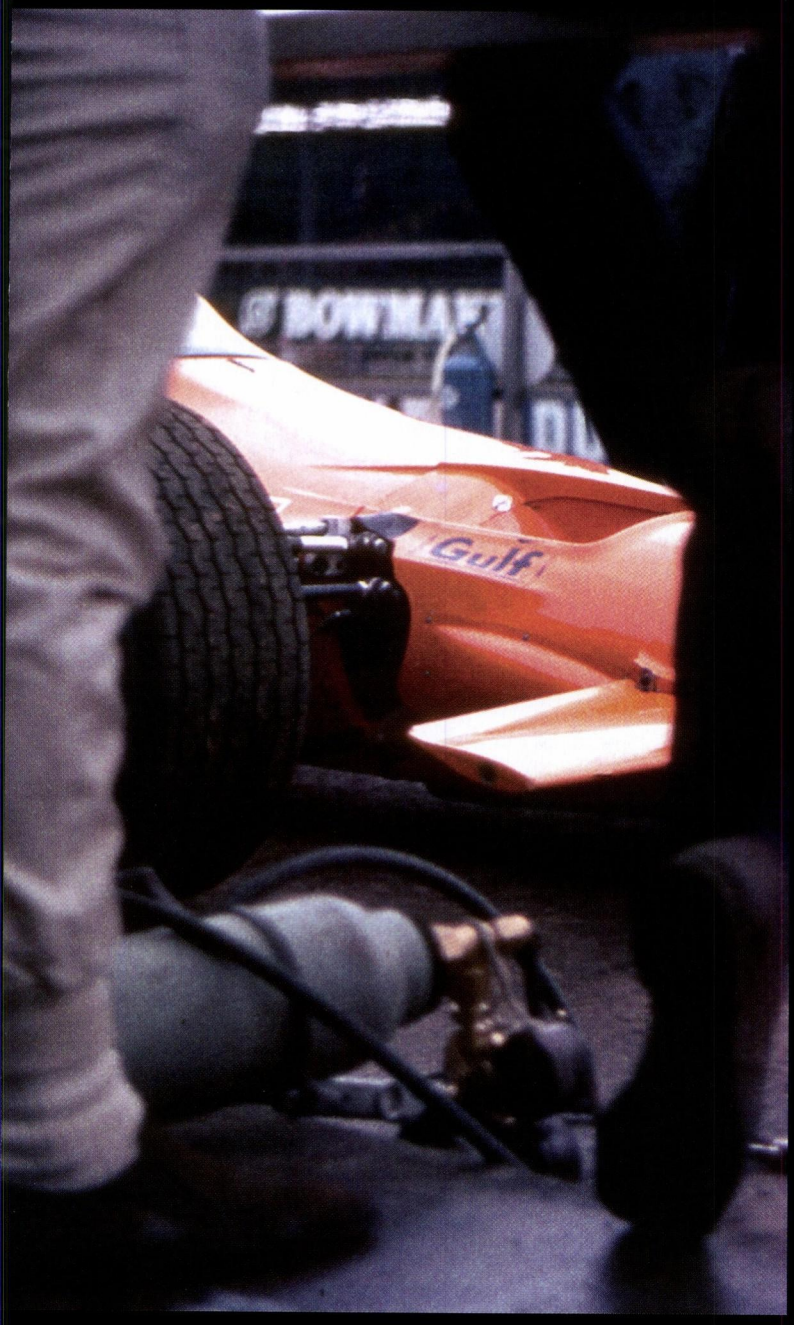


1 Jochen Rindt is unimpressed with the spoils after holding off Jackie Stewart to win the 1969 BARC 200 final at Thruxton
2 When JYS spins his Matra at Silverstone, Lane catches his wife Helen's moment of alarm
3 The feet of Bruce McLaren and Denny Hulme during wet practice, *Daily Express* Trophy 1969
4 Clay Reggazzoni exits the Thruxton chicane in his Formula 2 Ferrari 166
5 Sally Courage, wife of Williams-Brabham BT26 driver Piers, during the 1969 British Grand Prix: he finished fifth
6 BARC starter Grahame White readies his flag during the Thruxton Easter Monday F2 meeting

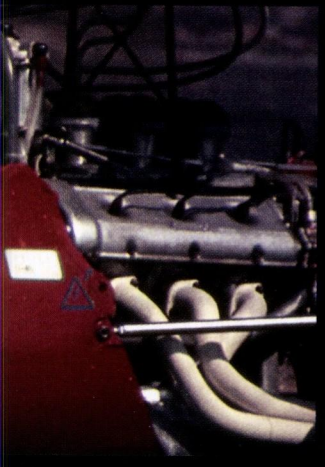







Gulf



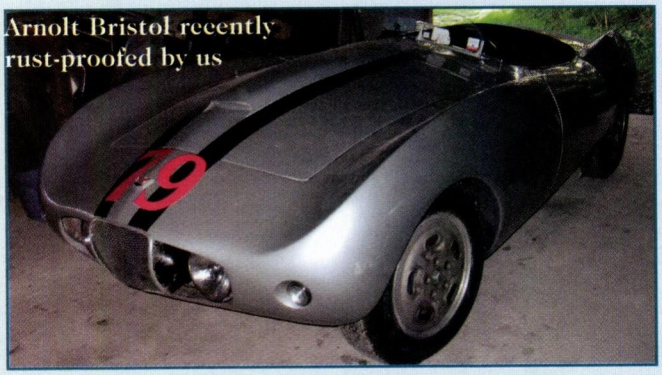



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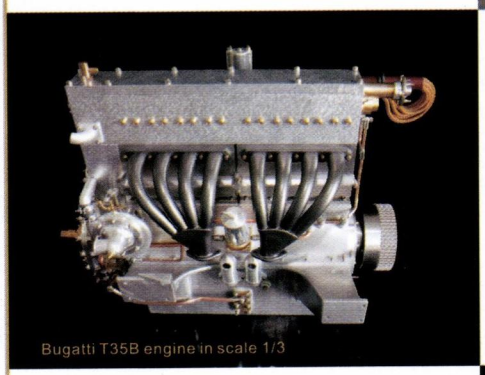
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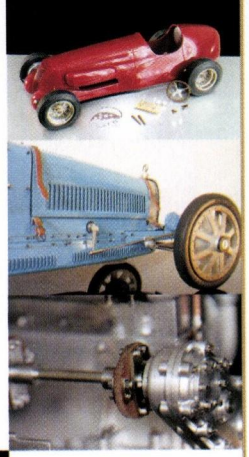
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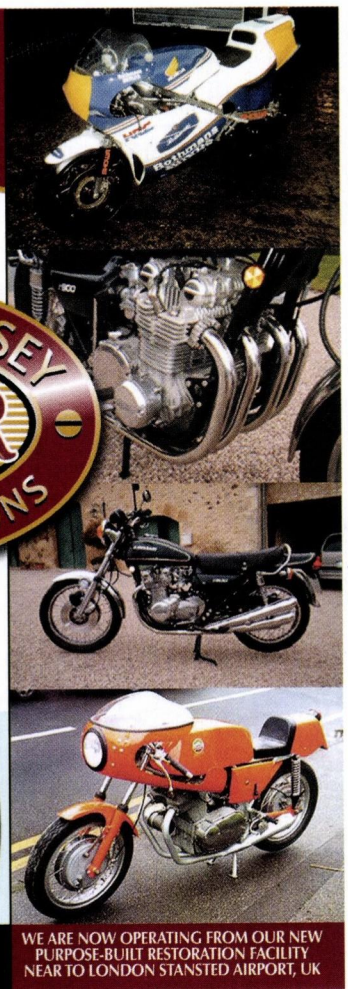
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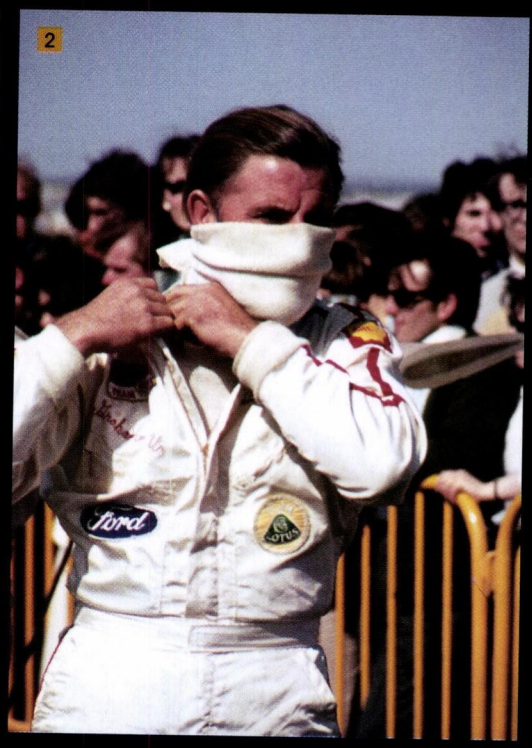
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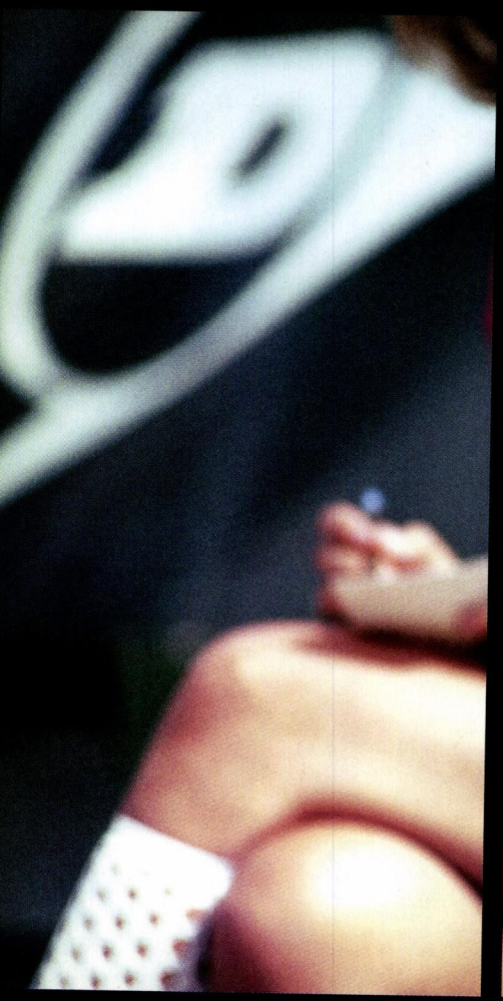
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1 Team member brings driver's kit to the grid
2 Wrapping up - Graham Hill prepares for the BARC 200 at Thruxton in 1969. He was third in the first heat, driving a Roy Winkelmann Racing Lotus 59B-Cosworth
3 The late lamented John Bolster, reporter, remains undistracted from his lap charts at the 1969 British GP, Silverstone

Lane's semi-official position allowed him to get close to drivers and team members during that 1969 season. Agfa featured his work in its lecture programme, and when that was over, Lane used his pictures in a multi-screen audio-visual presentation. After that the pictures lay in storage for 30 years. Two years ago, on his retirement, Lane set about restoring them, giving us this chance to immerse ourselves in the sights and colours of a vanished era





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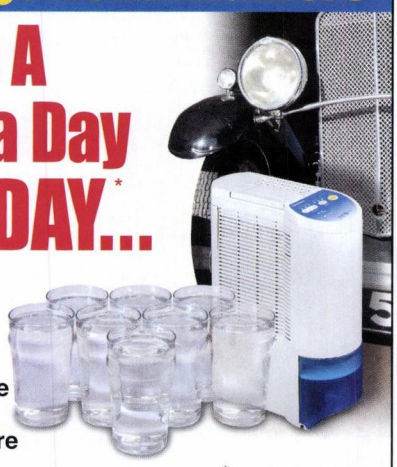
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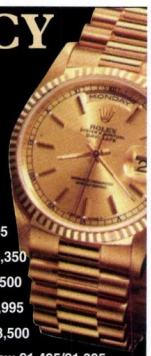


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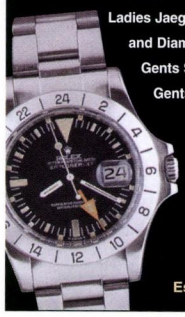
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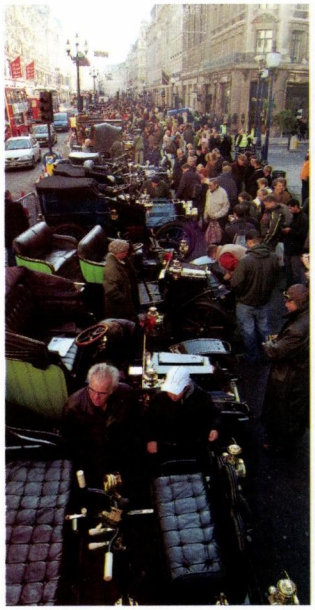
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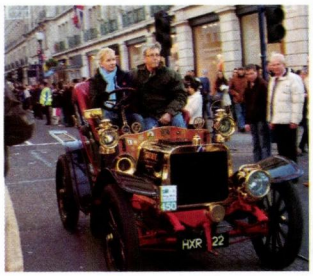
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Clockwise from main image: trailing clouds of glory – Timothy Senior's 1902 Dos-a-dos Toledo steamer; most famous of them all, Darracq 'Genevieve', star of the 1950s comedy film; Saturday's concours in Regent Street for selected veterans was a popular innovation, giving the public a chance to see the cars close-to without Sunday's very early hours

SLOW ROAD TO BRIGHTON

The 74th running of this classic event attracts an appreciative audience in Regent Street before the long, long haul to Madeira Drive

How times change! The London-Brighton Veteran Car Run is now of world-wide renown. But when it began in 1927 it was just a simple affair, the adventure of trying to drive a veteran vehicle from Hyde Park, London to Brighton, in weak winter sunshine or unwelcome rain.

Arriving on Madeira Drive was a reward in itself, though I think the entrants may have received a simple medal. As a driver in 10 runs on veterans dating from 1889 to 1904, a co-driver six times, and a passenger on 23 Runs between 1936 and 1992, I found the fun, anticipation and driver experience were sufficient reward. Lord Montagu of Beaulieu lent me most of the cars, with others from Mr Lightfoot and Jules Holland.

Now it is different. More traffic to contend with, but it has become a world-wide event which had 496 entries in 2006, with 438 starters and 395 finishers. On the day before the Run a Concours d'Elegance was held for 110 cars judged to be 'the most interesting' – but by whom? There was a parade in London's Regent Street, said to have attracted a quarter of a million onlookers, who were offered rides, suggesting a very tolerant insurance company, and for those who felt they must have a veteran car an auction sale had been conveniently arranged.

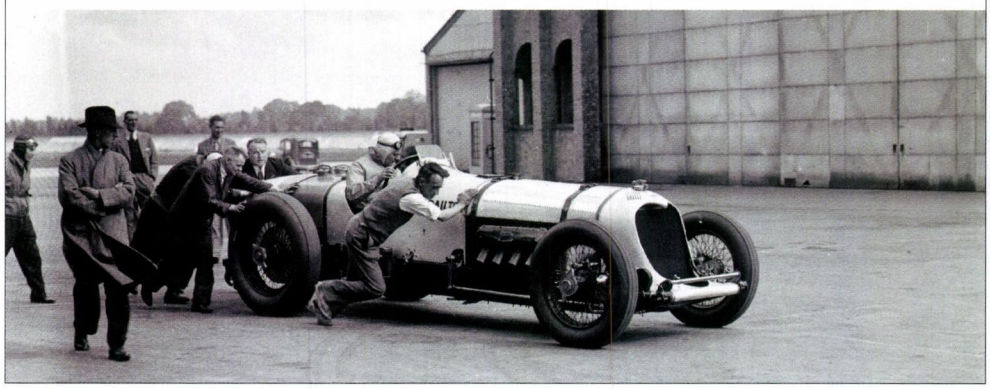
The Concours prizes were: Concours d'Elegance: Mr P Oldman (1900 MMC). Concours d'Equipe: H Pritchard (1903 De Dion Bouton). Most Historic Veteran: P & J Thompson (1899 Daimler Wagonette). Best unrestored car: P Calzavara (1899 Rochet-Schneider). Judges' Special Award: J Brydon (1896 Salveson steam car). The onlookers voted for R Fisher's 1898 Henriod.

Thus the progress made by this great Run, sponsored by the *Daily Mail*, Tindle Newspapers, Bonhams, Renault, the Regent Street Association, Kuoni, the RAC TMS, Hagerty, *Autocar* and *Classic & Sports Car*.

This year's 74th Run will take place on November 4, and will be the 111th anniversary of the original less elaborate but equally significant occasion.

BROOKLANDS GIANTS LIVE ON

My recent book about the Brooklands Giants, reviewed recently in *Motor Sport*, has an addendum with news of the present whereabouts of some of the cars therein. For those with the older edition, the 1908 GP Itala, made famous in postwar times by Cecil Clutton, is now owned by George Daniels who used it not long ago for an extensive trouble-free French tour. The lap-record-holding Napier-Railton (below) was bought with the aid of Lottery money by the Brooklands Museum, which uses it for demonstration runs. The Scarisbrick returned to Fanoe when the 1922 speed trials were re-enacted, and the great Fiat 'Mephistopheles' remains at the Fiat museum in Turin but came to a Goodwood Festival. The 200hp Benz once raced at Brooklands is in George Wingard's collection in America, but came back to the UK recently for Ben Collings to restore it to the form it was in before its Crystal Palace accident.

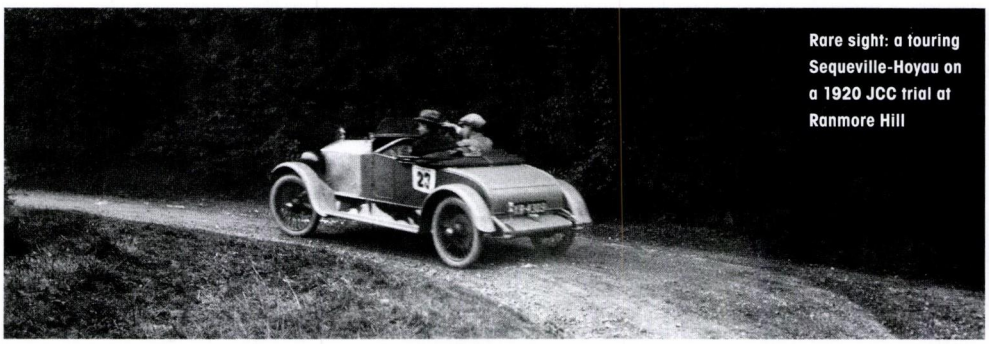


YOUR STARTER FOR TEN...

A game played long ago was to find the name of a rare make of car and ask what the person questioned knew about it. I was assailed with Sequeville-Hoyau, but I was fortunate because I was then toiling at the RAE in Farnborough, Hampshire, and the garage in the main road had just such a car. They did not seem to know where it had come from or why it was there. Later I discovered that the S-H was built at Genneville by the Seine, intended to be the Rolls-Royce of light cars, or perhaps they thought of it as the Hispano thereof. It had a four-cylinder 80x120mm engine with a three-bearing crankshaft, aluminium pistons, tubular lightweight con-rods and, unusual for 1919, a four-speed gearbox and electric starter.

To emphasise the appeal to British buyers the radiator aped that of – a Rolls-Royce. The chassis had underslung springs and the smart bodywork may have been inspired by the company's experience of aeroplane component production. It was rumoured to have made aero-engines for Bugatti, but that I must leave to the Bugatti Trust.

The cost of the car was high – £495 for the chassis, £550 for a complete car in 1920 – and one expert described it as the car nobody wanted. However, in 1921 C J Myson drove one in the 1921 MCC Land's End trial; he retired but gained a bronze medal in the Edinburgh Trial. But by 1922 he had changed to a Calcott...



Rare sight: a touring Sequeville-Hoyau on a 1920 JCC trial at Ranmore Hill

RUMBLINGS

Plans are in hand for the proper celebration of the opening of Brooklands Track 100 years ago, with a re-enactment of the parade of July 17, 1907 and the presence of as many as possible genuine ex-Brooklands racing cars. Those owning such cars are asked to contact the Brooklands Society (Len Battyll on 01428 645 724) or the Brooklands Museum (Allan Winn on 01932 857 381) as soon as possible.

The Brooklands Society will have its annual Reunion and its Members' Dinner at the Track during 2007. The Museum announces a long fixture list, including Bentley DC driving tests, an Austin/Morris day, many days when the Test Hill will be in use, a day of running some of the exhibits, a commemoration of S F Edge's 24-hour Napier run in 1907, etc, as well as social happenings.

Steve Cropley of *Autocar* has rightly been reminding readers of Mercedes-Benz World with its museum where you can see a Blitzen Benz and pre-war sports cars, and a showroom of current M-B models which prospective customers can try on the adjacent test track. Well worth a visit, but it is *inside* the remains of the famous Brooklands Track, not *near* it, as Steve thinks. Just to avoid you getting lost...

The day before the Veteran car Brighton Run, the *Daily Mail* had a two-page preview of it with colour pictures, but whereas author David Thomas said it was not a race, on the travel guide it was, oh dear, quoted as – a race!

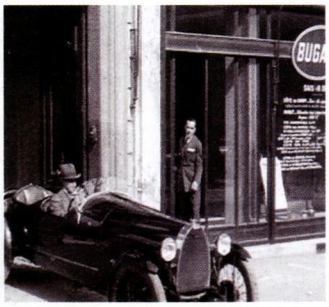
Bugs on screen

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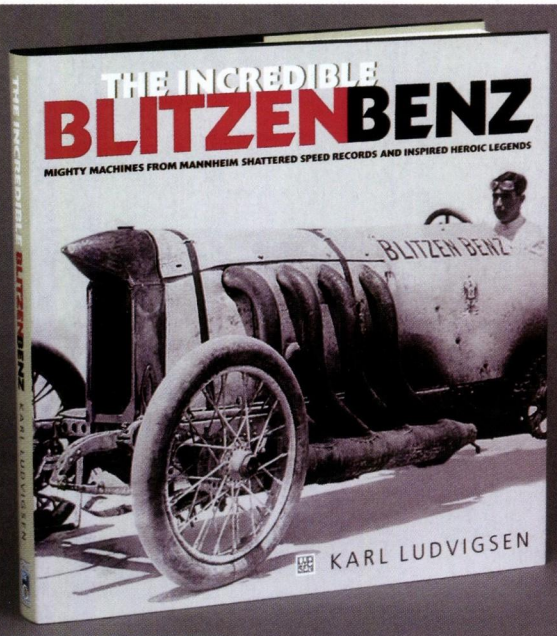
The Bugatti Trust, which investigates the deeper aspects of the history and technics of these irrepressible cars, with its premises at Prescott where those enjoyable speed hillclimbs take place, has issued the first of the late Hugh Conway's films on DVD. It covers Bugatti Types 10 to 35B and includes a 19-minute silent film from 1923, and items on the Bugatti family and cars associated with Ettore Bugatti. The DVD runs for approximately 1hr 10min and costs £19.99 plus £1.50 UK P&P; apply on 01242 677201.







Stills from the DVD: Ettore with his racehorse Ajax; Roland Bugatti cranks a T35; a customer leaves the showroom in his new Type 30



LIGHTNING STRIKES

Karl Ludvigsen seems able to write at least two new books in the time it takes to read one of them. His latest of these important, authoritative works is a vast volume giving the full story of the Benz racing cars, with especial attention to the enormous Blitzens. To some extent this echoes a chapter in my *Giants* book, recently republished, from which I am flattered to see several quotes. Some of the illustrations are familiar, but the majority are new to me. This is another impressive production which will collapse the weaker coffee table, available for the very low price of £39. *The Incredible Blitzen-Benz* is published by Dalton Watson; ISBN 1 85443 228 0.

A GREAT DRIVER REMEMBERED

The great pre-war racing driver Georges Boillot (below) won the 1912 and 1913 French Grands Prix for Peugeot, but after giving his all in the 1914 race and leading for much of it was unable to defeat Mercedes in its well organised 1,2,3 victory, led by Christian Lautenschlager.

He was shot down and killed in aerial combat in 1916. He was remembered by L'Avenue Georges Boillot on the way to the Montlhéry race course.

The Club Georges Boillot was formed in 1935; the many attending its inaugural banquet included the Presidents of the AC de France and the ACIF. The club's first President was Mme Annet Badel, and M Yves Boillot was on the committee.



RUMBLINGS

It was a clever move by Henry Ford to use the terms Tudor and Fordor for his models with those numbers of doors, with the make name part of the latter. Did this influence Austin, I wonder, when it called certain of its saloons Forlite and Sixlite in respect of their number of windows?

Having recalled the days when I had fish and chip lunches at the first Lotus works at Hornsea, I was interested to learn from *Historic Lotus* magazine that the old buildings are intact and that there is a plan afoot to turn them into a museum and education centre to commemorate Colin Chapman's early Lotus activities.

Many years ago I was seeking something to use for teaching my middle daughter to drive. On hearing this Jenks took me just across the road from his cottage in Crondall to a breaker's yard wherein was a 1934 A10 saloon. I acquired this for a fiver, with anti-freeze and a little petrol. It proved ideal for the purpose and survived a long run with only mild clutch slip, with which the breed was said to be afflicted. Sadly, when I needed more room in the barn for vintage cars the Ten had to go, which I regretted.

I wonder how many of you were sad, as I was, to see the 2CV Citroën, which for so long had opened the BBC's *Antiques Road Show*, replaced by a Morris 1000. And who of you sighed deeply as I did when that fake Chitty-Bang-Bang was seen in the Lord Mayor of London's Show? Once upon a time vintage cars were welcome on these wonderful occasions, as when I rode in Anthony Heal's twin-cam 3-litre Sunbeam.

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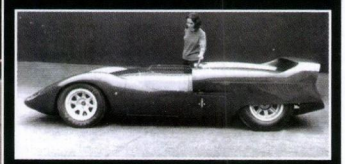
Connaugh B type F1 2.5 litre 1955
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Cadillac NART Zagato coupe 1970
New York and Torino Show.



Amilcar C6 1927.



Detomaso P70 One Off,
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Parting Shot

BRITISH GRAND PRIX, BRANDS HATCH, JULY 20, 1968

Denny Hulme's McLaren M19 comes up to lap Silvio Moser's Brabham BT20-Repco. Hulme will finish fourth, behind Jo Siffert's Lotus 49 and the Ferraris of Chris Amon and Jacky Ickx. Moser will be unclassified after completing only 52 of the 80 laps

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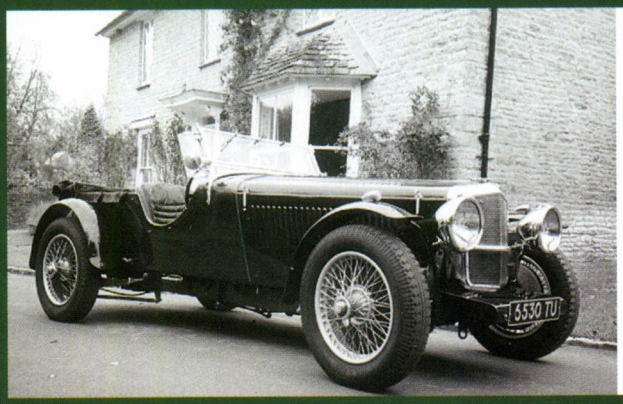
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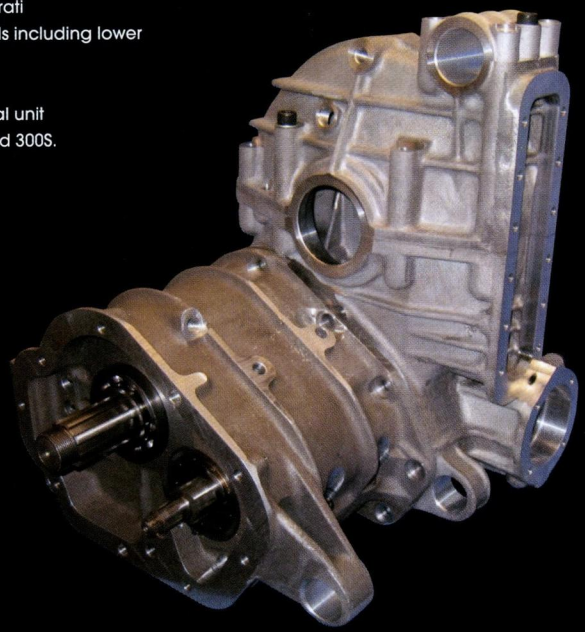
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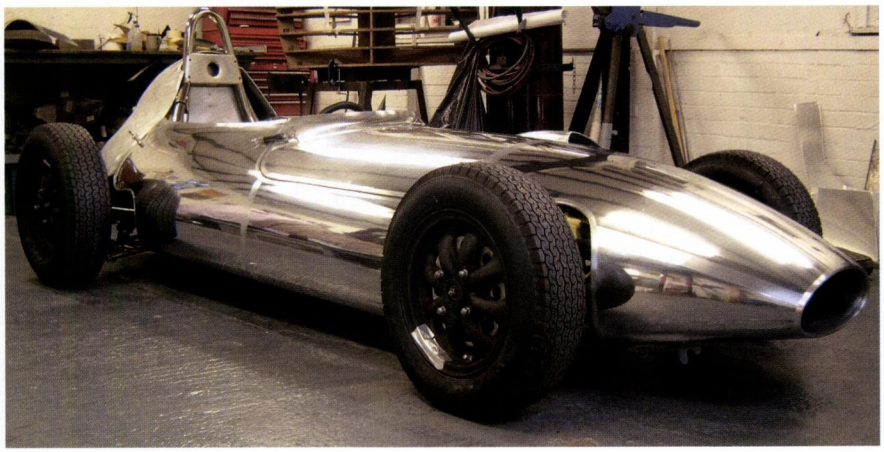
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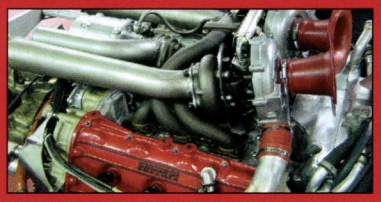


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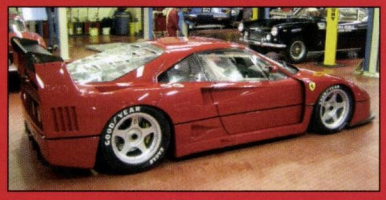
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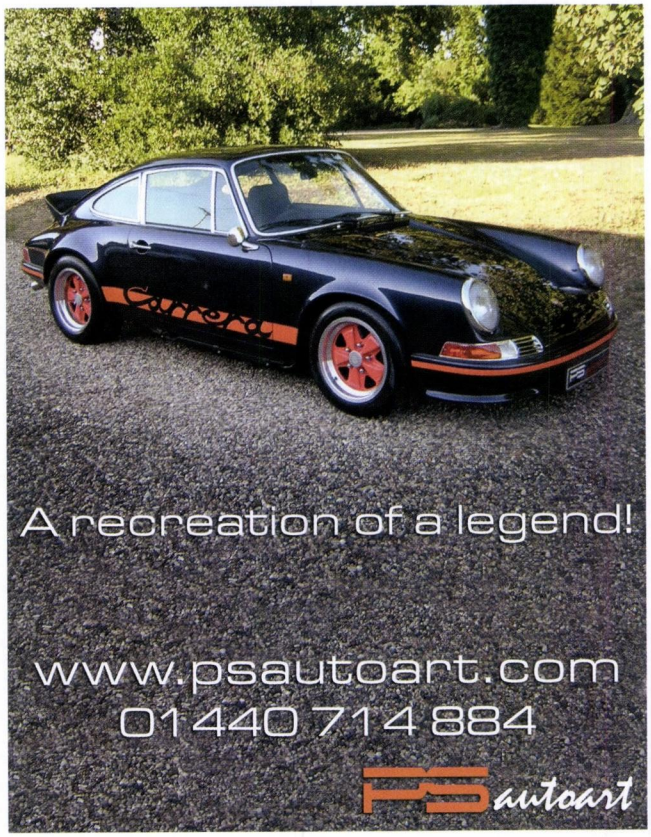
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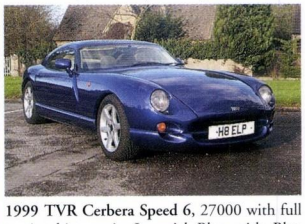
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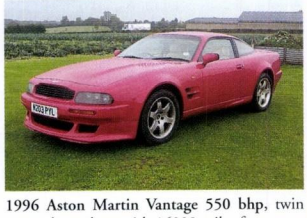
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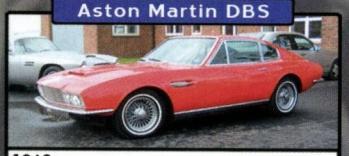


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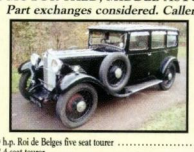
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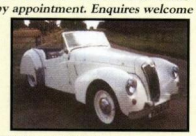
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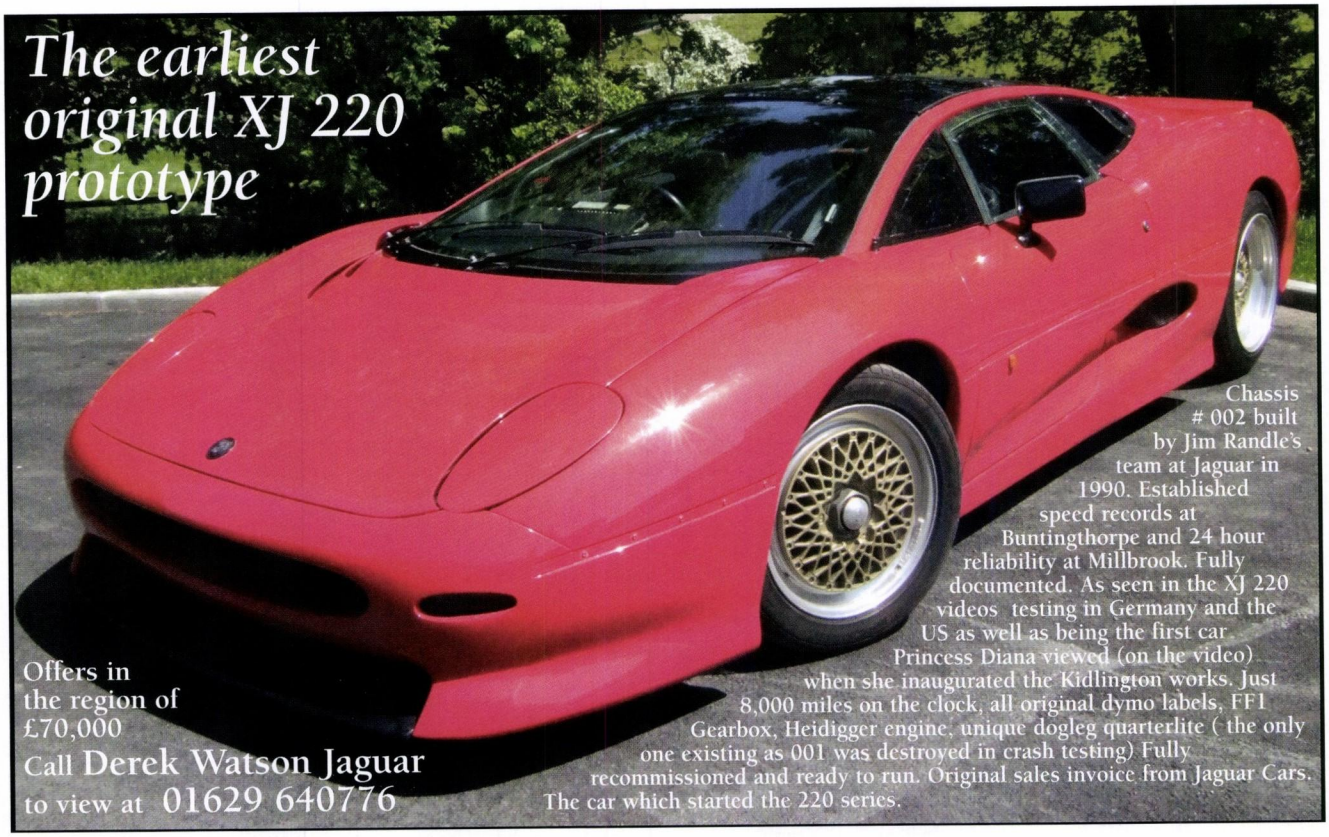




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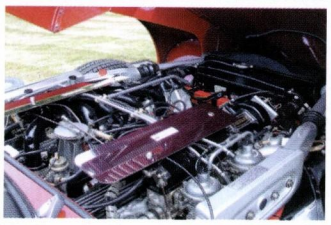


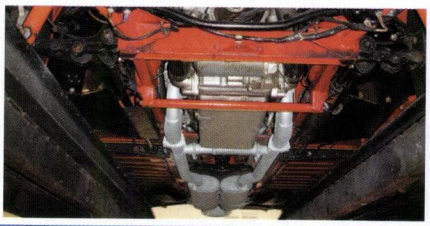


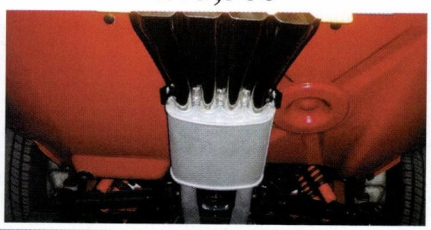


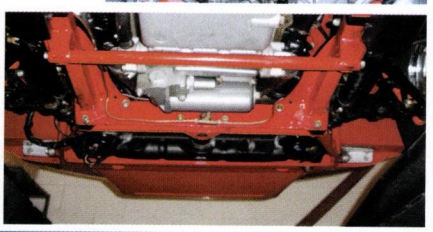
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White/Red. 2 tops, PW, Webers, Borranis, disc brakes, 5-speed. Outstanding!



1963 FERRARI 330 LMB.

One of four. Fifth overall at LeMans, 1963.
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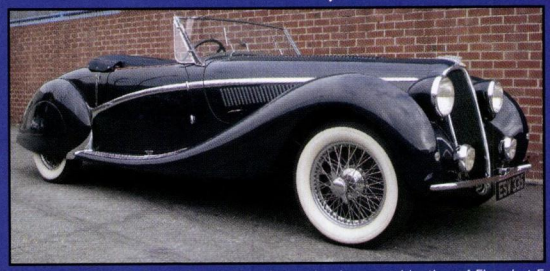
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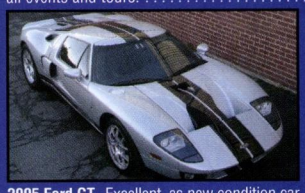
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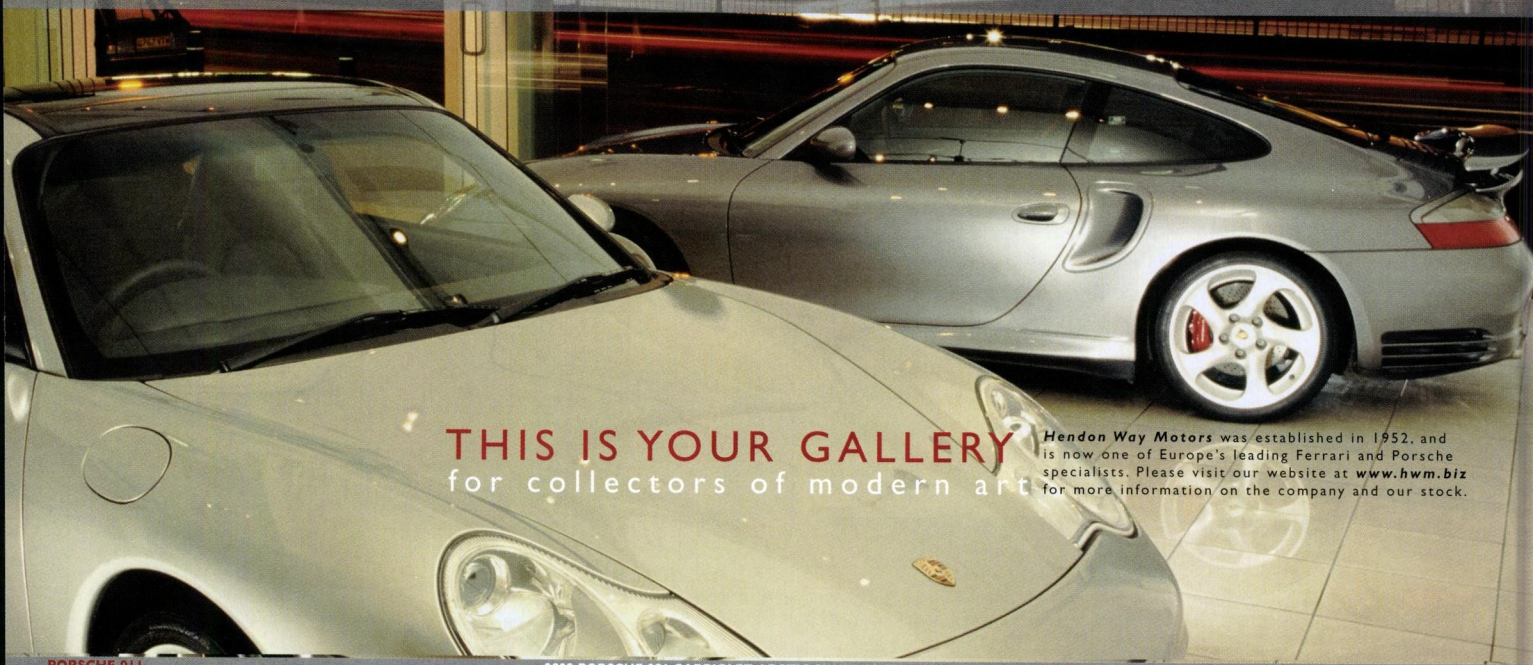


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Model Types 997 / 996 / 993 / 964

2006 PORSCHE 997 S COUPE GT SILVER 6,000 MLS
Black leather, chrono pack, cruise, al pack, BOSE, 19" alloys, litronic, PCM

2005 PORSCHE 997 S CABRILOET TIP ARCTIC SILVER 12,000 MLS
Black leather, navigation, heated seats, cruise, sports chrono pack

2004/05 PORSCHE 997 2 S COUPE BASALT BLACK 6,000 MLS
Black leather, PCM, al pack, litronic, 19" alloys, cruise, sunroof

2004 PORSCHE 996 TURBO CABRIOLET BASALT BLACK 16,000 MLS
Black leather, PCM, sports seats, computer, BOSE, litronic, al pack

2004 PORSCHE 996 TURBO CABRIOLET BASALT BLACK 12,000 MLS
Black leather, PCM, sports seats, computer, BOSE, litronic, al pack

2003 PORSCHE 996 TURBO COUPE MAN BASALT BLACK 29,000 MLS
Black leather, PCM, sunroof, xenon, white dials, cruise

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 21,000 MLS
Black leather, PSM, computer, al pack, BOSE, sunroof, sports seats, xenon lights, aero kit

2002 PORSCHE 996 TURBO ARCTIC SILVER 24,000 MLS
Black leather, sports seats, sunroof, PCM, BOSE, park assist

2003 PORSCHE 996 GT2 MIDNIGHT BLUE 7,000 MLS
Black leather, sports seats, al pack, yellow callipers, litronic

2002/03 PORSCHE 996 GT2 BASALT BLACK 11,000 MLS
Black leather, sports seats, al pack, yellow callipers, litronic

2005 PORSCHE 996 C4S COUPE MANUAL BLACK 15,000 MLS
Black leather, sport seats, computer, climate, sunroof, BOSE, cruise, park assist

2005 PORSCHE 996 C4 S CABRIOLET ARCTIC SILVER 29,000 MLS
Blue leather, PCM, telephone module, heated seats

2004 PORSCHE 996 C4 S CABRIOLET TIP SEAL GREY 4,000 MLS
Savannah leather, PSM, PCM2, computer, al pack, BOSE, heated seats, park sensors

2003 PORSCHE 996 C4S COUPE AMNUAL SEAL GREY 14,000 MLS
Black leather, mem seats, climate, small al pack, BOSE, litronic, cd, red brake callipers

2001/02 PORSCHE 996 COUPE TIP ARCTIC SILVER 37,000 MLS
Metropole leather, sport seats, climate, air bags, computer, BOSE, 6 stack cd, al pack,

2001 PORSCHE 996 C4 COUPE MANUAL BLACK 21,000 MLS
Black leather, sport seats, climate, front/side air bags, 18" turbo alloys, Porsche s/history

2000 PORSCHE 996 COUPE GT3 SPEC TIP ARCTIC SILVER 31,000 MLS
Black leather, xenon, al pack, memory seats, GT3 alloys, sports seats

1998 PORSCHE 996 COUPE MANUAL ARCTIC SILVER 34,000 MLS
Blue leather, computer, climate, factory sunroof, cd, 17" alloys, full Porsche s/history

2003 PORSCHE 996 C2 CABRIOLET ARCTIC SILVER 25,000 MLS
Black leather, electric seats, PCM, climate

2002 PORSCHE 996 CABRIOLET ARCTIC SILVER 29,000 MLS
Grey leather, PSM, computer cruise, heated seats, 18" alloys

2002/03 PORSCHE CARRERA CUP RACE CAR SPEED YELLOW 8,000 MLS
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Sunroof, computer, sports seats

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 36,000 MLS
Grey leather, sunroof, 18" alloys, computer, sport seats

1997/98 PORSCHE 993 CARRERA C2S TIP ARCTIC SILVER 49,000 MLS
Blue leather, climate control, air bags, third brake light, 18" turbo alloys

1996 PORSCHE 993 C2 S ARCTIC SILVER MANUAL 71,000 MLS
Dark blue leather, sports seats, up-rated CD, excellent service history

1997 PORSCHE 993 C2 S METALLIC BLACK MANUAL 49,000 MLS
Black leather, 18" alloys, sports seats

1995/96 PORSCHE 993 RS 3.8 L/WEIGHT MIDNIGHT BLUE 25000 MLS
Black leather, sports seats, one of only 48 RHD examples, full report Octane Mag

1997 PORSCHE 993 CABRIOLET METALLIC BLACK 28,000 MLS
Black leather, sports seats, 17" alloys

1996 /97 PORSCHE 993 CABRIOLET BLUE-GREEN 21,000 MLS
Grey leather, 17" alloys, climate

1995 PORSCHE 993 COUPE TIP SLATE GREY 65,000 MLS
Black leather , 17" alloys, climate control, computer, full Porsche history

1994/5 PORSCHE 993 CABRIOLET ADVENTURA 60,000 MLS
Grey leather, sports seats, 18" alloys, air bags, alarm/immobiliser, CD, Cayenne

2004 PORSCHE CAYENNE S TIP LAPIS BLUE 30,000 MLS
Grey leather, 19" wheels, PCM, 4.5 petrol, privacy glass, air suspension

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Model Types 2.5 / 2.7 / S 3.2

2003 PORSCHE BOXSTER S TIP ARCTIC SILVER 25,000 MLS
Black leather, climate, al pack, full history

2003 PORSCHE BOXSTER S SEAL GREY 21,000 MLS
Black leather, PSM, sat/nav, phone, al pack, climate, hard top

2001 PORSCHE BOXSTER S ARCTIC SILVER 14000 MLS
Metropole leather, climate, air bags, wind def, CD, 2 owners, stunning example

Other Models

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1990 AC COBRA LIGHT WEIGHT RHD SPEED YELLOW 9,000 MLS
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Full specification

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Models from 1970 +

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2002/3 FERRARI 360 MODENA F1 TDF BLUE 19,000 MLS
Tan leather, climate, Ferrari CD, xenon

2002 FERRARI 360 SPIDER MANUAL ROSSO RED 13,000 MLS
Black leather, ASR, xenon, sport mode, 2 owners, red callipers, Ferrari service history

2000 FERRARI 360 MODENA ROSSO RED 17,000 MLS
Crema leather, red stitching, challenge grill, wing badge,s leather roof lining

1992 FERRARI 348 TS BLACK 4,000 MLS
Black leather, climate, alarm remote, 2 owners, excellent service

1991 FERRARI TESTAROSSA RED 5,500 MLS
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1985/6 FERRARI MONDIAL COUPE QV RED 54,000 MLS
Crema leather, climate, sunroof, alarm/ immobiliser, excellent history, last QV built

Classic Models

1967 FERRARI 275 GTB4 RED 49,000 MLS
Rosso red coachwork, crema interior, competed in retrospective European rallies. **1974**

FERRARI 246 DINO GT ROSSO RED 42,000 MLS
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PORSCHE

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Original UK supplied lightweight, RSR specification, one of 48 RHD examples

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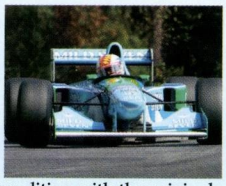
1966 Alfa Romeo Guilia Sprint GT with bodywork modifications to GTA look. Rosso 501/Black interior. Car has been prepared for race/tarmac stage events. Tour Auto history. Full F.I.A roll-cage by Fabricage, Willans harnesses and special historic race/rally seats by Bob Ridgard. 1600 engine to stage 2 specification (approx 130-140 bhp). Fitted 5.10:1 l.s.d rear axle, ATE brakes, Harvey-Bailey suspension and GTA Corsa replica wheels with 185/70 HR14 Avon CR6ZZ competition tyres. Road legal and m.o.t.'d. At least a third of the cost of 1600 GTA but just as much fun . £15,750

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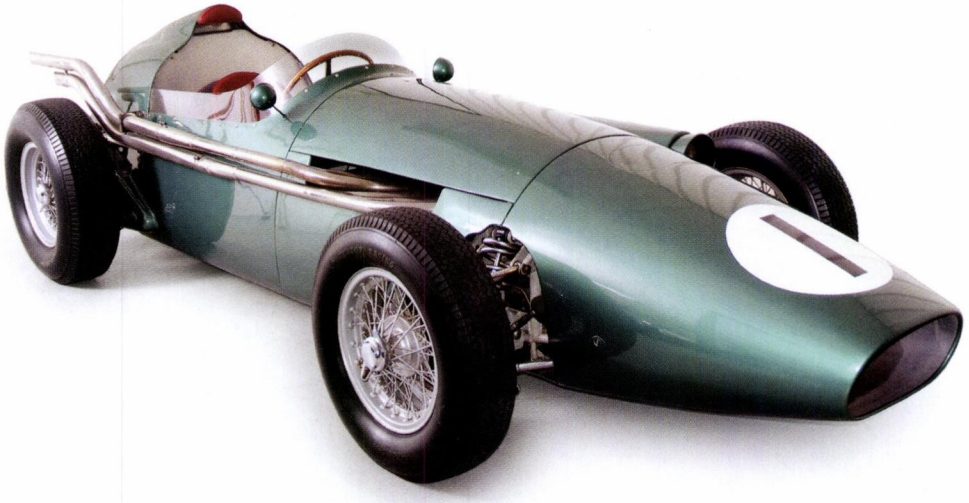
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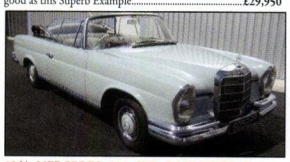
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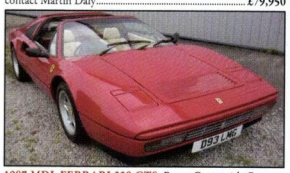
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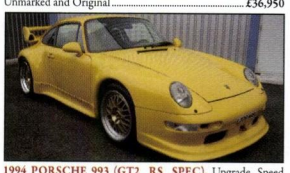
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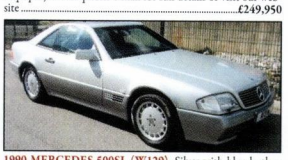


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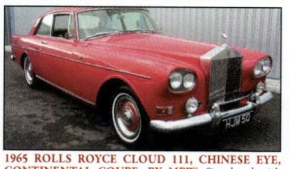
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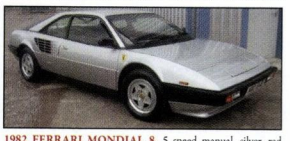
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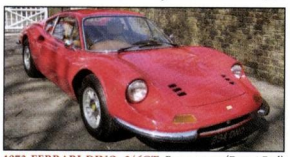
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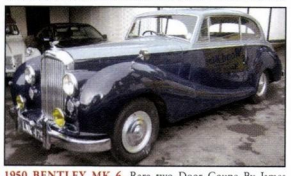
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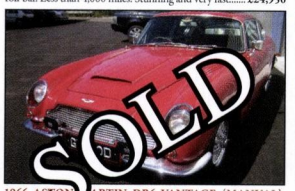
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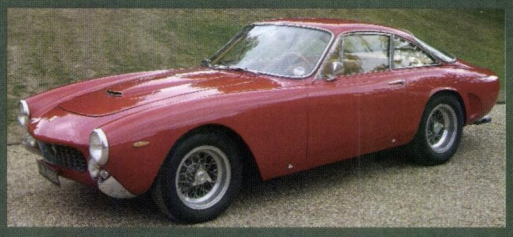
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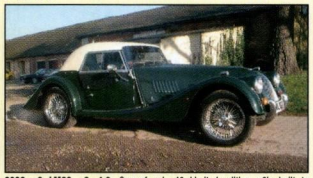
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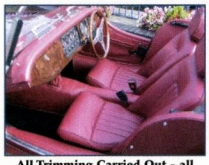
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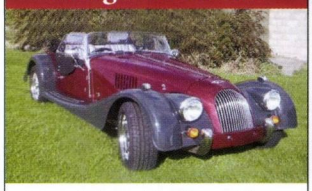
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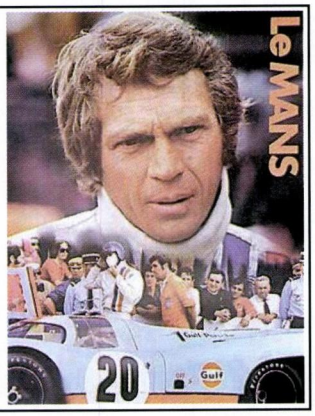
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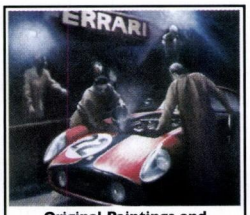
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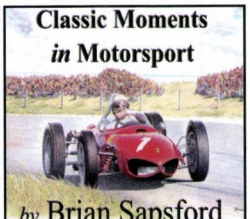
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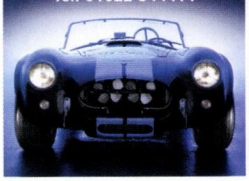
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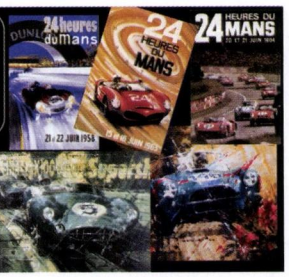
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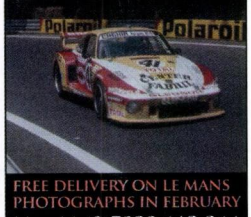


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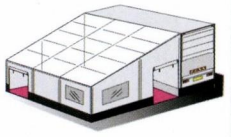
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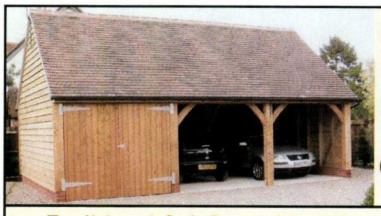
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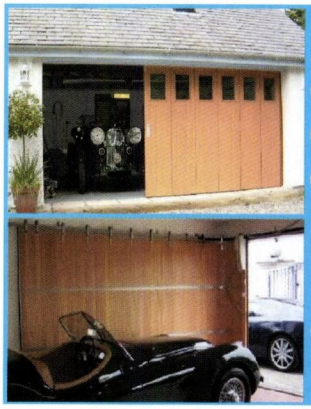
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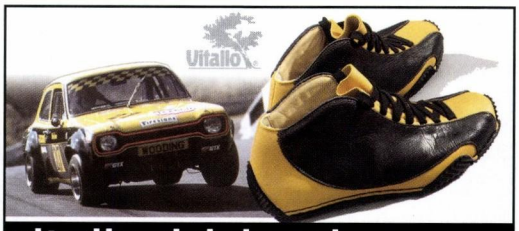
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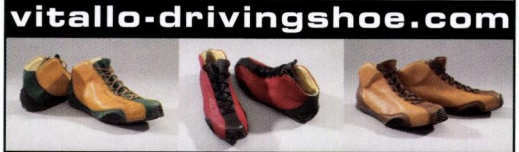
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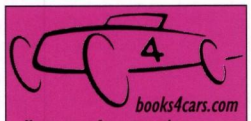


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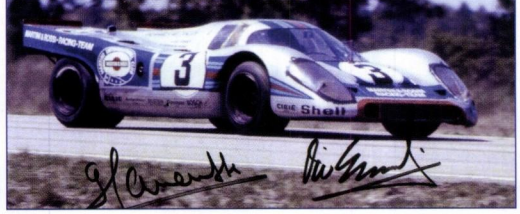
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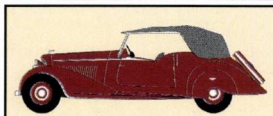
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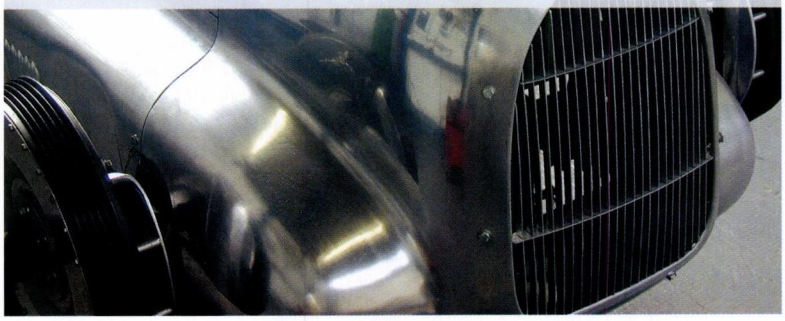
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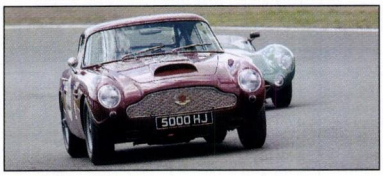
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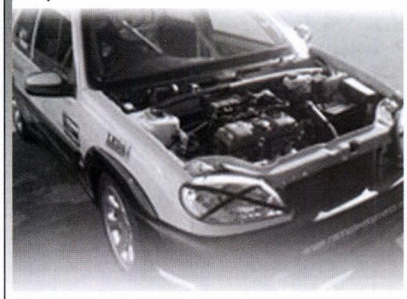
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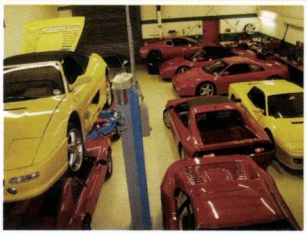
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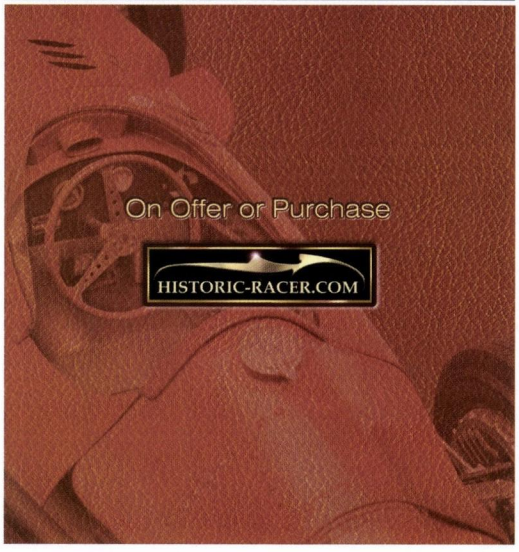


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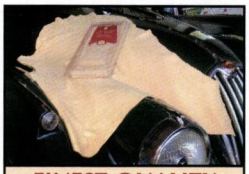
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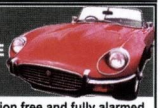
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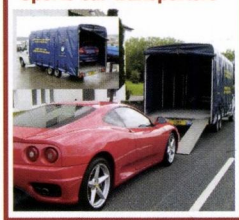
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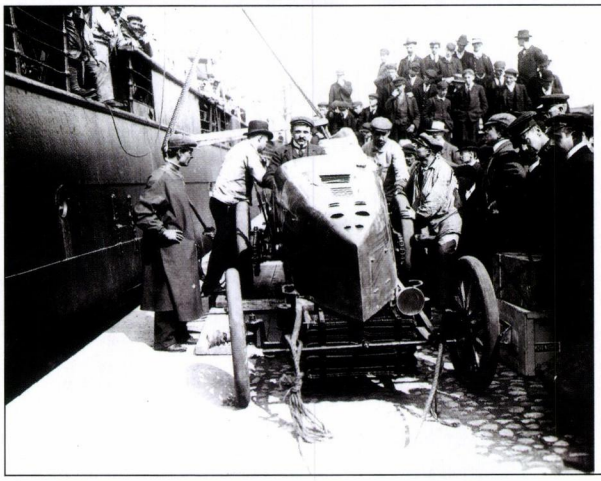
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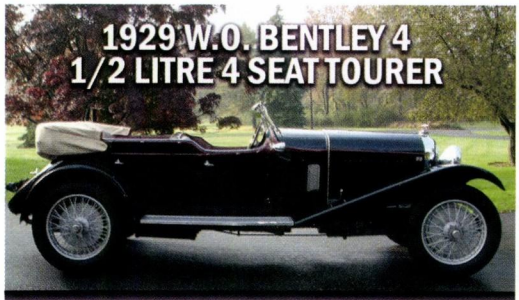


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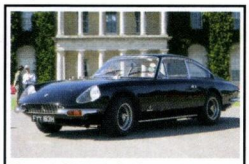
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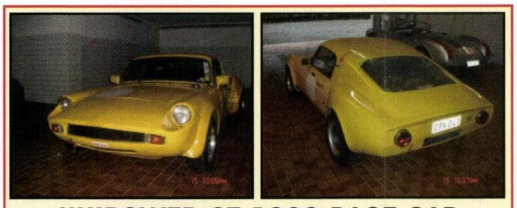
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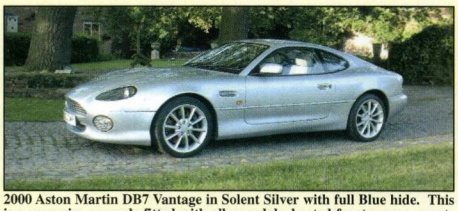
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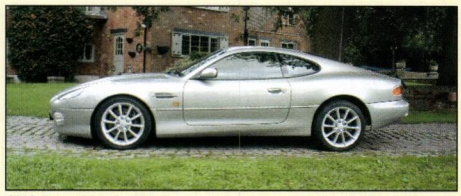
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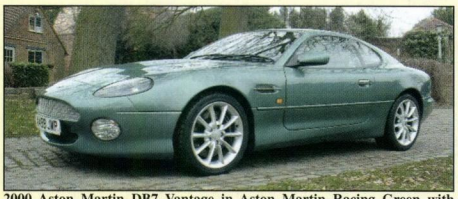
2000 Aston Martin DB7 Vantage in Solent Silver with full Blue hide. This is a very nice example fitted with alloy pedals, heated front screen, sports exhaust, hi-fi and 6 speed Manual transmission. Only 27,000 miles, 3 owners and comes with full service history mainly with Aston Martin Works Service. £39,950



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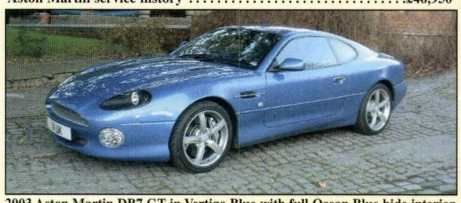
2002 Aston Martin DB7 Vantage in Titanium Silver with Burgundy and Charcoal hide interior. A fine example fitted with Touchtronic transmission, heated front screen, 6 stack CD changer, Sat Nav, Walnut wood, air conditioning and electric heated seats. 27,000 miles with full Aston Martin service history £46,950



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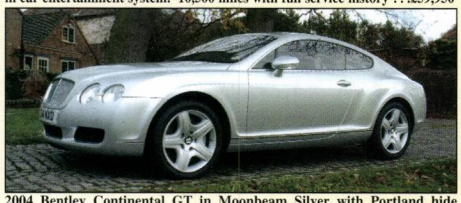
2003 Aston Martin DB7 GT in Vertigo Blue with full Ocean Blue hide interior. This is a beautiful example fitted with Manual 6 speed transmission, 18" alloy wheels, air conditioning, aluminium drilled pedals, sports exhaust, Sat Nav, embossed sports seats, heated front screen, leather trim, Tracker and premium in car entertainment system. 10,500 miles with full service history ...£59,950



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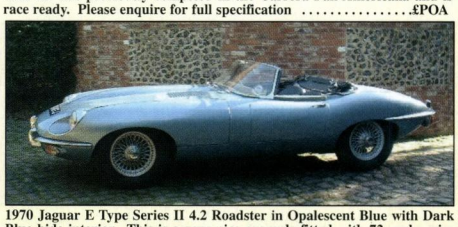
1963 Alfa Giulia GTS Spider. This is a very nice example of the marque and comes with both original and up to date FIA Papers and can be used for numerous FIA events including Spa, Tour Auto, Coppa D'Italia etc. This car has previously competed in the Carrera Pan Americana and is race ready. Please enquire for full specification .....£POA



2004 Bentley Continental GT in Moonbeam Silver with Portland hide interior. Fitted with all usual refinements including 5 spoke 19" alloy wheels, Sat Nav and Nav Track. Only 10,000 miles with full service history £79,950



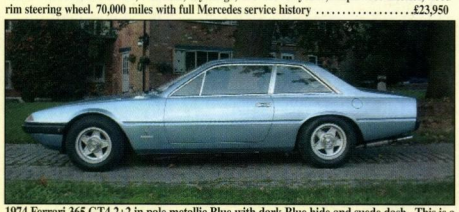
2003 Mercedes Benz S500 Limo in Obsidian Black with Cream hide. This is an outstanding chauffeur maintained vehicle with all factory fitted refinements including automatic transmission, 18" AMG alloy wheels, TV tuner, Sat Nav, telephone prewired + 2 Noka phones, Playstation 2 with rear TV screens in headrests, overmats, keyless-go, Bose sound system, Maplewood interior, wood rim steering wheel. 70,000 miles with full Mercedes service history £23,950



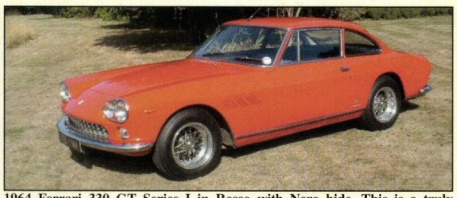
1970 Jaguar E Type Series II 4.2 Roadster in Opalescent Blue with Dark Blue hide interior. This is a very nice example fitted with 72 spoke wire wheels. The car comes with a considerable service history file and is sensibly priced at £24,950



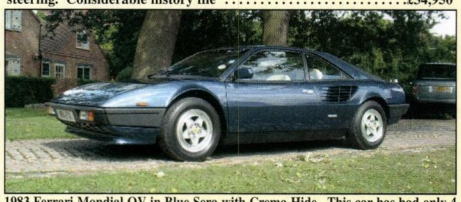
1965 Jaguar Mk II 3.8 Saloon in Masons Black with Regency Red hide. This vehicle has been refurbished to the highest standard and has a louvered bonnet, Coombes rear spats, 6" chrome wire wheels with Radial tyres, Walnut veneer, modern J pattern Jaguar gearbox and power steering. Considerable history file £34,950



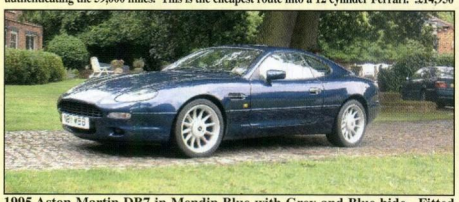
1974 Ferrari 365 GT4 2+2 in pale metallic Blue with dark Blue hide and suede dash. This is a 12 cylinder 4.4 litre front engined Ferrari with 6 Weber carburettors and fitted with Manual 5 speed transmission. Fitted with 5 spoke Cromodora alloy wheels and comfortably seats four adults. The car has considerable service history and numerous previous MOT certificates authenticating the 59,000 miles. This is the cheapest route into a 12 cylinder Ferrari. .£14,950



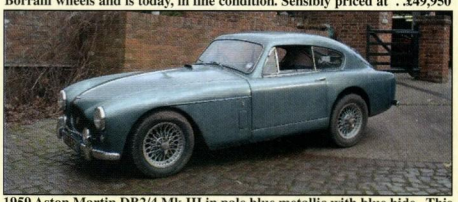
1964 Ferrari 330 GT Series I in Rosso with Nero hide. This is a truly stunning example of the marque which has been in the same ownership for the last 12 years and during this period, it has had extensive works including engine, axle and brake re-builds, complete bare metal re-paint, re-built Borrani wheels and is today, in fine condition. Sensibly priced at . .£49,950



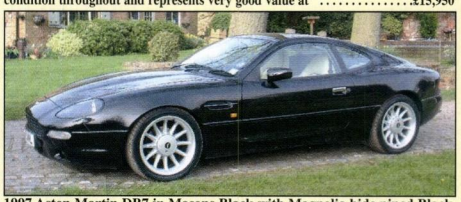
1983 Ferrari Mondial QV in Blue Sera with Crema Hide. This car has had only 4 owners from new and has been the subject of a considerable restoration by marque specialists. Only 39,000 miles from new with previous MOTs dating back to 1990 to substantiate mileage and complete with driver's handbook. The car is in excellent condition throughout and represents very good value at £15,950



1995 Aston Martin DB7 in Mendip Blue with Grey and Blue hide. Fitted with all usual refinements including 18" multi spoke alloy wheels, air conditioning, heated electric seats, adjustable steering column, electric windows and cruise control. 58,000 miles with full Aston Martin service history and is in pristine condition throughout. £26,995



1959 Aston Martin DB2/4 Mk III in pale blue metallic with blue hide. This car has been in daily use and is fitted with overdrive and has the benefit of a recent total engine rebuild by Davron Engineering at a cost of £10,000. Otherwise, it is very scruffy and therefore priced accordingly ...£37,000



1997 Aston Martin DB7 in Masons Black with Magnolia hide piped Black. Fitted with automatic transmission, central locking, alarm, alloy wheels, cruise control, air conditioning, power steering, ABS, electric windows and 6 stack CD player. Excellent service history. 74,000 miles £26,995

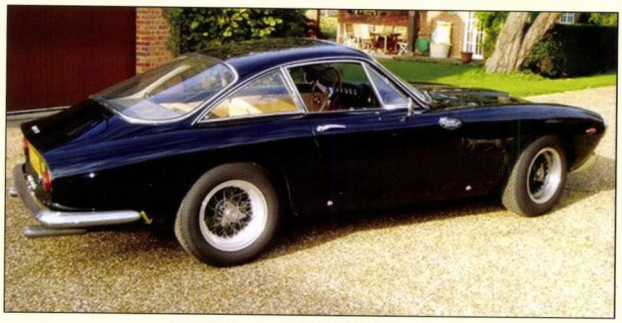
The above is only a small selection of our stock. We carry approximatley 65 cars in stock at all times

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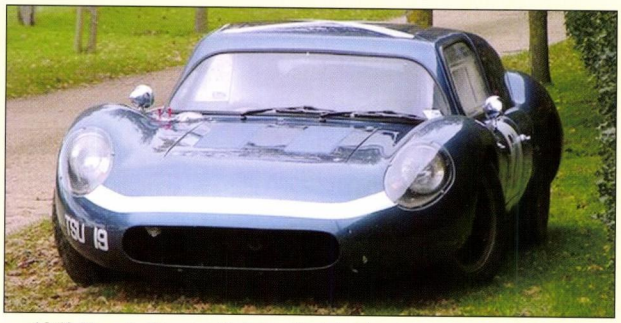
1956 Maserati 150S Chassis #1667
Ex-Factory Mille Miglia entry, highly original and fully prepared by us



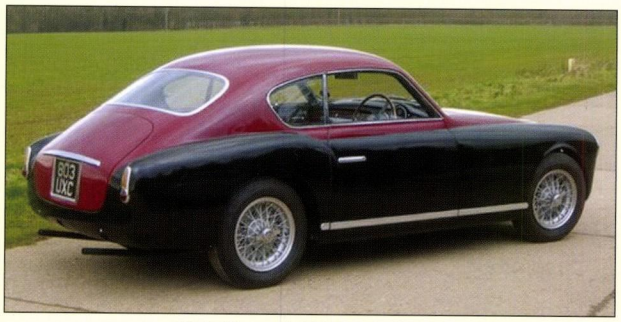
1963 Ferrari 250 SWB Lusso
Stunning in black with beige interior by Lupi. LHD.



1952 Ferrari 212/225 Coupe
Period competition history



1962 Ecurie Ecosse Tojeiro-Buick Coupe ex-Jackie Stewart
A regular competitor at Goodwood Revival, road registered!



1951 Ferrari 195 Inter #0089
Ex-Ecurie Francorchamps / Brussels Show Car. Liege-Rome-Liege Rally etc. The subject of a full restoration by ourselves



Lola T70
SL70-01 restored to concours condition.

ALSO AVAILABLE

1965 Lola T70 Spyder ex Mecom, 1971 Chevron B21 Red Rose /Tergal car fitted with BDG,
A large selection of BRMs including; 1959 P25, Winner Dutch GP; 1965 P261, 1968 P126 (1st V12 BRM),
1972 P180 (ex-Beltoise)
1972 Brabham BT37 ex-Reutemann
Aston Martin DBR4, Maserati 250F (CM series)

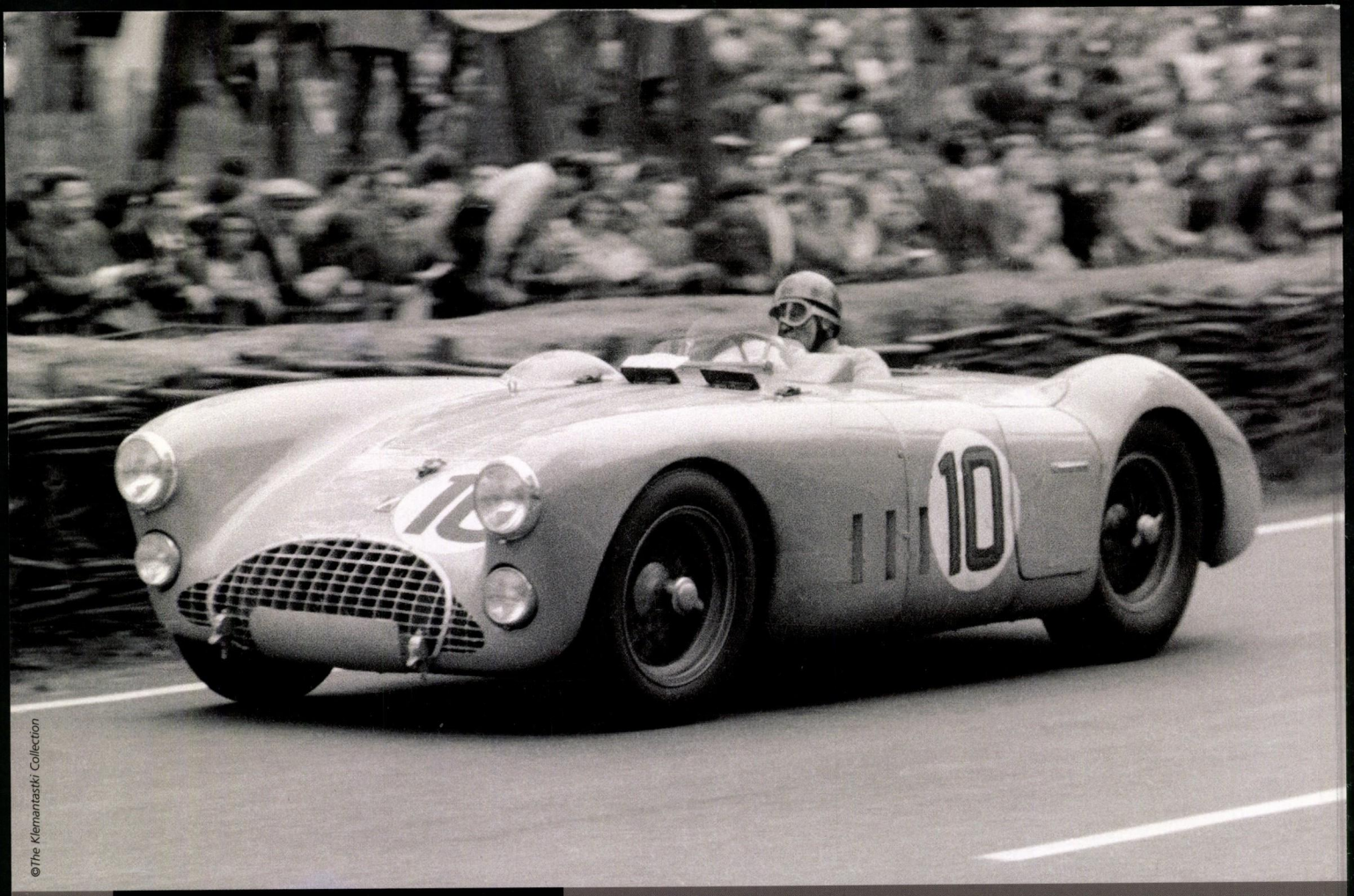
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SALON RETROMOBILE

17.02.07 PARIS

The ex-Le Mans 1952, 1953, 1954, ex-Pierre Levegh, ex-Anthony Blight
1951 TALBOT LAGO T26GS TWO SEATER BARQUETTE
COACHWORK BY DUGARREAU
€1.400.000-1.600.000



The Monaco and German Grands Prix winning, ex-Denis Hulme
1967 BRABHAM REPCO BT20
FORMULA ONE SINGLE SEATER
€350,000-450,000



The ex-Michele Alboreto, Winner of the Belgian Grand Prix
1984 FERRARI 126C4
FORMULA ONE SINGLE SEATER
€300,000-400,000

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Enquiries
Rupert Banner +44 (0)20 7389 2133
Philip Kantor +32 (0)2 289 1333
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