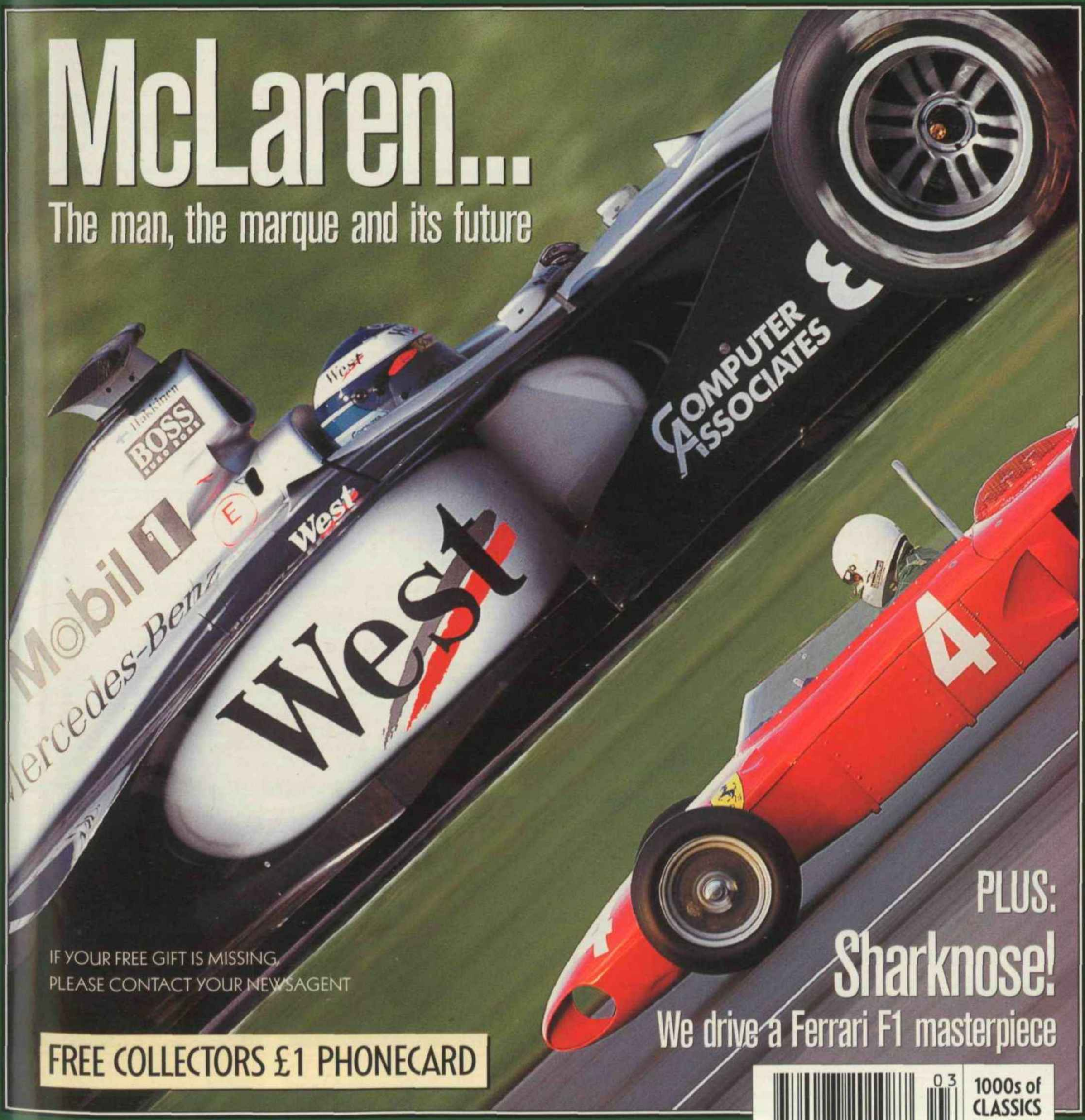
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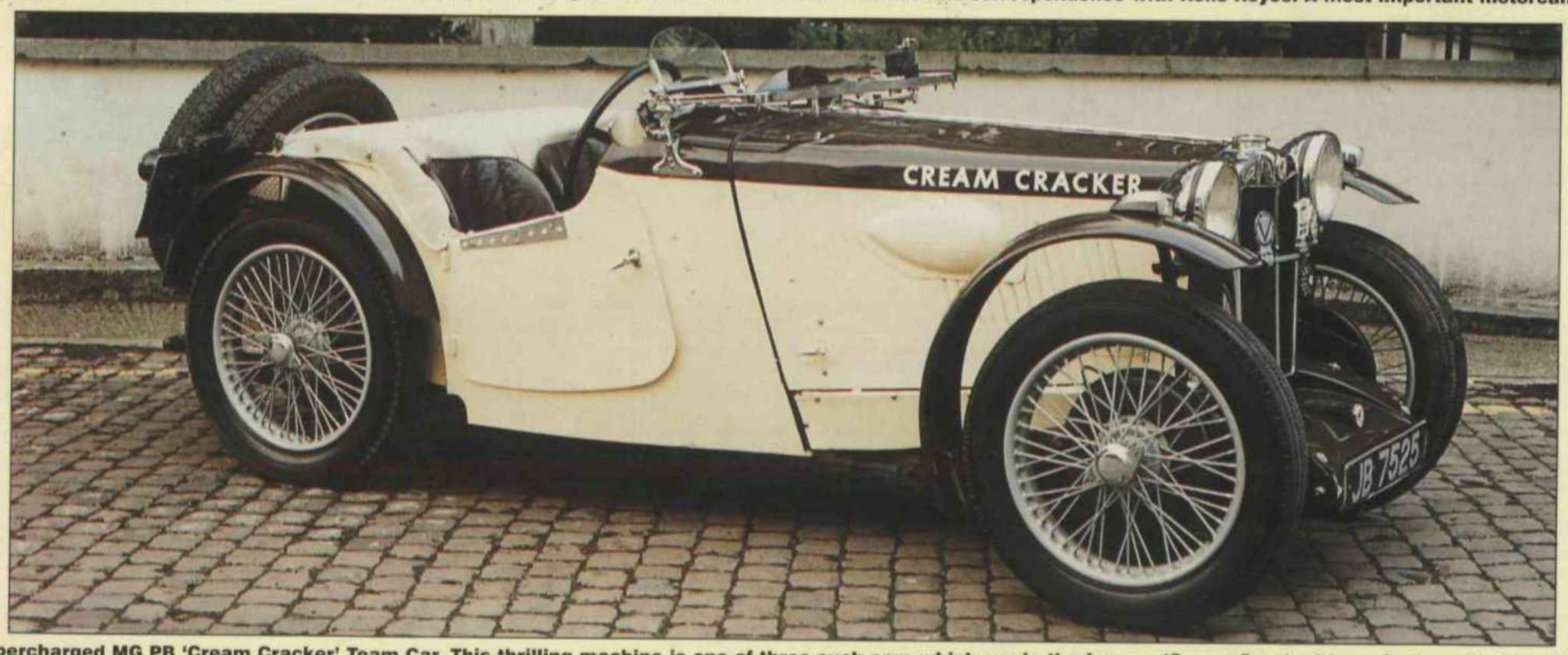
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1933 Rolls Royce Phantom II Continental Sedanca by Barker. A fine example of the desirable Phantom II Continental, this elegant car has amazingly had just two owners from new. Since 1952 it was the property of well known member and former president of both the VSCC and RREC Kenneth Neve. As one would except of such a deligent enthusiast, the cars history has been impeccably recorded. Finished in a rich shade of Brunswick Green with matching green leather interior this magnificent motor car comes with a substantial amount of paperwork, including the original buff logbook, a copy of the original coachwork order from Barkers and correspondence with Rolls Royce. A most important motorcar.



1935 Supercharged MG PB 'Cream Cracker' Team Car. This thrilling machine is one of three such cars which ran in the famous 'Cream Cracker' team in the mid 1930s. With their distinctive chocolate and cream colour scheme these highly successful cars often proved unbeatable in this popular and competitive field of Motorsport. This example, originally driven by J.E.S. Jones has a fully documented history, detailing previous owners, events entered and a substantial collection of contemporty photos. The car has been fully restored, and retaining all its original works extras has become a regular competitor vintage and classic trials.

1924 Alfa Romeo RL Sport Targa Florio Two Seater
1929 Aston Martin 1½ Litre Short Chassis, ex Bertie Wooster
1933 Aston Martin Le Mans 1½ litre short chassis
1930 Bentley Speed Six Le Mans Tourer
1930 Bentley Speed Six Sports Tourer by Wylders of Kew
1935 Bentley 4¼ Litre Sedanca by Van Vooren
1936 Bentley 4¼ Litre Malcolm Campbell design Sports Tourer
1955 Bentley R-Type Continental Fastback, 4.9 litre, manual
1955 Bentley R-Type Continental Fastback, 4.9 litre, manual, lhd
1938 Bugatti Type 57 Series II Stelvio
1939 BMW 327/80 Dhc, original Rhd
1953 Connaught A-Type Grand Prix, ex-works
1957 Cooper T43 ex Roy Salvadori
1960 Ferrari 250SWB Competition
1965 Ferrari 275 GTB/2 Rosso Corsa, RHD
1967 Ferrari 330 GTC RHD
1935 Jaguar SS90
1955 Jaguar D-Type, XKD 527, exceptional car
1934 Lagonda M45, original T7 Tourer
1955 Lotus Mark X, Ex Cliff Davis, FIA papers
1962 Lotus 24 Grand Prix Single Seater, ex Jim Clark
1930 Maserati 26M Ex-Count Luigi Fagioli, F.I.A. papers
1957 Maserati 200SI Ex-works, Ex-Scuderia Centro Sud
1926 Mercedes-Benz 630K Torpedo Tourer by Parker
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1935 MG PB, Supercharged 'Cream Cracker' Team car
1923 Rolls Royce Silver Ghost, Dual cowl barrel sided tourer
1912 Rolls Royce Silver Ghost 'Roi des Belges' Tourer
1933 Rolls Royce Phantom II Continental Sedanca Coupe by Barker
1912 Vauxhall Prince Henry 'Coupe de l'Auto'
1956 Willment Sports racer, full FIA papers

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COVER: MIKA HAKKINEN IN A MCLAREN MP4/13; FERRARI SHARKNOSE DURING TESTING AT SILVERSTONE FOR MOTOR SPORT, NOVEMBER 1998

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MARCH 1999

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McLaren *The man himself, the material the team used to revolutionise racing and its '99 fortune predicted. Page 25*

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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

AS YOU READ THIS, WE ARE COMPLETING THE final pages of the next edition. It will be no normal issue. In it, we will be celebrating the birthday of this magazine which started life 75 years ago as *The Brooklands Gazette*. Quite apart from its unique content, it will be, by some margin, the biggest issue of MOTOR SPORT that has ever been created. Alongside the usual series and stories will be a unique look back at the history of the world's oldest motor-racing magazine and fresh insight into the sport it has commented on and indulged in for the last three-quarters of a century.

What stood out during the research into how the sport has changed is how much has remained the same. I wonder, for instance, how many who visited venues such as Spa-Francorchamps, Monza, Indianapolis or Le Mans in 1924 would have bet then that they would remain as the jewels of our sport.

The significance of this is not what it can teach us about the past but what such facts tell us about the future. Formulae will change, cars will become faster and safer but if you ask whether we will still be seeing cars plunging through Eau Rouge in 2074 my guess is that we will. In any event, I think it unlikely I'll be around for long enough to be proved wrong.

◆ ◆ ◆

SIMON TAYLOR, ON THE OTHER HAND, ENJOYS NO SUCH COMFORT AS HIS prediction that Michael Schumacher will be the next F1 World Champion will come true or otherwise in little more than eight months. I share this view though I suspect the most interesting question will be whether Irvine or Hakkinen proves best of the rest. Do not underestimate the Ulsterman; anyone who can shine from the shadows of a team-mate such as his is a man of rare talent, something we will take for granted not many months from now.

◆ ◆ ◆

JUST BACK FROM SILVERSTONE WHERE WE WERE SAMPLING SOME ELDERLY racers sharing but one thing in common: each came with an aeroplane engine. You can read next month about the glorious insanity of such cars but, for now, I'm not sure I have ever laughed more driving a car than I did while on a 1913 Monarch powered by a World War One Curtiss biplane engine.

The day was organised by the VSCC whose race season starts at Silverstone on April 24th; we will be there in force for one of the most delightful meetings of the year. If your impression of an event organised by the Vintage Sports Car Club is a bunch of old buffers crawling around the track, be assured it is not like that. The racing is real, the members friendly and the cars as spectacular as any. Particularly those with the aeroplane engines...

◆ ◆ ◆

GOODWOOD IS PRODUCING THE DEFINITIVE BOOK ABOUT THE CIRCUIT IN TIME for this September's race meeting. If you took any great or unusual photographs at the Revival Meeting last year and would be happy for them to be used, you should sent them to Samantha Hannen, c/o the Image Library, Goodwood House, Goodwood, Chichester, West Sussex PO18 0PX. Readers who have their images published will receive free tickets to all three days of the meeting.



LAT

Stunning Eagle-Weslake due back in action thanks to Classic Grand Prix?

CLASSIC GRAND PRIX SERIES FOR LATE '60S F1 CARS

MATRA, EAGLE-WESLAKE, FERRARI AND BRM V12s plus a Brabham-Repco V8 are already slated for a new series of five international races for 3-litre Formula One cars built before December 31, 1971. The series, which was approved by the FIA's Historic Commission last month, starts at the FIA Truck Grand Prix at Barcelona's Catalunya circuit on May 1-2.

Entry to the Classic Grand Prix series, organised by David McLaughlin of The Force (Formula One Race Car Entrants), is by invitation. "We bridge the gap between Paul Alexander's Pre-'66 series and Thoroughbred Grand Prix," said McLaughlin. "While the TGP does an excellent job, you cannot run unwinged cars on treaded tyres against Bob Berridge in a ground-effect Williams FW08B."

Brazilian Abraham 'Abba' Kogan is gearing up to run a brace of wailing Matras – the ex-Jean-Pierre Beltoise MS11 of 1968 and a 1971 MS120 – as well as a 1967 Ferrari 312 and the

DEREK BELL RACES A 956 AT DAYTONA

Derek Bell was reunited with the works Porsche 956 in which he and the late Stefan Bellof won the 1983 Silverstone 1000Kms race when great Sports Prototypes of 1967-1990 contested the HSR Rolex Thundersport series opener at Daytona's 24 Hours meeting on January 29. After the Porsche 962s of early leaders Rudy Junco and Danny Sullivan failed, the two-hour spectacular was won by David Murry and Lloyd Hawkins in the latter's Porsche 962, from Jim Mullen's Spice-Cosworth SE90.

The contemporary 24-hour event was won by the Dyson Riley & Scott driven by Andy Wallace, Butch Leitzinger and Elliott Forbes-Robinson after a day and night battle with the race favourite, the Ferrari 333SP of Allan McNish, Max Angelelli, Didier de Radigues and Wayne Taylor. The Stefan Johansson-led Ferrari 333SP took the final place on the podium **MP**



LAT



LAT

Beltoise Matra MS11 is due to be seen racing alongside contemporary Ferraris, BRMs as well as certain F2 and F5000 competitors in new Grand Prix series

Brabham raced at Monaco in 1988. "We are 150 per cent committed to the series," said team manager Tony Green. "It's great news."

Ben Liebert, who runs a Fittipaldi in the TGP championship, is looking at competing in selected events in his 1967 Eagle. Sid Hoole will join the fray in his Cooper-BRM, and Bobby Bell plans to bring out his BRM P153 for the first time in many years. "At last there is somewhere to run this type of car competitively," he said.

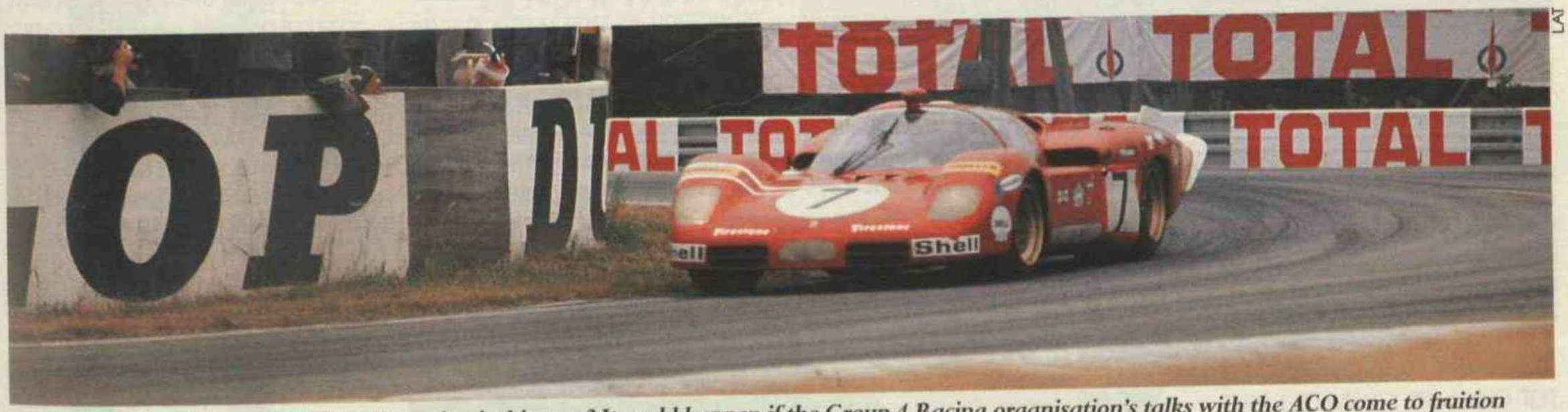
Likely entries from the Cosworth DFV era include '96 TGP champion Michael Schryver in his ex-John Miles Lotus 72-3, Ean Pugh with the unique Brabham BT34 'Lobster Claw' (in which Graham Hill scored his final F1 win) and the distinctively-styled March 711s of Ted Williams and Peter Muller.

Classes for Pre-1972 Formula Two and Formula 5000 cars will provide additional interest on the grids; indeed the participation of Bob Tabor's ex-Jim Clark/Jackie Oliver/John Watson Lotus 48 R1 – which is near the end of a concours restoration – and several McLaren M4As is eagerly awaited.

F5000 entries are likely to include Helmut Dango and Frank Nowak in Lotus 70 and Crossle respectively, a couple of McLaren M10s, Frank Lyons's later M18, Adrian Stoop's Palliser and at least one Surtees.

Like Barcelona, subsequent events at Paul Ricard, France, (May 29-30) and Austria's A1-Ring (June 12-13) will run with the popular Truck races. British enthusiasts can see the cars at Silverstone's Coys International Historic Festival on July 31-August 1, while Zolder's 25th Anniversary meeting on August 21-22 completes the programme in Belgium.

"The social side of The Force events (run for the past 15 years) is very important," stresses McLaughlin. "We're out to have a good time. While I am certain that there will be some superb racing, it's not a championship with the pressure of points to chase. Our emphasis is on enjoying great cars at fine circuits. History is more important than victory." **MP**



LAT

A Ferrari 512S racing on the full Le Mans circuit this year? It could happen if the Group 4 Racing organisation's talks with the ACO come to fruition

LE MANS RETURN FOR PRE-1972 PROTOTYPES?

THE FOCAL POINT OF THE EUROPEAN Sports Prototype Championship will be a sensational eight-lap showpiece race during the Saturday morning build-up to June's Le Mans 24 Hours, if negotiations with event organiser the Automobile Club de l'Ouest are successfully concluded.

"We want it to happen, and have been offered terms, but currently the chances are 50/50 so we're not yet banking on it," said Jonathan Baker, whose Group 4 Racing organisation runs the series for Pre-1972 cars, which will visit Spa, the Nürburgring, Silverstone, Paul Ricard, Monza and Montlhéry this season.

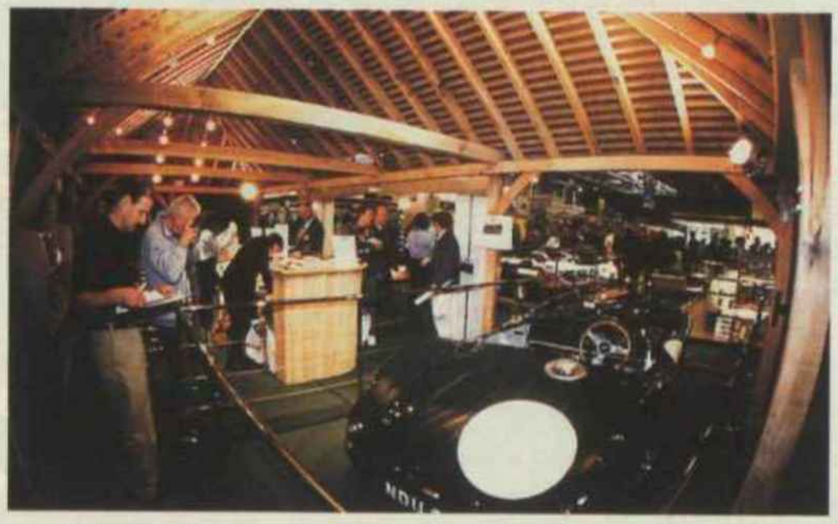
Fifty car entries for the Silverstone Coys Historic Festival and Nürburgring Oldtimer Grand Prix rounds last summer reflected the huge growth of the series, which recreated the legendary Alfa Romeo, Ferrari, Ford, and Porsche battles of the period.

More Ford GT40s are expected on capacity grids this season, in addition to Ferrari 312PB and 512S models and two Abarth-Osella PA1s. Among the Chevrons due out, the noisiest will be Kent Abrahamsson's Mazda rotary-engined version which has not raced since Le Mans in 1970.

Particularly interesting newcomers include Nigel Kemp's ex-Sid Taylor Lola T70 Spyder, which Denny Hulme raced brilliantly in 1966 and the unique DFV-powered Ligier JS2 of Nicholas Zapata. Among the earlier cars, the first Brabham BT8 to be seen in the championship will be out in Lincoln Small's hands.

Last season's experimental switch to Dunlop treaded tyres led to closer, more competitive, racing throughout the field and will be continued. The heavier cars will, however, be allowed to run Avon wets in poor conditions, principally for enhanced safety. **MP**





Philip Wilcox of English Heritage Buildings receives the award for Best Stand, surrounded by famous Jaguars

MOTOR SPORT DISPLAY IS BEST AT AUTOSPORT SHOW

THE CREAM OF JAGUAR'S HERITAGE Trust Collection formed the focus of MOTOR SPORT's extensive display at Haymarket's *Autosport International* Show in January, and brought the magazine the award for Best Stand.

Within a magnificent timber 'pits complex' built by English Heritage Buildings and dressed with Fifties details sat a C-type and the prototype D-type Jaguar. In front, the J-DHT assembled NUB 120, the most famous XK120 of all, the unique XJ13 and the 1988 Le Mans winning XJR-9LM. Jody Scheckter and Eddie Irvine were notable visitors on the busy stand. You could be too – look out for our display at this year's major historic meets. **GC**



EARLY ENSIGN TO REAPPEAR IN TGP SERIES

The first Ensign Formula One car, the bizarrely-styled MN01 which Rikki von Opel drove in the 1973 French Grand Prix, is being restored for a return to the tracks this year by Mike Whatley. Consistently quickest in Class B of last season's MOTOR SPORT-supported FIA Thoroughbred Grand Prix Championship in the ex-Chris Amon MN04 of 1975, he also owns chassis MN02 and MN03. One Ensign which got away, however, was the ex-Jan Lammers/Tiff Needell Unipart-liveried N180, which David Abbott snapped up for a bargain price at last August's Brooks Nürburgring sale. **MP**

CLASSICS ON THE WEB

READERS WHO ARE 'WIRED' AND CAN'T face the walk to W H Smiths can now tap into a website devoted to classic cars. The *Classic Driver* 'webzine' boasts car news, club and museum listings, as well as private and dealer adverts.

When we looked at it, the site didn't want to let us in without the latest browser software, and when we persisted there were repeated errors – off-putting, as most people run the older stuff. We did see tempting leads on car design and collectables, but they didn't offer much meat. 'Automobilia' gave us a German shop selling modern goodies, and neither the 'motorsport links' nor 'museums' listings would download. The news section was up to date, and there are plenty of dealer listings, but enthusiasts may have to wait a while for a good read. Address: www.classicdriver.com **GC**

TGP CHAMP'S SIX-WHEEL RIDE

Simon Bull's six-wheel Tyrrell P34-5 caused a stir when it broke cover at the recent *Autosport International* show. Thoroughbred Grand Prix champion Martin Stretton campaigns it this year, using 10in tyres specially moulded by Avon, suppliers of control rubber for the series. Tyrrell designer Derek Gardner still believes his radical idea could be an advantage 23 years on.

46 3-litre machines from 19 marques mean capacity fields in this season's TGP series, with five USA drivers plus the Maki of Joop Rauwers.



Peterson retired at 1977 Long Beach, but new team bullish over six-wheeler

EVENTS OF NOTE

FEBRUARY 1999

20 SILVERSTONE
VSCC's 65th Anniversary season opens with Pomeroy Trophy tests to find the ultimate tourer. ☎ 01608 644777.

20-21 KILLARNEY (ZA)
Second leg for David Piper's Sports Prototypes tops Speed Week Africa bill. ☎ 0171 225 2088.

MARCH

5-7 AUSTRALIAN GRAND PRIX (AUS)
FIA World Championship, round 1. ☎ 00 41 22 544 4400.

5-7 SEBRING (USA)
Endurance Challenge features Al Holbert Memorial GTP reunion. ☎ 00 1 888 477 5999

13 SILVERSTONE (GB)
Classic Saloon championship opener. ☎ 01264 772607

21 THRUXTON (GB)
Classic and Historic tin-top fun on the high-speed Hampshire circuit. ☎ 01264 772607

18-21 SEBRING (USA)
1950s Sports and prototypes add historical perspective to contemporary 12 Hours. ☎ 00 1 888 477 5999

20-21 JARAMA (E)
Historic sportscars in 12-hour endurance race on the swoopy Madrid track. ☎ 00 33 1 698 0524.

27-31 TAP RALLY (P)
FIA World Rally Championship, round 4. ☎ 00 41 22 544 4400

28 CADWELL PARK (GB)
Thoroughbred Sports series starts with Aston Martin, Jaguar and TVR rivalry. ☎ 01507 343248

APRIL

2/3 BRANDS HATCH (GB)
Easter Historic action centres on MGs and Thoroughbred Sportscars. ☎ 01474 872331

3-4 PAUL RICARD (F)
Europe's premier Historic racing championships, from GP to '50s Sports Cars. ☎ 00 33 145 11 11 16





London 14 april

Olympia

A Sale of Collectors' Motor Cars and Automobilia, 14 April 1999, Olympia 2, London

Entries are invited for Brooks London sale to be held at Olympia 2 on April 14th.

The sale already includes this amazingly rare and elegant 1934 Alfa Romeo 8C-2300 offered by order of the Executors of the late Brian Eckersley, Surrey chimney sweep, who owned the car as his preferred transport for the past 42 years. Chassis No. 2211075, with supercharged 2.3-litre straight 8 engine and Farina Cabriolet coachwork, has to be the ultimate 'British barn-find' Alfa Romeo.

Other notable entries include a 1904 Mercedes 28/32hp Rear Entrance Tonneau (VCC dated), 1934 Invicta S-Type Low Chassis, 1939 Alfa Romeo 6c-2300 Cabriolet by Pinin Farina and 1954 Frazer Nash Sebring.

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

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Vol XLIII No 6 June 1967

THE 1000 KMS OF MONZA

This year the 1,000-kilometre race at Monza looked as though it was going to be a simple question of the Ferrari team drivers tossing a coin to see who was going to win, as the Ford team did not enter, but at the last moment Chaparral entered one car and kept the Ferrari team on their toes. There were two P4s from the factory driven by Parkes/Scarfiotti and Bandini/Amon, two P3 coupés, one driven by Muller/Vaccarella for the Filipinetti team and the other by Rodriguez/Guichet for N.A.R.T. Opposing these red cars were the two Ford Mirages. The lone Chaparral 2F coupé, with aerodynamic "wing" over the tail, was driven by Phil Hill/Spence, making fastest practice lap in 2min 53.8sec. against Ferrari's best by Bandini in 2min 54.1sec. In the sports category there was a straight fight between numerous GT40 Fords and LM Ferraris, and the 2-litre class was an all-Porsche affair.

Really it was a three car race, the two P4s against the Chaparral. Bandini, Parkes and Spence led off at a furious pace from the start with the Chaparral in the lead, its Chevrolet V8 engine making a low rumbling noise in direct contrast to the high pitched scream from the 12-cylinder Ferraris. For lap after lap Bandini and Spence were wheel to wheel, sometimes side-by-side and always with Parkes just behind them. Spence recorded a new fastest lap in 2min 57.8sec but the works Ferraris were equally fast. Piper had a long pit-stop with one of the Mirages, the Drury/Oliver Ford GT40 was retired, and an Italian-driven 904 Porsche GTS wrote itself off at the South Corner.

Bandini was now beginning to monopolise the lead but the Chaparral was never far away, although Parkes was beginning to worry it, and while the big Ferraris were dealing with their opposition, the little Dino was over heating and had to give up, letting the Porsches command the 2-litre class.

Just before one hour of racing Parkes took second from the Chaparral as Spence was beginning to feel a vibration from the rear. On the seventeenth lap he stopped to investigate. By coincidence a rear tyre was losing air, so he had another fitted and went back in the race, but the vibration remained, and at the next stop a fault was found in one of the drive shafts so the car had to be retired. This left the Ferraris in full comand of the race and at 25 laps, or quarter distance, Bandini was driving the leading car while Scarfiotti had taken over from Parkes in the second place car. With 4-litre Ferraris 1-2-3-4 the crowd of 60,000 was more than happy. Schlesser had now got the French Ford GT40 ahead of all the Porsches, who were no longer bothered by the works Dino Ferrari and could ease off.

At the height of the battle the race average had been well over 200k.p.h. but now dropped back to 199k.p.h., and the two factory P4s were out on their own. However, the Ferrari plans were disturbed when Scarfiotti came into the pits off-schedule as it seemed to be running out of fuel. The last quarter of the tank was not being picked up. This stop let Rodriguez catch up challenge the works car forcibly. Parkes and Rodriguez were now side by side and, sure enough, during the 47th lap Rodriguez tried to out-brake Parkes going into the North chicane and went straight on into the barriers and bent the front of the Ferrari pretty badly, so now the two works cars could relax.

Apart from the fact that the Parkes/Scarfiotti car had to refuel more often than intended, the two Ferraris had only to complete the distance. For an hour everything ran smoothly, but then Vaccarella had a lurid spin, clouting the front and rear of the Ferrari and breaking a wheel and bursting a tyre. He limped back to pits, a new wheel was fitted and the bodywork hammered and he rejoined the race.

At 70 laps Bandini was still in the leading Ferrari, and he was now touring at an average of 197kph. The number two car was two minutes behind in second place, due to its extra refueling stops, and three laps behind came the two works Porsches, followed by the Schlesser/Ligier Ford GT40 and the Vaccarella Ferrari. For the closing phase of this endurance race Amon took over the leading Ferrari and Scarfiotti the second car, and all seemed set for the two works Porsches to follow them home. But with only three laps to go the 910 Porsche driven by Siffert broke its front suspension and the steering became extremely vague, but the Swiss driver struggled on.

Meanwhile the Filipinetti Ferrari of Vaccarella/Muller had passed the Schlesser/Ligier Ford and was catching the sick Porsche. The triumphant Bandini/Amon Ferrari finished the race, to the delight of the Ferrari following among the crowd. It was nearly a lap ahead of its team-mate, due to its extra refueling stops, and the healthy Porsche of Rindt/Mitter finished third, four laps down. As Siffert came limping along the final straight, the Filipinetti Ferrari came screaming off the banking and passed the Porsche to take fourth in sight of the flag. This was some small consolation for the Swiss team as shortly before this their GT40 Ford had left the pits on seven cylinders, a fire started in the carburettors and the whole car went up in flames and was gutted before the fire-brigade arrived. Fortunatly there was no injury, but the car was written-off.

Once again Ferrari was victorious in a long distance race, the 1967 Ferrari P4 cars showing a useful improvement over last year's P3 cars, though the challenge from America is still strong and while Ferrari is quite competent to do battle against Ford and General Motors he would no doubt welcome some help from other European manufacturers in this Europe-versus-U.S.A. battle . **D.S.J.**



The start: Chaparral is on pole followed by the works Ferraris. By the finish it would be the Italians who would triumph on their home soil



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SIMON TAYLOR



MODERN TIMES

IF A LITRE OF OPTIMISM IS WORTH A second a lap, a lot of lap records will be broken this year. As each Formula One team has launched its new car to the press we've been subjected to buckets of fine words and dry ice. And the more there is to prove, the more theatrical the launch – none more so than for this season's completely new team, British American Racing.

Actually, these days no team is ever completely new in F1. You no longer gain admittance to the club without taking over someone else's membership card. The eight-figure sum BAR paid for the Tyrrell team had not much to do with Tyrrell's assets or its recent results, and everything to do with the value of getting through Bernie's front door. Plus, you don't get off the ground today without being an entrepreneur who speaks F1's special language, and has the budget to bring on board the people who already know the ropes – drivers, designers, managers, engineers, truckies.

Craig Pollock, the man who persuaded British American Tobacco that they wanted their own racing team, understands all that very well. While looking after Jacques Villeneuve's interests, he has made himself a shrewd expert on the politics and the hidden agendas. Villeneuve himself, despite a difficult year at Williams as reigning champion, remains one of the half-dozen best drivers in the world: and no-one else in history has ever won the World Championship in only his second Formula One season.

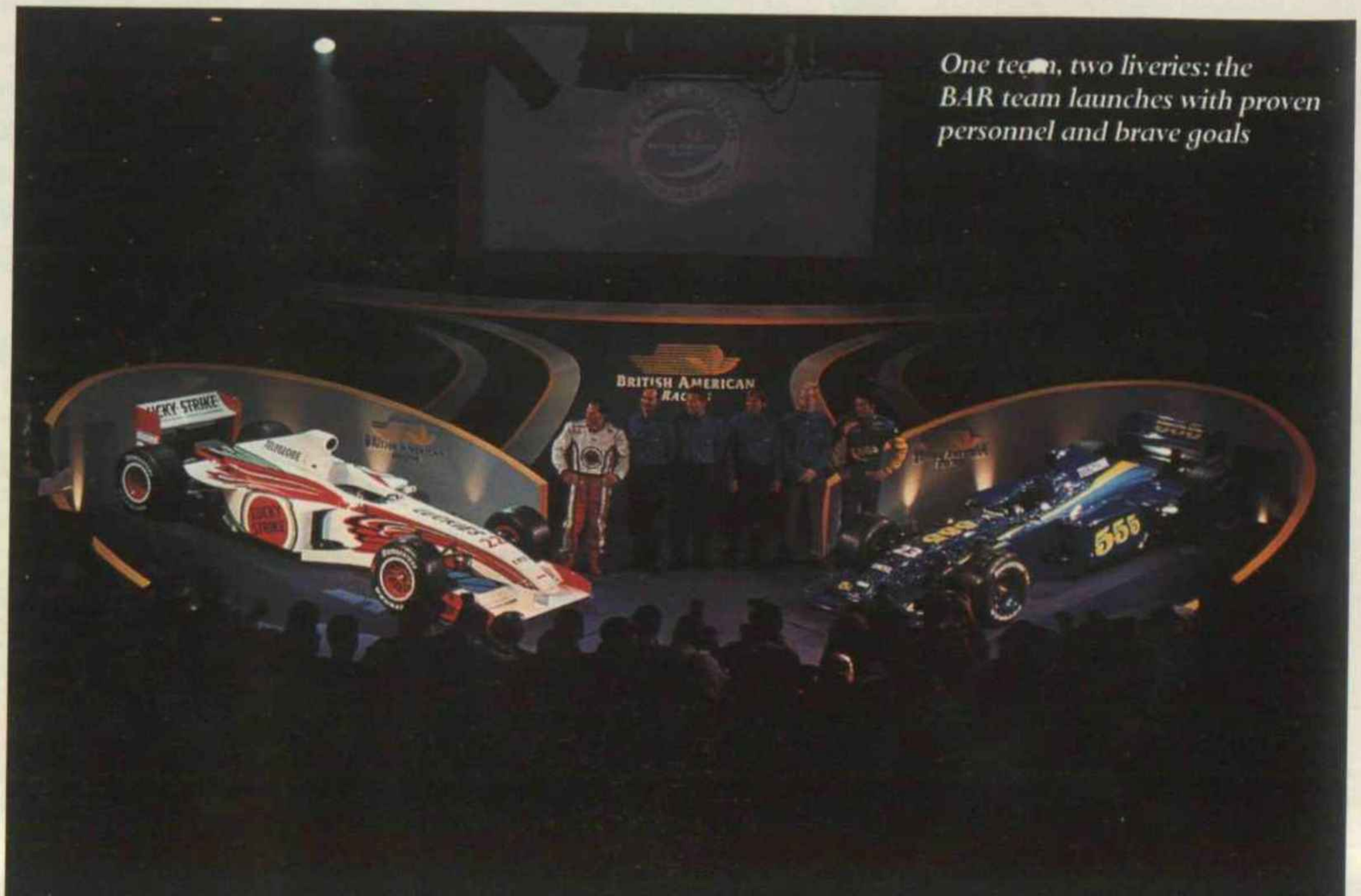
Reynard Racing Cars arrives in F1 with the extraordinary credential of having won its first race in every formula in which it has competed, from Formula Ford up to CART – although Adrian Reynard and Rick Gorne now play down a lighthearted remark of Adrian's that their goal is to do the same in F1. Malcolm Oastler, who designed the BAR 001, has a string of winning F3000 and CART cars to his credit, and also on board are ex-Jordan design engineer Andy Green and the talented former Ferrari aerodynamicist Willem Toet. Walk around BAR's smart new factory in Brackley and you'll see many more familiar faces, like team manager Greg Field who's arrived from Benetton, race engineer Jock Clear and team physio Erwin Gollner, both of whom followed Villeneuve from Williams.

I don't think the BAR boys will maintain Reynard's record and win their first F1 race. But, as I forecast elsewhere in this issue, I do think they could be challenging for best team in Division Two – which means fighting for third place in the Constructors' Championship with Jacques' and Jock's old team, with Andy Green's old team, and with Greg Field's old team. If they give as good as they get in that fight, they will have made a startling debut.

Mind you, achieving the miracle and winning their first F1 race would not be a first. Back in 1977, Wolf was no less of a new team when Walter Wolf parted with Frank Williams and hired Harvey Postlethwaite to build a new car, Peter Warr to run it and Jody Scheckter to drive it. Round One was the Argentine Grand Prix, and Jody won. After two more victories, he finished second in the World Championship – and fourth in the Constructors' Championship, quite a feat for a single-car team.

More recently, Jordan's 1991 debut season was remarkable. They came fifth in the constructors' championship, and they didn't beat that until their eighth year. Which serves to underline another aspect of new-team-ology: however good or bad your first year is, your second will be worse. More is expected of you, yet usually less is achieved. Jordan, Stewart, Sauber and Prost have all followed this pattern and gone backwards in Year Two.

Of course, the road to Grand Prix glory is littered with shattered hopes, and many's the trumpeted F1 launch which has failed to deliver what it promised. In the last decade, until F1 effectively became a closed shop, many teams have come and gone, some bravely, some ingloriously: like AGS, Andrea Moda, Coloni, Dallara, Eurobrun, Forti, Lamborghini, Larrousse, Life, Lola, March, Onyx, Osella, Pacific, Rial, Simtek, Zakspeed. During that same period Prost has



One team, two liveries: the BAR team launches with proven personnel and brave goals



LAT

Raymond Mays demonstrates the first BRM in 1950. It never fulfilled its expensive promise

bought Ligier, but only Sauber, Jordan and Stewart have launched as all-new teams and lived to tell the tale.

During the half-century of the World Championship, no disaster is more notorious than the original BRM, that monstrously complex supercharged V16 machine which was going to bring technological and sporting glory to post-war Britain. It finally made its debut, 18 months late, at Silverstone in August 1950 – and broke its transmission on the start line. By the time the car had been made half-way raceworthy, the rules had changed. It wasn't until '59 that a BRM finally won a proper Grand Prix, with the Championship title coming three years later courtesy of Graham Hill.

France's post-war Grand Prix effort, the 1947 government-backed CTA-Arsenal, also broke on the grid of its first race, and never reappeared. And who remembers the Bellasi, the Aston-Butterworth, the Scirocco or the Klenk? Some, like the Maki, never started a race. Some that did didn't get far: it is the Shannon that surely holds the record for the shortest race career of any F1 car, achieving less than a mile of one Grand Prix.

In F1 you look ahead, not back, so I doubt if anyone at BAR is aware of any parallels with a team launched, with similarly excellent credentials, in 1963. Like BAR, and like BRM and CTA, its name consisted simply of three initials: ATS (no connection with the 1980s German team.)

ATS's coup was to hire an ex-World Champion as their Number One driver, Phil Hill, who, like Villeneuve, had won his title two seasons before and hailed from North America. A new factory was set up in a town beginning with B (Bologna) and the team was also built around some highly experienced and successful F1 people, including designer Carlo Chiti and team manager Romolo Tavoni who both came from Ferrari. But the project was a disaster: the cars only appeared at five races, were never remotely competitive, and almost always broke down. At the end of the year the backers walked away and the team was no more.

Having had some fun with history, I must concede that there are far more differences between BAR and ATS than there are similarities. From the start British American Racing has operated like a properly-funded outfit that means business, and clearly it intends to win. But it's a hundred times more difficult to break into F1 now than it was back in ATS's day, and a thousand times more expensive, and Mr Pollock knows too much to think anyone will give him an easy ride.

Not that he minds: he relishes a fight. And already he's deep in one, with the FIA. Sponsorship today is all about branding, and part of Pollock's original proposal to the tobacco giant was that they should use each car to promote any brand they wanted, depending on which marketing strategies were operating in which countries at different times. So at the launch Villeneuve's car was in the strident red and white colours of one cigarette brand, Lucky Strike, while team-mate Ricardo Zonta's was in the more sober blue colours, familiar from World Championship rallying, of 555.

Not acceptable, says the FIA: we now have a rule that says both cars in a team must look substantially the same. I can paint my cars how I like, says Pollock, and I'm challenging your right to stop me. The dispute is being heard by international lawyers in Lausanne as I write, and BAR has earned already a place in the history books as the team that challenged the governing body's authority before it had even run a race.

But, however that argument turns out, it'll all be forgotten the moment the red lights go out over the Melbourne start line. There'll be no more fine words and dry ice: it'll be time for real motor racing. As Jack Brabham used to say back when a race began with a local dignitary brandishing the national flag: When the flag drops, the bullshit stops.

That's when we'll find out, in the vast launch spectrum that spans Wolf to Shannon, exactly where BAR belongs. Good luck to them. M



Old mates: Villeneuve and Pollock



Broken dreams: the ATS of 1963

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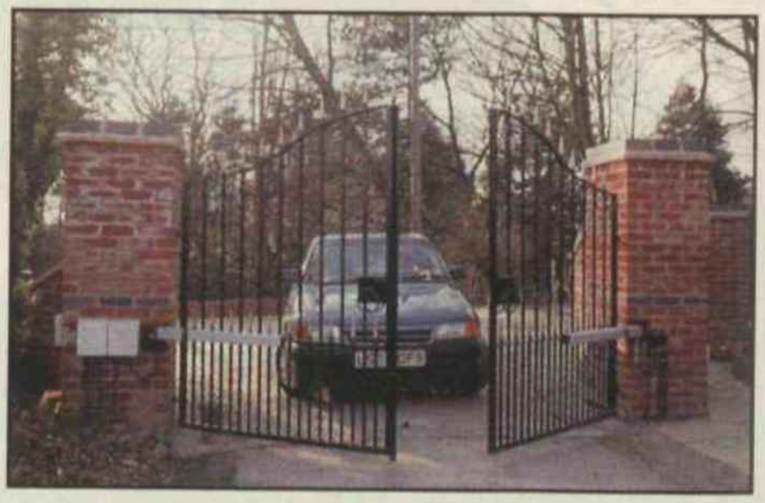
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The Editor reserves the right to edit all letters

INCOMING TAX

SIR,

My name is Tim, and I am 14 years old. I am autistic and have a few problems to cope with.

What makes me happy and I find very interesting is collecting out-of-date vehicle tax discs. I have a collection of nearly two hundred. I would like to ask if any of your readers have old tax discs, would they be kind enough to send them to me. I realise that very old tax discs are rare and valuable and people may want to keep them, but I will be happy to accept photo-copies.

If there are any readers abroad in countries that issue paper tax discs, I will be very happy to receive these also.

Thank you for your help.

I AM, YOURS, ETC.

TIM EVANS, 40 OAK MEADOW, PRIMROSE HILL, LYDNEY, GLOS GL15 5SD.

* * * *

BRITISH RACING MISERY

SIR,

Further to the recent articles regarding BRM, I see no mention of its famed designer von Eberhorst. Please correct me if I am wrong but von Eberhorst also designed the pre-war Auto Unions and the post-war racing Jowett Jupiter chassis.

At this period, I was a junior draughtsman in Leyland Motors Design office and we had the services of Dr Mueller working on what evolved as the Leyland Atlantean rear-engined bus. Dr Mueller worked on supercharging the pre-war Mercedes racing engines. I believe his services were part of wartime reparations, but at the earliest opportunity Dr Mueller returned to Germany, fed up with his designs being hacked about by a less than competent Chief Engineer.

I got the impression that much the same thing happened at BRM with Peter Berthon sticking his oar in. Failure or not, as a racing car the V16 was a bold attempt, and a thrill to hear and see in those days. The crowd around me at Club were gutted, not cynical, when we heard over the tannoy that it had sheared its drive-shaft on the line. After all, we had invested our own money in this project, albeit of a minor amount.

I AM, YOURS, ETC.

GEORGE F DEANE, C.ENG., M.I.MECH.E. MOORGATE, NORWICH.

* * * *

RACE REPORTS ARE US

SIR,

In a recent issue Mr Allen makes a plea for race reports and results of the more important historic events. There is a publication that devotes itself to previewing and reporting important historic race meeting throughout Britain and Europe and which publishes results of these meetings. This is *Historic Motor Racing News*, of which I am the Editor. As it is not a glossy, but a newsletter format, it does not compete for circulation with magazines such as MOTOR SPORT, so I presume you won't mind letting your readers know about it. *Historic Motor Racing News* is available by subscription from PO Box 2312, London W8 6ZA, Fax 0171 938 4983.

I would also like to take this oppportunity to congratulate you on your magazine. I receive all of 'the comics' and MOTOR SPORT is the only one that I read – I scan through the others – because of the wonderful mix of history and actuality. It is a magazine with a personality, and a charming one at that.

I AM, YOURS, ETC.

CAROL SPAGG, LONDON W8



Hill's Monaco win, '65; candidate for a 'best race'?

DID WE MISS MONACO?

SIR,

Surely the 1965 Monaco Grand Prix should feature among the best races ever? Very little, so it seems, has ever been said about this remarkable event, Graham Hill's stupendous effort in the race and the previously much-maligned BRM's third successive victory here. I am much disappointed that it has only, to my knowledge, appeared very briefly on video.

I appreciated the article on Bob Gerard, to my mind a very finely and grossly underrated driver. I feel at the end mention should have been made of the singularly appropriate fact that at the VSCC Mallory Park meeting this year the race in the memory of Bob Gerard went to R14B! Thank you Julian Bronson. It made my day.

I AM, YOURS, ETC.

T V BRETTELL, EGHAM, SURREY

* * * *

MIKE TAYLOR AND JONATHAN SIEFF

SIR,

Having just returned from a trip to Kyalami, I've only now picked up my copy of MOTOR SPORT, which I have been taking since 1958.

Referring to your article on the Lotus Elite LX: Michael Taylor told me weeks after that terrible weekend that it took him three months and very accurate medication to get back on his feet. After which he sued Colin Chapman over the broken steering on the Lotus 18, won £10,000 damages, and when he received the money, threw a huge party in a hotel in Park Lane, to which Chapman was invited but did not attend!

The Le Mans Sieff accident a week later drew enormous publicity at the time, as the Sieff family were part of Marks & Spencer, and in one of the first *Times* colour supplements the next morning was a feature explaining in great detail how brilliant surgeons had battled for Sieff's life in London, obviously with no expense spared. Even so, it was a miracle of the time that he lived.

As you say, Sieff went on to buy Cooper Cars in 1965. In 1967 I was on the Monday morning flight home after the Grand Prix at Monza which Surtees just won for Honda after a brilliant drive by Jim Clark whose car faltered on the last lap due to fuel starvation. Sitting behind me was Jonathan Sieff having a full go at Salvadori, who I think was his team manager at the time, on the performance, or lack of it, of their Cooper-Maserati. The converation lasted all the way to London.

I AM, YOURS, ETC.

SHAUN PERKINS, HOVE, EAST SUSSEX

* * * *

SEASON'S MEETINGS

SIR,

It was very interesting to hear my iconclasm produced such a response. Even on reflection, I stand by the points made in my original letter in which I suggested the sacred cow of Goodwood merited some critical analysis. Kirk Rylands' response illustrates my concern precisely. Kirk suggests the meeting was an occasion to stand comparison with Henley, Ascot or Wimbledon. With the possible exception of Wimbledon these events have fallen victim to becoming part of 'the season'. How many of the braying hordes at Henley are interested in rowing? What percentage of the behatted throng of Ascot attend any other meeting? We have already seen what has happened to the Silverstone GP – first it was the Mansell mania (from which God preserve us); it has now degenerated into a feeding frenzy for the corporate hospitality industry.

But I was most touched by Mike Anthony's letter inviting me to join him for the '99 Festival. Armed with equal amounts of scepticism and open-mindedness I will make the effort to attend next year's Festival, although Mike's offer of the loan of a flat cap will not be necessary (they're standard issue for Yorkshiremen). And if Mike's team is able to race at either Cadwell or Croft in '99 I will donate a magnum of Champagne for their efforts. We will then be able to drink a toast to the fact that there is historic motor racing other than in Sussex.

I AM, YOURS, ETC.

JOHN ASTON, THIRSK, NORTH YORKSHIRE.

* * * *

SPIROTECHNICS

SIR,

Your reference in January's edition to visiting Marcos Cars with Jenks some years ago needs a little explanation of what you saw.

LETTERS FROM READERS

At the time of your visit Dennis Adams (who sits beside me as I write) was the designer of the then-new Marcos 1800. I was the development engineer. Dennis had a request to design a new church spire for Colerne RAF camp church, located near the airfield which had Army, Navy and Airforce stationed there. The design was accepted and Novoplas, one of the companies at Marcos Cars, constructed the components. Final assembly was completed and a unique design of cross fitted.

Amongst great publicity (the local newspaper) the spire was moved into a nearby field, a helicopter arrived, lifted it, flew to Colerne Church, and lowered it into position where it still remains.

I remember your visit because you drove off in a Marcos 1800 for a test, but a little later we received a call that you had broken down in Upavon. I was sent with a replacement car for you to continue whilst I sorted the problem on the first car. This was probably in 1964.

I AM, YOURS, ETC.

TERRY SANGER, UPPER WESTWOOD, WILTS

* * * *

ROY JAMES

SIR,

Your December article on Roy James had some good pictures, but fell short of the mark on accuracy. The worst point was with regard to the £150,000 settlement to his ex-wife, which you stated was never paid. In fact it was. How do I know? Well, I paid it for him.

I AM, YOURS, ETC.

DAVID BRODIE, BRACKLEY, NORTHANTS.

* * * *

MEASHAM THANKS

SIR,

I write regarding an injury I sustained during the VSCC's Measham rally, not while driving but, rather less heroically, answering a call of nature.

Everyone in the VSCC has been exceptionally kind and I must thank in particular John Gill and Bob Chapman for visiting me in hospital bearing gifts. Thanks also to the two people who stopped and drove miles to ring for an ambulance. Without doubt helping me ruined their chances on the rally; sadly I have no idea who they are but perhaps if they read this they will realise how grateful I am.

It was a great event and I will be competing again just as soon as I am able to operate a clutch.

I AM, YOURS, ETC.

JONATHAN FRANKEL, WINKFIELD ROW, BERKSHIRE

(A prize will be offered to the first person this season to suffer a motorsport-related injury in circumstances more ridiculous than those outlined above. Entries on a postcard please -ed)

* * * *

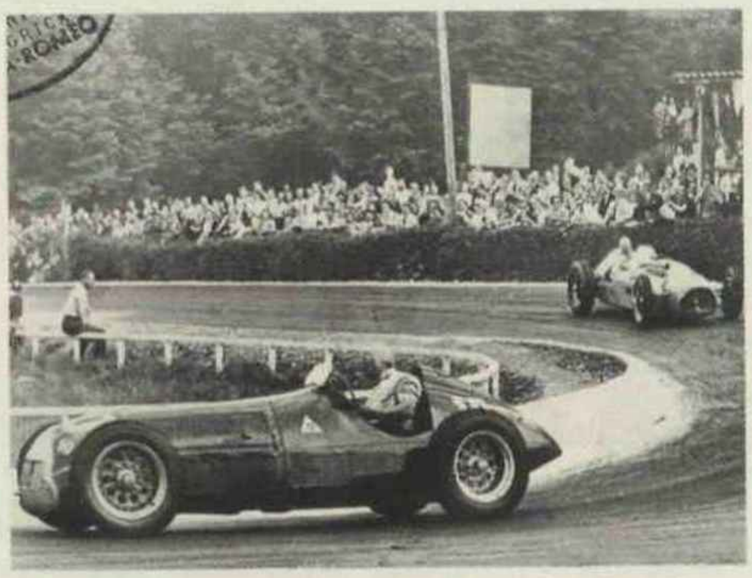
SOMMER TIME

SIR,

The Belgian Grand Prix of 1950 was my first experience of continental motor racing. Driving a trials special we had built ourselves, on an Austin 7 chassis fitted with a Shorrock supercharged 1172cc Ford sidevalve engine, two of us set out to cover three races on consecutive weekends.

We were hoisted on and off the Folkestone/Boulogne ferry and set off for the Swiss border to the Circuit of the Vosges. Our plan was to drive from Switzerland to Spa-Francorchamps to arrive in time for practice. Getting into the pits was no trouble and I still have a collection of candid camera pictures which would be impossible for any fan to take today.

During the race we sat just above Eau Rouge. Watching Sommer gradually pick up places on



Sommer and Fangio captivate the crowds at Spa...

the three Fs until he led had the spectators on their feet on every lap. The commentators were giving us everyone's speed through the trap on the Masta straight. From where we sat you could see the worry in the Alfa pits as each car came in to refuel and change the tyres. When Sommer finally blew up, the race effectively ended.

The following weekend we went to Le Mans where Louis Rosier drove the same car he'd driven at Spa to victory – but that is another story.

I AM, YOURS, ETC.

FRANK SWEATMAN, MARLOW, BUCKS

* * * *

POINTING THE WAY

SIR,

Your series of 'Forgotton Epics' was quite superb. Surely there are many more from the past, and I look forward to more of this feature.

May I suggest that Sommer's incredible drive in the 1950 Belgian GP only confimed what Enzo Ferrari and Aurelio Lampredi had already figured out a year earlier. Louis Rosier's Talbot won the 1949 Belgian GP non-stop from Ascari and Villoresi in supercharged Ferraris (Alfas were absent that year) and it was that race rather than the Sommer epic which set Ferrari on the unblown route.

In the 1950 event Ascari drove an interim 3.3-litre car, later upped to 4.1-litres for the Grand Prix des Nations at Geneva and finally to a full 4.5-litres at Monza.

I AM, YOURS, ETC.

D ELLIS, HORLEY, SURREY

HAPPY ANNIVERSARY

SIR,

I note with interest that MOTOR SPORT celebrates its 75th Birthday soon. I well remember the 50th anniversary in '74, having started advertising with you the year previously (through my readership goes back to 1959, whilst still at school). In fact, I may be your longest standing continuous advertiser (though it's just possible that Adrian Hamilton may contest this, or were Brian Classic in recent issues, he would certainly 'win the title').

Anyway, congratulations in advance – here's to the next 25 years. There are plenty of sprightly octagenarians around; time will tell if I'll be among them in 2024, still featuring in your pages!

I AM, YOURS, ETC.

ROD LEACH, HERTFORD HEATH, HERTFORDSHIRE

* * * *

BOILLOT THE CHARLATAN

SIR,

I particularly enjoyed the article on the 1914 French GP in your January issue.

If Georges Boillot was a vain man he had every right to be. Georges Boillot together with Paolo Zucccarelli, Jules Goux and Ernest Henry were 'The Charlatans'. They designed and constructed the first ever twin overhead-cam engine.

They were christened thus by Peugeot factory engineers upset because Peugeot commissioned them to produce a racing engine. Peugeot hedged his bets by also commissioning Bugatti who had already sold a car design to Peugeot to produce an alternative racing machine. In the event the Charlatans Twin Cam was some 15 mph quicker than the Bugatti design.

Did this put Bugatti off twin cams, as he did not himself build one until 1930?

Bugatti was, of course, copying a design which Miller had copied from Ballot. Ernest Henry was at the same time working for Ballot producing pure Charlatan engines. Thus Bugatti copied a copy of an engine that deprived him of a Peugeot contract in 1911. As a desert Island car the 1912 7.6-litre twin-cam Charlatan Peugeot which won the 1912 GP de l'ACF must top the list.

Surely Boillot cannot fade into obscurity.

I AM, YOURS, ETC.

GRAEME S BENNETT, WARNINGLID, WEST SUSSEX

* * * *

ALTA APPEAL

SIR,

I'd like to put in a plea for an article on Altas. If nothing is put on paper their history could be lost. Various models of Alta did quite well in events in the '30s and '40s and Tony Brooks had that great win at Syracase driving an Alta-powered B series Connaught. Also HWM enjoyed success with Alta machines. Does the company still exist and did they make anything other than cars?

I AM, YOURS, ETC.

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LEGENDS

RICHIE GINTHER

"GEENTAIR! ALORS, UN NOUVEAU record du tour pour Reeshi Geentair!"

May 14 1961, Monaco, by common consent the greatest drive of Stirling Moss's life. In Rob Walker's old Lotus 18, he held off a barrage of assaults from Ferrari, eventually winning by a little over three seconds. It was not, though, Phil Hill or von Trips, Maranello's established stars, who put Stirling under the greatest pressure that day, but Richie Ginther, driving in only the fourth Grand Prix of his life.

Any mention of Ginther brings back that afternoon at school, when a bunch of us sat around a 'transistor', tuned to a French station. Moss, we understood from the syrupy Gallic voice, was leading, but surely could not resist Ferrari...

I met Ginther just once, at Hockenheim in '77, 12 years before he died, tragically young, of a heart attack.

"Well, without any doubt," he said, "my best drive was at Monaco in '61. The race was 100 laps at that time, and lasted going on three hours. I was on the limit all the way, and I think Stirling was, too. He and I were first and second in qualifying, and in the race we got three seconds under that! Believe me, when you did well against Stirling, you knew you'd really done something; he was the greatest I ever saw – by a long way."

The bare statistics of that race almost beggar belief. In practice Moss and Ginther lapped in 1 min 39.1sec and 1 min 39.3sec, respectively, Richie driving Ferrari's famed 156, a replica of which is tested elsewhere in this issue. In the race, on a hot afternoon, their *average* lap time was 1 min 39.5sec, and they left the fastest lap at 1 min 36.3sec. If those 100 laps were Moss's greatest ever, they took Ginther only three seconds longer.

Ginther, born in Hollywood in 1930, became involved in motor racing through a chance meeting with Phil Hill, a friend of his elder brother. The two men became close buddies, and when Hill needed a riding companion for the 1953 Pan-American Road Race, Ginther was asked along.

Their car for this long, long, race was Allen Guiberson's 4.1-litre Ferrari, which Ginther recalled as having only two faults: "It didn't stop, and seemed to have a tremendous aversion to going around a corner..." Hill got the car onto the leader board, however, before it 'refused' at a downhill right-hander, plunging down a steep drop, end over end. Neither man was hurt, and they returned the following year to finish second.

After racing a succession of Healeys, Aston Martins and Porsches, Ginther began driving Ferraris for wealthy enthusiast John van Neumann. It was a successful association, and for 1960 he was invited to join Ferrari's factory team, where he established himself as a superb test driver, with remarkable mechanical sympathy.

"I never could bring myself to abuse an engine," he recalled. "If I felt the thing tighten, I'd shut it down rather than run another lap and blow it to hell. It was something that the Ferrari people found hard to understand...

"At Reims in '61, for instance, I knew the engine was going to blow and I came into the pits – and, hey, I was leading at the time! Of course, they insisted I go back out, so I shrugged and did it. In half a lap the engine was wrecked, and I had a long walk back!

"It's a funny thing, you know – how many senses do we have? Five, right? Well, the Ferrari people always thought I had six. That went back to a test at Monza in 1960, the last year of the front-engined Dino 246. It was before the Italian Grand Prix, and we were using the full circuit – including the banking. I was meant to do a series of laps but I came in early, because I could sense something was wrong. They got agitated, and said, 'It's not time yet, don't you know?'.

"I said 'Wait a minute. This thing's going to blow up – there's a vibration in there that's not right.' But the mechanics fired it up again – *wham, wham, wham* – they revved the hell out of it, then said everything was OK, and I should go back out. I said no, and so they put someone else in."

Ginther tried to be discreet, but I had to know. He burst out laughing. "Well, you asked! It was Mairesse. Poor old wild Willy. Before he went





Above and right: Ginther gave not only Honda but also Goodyear their first F1 win at the 1965 Mexican GP



Ginther in the Sharknose at Reims in '61. He came in claiming the engine was about to blow but was sent back into the race. The Ferrari lasted another half lap

out, I said to all the guys, 'That thing is going to blow in 12 laps.' And, would you believe, it did! Not on the 10th, not on the 6th, not on the 20th... but the 12th. I mean, I'd just picked a figure out of the air, but from then on they thought I was magic! They really believed that I had some sense that nobody else had."

Back then, you drove for Ferrari for love. "Oh, that's right," Ginther said. "It was a joke, really. I used to get $400 a month, as I recall."

Overall, his memories of Ferrari were good, but he left in unhappy circumstances, having taken a BRM offer for '62. "The Commendatore was so angry I wasn't even allowed to go round the factory to say good-bye. Fortunately, the mechanics came to my apartment to see me."

On his day Ginther was as quick as anyone in the business: at the 1962 Oulton Park Gold Cup, for example, he beat Jimmy Clark to pole position, having never seen the circuit before. The next year he finished equal second (with team mate Graham Hill) to Clark in the World Championship.

The BRM years, however, brought no wins, and Richie moved to Honda in 1965. "Unquestionably," he said, "my best memory of racing is the time I spent with the Honda people. They tried so goddam hard for you, and in a short time achieved a hell of a lot."

Throughout the year, the Japanese car became ever more competitive, but if Ginther qualified well, he rarely finished. In the altitude of Mexico, though, the Honda seemed to thrive, and Richie led all the way.

"My car was just flat better than anything else. When Dan (Gurney) began to catch me towards the end, there was no problem. I was letting him come at me, because I was saving my car, and knew how much I could let him have. I had a mixture control and ran at full rich to protect the engine. If I needed, I could have anything up to full lean – the difference was 300 revs on the straightaway."

He left Honda to join Gurney's Eagle team in 1967. Dan's ambitious plans included F1 and Indianapolis, and Ginther would drive in both teams. The cars made their debut at Brands Hatch, in the Race of Champions, and Gurney won, while Ginther – faithful to his creed – shut down the Weslake V12 towards the end, when lying a solid second.

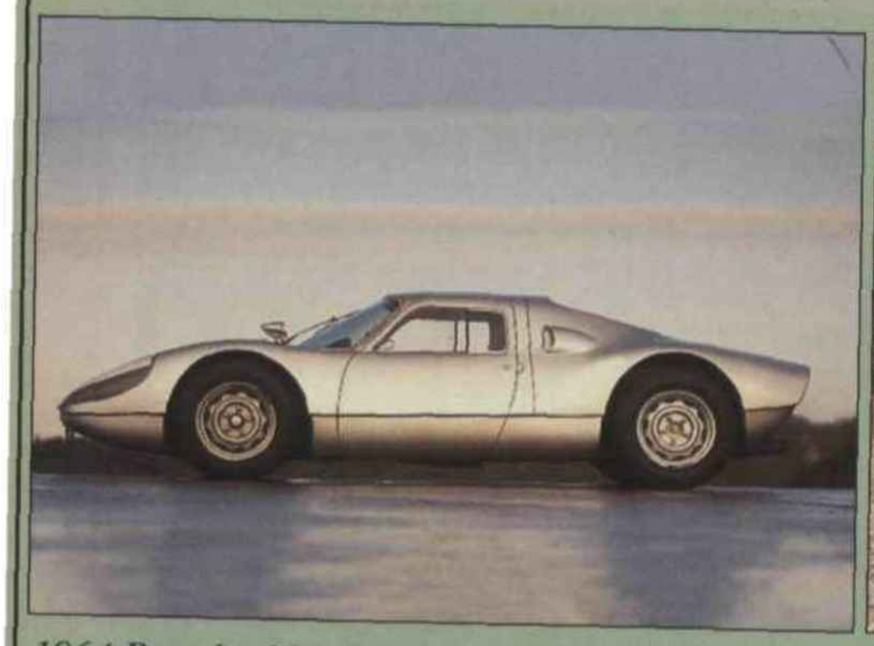
It was to be his last race. "Monte Carlo was part of it, because I didn't qualify. I had a lot of problems but I was really upset by that – I loved the place, and had usually done well there.

"Then we went to Indianapolis. I had never been there before, but got along fine, and was about fifth in practice . Then, on the first qualifying day, I was in the car, waiting in line in the pit lane, and suddenly I called Gurney over and said, 'Dan, I just don't want to start this race.' There were no questions from him. He just said, 'OK, fine, I understand,' and I was really moved by that. I thought his understanding was remarkable.

"I got back to my room, and in my mind was the thought that if I don't want to start that race... I'm a race driver, I should... I decided to get out before I couldn't; if I kept going with that kind of mentality, I was going to hurt myself. I never raced again."

I found Ginther an engaging fellow, full of humour. At the time of our meeting, he'd dropped out and was living in a motorhome, having sold not only a very successful company, but also his house. He was happy, he was free. "I loved my time in racing," he said. "It's one of the very few adventurous lives left, isn't it?" M

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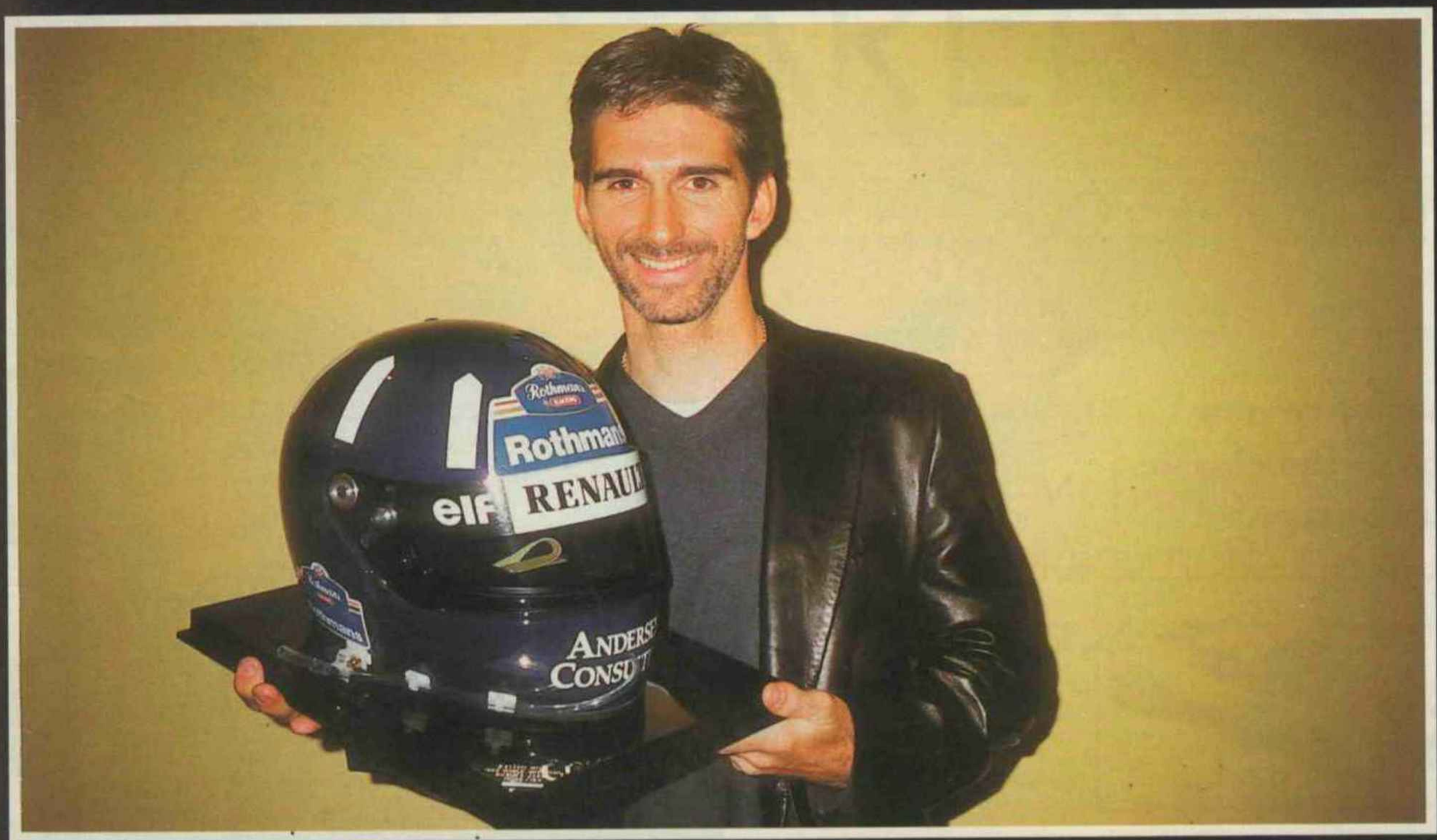
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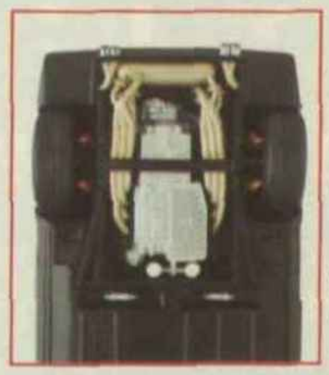
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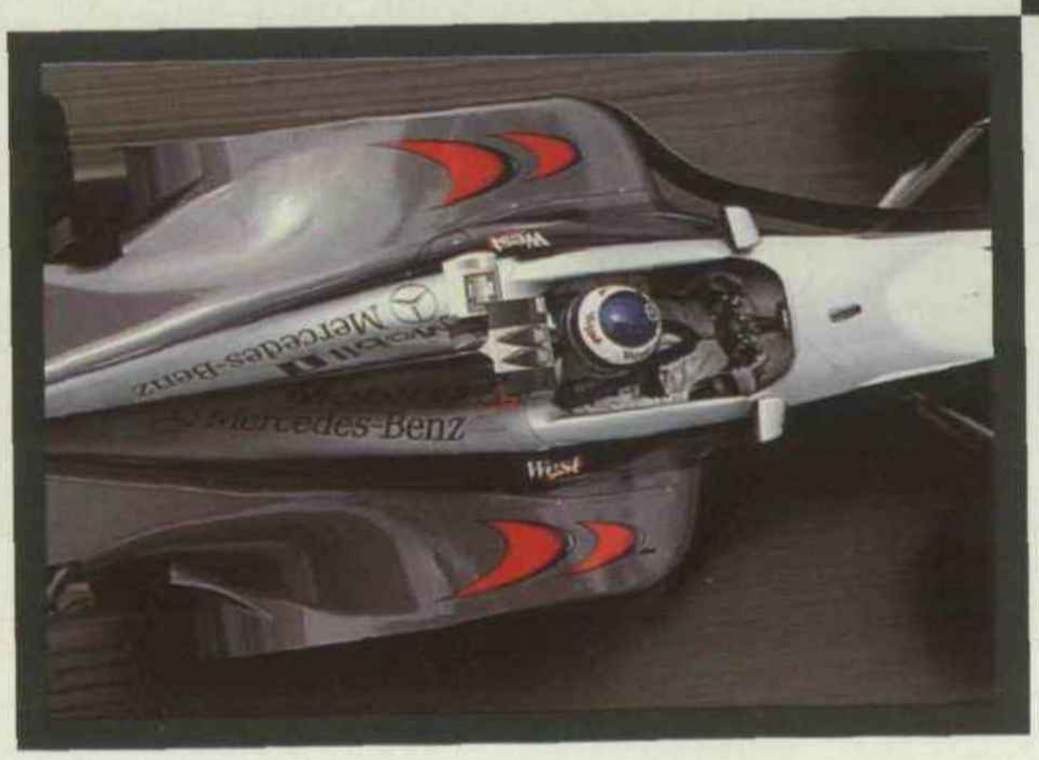
THE MAN, THE MP4 & THE '99 SEASON



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AN APPRECIATION
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by Mark Hughes



THE MCLAREN MP4
BARNARD ON HIS CARBON CAR
PAGE 32
by Adam Cooper



1999 F1 SEASON PREVIEW
CAN RON DO IT AGAIN?
PAGE 38
by Simon Taylor



The Man Behind The Marque

BRUCE MCLAREN WAS A FINE DRIVER BUT, AS MARK HUGHES REPORTS, IT WAS HIS TALENTS OUTSIDE THE COCKPIT THAT MADE HIS TEAM GREAT AND LAID THE FOUNDATIONS FOR THE MCLAREN EMPIRE OF TODAY

AMBITION IS A FUNNY THING. FOR SOME IT BURNS SO BRIGHT IT SEARS a lasting scar on their personalities. Others look as if they don't have a scrap of it in their souls, their serene progress looking to the casual observer like luck, even when it is nothing of the sort. Bruce McLaren, more than most, was one of the latter.

He was the youngest driver ever to win a Grand Prix and the youngest to lead the Formula One World Championship. But his real place in history is not as a driver. It is as the founder of the collossus of a race team that now vies with Ferrari as the most successful of all time, even though Bruce himself didn't live to see such levels of achievement. As a driver he was good but not great; it was as someone with an innate ability to attract the right people, as an engineer and as a truly inspirational leader, that would prove him to be so very special.

Driving was just the starting point for an ambition which burned fiercely, despite his mellow disposition. Tyler Alexander, whose destiny was interlocked with Bruce's from the early '60s until McLaren's death in 1970, says, "In one way he was laid back but in another he wasn't at all. He wasn't shy either, just quiet. And even that's not 100 per cent right because he was kinda none of those things but all of them at the same time. But he was very determined that he was going to do something with himself."

"His place in history is not as a driver. It's as the founder of a collossus of a team"

Team McLaren's first designer, Robin Herd, concurs: "He had a likeable exterior but the ego was hidden in there. He could take an intense dislike to people who were outside the team he felt were not up to it, though they would never have known it. Oh yes, the fires most definitely burned within him."

For all the ambition though, fortune did smile on him. He was in the right place at the right time for Jack Brabham to take him under his wing and install him at Cooper – which turned out to be the perfect team to give him the necessary grounding for setting up on his own. Furthermore he arrived in racing just as it was demanding the sort of technical feedback from drivers that very few of them were able to give, but which Bruce could. All this kick-started Team McLaren into healthy life. But his outstanding qualities not only allowed him to make maximum use of good fortune, in some indefinable way they probably created much of it. "He had a charisma that just magically drew extraordinary people around him," says Herd today.

The founder of Team McLaren was the quiet son of a garage proprietor from Auckland, New Zealand, and a successful local bike racer. Young Bruce was captivated. But the thing that really stirred him wasn't Dad's wheel-to-wheel battles on the tracks, but rather the workings of the machines themselves. He was a natural-born engineer. The mechanics soon became used to their spanners going missing to the little boy fettling his tricycle – it was telling even then that he spent more time doing this than actually riding the thing.

He was a studious, serious kid. 'Pop' McLaren indulged his only son's enthusiasms, which so mirrored his own, but it never made Bruce cocky. "I think part of that," says his close friend and associate Eoin Young, "came from his spell in hospital as a boy." At the age of nine, Bruce was found to be suffering from Perthes Disease – a serious hip condition for which the only treatment was total bed rest. He spent the next three years in a children's hospital flat on his back or in a wheelchair. The legacy was a permanent limp, powerful shoulders and perhaps a deepened intensity. His studying during that period laid the foundations for a subsequent Auckland college course in engineering.

Don't get the idea he was dull, though; he had the sense of fun and adventure, for example, that saw him organise illicit bathchair races around the hospital. "Even though he wasn't in the least bit flamboyant," says Alexander, "he did enjoy a good time."

Certainly he figured in his share of off-track high-jinks, maybe not kicking them off but not shy about getting involved, as attested to by Howden Ganley, now a British Racing Drivers Club luminary, then a McLaren mechanic: "his sense of humour was dry and sharp and was an important part of the team's atmosphere."

But you'd need to know him well to discover all this. "The whole McLaren team atmosphere," says his former mechanic Paul Vincent, "was self-effacing and introverted. It could be fun inside, but it didn't project itself to the outside at all. That trait, which you can still see in McLaren today, came very much from Bruce."

The quantum leap from college kid to founder of one of the great Grand Prix teams was a fairly short one. It consisted of Pop McLaren giving his son an Austin Seven Ulster to kick off his racing career, and Brabham visiting for the off-season series of races and taking him under his wing. "Brabham looked on the McLaren family as a willing cheque-book at the beginning," says Young. "He'd go out there with the Cooper he'd been racing for a year in Europe and at the end of the series he would sell it to the McLarens. Bruce in turn was enormously fortunate that Jack was a bit of a loner and saw Bruce as a good understudy, the ideal number two who wasn't ever going to beat him in a straight fight."

"Yes, we used to allow Jack, and later Bruce, to sell our cars down under at the end of the season," confirms John Cooper. "That was our way of looking after them because we couldn't actually pay them very much." ➤

LAT

Brabham's idea of bringing the young McLaren to Europe and installing him at Coopers gained critical momentum when the New Zealand Auto Club named Bruce as the recipient of its 'Driver to Europe' prize in 1958. After a few Formula Two events for Cooper, he was entered in the F2 class of that year's German Grand Prix and created a minor sensation by winning the section on his first visit to the Nurburgring. He was just pipped to the F2 championship by Brabham; for the following season would be promoted to Formula One.

Before that, though, he returned home as the local hero, to take part in the forerunner of the Tasman series. This was when he met Young, then just an enthusiastic race fan who worked in a bank. "It was at Teretonga," remembers Eoin. "He was due to be racing in a hillclimb in my town of Timaru the following week and I just went up to him, cap-in-hand, introduced myself and asked if he wanted me to show him the road, because I knew it. I was so chuffed to have met him but what I didn't realise was that he didn't know anyone there anyway and thought it would be neat to have someone who would show him around."

The following Saturday night, Young introduced McLaren to a pretty blonde girl called Patricia, known as Patty to her friends. For him, it was love at first sight. "Apparently he decided right there and then that I was the one for him," she recalls. "But he went back to England shortly afterwards and we had a courtship by post. He came back again the following year, and the year after that we got engaged and I went with him to England.

Brabham's phlegmatic personality made him a good match for the more fiery Patty. "It took a lot to make him cross – he had a wonderful nature," she says. But her fierce loyalty could create moments of friction. "At Portugal in 1960," remembers Cooper, "Bruce was leading the race and Jack was second, but in terms of the championship we needed them to be the other way around. We never had to apply team orders with those two, they looked after that between them. But Dean Delamont walked past the pit and said 'Aren't you going to do something about that?' and I replied 'No, it's all under control.' But Patty heard this and so did Betty Brabham. Pat said, 'You're not slowing my old man down,' and then Betty got in on it and they started arguing between them. I couldn't stand it and went up to the BRM pits for the rest of the race."

"At the final race of '59 he became the youngest driver to win a Grand Prix"

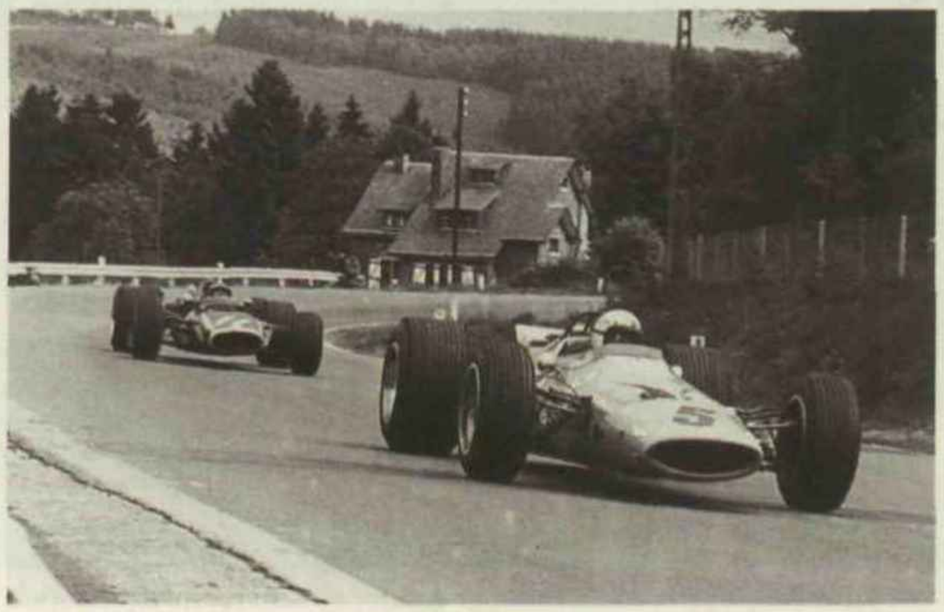
At the final race of '59, McLaren, at 22 years old, had become the youngest driver to win a Grand Prix when team-mate Brabham ran out of fuel ahead of him. It's a record that still stands. Another win in the opening race of 1960 ensured McLaren was also the youngest ever to lead the championship. It was a brilliant F1 apprenticeship, not only learning by watching over Brabham's shoulder but being in a team where the pair of them were left to engineer the cars themselves, spending more time in the drawing office and machine shop than in the cockpit. Mike Barney, McLaren's mechanic at Cooper, recalls: "They were both very involved, but Jack was definitely the senior one. He had the ear of people at Cooper, Climax and Dunlop, had his finger on the pulse. Bruce knew what it was about but was just a young lad. He only came out of the shadow a bit when Jack left and began pushing his own ideas rather than those of Jack."

Brabham's departure at the end of 1961 to set up his own team set a precedent for Bruce. Though he was to stay at Cooper for another four years – winning at Monaco in '62 – the team was in decline and wasn't as receptive to his ideas as he would have liked. "Charles Cooper was really pissed off when Jack left," says Young, "even though John realised it was inevitable. The Old Man was convinced they'd taught Jack all he knew and now he was using that knowledge to fire back at them. That made things difficult for Bruce – almost to the point where Charles Cooper wouldn't let him into the drawing office."

He got his first real taste of running his own show when he modified two F1 Coopers and ran them in the Tasman series for himself and Timmy Mayer at the end of '64. This was when he first came into contact with Timmy's elder brother Teddy as well as their mechanic Tyler Alexander. Eoin Young had already been enlisted as Bruce's secretary: "He said he wanted me to come to England and be his secretary and I said 'what does a secretary do?' and he replied 'I don't really know, but Graham Hill and everybody's got one so you could be mine.' " And so the nucleus of Team McLaren was formed.

When Bruce bought an ex-Roger Penske Cooper converted to sportscar spec – the Zerez Special – and installed an Oldsmobile V8, it was in reality the first McLaren car, even though Bruce insisted on calling it a Cooper-Oldsmobile to calm the political waters. But for all his years in Europe and the fact that he'd now set up his own racing offshoot, in many respects Bruce was still just a wide-eyed country boy. This much was evident in his comments to Young after meeting the high-flying Penske. "He said 'I watched him polishing his shoes. You know, he even cleans the backs of 'em!' "

The Cooper-Oldsmobile gave Bruce a lot of success in both Britain and America, in the forerunner of the CanAm series. It also brought a critical connection with Firestone, the American tyre company which was on the verge of vastly expanding its ➳

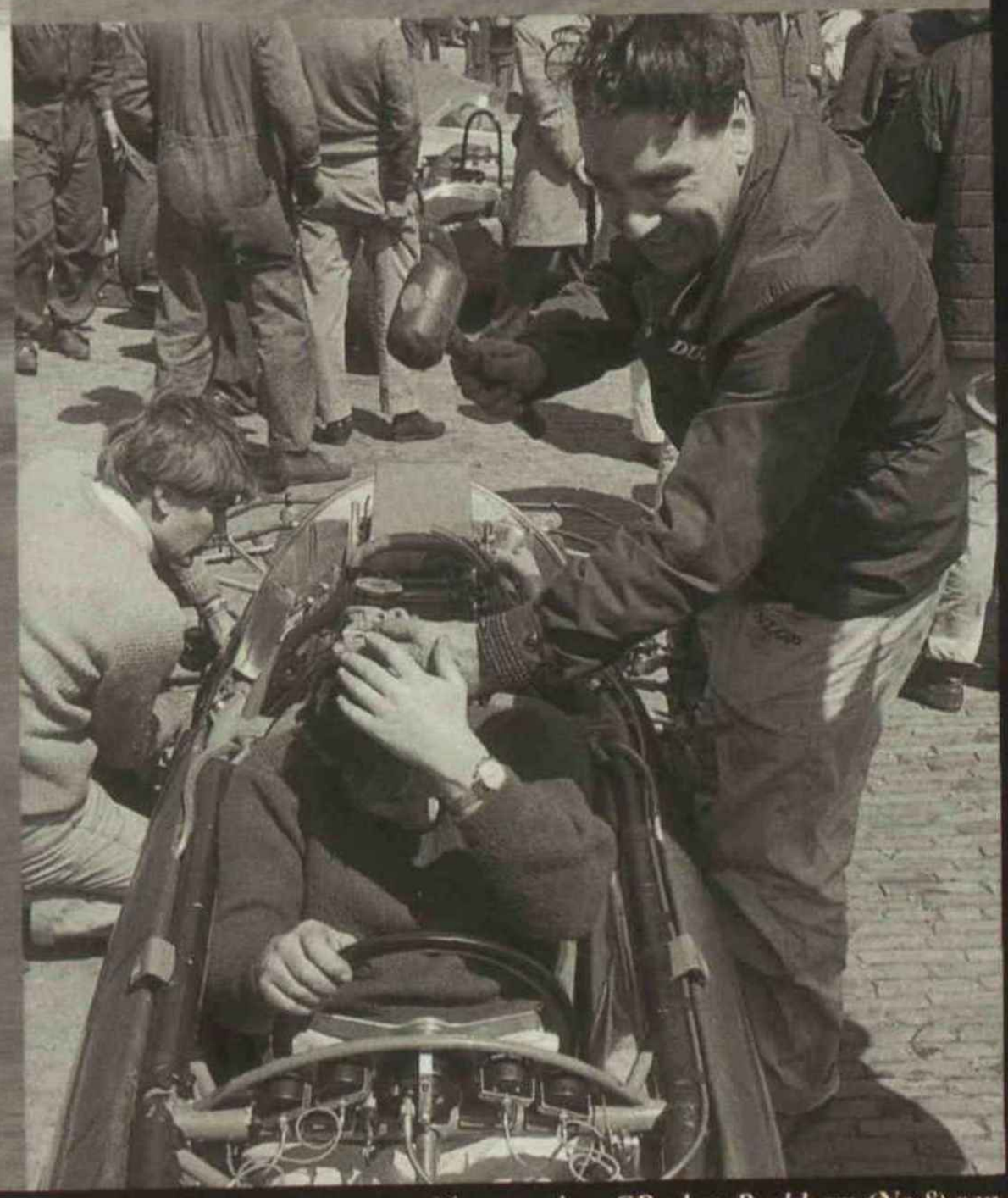




Left: Spa '68. Bruce's last GP victory was also McLaren's first, his M7A taking the lead on the final lap from Jackie Stewart's Matra
Right: There were 11 rounds in the '69 CanAm series and the M8B won every one; Denny won five, Bruce claimed six and the title







Clockwise from top left: Winning Le Mans for Ford with Chris Amon; Sebring 1959, Bruce becomes youngest driver to win a GP when Brabham (No 8) ran out of fuel; John Cooper trying to improve the air flow over Bruce's head; Grand Prix race debut at Nürburgring in F2 Cooper at '58 German Grand Prix


DUNLOP
COOPER
DUNLOP
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DUNLOP





Facing page: John Cooper with Bruce having just won US Grand Prix aged 22; left, winning again for Cooper at Monaco in 1962, beating Phil Hill's Ferrari by 1.3sec; right, Bruce driving Denny Hulme's M8 CanAm at Goodwood shortly before his fatal accident

race programme, including a partnership with Ford in its attack on Le Mans. McLaren's skills as a test driver reaped big dividends in an era where such an ability was a rarity – and he knew it. "He'd come back from testing the GT40," says Young, "and I'd ask how it had gone. He'd say 'well I go pounding round and round, come in and suggest they could do this, could do that, this needs doing, and then Roy Salvadori comes in and says 'it's doing something funny at the front.' "

The rewards were immediate. Bruce not only got a Le Mans Ford drive which allowed him to win the event – with Chris Amon – in 1966, but more importantly got a contract for all of Firestone's F1 and CanAm development work. It was this which largely funded the new team, which was made official when he finally split from Cooper at the end of '65.

Robin Herd was duly recruited from the aircraft industry to design the first F1 McLaren, the M2B. Constructed from Mallite – a sandwich of honeycomb aluminium and balsa wood – it was probably the most advanced car on the '66 grid. It was let down, however, by a hopelessly inadequate destroked Ford Indy engine. But Herd was enraptured with his new place of work nonetheless. "It was by a substantial margin the most talented group of individuals I have ever encountered in motor racing, and there was such a vibrant atmosphere," he says.

"The whole thing shone from Bruce; he was the inspiration. That was partly because he was such an able and likeable guy but also because he would be there doing it, he'd be the last to leave. His partnership with Teddy Mayer was perfect because he was a pretty special guy himself and they had this good cop/bad cop thing. Bruce used to say it was just like the Kennedy brothers where JFK was the smiling benign frontman and behind the scenes there was this other brother who was the hatchet man. Where you couldn't see Bruce's edge, Teddy was a walking edge."

"The thing I learned from Bruce," says Howden Ganley, "is to do whatever needs doing, no excuses. If you get into a problem, the easy thing to do is say 'oh we can fix that tomorrow.' That isn't the way to do it – let's fix it now. Tonight. Even if it means pulling the guttering off the side of the building or cutting up the secretary's desk, you do it. Bruce had that in spades when the chips were down. He was a fantastic leader. If he'd come into the workshop one morning and said 'right chaps, what we're going to do today is march across the Sahara', most of us would have said 'yeah, alright Bruce, if that's what you think we should do, that's what we'll do.' "

After visiting the factory during this initial period, journalist Charles Fox described the scene he witnessed like this: "There was that splendid sense of boys disguised as men employed in a pastime disguised as work." Today Tyler Alexander admits, "I suppose it might have looked like that."

The rewards came on the track too – Bruce won the McLaren marque's first Grand Prix at Spa in 1968, the year team-mate Denny Hulme was in real contention for the world title, and in CanAm McLaren were literally unbeatable, so much so the series became swiftly nicknamed the 'Bruce and Denny Show'.

McLaren's current supremo Ron Dennis was then working as a mechanic for Brabham and saw Bruce only from a distance. "It was more a distant respect than any sort of relationship. But he was clearly very dedicated to pushing his team forward and it was apparent even then that McLaren were setting new standards in racing car construction."

"In CanAm McLaren were unbeatable – the series was the Bruce and Denny show"

Then the happy days were shattered on June 2nd 1970. Bruce was testing at Goodwood when the bodywork of his M8D CanAm car came loose, hurling the car off the track and into a marshal's post. He was killed instantly. Not yet 33 years old, he left behind Patty, their four year old daughter, Amanda, and an utterly devastated racing team.

"I guess we walked around in circles for a time," recalls Alexander, "thinking, 'shit, what ever are we going to do?' before realising that what we would do is what we had been doing yesterday." Mayer, Phil Kerr, Alexander and the crew, heavy hearts notwithstanding, did what Bruce would have done, and carried on. That they did it so well was testament to the calibre of those Bruce had attracted.

There's no irony at all in the fact that he had planned to retire from driving at the end of the season, because he was still going to continue the sort of testing work in which he met his end. The road car project he'd planned – over 20 years before the McLaren F1 – died with him after only one prototype had been built. Projects such as this and a possible tie-up with GM for a McLaren Corvette meant his world had been expanding and he had needed to devote more time to it. "He would have built an empire," believes Ganley. "Ron's ended up being the one who did it, but without taking anything away him, Bruce would have done that. He was well connected in Detroit, he was working with the big companies well before the other teams; he was the one with the vision."

A vision that has been realised in his absence, but not without his signature. The last words and, with them, the proof belong to Ron Dennis. "It was his can-do philosophy and commitment to excellence which are the two values of his which are still very present in the McLaren of today." M



The Material ADVANTAGE



THIS IS THE MCLAREN MP4 –

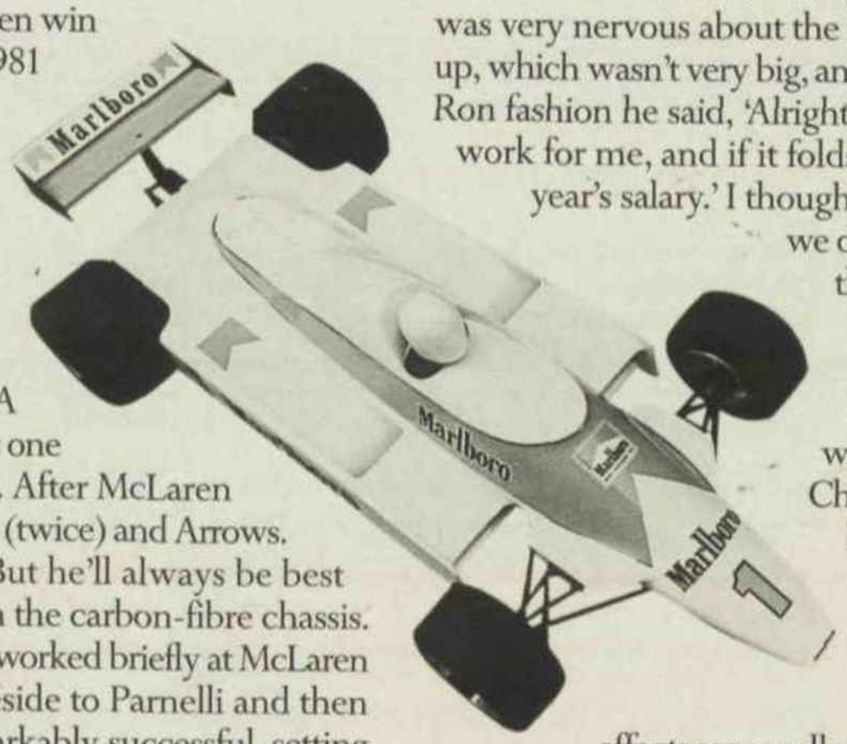
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ON HOW IT TRANSFORMED F1 FOR EVER.

OVER THE YEARS McLAREN HAS PRODUCED SOME SUPER SUCCESSFUL cars. The remarkable M23 was in action from 1973 to '78, won two Championships, and formed the basis of a very successful Indycar. The Honda-powered machines of 1988-91 won four straight titles, and in the first of those seasons the MP4/4 won 15 of the 16 races it started.

However, the most significant car in the team's history didn't actually earn a title, or even win many races. But the original MP4 of 1981 not only laid the foundations for the team's success in subsequent years, it also sparked a fundamental change in the way F1 cars were built, and in so doing helped the sport to become massively safer.



John Barnard was the man who was responsible for this landmark car. A controversial figure at times, he remains one of racing's most intriguing characters. After McLaren he went on to spells at Benetton, Ferrari (twice) and Arrows. This season he joins up with Prost. But he'll always be best known as the man who came up with the carbon-fibre chassis.

After learning his trade at Lola, John worked briefly at McLaren in the seventies, before heading Stateside to Parnelli and then Chaparral. His 2K design proved remarkably successful, setting new standards which other Indycar marques had to follow. Team boss Jim Hall received most of the public credit for John's work, and somewhat disillusioned, Barnard headed back to Europe in the autumn of 1979.

"The first thing I did was get together with Hector Rebaque, but that project literally stopped overnight," he recalls. "Then Patrick Head told me that this guy Ron Dennis was looking to get an F2 car designed. I wasn't really interested, but Ron phoned me up, and asked me to come and have a talk."

Dennis was running March chassis in F3 and F2 under the Project 4 banner. Whether Ron upgraded his plans or hadn't told Head the full story is open to debate, but by the time he met Barnard, the talk was only of building an F1 car.

"He had this idea of doing F1 as the next step," says John. "I was very nervous about the whole thing. I had a look at his set-up, which wasn't very big, and I thought it was a bit iffy. In typical Ron fashion he said, 'Alright, I'll do a deal with you. Come and work for me, and if it folds or whatever, I'll pay you another year's salary.' I thought I could handle that. In those days we didn't talk about contracts – that was the deal, done.

"The first thing was to find a drawing office, so in an upstairs corner of his place we built this thing we called the rabbit hutch. Later at the Christmas party they gave me a great big stuffed rabbit, which my kids thought was great.

"Anyway, I had a drawing board and started thinking about an F1 car. It was a time when ground effects was really on the move, so the objective was to optimise it. That meant using the biggest underwing I could get, which entailed a very small section chassis.

I wanted to get the bottom of my chassis down to not much bigger than the driver's bum. I explained to Ron what I wanted to do, and the facts were quite simple. If you wanted to make a chassis of smaller section, and retain the stiffness, you had to change the material. I thought about a building a monocoque from



The public launch: Wattie in the wet on slicks at Silverstone



The team: Barnard, Creighton Brown and Ron Dennis



The material: The carbon-fibre Hercules tub laid bare



The debut: 1981 Argentine GP; Watson retired after 38 laps

thin-gauge sheet steel, but when you looked at the properties of carbon, that had to be the answer. It had everything; light weight, it was stiff, and it was strong..."

It might seem very logical now, but at the time the decision represented a bold piece of lateral thinking. It's remarkable that a person with only limited experience in F1 was cocky enough to take such a gamble, especially when employed by a fledgling team whose budget was far from secure.

"I think you only do things like that when you're young. The first thing is have the idea, second thing is, design it, the third thing is get it made. I just knew I could do it. Ron was very gung-ho.

"It was a very simple deal between us. He said 'you tell me what you want to do technically, and I'll get the money'. That's how it went, and it bloody worked too!"



1979 Chaparral DFX was the last car Barnard designed before returning to England to design a new car for a bloke called Ron Dennis

There was still a long way to go. Barnard knew very little about carbon-fibre – not many people did – and before he committed to the idea, he did some research.

"Carbon-fibre was around; it was known. The first instance in racing was on Graham Hill's car in 1975, when they ran a few strips in the wing endplates. I'd heard about the stuff, and wanted to find out more about it. I had a contact at British Aerospace at Weybridge, and I looked at what they were doing; things like engine cowls for the Rolls-Royce RB211 engine.

"I went away to think about how to do it. I had to think of a way of making a composite chassis using the machining capability and technology that I knew I could find, mounting things on it in ways that I'd been used to doing before.

"I needed an assistant. I'd met Alan Jenkins at Rebaque – he was helping out and wanted to get into racing – so he came and worked in the rabbit hutch with me. I gave him old drawings from the Chaparral and so on, and said, 'Here you are, draw the pedals up like that.'

He hadn't even done proper manufacturing drawings before, but he was dead keen, we got on alright, so away we went. In the meantime Ron was trying to get the money. That was getting harder and harder, although he didn't let on at the time."

In fact Dennis was gambling on persuading Marlboro to join him in the graduation from F2, but since the tobacco giant backed McLaren and Alfa-Romeo, this was by no means a straightforward process.

"On one day a young marketing guy came from Marlboro. I gave him this piece of uni-directional composite; in one direction it was totally weak, and in the other it was very strong. He bent it the wrong way and it snapped in an instant! It was like 'you're going to make an F1 car out of this?' "

The biggest headache John faced was finding a facility in Britain capable of doing the composite work; nobody was interested. Then a friend from the Indy days, shock absorber engineer Steve Nichols, recommended an American company.

"Over here they either said it was too much for them, or that we were, in fact, mad. ➤

JOHN WATSON ON THE MCLAREN MP4

In retrospect John Watson and Andrea de Cesaris deserve a lot of credit for climbing into the unproven MP4 and heading into the unknown. While Andrea was just 21, and perhaps a little lacking in, er, imagination, Wattie had seen a lot of shunts up close. In 1973 he broke his legs at Brands Hatch when a Brabham tub folded around him; he knew that an accident could hurt.

"When you get involved in something as new and as different as that," says Watson, "there's always a sense of apprehension. But I think the more I became familiar with it, the more I understood about, the more I had confidence in it.

"However at first it was difficult to accept the trust of John and Hercules that this was a better construction than a metal chassis. Somebody had to have a shunt in the bloody thing to prove a point, and Andrea was the one who managed to do that fairly regularly! And it did confirm that carbon construction, correctly applied, was the way to go. It wasn't always used correctly by others.



Watson developed the MP4 and provided its first victory

"The thing that was notable about the car was in terms of comfort; parts of your body suddenly developed bruises which you didn't get before, for example when you braced yourself down by the steering wheel bulkhead, and on your elbows when you hit the side. Carbon was so unyielding. Aluminium always seemed to give fractionally, was perhaps that bit softer, whereas this was unbelievably painful."

Wattie's accident in the Italian GP put any niggles about cockpit comfort into perspective.

"There had been a lot of shunts, but Monza was very graphic because it was televised, the shunt was widely seen. When I got out of the car it was only then I realised I'd lost my engine and gearbox. I just saw this engine sliding across the track and thought whoever was behind me and had a massive one! I had no injury whatsoever, barely even whiplash, but when I got back to the pits everybody was concerned that I'd been seriously injured or maybe worse. I just said, 'Sorry guys, the engine's off...'

"I believe the chassis was then taken back to Hercules. They used it to display the strength and properties of the material, particularly to the US military – they were looking for a lightweight form of underbody cladding for helicopters, to prevent serious damage from groundfire. It was part of their sales pitch; Hercules would show the video, and people would go, 'Gee, how's that guy – is he alright?' And then they'd pull back the curtain and there was the bare chassis. It probably more than quadrupled any investment they made..."

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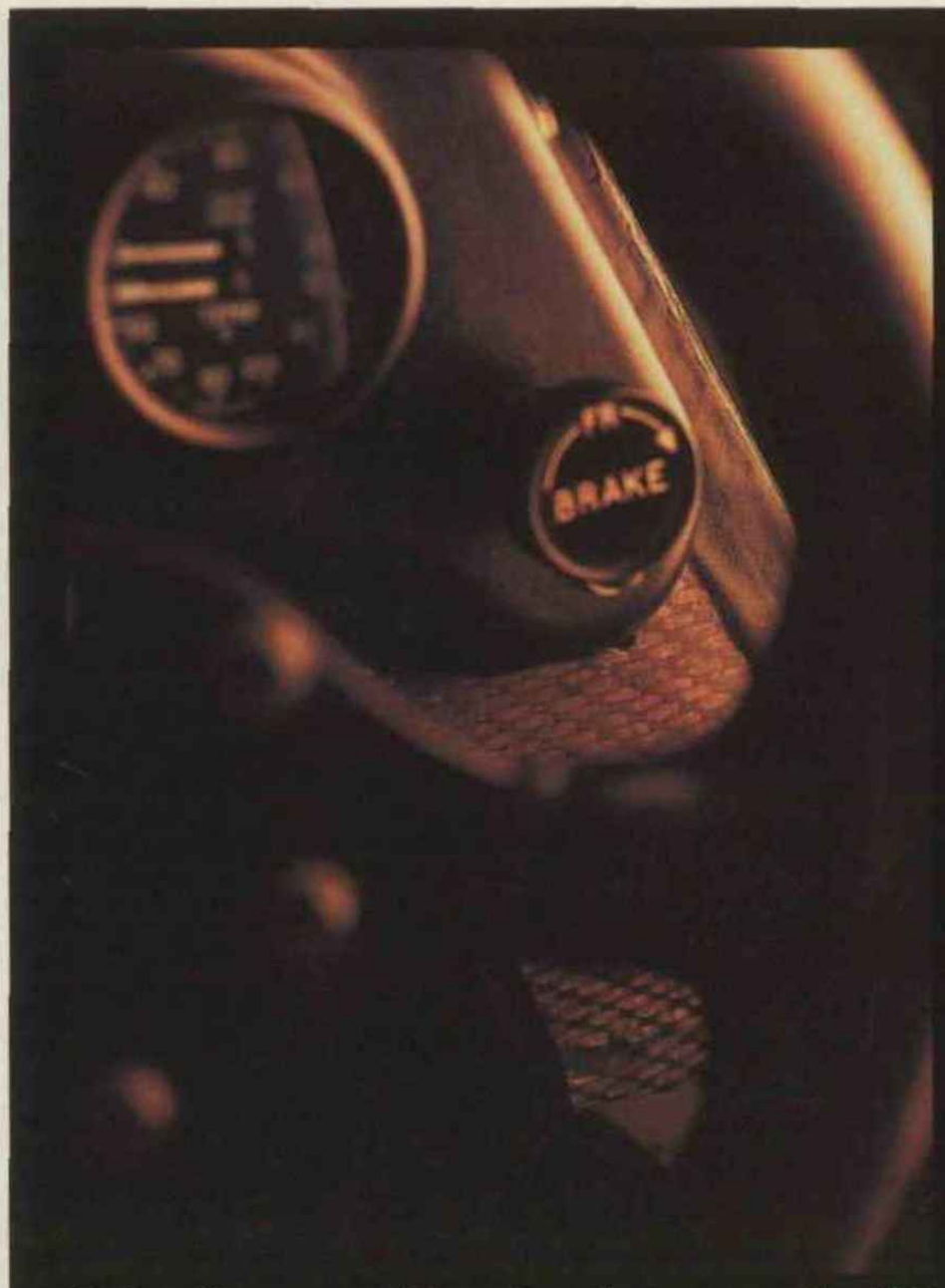
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Carbon-fibre was used throughout the structure of the MP4



Wattie wins at Silverstone '81 in front of delirious home crowd

"What we were planning was way above what people were trying to do in commercial aircraft, so there's no way we could do it ourselves. Steve was calling me, trying to get into racing in England, and he knew someone at a company called Hercules in Utah. They had an R&D section set up simply to do crazy things, one-offs and odd jobs.

"By this time we'd got a one-third size wind tunnel model built, and we'd it painted in Marlboro colours for a presentation. The next day we were on the plane with our model in the overhead rack. I'd got a load of drawings, and they said 'We'll have a go.' So we sent the tooling over there."

Meanwhile Dennis was hard at work behind the scenes. In September 1980 it was revealed that Marlboro had engineered a merger between the new Project 4 outfit and the struggling McLaren team, which had failed comprehensively to come to terms with the ground-effect era.

The stakes were raised considerably; if Barnard's car didn't work, Dennis was going to be in big trouble.

The MP4 chassis was formed from five major components, and consisted entirely of flat panels, since the technology to make curved pieces was still a few years away. The prototype had a aluminium front bulkhead, but otherwise was entirely made from the new material.

"The first chassis was a little bit wrinkly on the outside; with that thickness of lay-up it was very difficult to avoid wrinkles, so it didn't look the cleanest, nicest thing we'd ever seen. But it was extremely strong. We'd built a rig at Project 4 to torsion test it, and it was more than I needed.

For the second one we pulled some plies out of the skins and knocked the weight down. It was a bit less stiff, but it was lighter."

The novel chassis design was public knowledge almost a year before the actual car was launched on March 5, 1981. Just two days later Colin Chapman stole some of McLaren's thunder when he announced the twin-chassis Lotus 88; he cheekily claimed that the MP4 was already "a little bit out of date." But while Lotus had gone some way down the composite route, with a Kevlar mix, Barnard's commitment was much greater. Like many of John's rivals, Chapman suggested that pure carbon-fibre was not safe.

"The Lotus was interesting, but a different concept. They had gone for a flat panel of carbon/honeycomb, folding it around machined aluminium bulkheads, and glueing over the inner split. Technically it was a much lower level to go in at. But Chapman was my design hero. I remember sometime in '81 he came up to me at an airport and said, 'That's a really nice chassis you've done. Congratulations!' That wasn't bad, coming from him..."

De Cesaris and John Watson had to use the antique M29 at the season's start, but once the MP4 arrived it improved rapidly. In consecutive races Wattie finished third in Spain, second in France and won in Britain. Meanwhile de Cesaris proved the resilience of the tub with an impromptu crash testing programme.

But his team mate made the biggest impact, in every sense.

"Watson had that big one at Monza which ripped the engine off the back. It looked bad, but he walked away. That was the turning point. Not only did people start to think 'hang on, it didn't all fall apart in a black cloud of dust,' we also had the Civil Aviation Authority contact us. They were grappling with how to certify composites in aircraft, and were interested in that shunt."

Gradually everyone else followed suit. Sice then drivers have stepped unhurt from accidents which would been fatal in the past. The carbon tub has made a greater contribution to safety than any other single innovation.

"It's something I'm very conscious of," says John. "I'd like to keep a clean safety record; for me the worst one was Berger's in '89 at Imola. That shook me. I'd made up my mind that if he was gone, I was out of the business. Then Bernie came to the paddock and said he was alright. That was as close as I want to get." M









Above: Mika gained Schumi's respect at the 'Ring. Clockwise from top left: Top brass of Mercedes, Ilmor and McLaren work well together. Zanardi settles in at Williams. Newey is Ron Dennis' crucial weapon. Prost was double champ in '86. Mika unlikely to take back seat in '99. Spa glory for Jordan





1999 F1 SEASON PREVIEW

AND RON THOUGHT '98 WAS TOUGH...

MCLAREN WILL HAVE TO BE AT ITS BEST ALL SEASON IF IT'S ONCE MORE TO FEND OFF FERRARI'S THREAT. GRAND PRIX EDITOR SIMON TAYLOR WEIGHS THE CASES FOR EACH TEAM AND MAKES HIS PREDICTIONS



EVER SINCE THE CHEQUERED FLAG FELL AT SUZUKA ON MIKA Hakkinen's World Championship victory on November 1 last year, every Formula One team has been withdrawn into frantic isolation designing, building and testing its new cars for 1999.

From most of them, over the intervening weeks, have come carefully leaked testing times, gung-ho prophesies of unprecedented success, protestations of new strategies, new structures, new dawns. But, in truth, no team can really gauge its own or its rivals' true 1999 potential until 10am Melbourne time on Friday March 5. That's the green light for the first official practice session for the first race of the year, and only then will we see at last the whole field circulating together, in the same conditions and to the same agenda.

Nevertheless, you don't have to be too highly qualified an F1 expert to guess at the pattern the new season is likely to follow. Rapid changes of form from season to season aren't unknown in modern F1, but they're rare.

Over time, of course, team fortunes do wax and wane. When the McLaren domination of a decade ago was at its height – the team won 25 Grands Prix in two seasons, remember – you would not have believed that a few seasons later it would go for three long years without a single win. Ferrari, for so long the dominant force in F1, spent many years in the wilderness in the early 1990s before Todt, Brawn, Byrne and of course Schumacher began to drag it through its current renaissance.

And Benetton, ever since Schumacher left, has enjoyed but one victory (Berger's magnificent 1997 effort in Hockenheim), and has sunk from being constructors' champions with 11 victories in 1995 to a place outside the top four teams.

Actually, there's an argument to say that the traditional Top Four is no more — which Eddie Jordan won't like to hear, just when his team has risen to achieve fourth place in the Constructors' Championship. The perception of a Top Four emerged because, apart from Olivier Panis' lucky victory at Monaco in 1996, no Grand Prix for many years had been won by any team other than McLaren, Williams, Benetton or Ferrari – until that tremendous Jordan 1-2 at Spa last August.

In fact, apart from those singleton victories for Prost and Jordan, no other team on the current grid has ever won a race.

So it's fair to say now that we have not a Top Four but a Top Two: and I don't see that changing in a hurry in 1999. I believe the straight one-to-one championship battle we enjoyed in 1998 between McLaren and Ferrari will continue.

Which will win? The statistics show that back-to-back championships for *drivers* are comparatively rare: Schumacher in 1995, Senna in 1991, Prost in 1986, and before that nothing since Brabham in 1960. But they also demonstrate that back-to-back titles for *teams* are the norm. Once a team is on top it's not easy to dislodge. The last time the World Champion's car wasn't the same for at least two years on the trot was 1987, when Piquet's Williams title split a run of seven McLaren-mounted champions.

By that token McLaren should start the 1999 season as favourite, and certainly the multi-faceted package that won the honours in '98 is now beautifully honed: Adrian Newey's design brilliance (which, remember, played a vital role in Williams' five Constructors' Championships between 1992 and 1997), Ron Dennis' single-minded will to construct and maintain a winning organisation, Mercedes' technical and financial backup, and Mario Illien's brilliantly compact and powerful engines.

And Mika Hakkinen has come of age. He started last season as a man who had yet to be a Grand Prix winner, apart from a donated victory at the very end of 1997. Yet less than 12 months later, in what remains his greatest race so far, he vanquished Michael Schumacher at the Nürburgring in the closest straight battle of the season. He is driving brilliantly now, and if he still lacks Schumacher's experience in dominating a race, he's building that experience fast.

David Coulthard will be hungry in 1999. He is all too aware that most saw him and Hakkinen as equals a year ago. Then, as Hakkinen's confidence increased to match his innate speed, DC found himself slipping into the No2 role. However, Mika still owes him one for Melbourne last year, so perhaps Hakkinen's words as they climbed from their cars in *parc fermé* in Suzuka are significant: "Next year it's your turn".

But McLaren is only too aware that it's always easier to pursue and attack than to defend. If Ferrari demonstrated anything in 1998, it was a prodigious ability to develop and improve on the hoof during the season – in which a major ingredient is Michael Schumacher's relentless appetite for work, day in, day out, in a single-minded search for the extra fraction of a second, the extra smidgen of reliability. That said, his genius in the cockpit during a race – a unique cocktail of sheer speed, ruthless aggression and a sharp strategic mind – remains his greatest asset, helped by the very talented Eddie Irvine being apparently content to perform his (highly paid) role of helping Schumacher on his way.

We wait to see how fruitful will have been Ferrari's winter work, and McLaren's, and Ilmor's. There are stories from both Maranello and Brixworth (where Ilmor is based) of 275bhp per litre – an extraordinary output from a normally aspirated engine. Ferrari and McLaren were each thought to be nudging 800bhp by the end of last season.

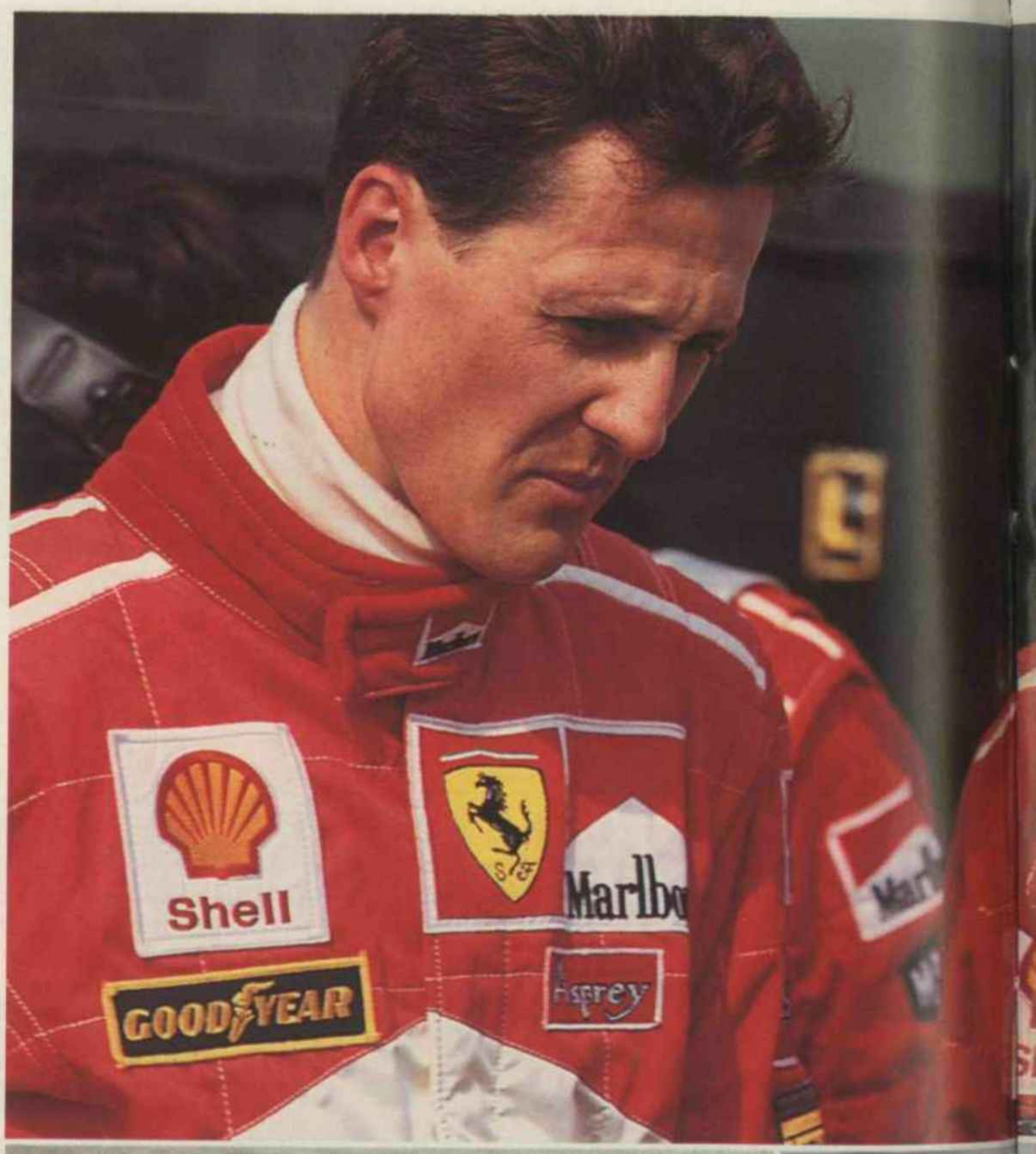
A key change since last year, of course, is that Goodyear has gone, and everyone will have the same choice of Bridgestone rubber. Many will mourn the passing of the tyre wars, which played a cardinal role in the exciting battle last season between McLaren and Ferrari. But their absence will simplify the contest and, lesser teams might argue, will make it fairer. In 1998 each tyre company, determined to shoe the championship winner, understandably threw all its efforts behind its top team. The Bridgestones were designed specifically to suit the McLaren which meant they didn't suit the Benettons at all, while Goodyear worked closely with Schumacher to provide the best possible tyre for the Ferrari, even if it might have been less appropriate for the Williams duo.

Now that Bridgestone has a monopoly, the idea is that they will provide the same specifications of tyre for everyone – and meanwhile the FIA, in their constant quest to reduce cornering speeds, have insisted on a fourth groove this year. Their instruction to Bridgestone was to slow the cars by three seconds a lap. One suspects that they will have as little success with this as they did in slowing the cars down with the first three grooves last year – although if Bridgestone decides to impose harder compounds that could have rather more effect.

So, if the Top Two fight it out at the front, much of Formula One's fascination in 1999 will come from the battle to head the next group – let's call them the Next Four. Who will end up third in the 1999 Constructors' Championship?

Jordan, having lost designer Gary Anderson to Stewart and gained Mike Gascoyne from Tyrrell, seems to be in excellent shape. The Spa win, and several other excellent races in the second half of last year, have left Damon Hill in fighting form, while Heinz-Harald Frentzen is a better driver than his sojourn at Williams might lead you to think. If the latest manifestation of the Mugen Honda engine is reliable and powerful – and with Honda getting ready for its own arrival in Formula One in 2000, the whole might of that organisation is keen to make it so – Jordan should improve on its excellent 1998 season.

By contrast, in 1998 Williams had its worst year for a decade, recalling its Judd-powered season in 1988 when the Honda engine deal had ended and the Renault deal hadn't begun. In 1999 it'll use the Supertec engine, *née* Renault, for one last year before its new partnership with BMW produces its motive power for 2000. It's not clear what engine development has been done over the winter on the Supertec, which will also be used by Benetton ➳

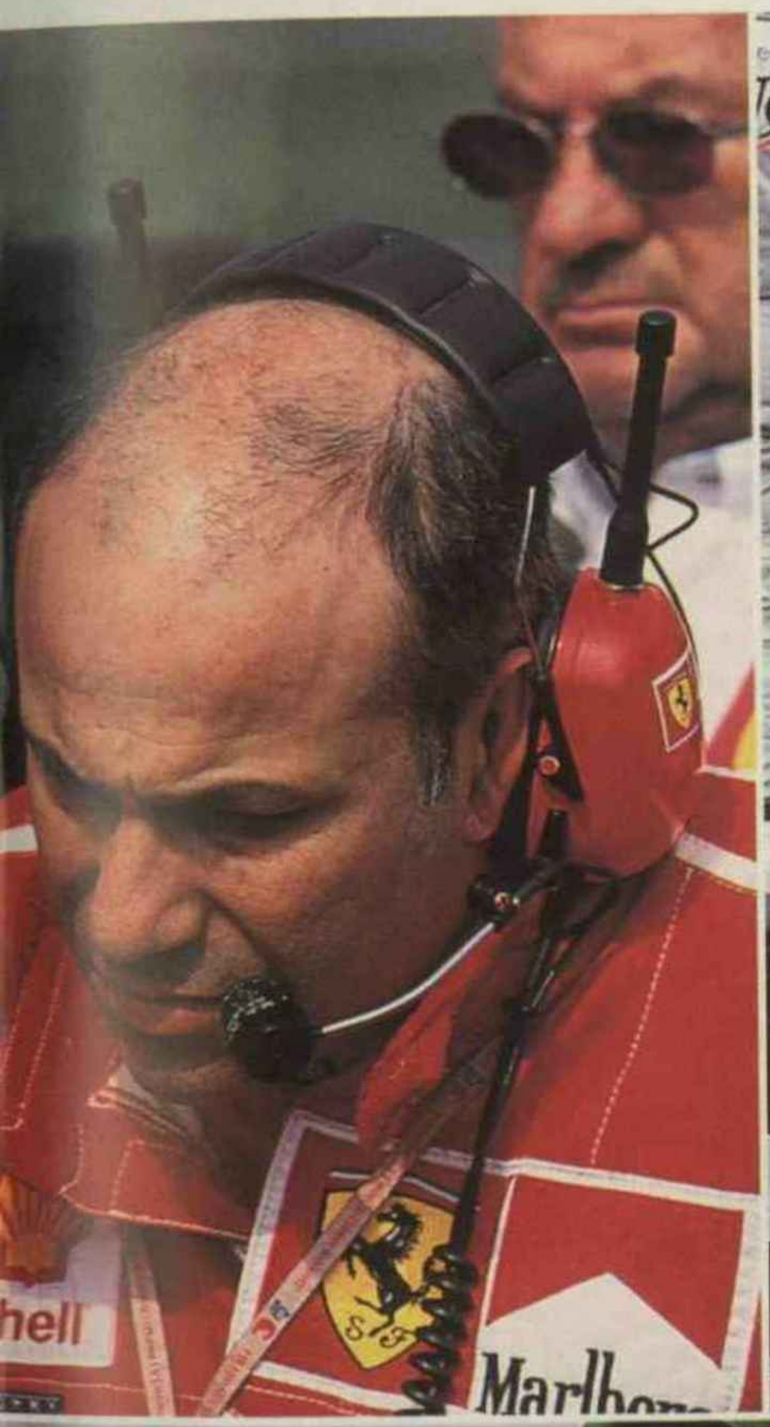








Clockwise from top left: Schumacher, the tireless worker. Mika v. Michael: the battle goes on. Zanardi finds F1 has changed from his '94 Lotus. Rocco, the unknown Benetton. Brabham was back to back champion 40 years ago


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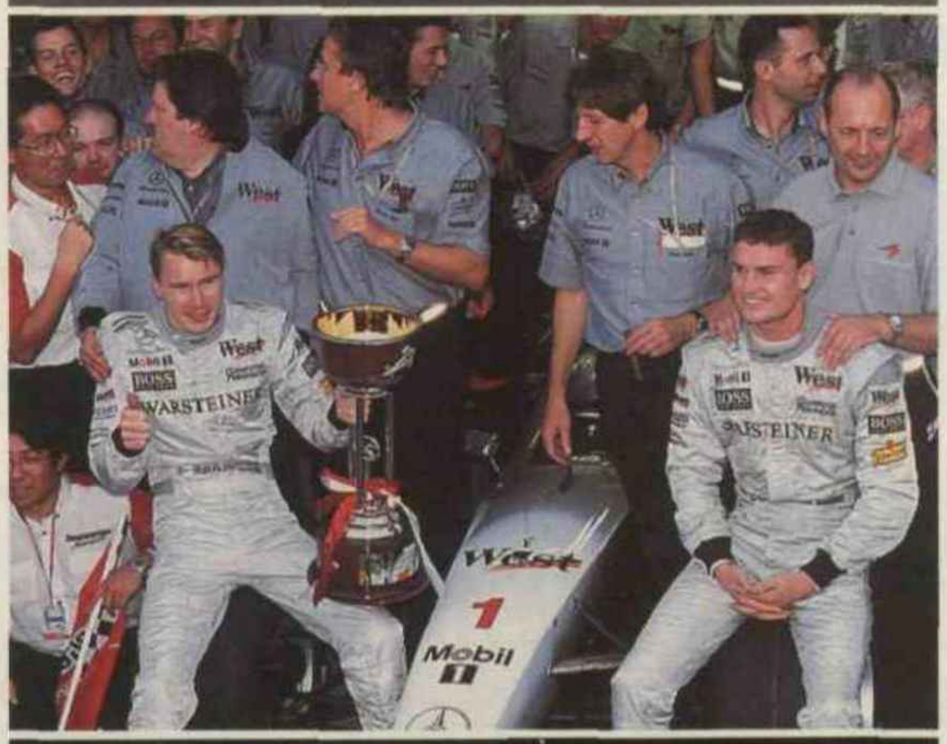
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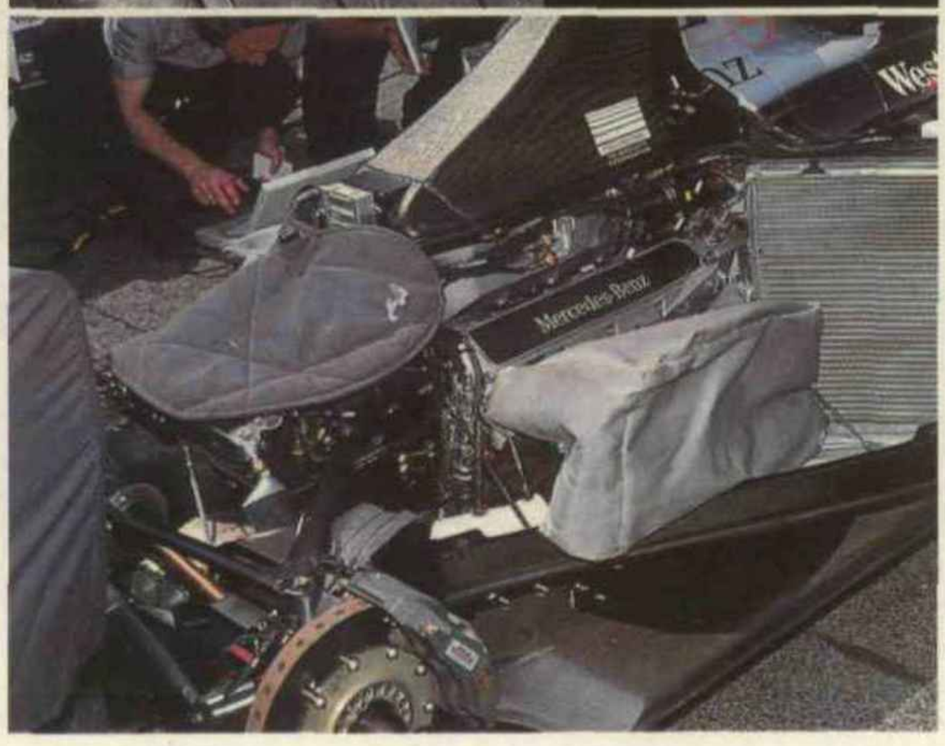
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From top: Number Twos Coulthard and Irvine may get more glory in '99. McLaren team spirit a major asset. Four grooves on Bridgestones. If rumours are true, Ilmor V10 able to extract amazing 275bhp per litre



and the new BAR team, but, for Williams, there is another unknown with which to contend: that surrounding its drivers.

Both are new to the team, and while Ralf Schumacher did a strong job for Jordan on his day last year, the environment at Williams is very different and he may take time to adapt. Alex Zanardi hasn't raced in F1 for four years, but his time in the USA has given him not only the Champcar title but also the reputation for being the bravest overtaker in the business. What is less well-known is that he is a highly intelligent test driver, and an excellent communicator to his team. Expect Ralf to be quicker initially, as Zanardi adapts to cars that are unrecognisably different from the Lotuses he raced in 1994; but, if Frank Williams' hunch is right, Zanardi could become a major star.

The question mark at Benetton surrounds not its drivers, who are Fisichella and Wurz once again, but its management. Benetton is now run by young Rocco Benetton, who took over at his father's behest on the departure of David Richards after DR failed to preside over the proposed marriage with Ford. Rocco's credentials in F1 remain unproven.

In one sense the new BAR team has no credentials at all, but in fact just about everyone there – ex-World Champion Jacques Villeneuve who leads the driving strength, engineers like Jock Clear from Williams, mechanics, truckies, and determined boss Craig Pollock – are familiar faces. Even their new recruit, No2 driver Ricardo Zonta, has been F3000 champion and FIA GT Champion in successive years, and is clearly talented. And while Adrian Reynard and commercial director Rick Gorne, and the car's designer Malcolm Oastler, are new to F1, their successes elsewhere in motor racing speak loud.

An outsider hoping to make the Next Four into a Next Five is Stewart Grand Prix. Ford, unhappy with Stewart's results from its first two seasons, is putting a lot of power behind the team: they now own Cosworth, whose engine whizz Nick Hayes has produced a completely new and wonderfully light and compact V10. On the design front, as Gary Anderson has arrived Alan Jenkins has left, but with its new factory on stream and a new management structure Jackie Stewart is convinced that this year his team can deliver consistently strong performances. Certainly his driver lineup is the best it's been, for the loyal Rubens Barrichello, capable of great things if the car can stay with him, is joined by that hugely experienced campaigner Johnny Herbert.

Sauber continues with obsolete Ferrari engines although, as they'll be to Monza '98 spec, Jean Alesi and his new partner Pedro Diniz shouldn't be too short on power. Prost, after a year to forget in 1998, hopes its new alliance with designer John Barnard will bring a more effective home for Peugeot's engine, and for Panis and the under-rated Trulli.

Arrows is in the middle of a takeover which will see Tom Walkinshaw still running the team, but as a minority shareholder, with control held by a Nigerian prince and a merchant bank. In the longer term, a link-up with Toyota is still rumoured. On the driving strength Mika Salo will probably be joined by Spain's Pedro de la Rosa, but Arrows seem unlikely to be strong players in 1999. And Minardi, that cheerful little team at the far end of the pit lane, will be there as ever, with Esteban Tuero, Shinji Nakano and customer Ford power.

So, let me put my money where my mouth is. Here are Old Simon's predictions for 1999, so you can wave this article at me in eight months' time and show me how wrong I was.

1. Jacques Villeneuve to win a race for BAR during the year.
2. Eddie Irvine to win a race for Ferrari – but only when Schumacher hits trouble.
3. The battle for third in the constructors' championship will be won by Williams.
4. Stewart to finish sixth in the Constructors' Championship.
5. A close battle for the championship between McLaren and Ferrari, resolved in the final round... in Schumacher's favour. M

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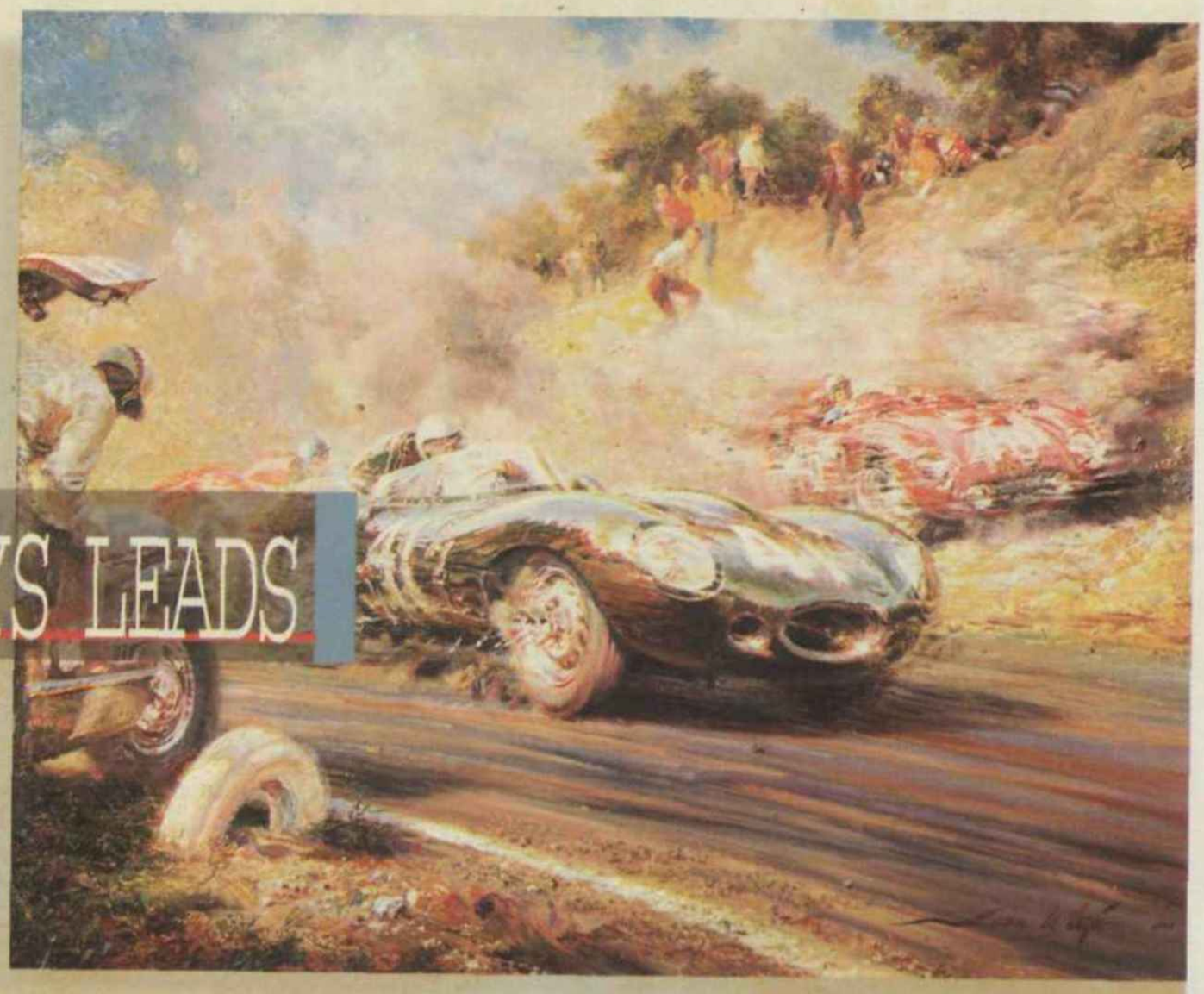
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1. Chris Amon driving a Ferrari 312 during the 1968 Oulton Park Gold Cup. **2.** Gilles Villeneuve at the wheel of the uncompetitive Ferrari 312T5 at the 1980 Monaco Grand Prix. **3.** Clay Regazzoni on three wheels at the helm of the 1974 Ferrari 312B3. **4.** The most beautiful sportscar of all time, the Ferrari P4 seen here on its way to second place at the 1967 BOAC Six Hours at Brands Hatch. **5.** The most successful sportscar of all time, the Ferrari 312PB which won every race it entered in the '72 championship. This is the '73 Targa Florio with Arturo Merzario leading before retirement. **6.** Harry Schell's Ferrari 555 SuperSqualo at Monaco in 1955 before retiring.

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HALF THE HEIGHT OF EVEREST, PIKE'S PEAK IS TEN MINUTES OF MOTORISED UPHILL MADNESS. JOHN DAVENPORT LOOKS AT THE CRAZIEST HILLCLIMB OF THEM ALL

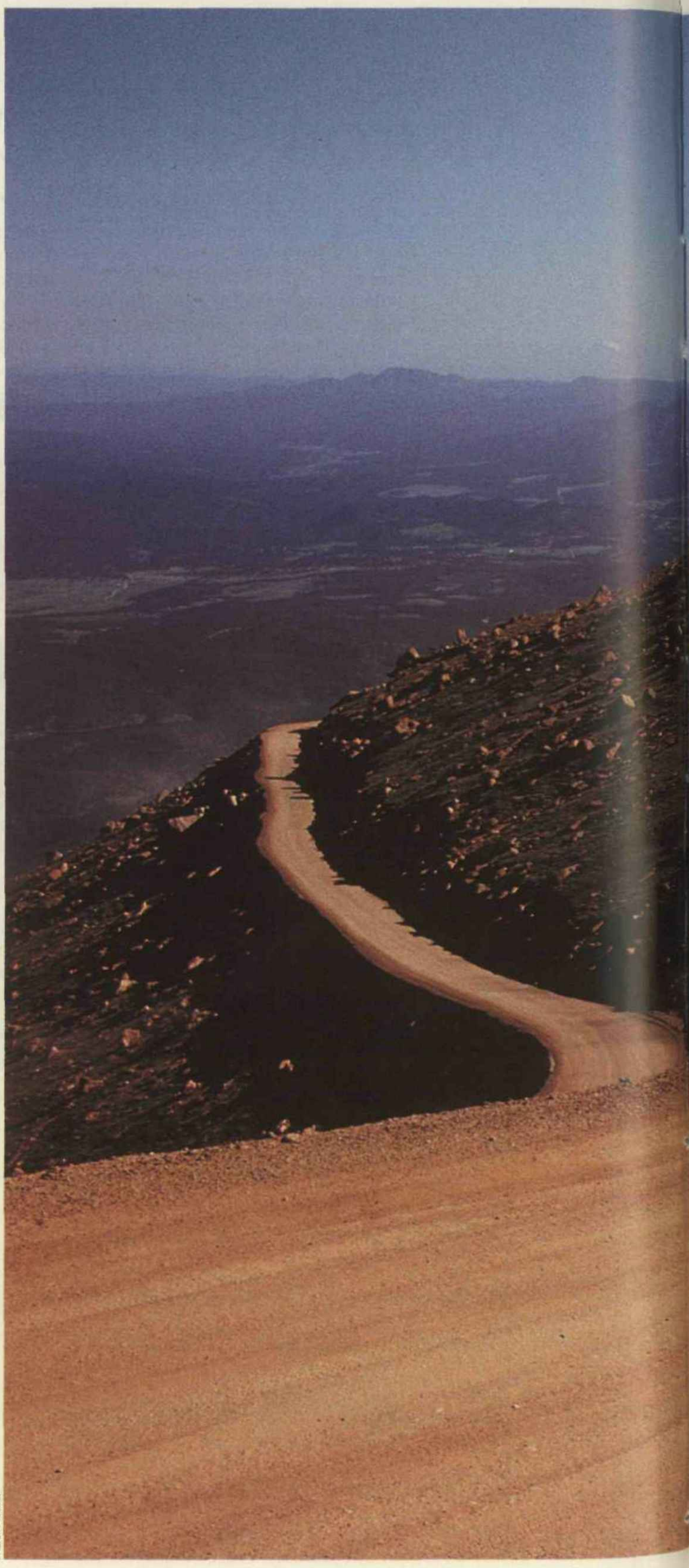
The American West is a place where legends walk the earth, and the unbelievable is commonplace. Even today when the Internet holds stories enough to save the lives of a million Scheherazades, the sense of wonderment and awe of events that take place there is as strong as ever. This helps to explain the fascination of a hill climb on the eastern side of the Rockies whose name is as evocative as the OK Corral: Pike's Peak.

It is sad that the story of Pike's Peak should start with a failure, but in 1806 Lieutenant Zebulon Pike and his companions were forced to turn back before reaching the summit. They had been commissioned by General James Wilkinson to carry out a survey of the headwaters of the Arkansas River and then follow the Red River south. During the expedition, which was not really equipped for mountaineering, the Lieutenant decided to investigate the massive lump of pink granite that looks across the valley of the Arkansas River and south towards the source of the Red River in New Mexico. Pike reported back that the mountain stood over 18,000 feet high and would never be climbed.

His scoring rate was low since its true height was just over 14,000 feet and within ten years it had been ascended by an expedition headed by Major Stephen Long. Lieutenant Pike's expedition also failed to find the Red River and, while following the Rio Grande in January 1807, he strayed onto Spanish territory where he and his men were arrested and returned across the border.

Sadly, Pike was killed fighting the British in the war of 1812 but not before he'd written two volumes describing his travels and had the mountain he had called North Mountain renamed after him.

In the 1850s, gold was discovered at Cripple Creek just to the south of Pike's Peak and suddenly the whole area to the west of what is today the city of Colorado Springs became much more lively. And since man likes to stand on high places, by 1873 there was a weather station on the summit with a makeshift road winding up to it. A rack and pinion railway whose purpose was to run tourists to the summit and back shortly joined this. The road was improved in 1890 so that in 1901, two gentlemen were able to reach the top in a Locomobile steam ➤➤



Martin Holmes

14,000ft and climbing: Ari Vatanen, Peugeot 205 T16, Pike's Peak 1987

powered car, taking just under ten hours for the 20-mile trip. But the major change came in 1915 when an entrepreneur called Spencer Penrose obtained the right to build a proper highway up the mountain to the summit. This was completed by 1916 and was opened that year as a toll road, a situation that exists today. Like any new enterprise, the toll road needed publicity and Mr Penrose decided there would be a hillclimb that August for cars and motor cycles. Little did he know what he was starting.

That first event in 1916 attracted an excellent entry even by today's standards. Of course it was much cheaper to run a factory team in those days since special preparation of the cars was minimal. But it was still impressive to have teams from Studebaker, Hudson, Buick, Cadillac, Stutz, Chalmers, Mercer, Saxon and half a dozen more. There was even a team from France: Delage sent a couple of cars from the previous Indianapolis 500, one driven by the great Barney Oldfield.

In fact, the scale and breadth of the entry in 1916 reflected pretty much the unique status that Pike's Peak was to attain during the 1960s and '80s. It is an icon of American motorsport. Over the years, it was here that the racers from the dirt tracks competed against the stars from Indianapolis, where the open-wheel cars went up against the stock cars, where East met West, and where everyone could compete against everyone else and, in true American tradition, aspire to win.

Never was this more true than in that first event. The racing was spread over three days, as they had to accommodate four motorcycle events as well as all the cars. These were no less well supported, with teams from Indian, Harley Davidson and Excelsior. The fastest of these was an Excelsior ridden by the legendary Floyd Clymer who lived up to his name by recording a time of 21min 58sec for the 12.42 mile climb. Motor cycles were not seen again in competition until 1954 and then only for two years. They reappeared in 1971 but never got the same public interest as the cars and finally stopped in 1982 after a fatal accident in which Bill Gross Junior came off and was run over by the following rider. Despite the precipitous drops and almost total lack of barriers, that was the only fatality in all the years of bike racing at Pike's Peak.

A car driver, Wallace Coleman, was killed in 1921 during the time trials. These were a short blast up the first few miles of the hill against the clock to decide the starting order for the main event. His car went off the edge and rolled, only six feet but it did so on top of the driver. Safety was always an issue on Pike's Peak and it is a tribute to the organisers that over the years, the accident rate has been small.

Back in 1916, on the Friday, Ralph Mulford took advantage of superb conditions to go up in 18min 24sec in a Hudson Super-Six. He won the limited capacity class (less than 5 litres) by almost five and half minutes from a Duesenberg, despite stopping for over a minute some 11,000 feet above sea level at Glen Cove to alter the jets on the carburettor.



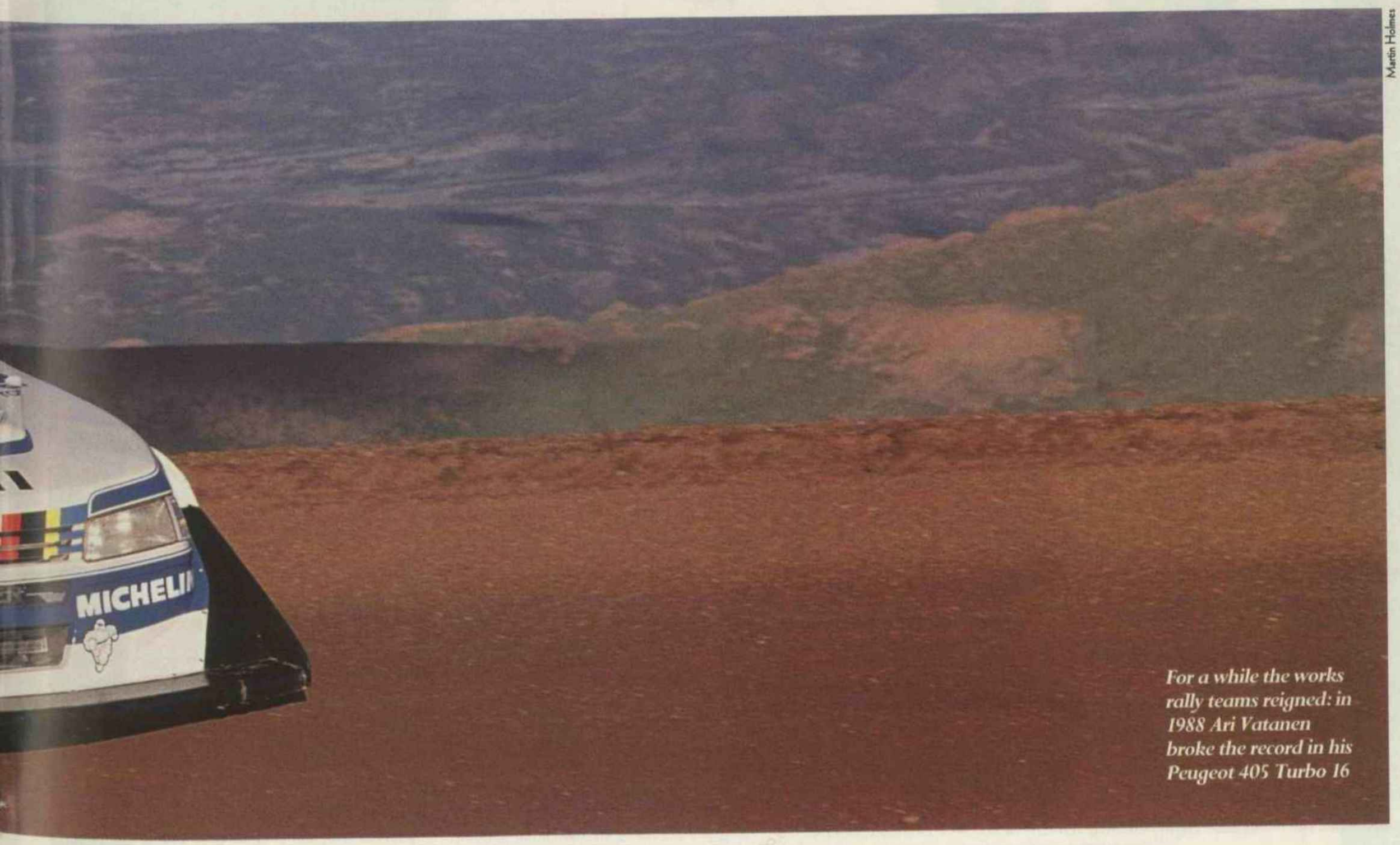
Come the Saturday, the finale for the Penrose Trophy and the money, the weather was not so kind. The Race To The Clouds became the Race Through The Clouds. The cars competing here had no cylinder capacity limit and the outright winner was not one of the works teams but a private entrant from Spokane by the name of Rea Lentz. His car was a home-made Romano Demon fitted with a 6.6-litre aeroplane engine which took the prize with a time of 20m 55sec. Second overall was Mulford in his Hudson but, in the less-than-perfect conditions, he could only ascend in 21min 40sec.

The first Pike's Peak Hill Climb had been a roaring success, particularly for the State of Colorado whose hoteliers had never had it so good. Unfortunately, the next year the German Foreign Minister Arthur Zimmermann had his telegram to their ministry in Mexico intercepted by British Intelligence and, on April 6th, 1917, President Woodrow Wilson announced that America was at war with Germany. All competition activity was immediately curtailed for the duration. It was not until 1920 that motor-sport returned to Pike's Peak.

Even so, it seemed that while the Roaring Twenties brought enormous development and innovation for the motor car with the promise of faster hill climbing with superchargers, treaded pneumatic tyres and even four-wheel drive, the interest was just not there. Entries in some years were in single figures, and even an attempt to lure back the car manufacturers with a new showroom category for Stock cars only had a minor effect.

Still, the hill climb survived and saw, in 1926, the first participation of Louis Unser. Now, the Unser name is very important in the history of Pike's Peak since no less than ten members of the family spanning three generations have competed over the years, and have a distinguished record of wins and fastest times. Louis was one of the three Unser brothers who were among the first to make a motorised ascent of the mountain. This was in 1915 on the old carriage road and Louis, Jerry and Joe used a motor bike and a motor bike and sidecar to get to the top in 2hrs 15min. Louis competed on the hill right up until 1967 at the age of 71, but Joe was killed while testing for the 1929 Indianapolis 500. Jerry carried on competing during the '30s but it was their sons, Jerry Junior, Louis Junior and Bobby who carried the Unser name into the post-Second World war era and brought so much fame to Pike's Peak.

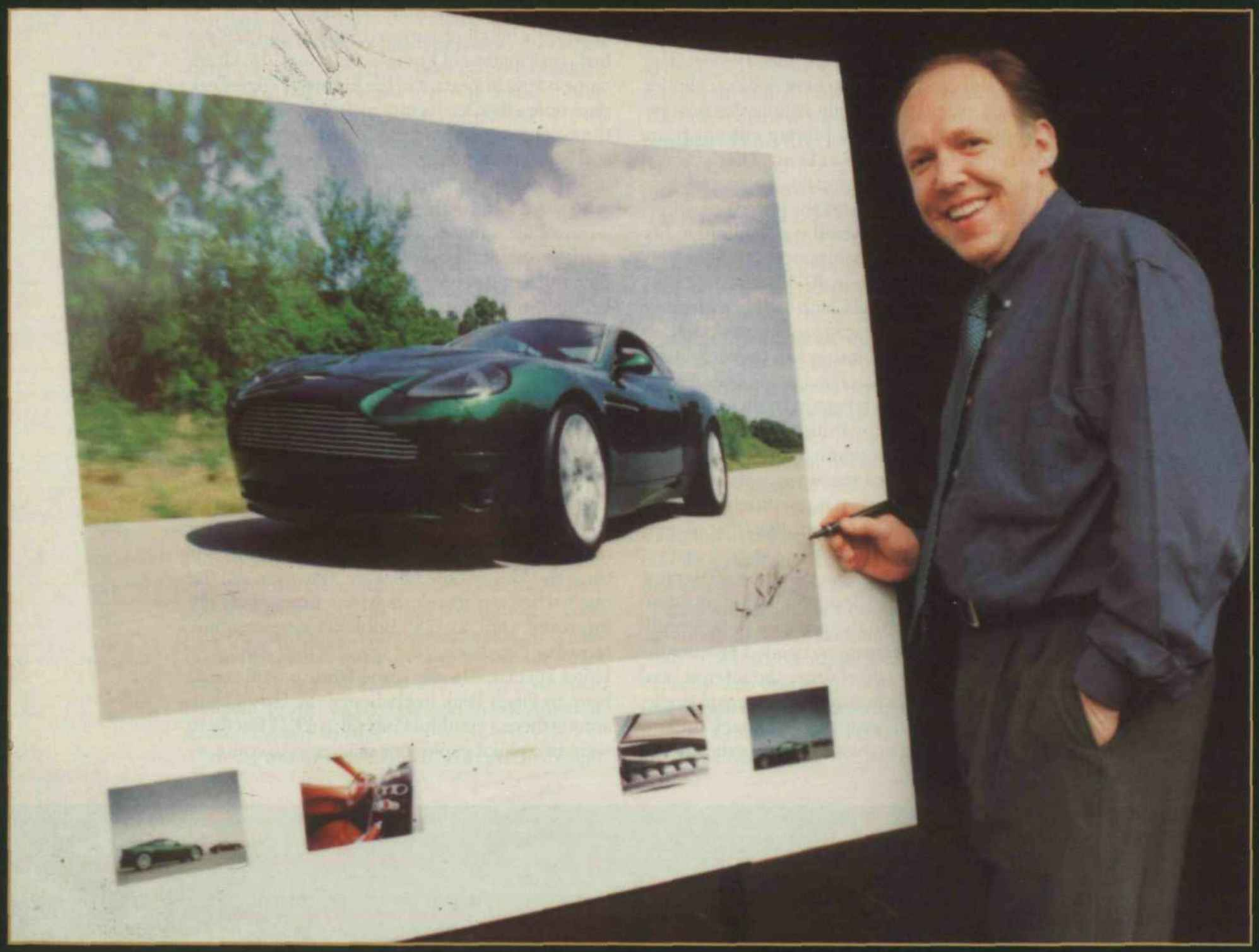
Through the 1940s – with a short break after Pearl Harbour– and the '50s, the Pike's Peak Hill Climb continued to grow with the strengthening of the Stock car classes and the introduction of sports cars. The kings of the hill were, however, still the open-wheeled racing cars whose times gradually improved until, in 1959 Bobby Unser, set a new record of 13m 36sec at the wheel of the Grandview Hotel Special. Already some famous names had been to Pike's Peak to challenge the Unser clan, among them a youthful Phil Hill in 1950. But there were two major explosions of interest to come. ➳



Martin Holmes

For a while the works rally teams reigned: in 1988 Ari Vatanen broke the record in his Peugeot 405 Turbo 16

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First of all came sponsorship. The flamboyant businessman, J C Agajanian, a long-time supporter of Indy racing, became a promotions consultant to Pike's Peak and, before you could say "Gee, what a Stetson" he had a whole string of East Coast racers flocking to the hill. These included top names such as Parnelli Jones and Mario Andretti performing in everything from top Stock cars straight off the NASCAR circuit to open-wheel cars. Jones racked up two outright wins in the Stock car class plus a host of placings, while Andretti won the open class in a Chevrolet-powered monster in 1969.

If the 1960s were boom time, it became quieter in the '70s. Firstly, the front-engined, open wheel Sprint cars were being eclipsed by the rear-engined revolution. The better traction of designs based on the racing cars of John Cooper and Colin Chapman proved irresistible. In an attempt to keep numbers up – there were a lot of Sprint cars in the USA – the organisers ran classes for the dune buggies and 4WD vehicles that were proliferating in the Californian climate. It was the time of the Ford Bronco and the Volkswagen, when the fastest machine up the hill was a buggy driven by Rick Mears. Throughout the 1970s, the fastest times were generally slower than those of the 1960s. For example, it was not until 1979 that Richard Dodge Junior bettered the 1968 time of Bobby Unser, clocking 11min 54.18sec, just 0.72sec quicker.

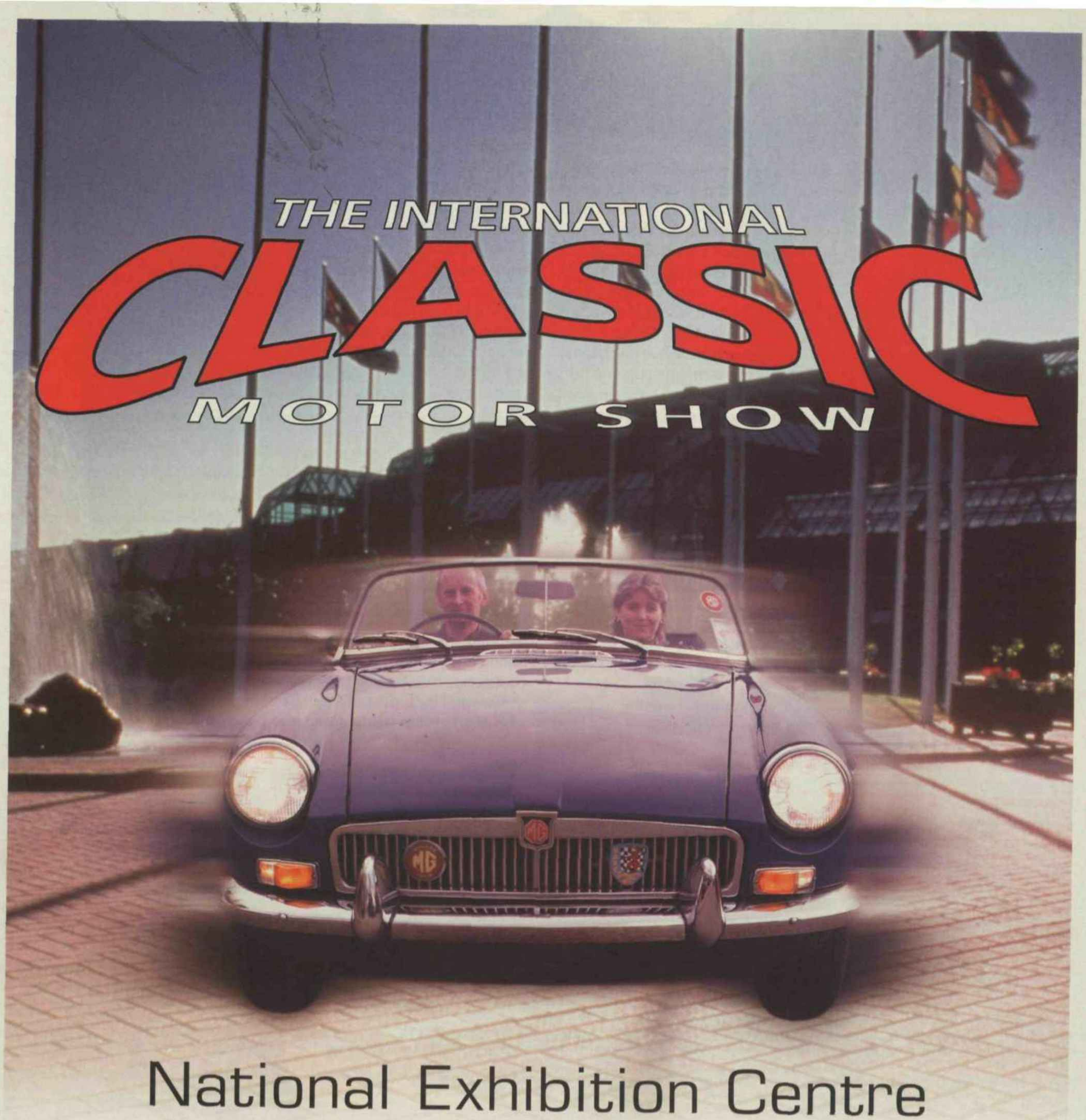
But the second explosion was on the way. For 1981, noticing that there were a lot of rally cars around, the organisers introduced a rally category. They were not at first knocked over in the rush to enter. Indeed, those rally men that did come, such as John Woolf in a Mazda RX-7 and Jon Woodner and Clive Smith in Triumph TR8s, got railroaded by a local lad, Dan Hoffpauir, who had built a special to fit within the rally car rules.

For 1982 the rules were tidied up to prevent outrageous cars, and John Buffum arrived with his Audi Quattro. It is easy to see now, but turbocharging married to 4WD was always going to be in with a shout on 12 miles of gravel road ascending through sun, rain and hail some 4000 feet into the clouds. Buffum won the rally class in a time of 12min 21sec, over two and a half minutes quicker than Scott Harvey in the factory Dodge. He had a long wait at the finish to know his time; officials had to check it several times as they frankly did not believe it. Significantly, the Quattro was 30sec quicker than the best Stock car and a minute slower than the outright winner, Bill Brister in a Wells Coyote Special.

Buffum returned in 1983 and won again with a faster time, but Al Unser Jnr in another Wells Coyote was still that magic minute ahead of him. But in 1984 it all happened. Audi were so pleased with the publicity that Buffum's efforts had brought them that they decided to send a full factory car over for Michèle Mouton to drive. She had Fabrizia Pons as co-driver to read the pace notes during the practice sessions and Buffum as advisor. She was considered a bit of an upstart by the locals and, when she ➤



Louis Unser was one of the first drivers to conquer the Peak, in 1915. He competed up to 1967. Here in 1946 he drives the Smiths Buffet Special - aka Maserati



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did a practice start in the paddock complete with exhaust flames and tyre smoke, she nearly got banned. After that, they'd only let her drive on the hill itself and John had to drive the car from the paddock to the start line where they swapped over. Despite the presence of Rod Millen in a 4WD Mazda RX-7 and Martin Schanche in an Escort Turbo 4WD, Michèle went to the top in 12min 10sec, just half a minute behind Bill Brister in the inevitable Wells Coyote.

The following year she came back and ruined every male chauvinist expectation when she scored 11min 25sec to be the fastest driver up the hill ever. For 1986, some semblance of order was restored since Audi assigned one of their short wheelbase S1 Sport Quattros to none other than Bobby Unser and he did the business by reducing the outright record to 11min 09sec. Unser had been over to Europe getting tuition in rally driving from Walter Rohrl and it was Walter whom Audi sent for the following year to meet a new challenge from three Peugeot 205 T16s, recently made redundant in the great Group B genocide. Rohrl came out on top and brought the record below 11 minutes for the first time with 10min 47sec. His rivals finished in line astern with Ari Vatanen and Andrea Zanussi both getting under the 11-minute barrier.

This was Audi's last works appearance at Pike's Peak, but not Peugeot's. The French team were back the next year with Ari Vatanen and Juha Kankkunen using 405 T16s. Vatanen won, lowering Rohrl's time by just 0.63sec. In 1989, he was back with a further evolution of the same car, his team-mate this time one of the latest generation of Unsers, Robby. Vatanen set the fastest ever time on the qualification run and looked set to knock his own record for six, but a small mistake three miles from the top saw him clip a rock and have a puncture. At 11min 12sec it was a good time, but not as good as young Robby at 10min 48sec or his own previous best of 10min 47sec.

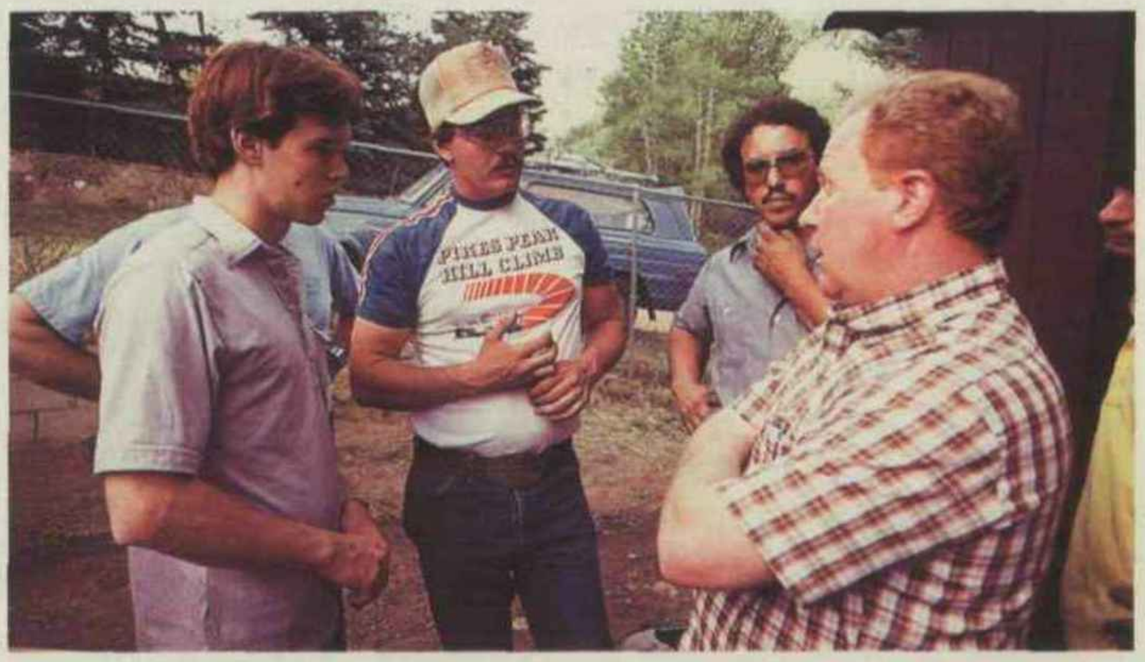
During this struggle of Titans, Rod Millen had been beavering away with various Mazdas, mainly in the Rally Production class. When Mazda virtually stopped supporting any form of competition, he changed his allegiance to Toyota and in 1994 driving a highly modified Toyota Celica Turbo, he moved the record down to 10min 04sec. Since then, he has tried every year to crack that elusive ten-minute barrier; so far, he has failed. His latest vehicle is a Toyota Tacoma 4WD truck with a mid-mounted 2.1 litre turbocharged engine behind the driver.

To try and put the thing in perspective, the Pike's Peak course is exactly 12.42 miles long, so that a time of ten minutes represents an average speed of 75mph. From the start to the 14,110 foot summit, more than half as high as Everest, the cars rise 4708 feet – greater than the height of Ben Nevis. Millen reckons that he hits speeds in excess of 125 mph during his ascents. And if you need another slant on it, a marathon runner called Matt Carpenter from Colorado Springs has *run* up Pike's Peak, taking 2hr 01min to the summit. That is slightly faster than the original trio of Unsers on their motorbikes. M

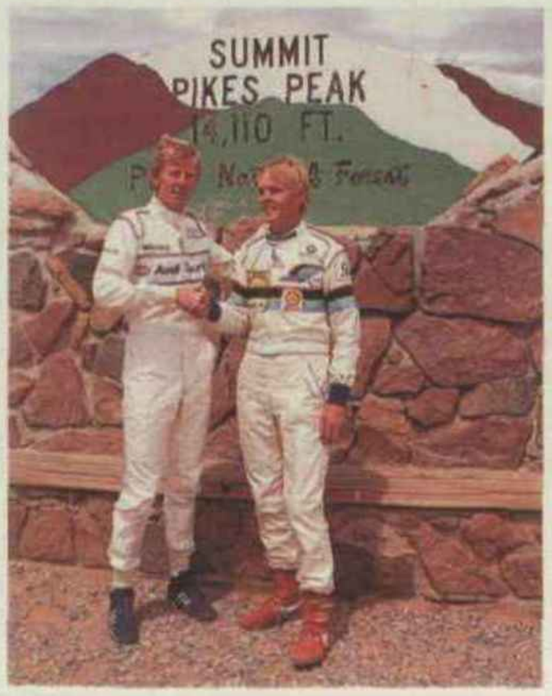
Martin Holmes

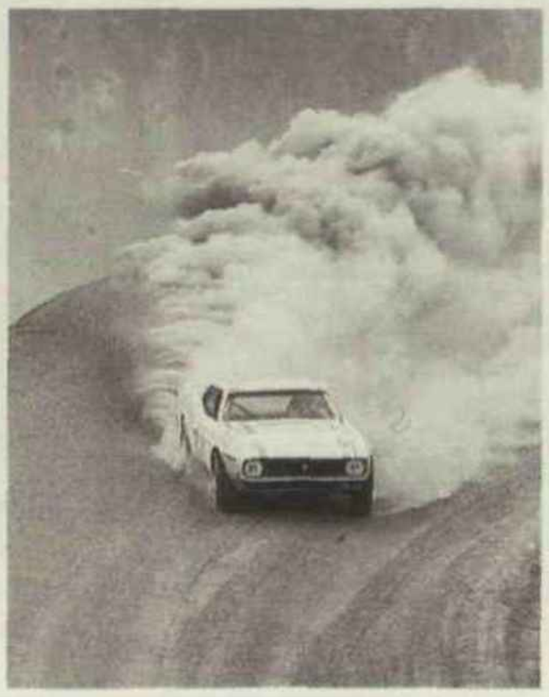


Bill Brister in his Wells Coyote buggy was king of the hill for several years.



Joining the family firm: Al Jnr and Bobby Jnr take up the Unser tradition







Rallymen Rohrl and Vatanen in 1987; stock Ford Mustang attacks in 1975. In 1987 Walter Rohrl smashed 11min barrier in redundant Audi Sport Quattro

THE WORST CAR I EVER DROVE

LAPPED DOG

JULIAN BAILEY 1988 TYRRELL 017

THE TYRRELL 017 WAS NOT JUST SLOW, IT WAS ALSO AWFUL TO DRIVE. IT WAS INTENDED TO START BAILEY'S F1 CAREER; INSTEAD IT ALMOST FINISHED IT

IT WAS THE BEGINNING OF 1988 AND I'D DONE A TOTAL of about six F3000 races and a handful of F3 races before that. I hadn't done a full season since Formula Ford 2000 but all of a sudden here was a chance to get into Formula One.

It was with Tyrrell. There was a seat up for grabs alongside Jonathan Palmer for half a million quid. Ken Tyrrell had been there at Brands Hatch in '87 when I'd won the F3000 race and John Webb of Brands kept pushing me to him, saying he should give me a try. Well, I had a sponsor, Cavendish Finance, who were backing me to the tune of £250,000 with which I had been going to do an F3000 deal. At the same time the pub I owned with my brother was on the market for £500,000. My share of that combined with the Cavendish money meant I could go F1 instead.

With hindsight it was too early for me, but chances like this don't appear too often and I might never have got the opportunity again, so I went for it. I had a talk with Ken and told him the score, but then he said something I didn't expect: that he was not prepared to take a penny of my personal money and that he would only take me if all the money came from sponsorship. Maybe he already knew just how bad the Tyrrell 017 was going to be and was trying to do me a favour – I don't know.

Anyway, I wasn't going to let that get in my way, so I gave Cavendish my £250,000 and made it look as though the whole lot was coming from them. It did the trick and everything went through. That was it! I was a Formula One driver, the culmination of all my dreams. Or so I thought.

Selling the pub meant I had nowhere to live, of course. But I wasn't too worried about that. I stayed with a friend who had a health farm in Herts – he knew I was penniless.

It had all come together at the very last moment so I'd never even sat in the car when the time came to go out for the first session at Rio. Straight away things began to go wrong. As everybody was firing up and driving down the pit lane, the steering wheel on my car just wouldn't go on. It was an omen. It had been on and off all morning as they'd prepared the car but now it just refused to go on. They had to replace the rack which took about 45 minutes. Meanwhile, everyone else was blasting around, getting in the groove.

Eventually they fixed it. I climbed in and they fired it up. Just as they did that the right hand mirror fell off. I told Ken I couldn't go out like that and he just told me to get out there and concentrate on looking forwards, not backwards! So I did, and it was a nightmare.

It was my first time in an F1 car, I didn't know the circuit and everyone else has already been going round there for most of the session. I was saying to myself, "I don't want to do this". I turned in for one corner and was suddenly aware of someone locking up down my inside and I just got out of the way in time; it was Prost! Then the same thing happened with Senna, then Piquet.



Bailey and the Tyrrell 017: the wrong car at the wrong time...

By the time I came in there were drivers queuing at the garage to talk to me. Ken just told them all to piss off, but I felt terrible. It was even worse when he said to Piquet, "I remember your first race. You were crap as well." I just cringed.

So it got off to a terrible start, but the problem was it never really got much better. Because the car was just very, very difficult. You couldn't predict what it was going to do next and after a few races of that my confidence was pretty much shattered. The car grew nine inches during the season as they lengthened the wheelbase to try to remove the twitchiness. But even that didn't work. All it did was make the car look odd because they didn't change the bodywork, there was just this extra nine inches sticking out the back. It was only at the end of the season when I did some promotional work for Benetton and drove their car that I realised what an F1 car could be like.

It was all made worse by the fact that I did no testing; Jonathan did all that as the senior driver with the experience. There wasn't enough money to have me testing as well. I got an idea about the money side of it at that first race in Rio. Everyone else had their air-conditioned motor homes but at Tyrrell we ate in the garage – Nora went out and bought some rolls. She came back and said, "you can have ham-and-cheese or ham."

The only time I vaguely enjoyed driving the car was at Monza because there weren't many corners. I managed to bump Jonathan off the grid there. Actually, it went very well in wet qualifying at Hungary, too. Harvey Postlethwaite had just joined and had come up with a different set-up. It was raining in the first session and I got out there and suddenly I saw P1 on my pit board. This was such a shock after a season of seeing P27 that I had a trip across the grass at the next corner. I came straight in and Harvey said, "I didn't realise you were such a star." By then I'd dropped to fifth or sixth so I went back out and was quickest again. I came in early because I was worried that I was going to crash and only dropped back to third by the end of the session. Then the next session was dry and I didn't qualify.

Even though it was a bad car, I just know I could have done a better job with more experience. I'm a much better driver now than I was then. But you don't get second chances. That season harmed people's perceptions of me in F1. At least the fact I did it got me the Nissan sportscar drive and over the next couple of seasons that allowed me to recoup the money I'd given to Tyrrell. Even so, it was disappointing to think you'd achieved your goal and then have it turn out so bloody dreadful. There were a few laughs along the way, but not many.

I still see that car advertised for sale. I feel like buying it and smashing it up – I'd like to use it for flower pots in the garden. But I'm not going to spend another £35,000 on it. ■



Bailey battles bravely with the uncooperative Tyrrell 017. The wheelbase grew 9in during the season in a vain attempt to make it behave properly


4

Red Nose Day

FERRARI'S SHARKNOSE 156 MAY BE EXTINCT BUT THIS FAITHFUL REPLICA GIVES A CLEAR PICTURE OF ENZO'S FIRST MID-ENGINE RACER. MATTHEW FRANEY CLIMBS ABOARD

photography by Stan Papior

For reasons I will never quite understand, Enzo Ferrari, a man with an extraordinary passion for motor racing had a distinct lack of sentiment when it came to his racing cars. Instruments for winning races they might have been; objects of his affection they most certainly were not. And yet at least one example of nearly every car that raced under the banner of the prancing horse remains to this day to be hoarded by private collector, displayed in museums or raced by those who want to sample the mystique.

There is, however, one notable exception to that roll call of desirables, a car that marked a turning point in Ferrari's history as a Grand Prix constructor and became the first racer to bring both the drivers and manufacturers world championships to Maranello. For no trace of Ferrari's charismatic 156 'Sharknose' – the class of the 1961 field – exists today; no exhibition centrepiece or historic race entrant. All that is left is a significant chapter in the history books. Five victories may have come and gone but the cars themselves went forever.

If then you are confused by the appearance of such a car on the cover of this magazine, some explanation is clearly required. The Sharknose illustrated here is, in every way except its engine, an exact replica of the very car that helped Phil Hill to become America's first and only world champion and in the same year claimed the life of the flamboyant and popular Count Wolfgang Berghe von Trips on a stiffingly hot September Sunday at Monza. Its stands alone as the only current example of Ferrari's first successful mid-engined creation thanks to musician and confirmed *tifosi* Chris Rea, who commissioned the car as the centrepiece for his film *La Passione*. If you need assurances of just how faithful a reproduction was produced



Von Trips attacks Monaco in early Sharknose

then Phil Hill's look of incredulity at Goodwood's Festival of Speed a few summer's ago is evidence enough. This Sharknose may not have been wheeled out of Maranello in the 1960s but as 156s go, it's as good as it gets.

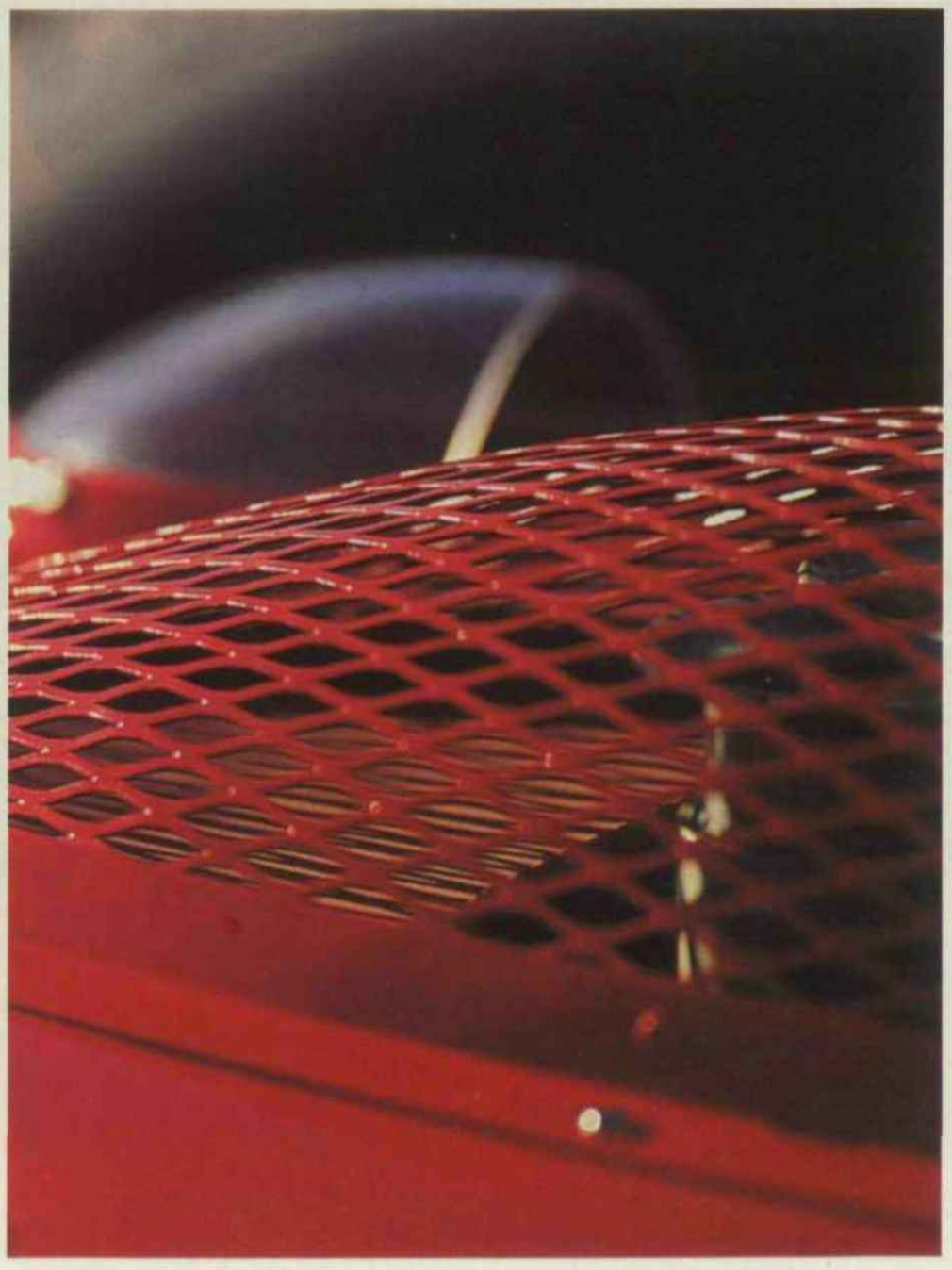
Good now and not a bad car in its heyday either, for despite the successes of Fangio and Hawthorn in the mid-1950s Ferrari had in terms of race wins been going through a poor run. Tactical acumen and talented drivers had brought two world titles but in the seven seasons between 1954 and 1960 the marque won just eight races. While rival teams such as Lotus and Cooper forged ahead with the switch to mid-engined cars Ferrari, never one to be seen following the crowd, pressed on with his wieldy front-engined machines. Only when it became clear that to follow his own route was akin to racing suicide did the instruction go out to investigate the design and building of this new breed of car.

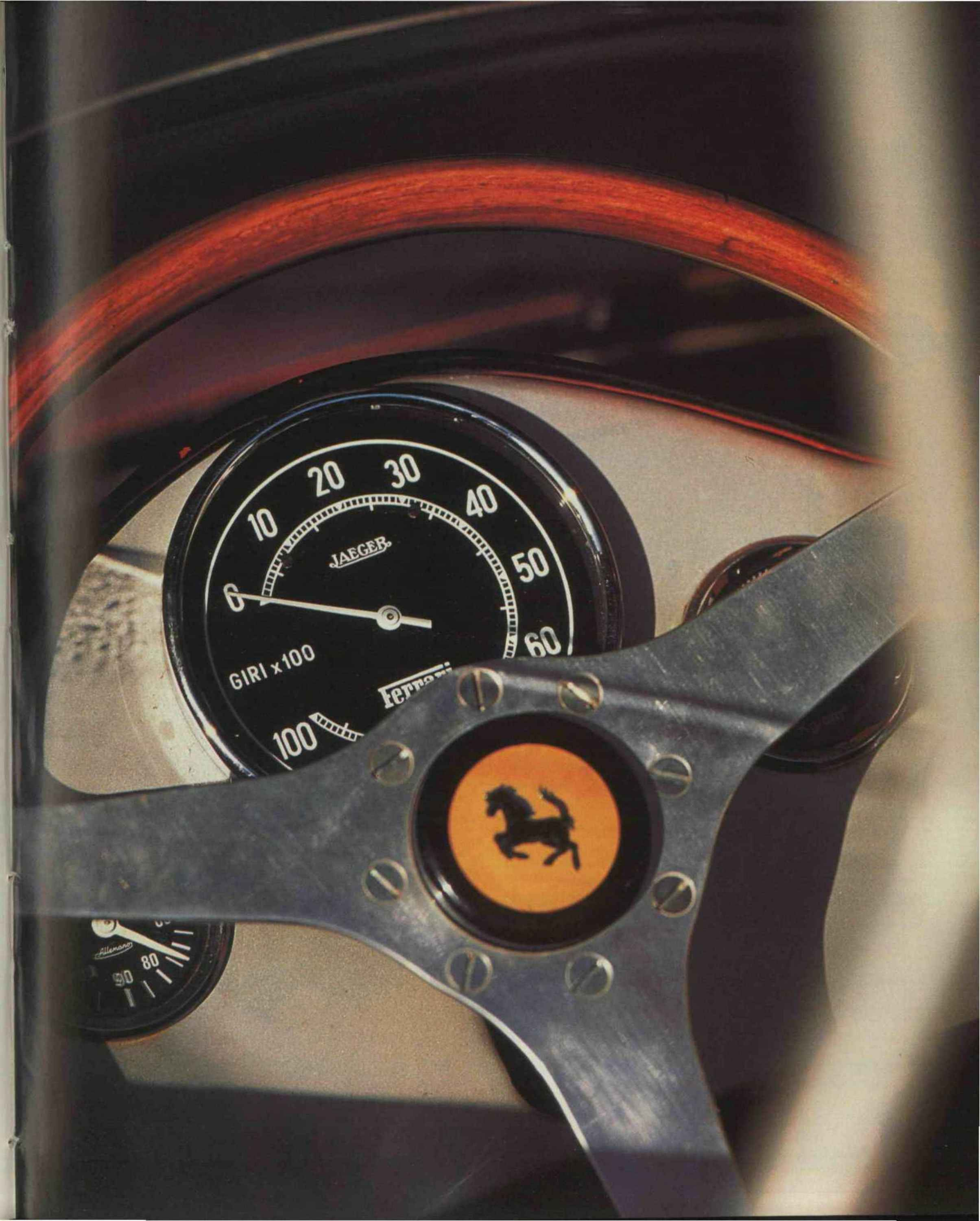
The early prototype was little more than a 246 Dino with the engine moved behind the driver – namely Richie Ginther who finished sixth with the car at Monaco in 1960 – but it soon became clear that while the potential was there, timing was not on their side. The new 1.5-litre formula was scheduled for 1961 and Ferrari took the decision to effectively write off the rest of the season and concentrate on getting a new car and engine ready. Under the observant eye of engineer Carlo Chiti the new project took shape, both car and new 1.5-litre V6 engine demonstrating their potential in Formula Two guise when von Trips beat Hans Hermann's Porsche in the Solitude Grand Prix. It was an auspicious debut for the mid-engined car and perhaps the first signal of what to expect for the 1961 World Championship.

Over the winter of 1960 Chiti came up with the sleek bodywork and even used a windtunnel ➳

Attention to detail on reproduction Ferrari 156 is remarkable. From the wire wheels and mesh inlet covers to the beautiful three-spoke wooden wheel, the car appears every inch a Sharknose






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– almost unheard of at Ferrari – to pen the striking twin-nostril air intakes. He had also finished work on a new 120-degree version of the small engine which would, with time, provide more power and eventually room for a fuel injection system. The 156 Sharknose made its first outing in the non-championship Syracuse GP driven by a virtual unknown, Giancarlo Baghetti. His victory against a strong field was the first real indicator that Ferrari had finally, it seemed, built a car worthy of its drivers. Second place for Ginther at the season-opener in Monaco only served to confirm that optimism. Over the next six rounds the Sharknose would win five times and only miss out on the chance of a sixth victory when, following the clinching of its world titles and the death of von Trips, the team opted to miss the final race in America. Job done, Ferrari might have shrugged, now onto the next season.

Nevertheless, it is hard to stroll quite so nonchalantly into Silverstone's voluminous pit garages and act with the aplomb of the Old Man when nestling in the gloom is the quite tiny and quite beautiful example you see pictured here. The size is disconcerting on two fronts. Most obviously because my six foot frame is about 12 inches too tall for the car and my helmet would be of more help in protecting the roll hoop than vice versa, but also because the car just looks and feels in every way about as safe as a gentle afternoon stroll in the fast lane of the M1.

The insides of the cockpit are lined, not with protective aluminium sheeting, but with long slim tanks that house either boiling water or a fair few gallons of four star. If you could slide your arms up inside the twin nostrils you wouldn't have to travel as far as your elbows before you could fasten the velcro straps on my boots. It is the only thing you could fasten on this car of course – seatbelts never come into the equation.

Once wedged firmly in place the view – if you can ignore the shooting pains in your hips – is an



Sharknose gets sideways under heavy throttle

ergonomic delight. Between the broad brushed metal spokes of the wood-rimmed steering wheel sits a large Jaeger rev-counter flanked by pressure and temperature gauges. A fuel level indicator that appears to be rather misinformed rounds out the dash. By your right thigh protrudes a gearstick that leads, via the dog-leg open gate, to the five-speed gearbox, and beside it an ignition cut-off switch and starter.

Under the new 1.5-litre safety rules of 1961 all cars had to be "on the button" as push starts were banned. That is all it takes to get this 156 firing into life but no 1.5-litre V6 screamer nestles behind your neck; to build one of those from scratch would have been prohibitively expensive. The 2.5-litre Dino 246 engine that replaces it is, in fact, a clever alternative, for its 192bhp output is almost an identical match to the original 120-degree V6. What the replica may give away in a few more kilos weight, it makes up for in a few more pounds of torque.

Wait patiently for some heat to ease through the moving parts and then depress the ultra-light clutch pedal to snick first gear. The Ferrari eases smoothly away, the popping and cracking from its exhausts clearly audible as you make your way out onto the track. First impressions as always in cars such as these are often misleading. I have probably only driven three or four cars in my life that were so forgiving that you could go flat out from the start. The Sharknose is not one of them. Put at its most basic, the car is a film prop, albeit a glorious one, and such luxuries as set-up and development were presumably not the highest priorities when the time constraints of filming were at their worst.

On cold tyres on a cold day the car is unnervingly skittish and the brakes at first seem non-existent. With use the discs gain a little more potency but with a power to weight ratio of 400bhp per tonne ➤➤

Genuine 1961 Sharknose would have 1.5-litre V6 engine. Dino engine used here (left) makes for ideal substitute as power output almost identical to original powerplant

FERRARI 250 TESTA ROSSA RECREATION

If the future for front-engined cars in Grand Prix racing was bleak at the beginning of the 1960s, then the writing was firmly on the wall for sportscars as well. Undoubtedly the dominant force in the Sportscar World Championship for an entire decade, Enzo Ferrari had ensured his competitiveness by constant development and evolution and, every now and then, a rather liberal interpretation of the rules.

Throughout the late 1950s the marque had enjoyed considerable success with its sleek and swift Testa Rossas and, although the pace of change soon brought cars such as the 250 GTO and mid-engined 246SP to the fore, in 1961 the big V12 'redheads' enjoyed an illustrious swansong.

While Phil Hill, Wolfgang von Trips and Giancarlo Baghetti were dominating the Grand Prix season with the new petite Sharknose, Ferrari's stable of drivers – also boasting the likes of Olivier Gendebien, Willy Mairesse, Richie Ginther and the Rodriguez brothers – brought a sixth world championship back to Maranello by winning three of that year's five rounds including the Testa Rossa's third Le Man victory in four seasons.

For 1961 the 3-litre cars were reskinned with new bodies after coachbuilder Fantuzzi had given further consideration to the original car's lithe but far from aerodynamic shape. The result was arguably a less pleasing form but the manner in which the works cars dominated the 24 Hour race at La Sarthe – setting new distance and speed records – indicates Ferrari's newfound willingness to adopt more modern technologies.

The car pictured below, like the Type 156 in the main story, was built for the purposes of Chris Rea's film set in that 1961 season. Unlike the Sharknose however the 250TR was not created from scratch; rather it was rebuilt from the 330GT which the singer used to race.



Aerodynamic lines of second Ferrari film prop

Gloriously rebodied and upholstered, the car's 'oversized' four-litre engine growls with serious intent as it sits moodily in the paddock. After driving the tiny GP car, the 250TR's vast cabin area could be no greater constrast; the leg room expansive and the distance from hand to gearshift almost too far.

Select a rather grabby first gear and the first hint of a problem becomes apparent. A slipping clutch that becomes progressively worse means that out on the track the Ferrari is simply unable to use its throttle to the full;0 and yet even with that handicap the qualities of this rather benign tourer are obvious. Heavy but far from laborious, its abilities as an endurance racer would have been greatly appreciated by those who had to race it. Three Le Mans wins are testament to that.

mds COLLECTIBLES

COSWORTH DFV
V8 - FORMULA 1
1/8TH SCALE CAST PEWTER
COLLECTIBLE ENGINE

COSWORTH Racing

Designed by Keith Duckworth, and financed by the Ford Motor Company, the extraordinary 3-litre 'Double Four Valve' engine is the most successful in Formula One history. Victorious on its race debut in the Dutch Grand Prix, at Zandvoort on June 4, 1967, in Jim Clark's Lotus 49, the design in all its evolutions went on to win 155 Grands Prix, culminating in Detroit on June 5, 1983, in Michele Alboreto's Tyrrell 011. The DFV, which developed around 400bhp initially, but more than 520bhp in its ultimate specification, powered drivers to 12 World Championships between 1968-1982.

This exquisite 1/8th scale replica, produced under exclusive licence from Cosworth Racing, is one of a series of famous race and rally engines from MDS Collectibles.

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Two versions are available: -

The Limited Edition
1000 pieces only, presented in a special presentation box the engine is mounted on a deep plinth, beneath a 17cm dome, with each of the DFV's World Championship Grand Prix wins listed on its plinth band. Each piece is individually numbered, and qualifies for a matching personalised certificate of authenticity signed by a senior member of Cosworth Racing personnel. *The price for the Limited Edition is £175.00 plus £10.00 post & packaging in the U.K., Europe £15.00 the rest of the World £25.00*

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the Sharknose is equipped with fearsome acceleration. In present form it has neither the brakes nor the mechanical grip to really cope.

That's not to say the car is unenjoyable to drive. Get used to its little foibles and learn to drive around them and progress, while not in the von Trips league, is rapid enough. While the original engine would, as indicated by the rev-counter, pull to nearly 10,000rpm, a modern Dino engine runs out of puff this side of 8000. That's no problem on a day like this though, for the V6's powerband is broad and assuredly smooth. As a driver all you need do is keep a mindful eye on the needle and ensure that your gearshifts are steady and not too violent and this car in present form will outrun nearly any supercar you might care to mention. The steering however is vague, and while the simple act of finding the correct tyre pressures might well transform the feel of the Sharknose it is perhaps the single biggest problem you have to overcome.

Rounding Silverstone's fast Copse corner, the urge to push on is tempered by the visual realisation that ever-increasing inputs through the wheel produce very little in terms of concrete results. Constant understeer forces the nose wide and off line but come off the power in an attempt to tuck the front end back in and the Ferrari begins to feel increasingly pendulous as oversteer creeps in. The Sharknose will round the corner, and at quite considerable speed, but whether this driver was in total control at the time is probably open to debate.

Where the car is at its best is exiting slow corners like the new Luffield turn on to Silverstone's start-finish straight. Then a surfeit of power over grip is far less of a problem, although it still takes concentration to balance the car on the throttle while the steering wheel twists sharply in your hands. Get it right and the sensation of balancing a Grand Prix Ferrari on the edge of adhesion is one to savour; get it wrong and the tank-slapper that ensues is neither the fastest nor most pleasant way to end your lap.

On the one occasion that the laws of physics overtook my ability to hold the rear wheels in check the Sharknose slid harmlessly to a halt. It is a mistake you can safely make on the vast expanses of the airfield circuit, but not one you would feel certain to get away with around the narrow confines of Monaco or the Nürburgring.

With time and the intelligent feedback of a good test driver the replica Sharknose could become a truly enjoyable single-seater. It was, after all, in terms of efficiency and consistency, the class of its field. It could also be, like all cars of its era, the purveyor of ghastly reality. That it forced Wolfgang von Trips to pay the ultimate price is no reflection on its qualities or character, but as you walk away, it is sometimes hard to comprehend the bravery of the men who took these paper-thin cars to the edge and beyond.

Our sincere thanks go to Chris Rea for the loan of his cars and the British Racing Drivers Club for the use of Silverstone. ■

SPECIFICATIONS

	Ferrari 156 Sharknose replica
ENGINE	
Type	6 cyl, dohc, 2 valves per cylinder,
Capacity ...	2418cc
Bore/stroke ...	93 x 60mm
Comp ratio ...	9.0:1
Fuelling	Three twin-choke, downdraught Weber 40DCF carburettors
Max power ...	192bhp at 7600 rpm
Specific output	79.4bhp/litre
Power/weight	392bhp/tonne
Transmission...	5-speed manual, with reverse
CHASSIS	
Frame	Steel tubular
Brakes	Hydraulically operated discs; outboard front, inboard rears
Suspension (f)	Double wishbones, with coil springs
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Wheelbase ...	91.0in
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More work required to transform this Ferrari from movie star to racing thoroughbred but there's no denying the quality of workmanship on show



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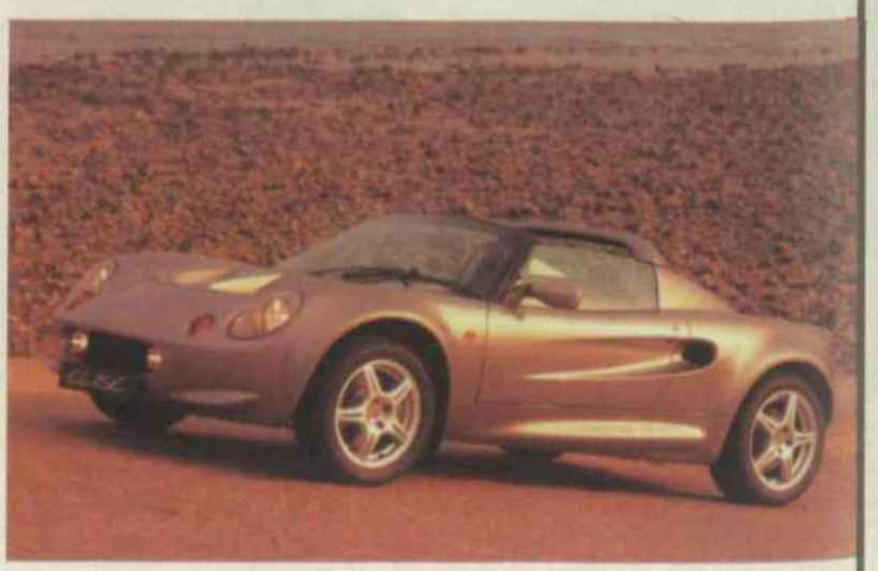
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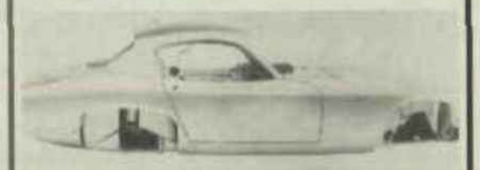
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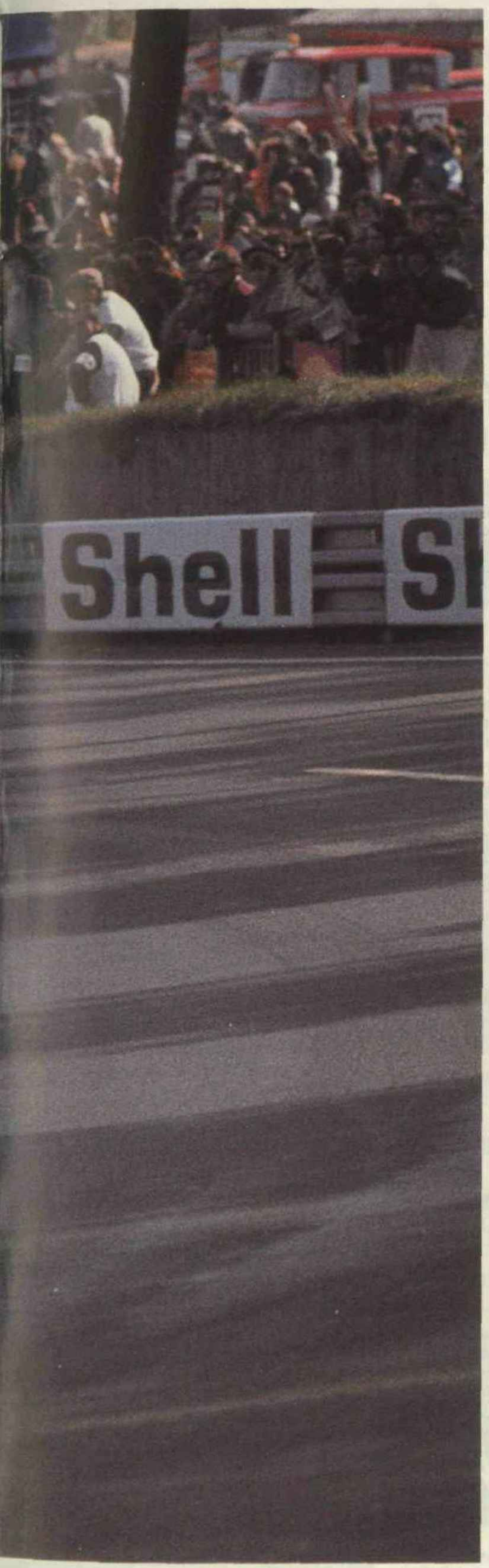
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TRIPLE TREAT

MATRA'S PLAN WAS TO WIN BOTH FORMULA ONE TITLES PLUS LE MANS IN JUST TEN YEARS. IN THE EVENT, IT DID ALL THAT AND MORE. GORDON CRUICKSHANK REPORTS



The Matra machine produces the goods - Hill and Pescarolo, followed by Cevert and Ganley, head for victory at Le Mans in 1972, the first of a hat-trick, it was the culmination of a plan which began with the overweight MS620 of 1966, below



IT'S HARD TO THINK OF A RECENT EQUIVALENT TO THE MATRA RACING regime. In one glorious decade, from 1965 to 1974, Matra fielded victorious Grand Prix cars and Le Mans winners at the same time as building F2 and F3 cars and selling quirky roadcars... Perhaps McLaren's 1995 Le Mans win makes them somewhat comparable – but McLaren have never made ground-to-air missiles as well.

It took a strong-willed optimist to forge a single-minded racing outfit from the disparate elements under the Matra flag in 1965. That man was Jean-Luc Lagardère, the director of a new company called Matra-Sports – a wing of the Matra group, whose name, a contraction of *méchanique-aviation-traction*, indicated its wide remit. Formed with the remnants of the Bonnet Djet sportscar project, Matra-Sports planned to build a sportscar France could be proud of; but from the outset Lagardère had an astounding wider plan: he envisioned winning at Le Mans *and* taking the Formula One championship within ten years. President Kennedy's promise to put a man on the moon can hardly have seemed more optimistic.

Lagardère's war-cry was "F3 to learn, F2 to challenge, and F1 to win!" And he made it happen: by the end of 1965, Matra's first season building racing cars, Jean-Pierre Beltoise was F3 national champion, with Jean-Pierre Jassaud second. Along with Henri Pescarolo and Johnny Servoz-Gavin, these were names whose loyalty to Matra barely wavered in the greater years to come; between them they collected two more national F3 titles and five French F1/F2 championships. It must be said that opposition among French constructors was not strong; but Ken Tyrrell's choice of Matra chassis for his protègé Jackie Stewart brought credibility abroad to the marque and heralded F2 triumphs in '66, including a win for Beltoise in the German GP support race.

As well as running its own team, the company began to sell chassis to privateers in both formulae. This released resources for Lagardère's parallel dream, a new sports-prototype to contest the legendary 24-hour race. Significant among the new talent recruited now was Gerard Ducarouge, a missile technician, who became the organising architect of the Le Mans triple. Lagardère needed to gain some real sportscar experience in the gap before his own engine was ready. Typically adventurous, he did a deal with BRM to use its 2-litre 245bhp V8.

Matra had been virtually unknown outside France, so the appearance in 1966 of the MS620 did not seem to presage a threat to Ferrari. This alloy-bodied coupé, its angular lines reflecting the forthcoming Matra MS530 road car, ran against the Porsches and Dinos, but its excessive weight and peaky engine led to a depressing run of failures. Then, mid-season, Beltoise managed to score a first win, at Magny-Cours. It was a small consolation for the disappointed outfit.

Two examples of a new lighter car, called MS630, went to Le Mans for 1967. With grp bodywork shaped with the help of Matra's aerospace division and a new BRM unit on board, the feeling was optimistic – until both broke. But Henri Pescarolo then brought two further wins, one with a 4.7-litre Ford, plugging the gap while development work continued on Matra's own V12. It was an ambitious scheme to use this unit for both F1 and sportscars, as the prevailing rules limited Sports-Prototypes to three litres, just like Formula One. The temptation was clear – the higher output per litre of a purebred racing unit might close the gap to the ostensibly production-based 5-litre sportscars.

But Formula One came first. Through 1968 the Elf-backed F1 team ran the MS10 with Cosworth power under the Matra International flag, Stewart finishing second in the championship, and honed the promising V12 in the MS11. But it was mid-season before the MS630 received the endurance version, putting Matra at last into Division One at Le Mans. It was a hard blow when Pescarolo/Servoz went out with a puncture while lying second, particularly as the V12 did not finish a race that season – an embarrassing contrast to Servoz-Gavin's series of victories in the Ford-powered car.

However, Matra was fully committed to making a sports version work, and as Jackie Stewart amassed the seven Grand Prix victories which brought both driver and constructor titles for 1969, the prototypes tackled the endurance races with increasing confidence. A new spider, the chunky MS650, was developed from the 630, as well as ➠

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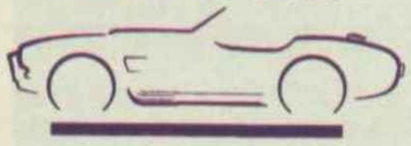
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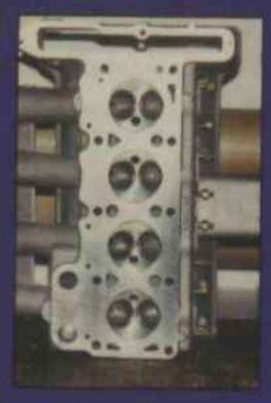
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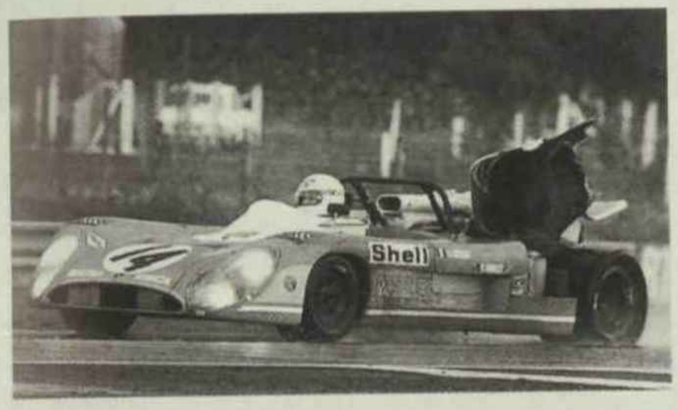
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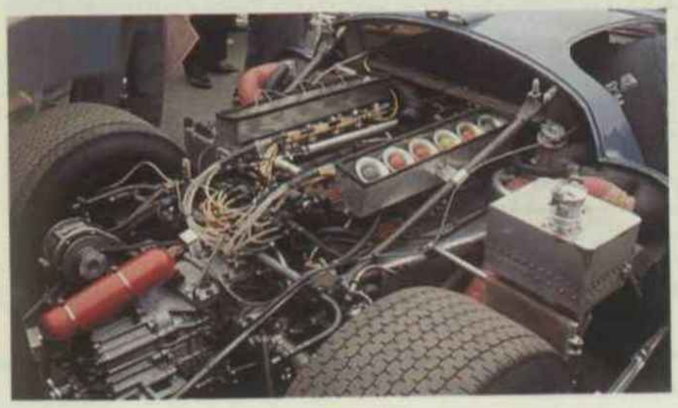




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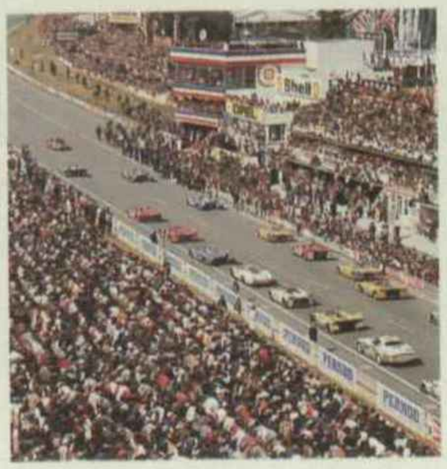
Main picture: Cevert in pits – huge '72 effort boasted eight mechanics per car. From top: Ganley crawls in after 1972 drama; 'Ring was rare '73 failure in title-winning season; early V12 finally installed in 630 chassis. Below, French drivers lead off in presence of President Pompidou in 1972

a parallel design, the 640, with elongated low-drag bodywork for outrageous top speeds; but that was abandoned after it took off and destroyed itself while testing, putting Pescarolo in hospital for weeks.

This huge level of investment of funds and manpower could hardly be maintained by the profits of one specialist company, even with Elf's input, and in fact Matra was helped substantially by the French government. Thus it was able to send four cars to the Sarthe in '69, and at last, at the place where it really counted, there was reason to wave the *tricouleur*: the faithful Beltoise and Piers Courage were fourth, delayed by a collision after looking like winners, Guichet and Vaccarella just behind, and Galli and Widdows seventh. The impetus was building up, and an enthusiastic French public began to believe that '*le bleu de France*' might after all pull it off.

Stewart's wins, and Beltoise's strong support, had come courtesy of Ford, as Matra 'rested' the F1 V12 during the '69 season to redesign it. For 1970, designer Georges Martin gave it a magnesium instead of aluminium block, while a new top end brought narrower heads and central intakes, making for a more compact unit with power raised to 420bhp. Unfortunately it brought the worst Le Mans debacle so far – three engine failures one after the other. But aerodynamic lessons from the revised 630/650 were valuable, and the new lighter MS660 chassis, now a monocoque, did win the 1000km de Paris.

After running three models in 1970, Matra sent only a single 660 for Amon and Beltoise to Le Mans in '71, while preparing for next year, the first without 5-litre rivals. Again a retirement – injection problems.



For 1972, with the F1 title ticked off from Lagardère's battle-plan, that elusive victory at the Sarthe was top priority. The F1 team was reduced to one car, for Chris Amon, and staff reassigned to the now completely separate Le Mans team. No other sportscar races were allowed to dilute the effort – Le Mans was the sole target. To crew the three new 670s, backed by one of last year's 660s, Ducarouge put an F1 driver in each, and widened the options by preparing two cars with new-spec 450bhp engines and two in older Grand Prix tune at 420bhp. In addition, two carried long-tail bodywork for peak Mulsanne speeds, while two went the short-tail high-downforce route. Surely this matrix of combinations had to throw up the correct solution.

It was an all-out effort, as Howden Ganley, then racing a BRM in F1, recalls. "Jabby Crombac approached me and said 'this time we're going to do it properly' ". And they did, with three full 24-hour tests for all the drivers. In addition, Ganley, a Le Mans novice, was taken to the circuit to drive the normally closed sections. Even the ACO was doing its bit in this enormous French effort.

The new MS670 was broadly similar to the 660, but with smaller front wheels and slimmer nose for better penetration. It was, says Ganley, a nicely balanced car which really handled well. Beltoise called it the best Matra of all.

When the great June weekend arrived, the scale and professionalism of the Matra corporation was obvious. The team numbered 120 people. Every driver had a Matra road car provided, and each crew had a separate trailer with their names on – refinements unheard of then. The attention to detail, Ganley says today, reminded him of the tales of the legendary Mercedes operation of the Fifties.

In the event, Ferrari withdrew his cars, so the aerospace-designed steamroller took charge: for many hours Pescarolo and Hill traded the lead with Cevert and Ganley. "We had agreed that we would be light on the brakes," remembers Ganley. "François was nervous of driving with me – he thought I would be out to show him up. But we talked it out and I persuaded him I wanted us to win, and we could do it ➤➤

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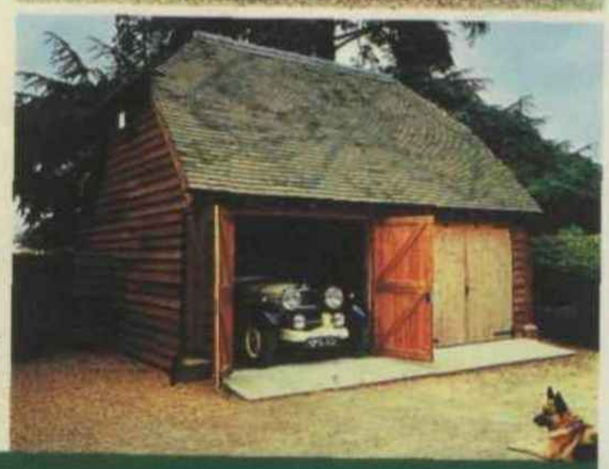
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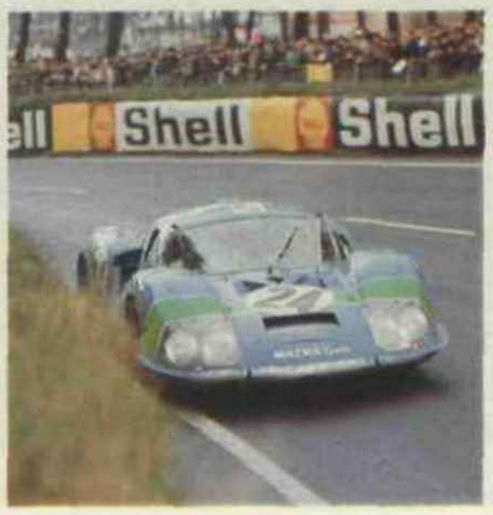
by staying off the brakes."

With fewer pad changes and using less fuel than Hill and Pescarolo, Ducarouge calculated that Cevert and Ganley would lead a 1-2 by a couple of laps, and sure enough they soon had a lap's advantage – until in the 19th hour the rain came. Water seeped into an alternator vent and the V12 started to misfire. After a couple of puzzled pitstops Ganley began to catch Hill, only to see the car vanish in a curtain of heavy rain down the Mulsanne straight. Fearful of ramming the leader, Ganley slowed, fighting for control on intermediate tyres in a fog of gripless spray. With no warning he felt a tremendous bang from behind; "from the corner of my eye I spied a Corvette, minus right front corner, banking left several feet in the air as it overtook me".

The impact sent the Matra slewing from side-to-side, finishing up on the grass, its left rear corner buckled and torn. But crucially the drive-shaft was undamaged and Ganley, himself unhurt, realised that crawling back on the flat tyre could grind away the car's vitals. So to preserve the car he set off home on the grass verge. That nail-bitingly slow return and the rebuilding time cost them nine laps, but such was the Matra advantage that when they rejoined they were still second. "We gained back one lap but then the engine went onto 11 cylinders so we cruised it to the end for second place."

At last – a 1-2 French victory. But when the jubilation subsided, it had to be said that Matra had not yet beaten Ferrari, so for '73 it was decided to contest the full Sportscar Championship. But with one difference – there would be French drivers only. It

1973: Pescarolo treats the fans to the electrifying V12 wail on his way to a second LM win, this time against serious opposition from Ferrari. By July Matra had the title. MS630, bottom, ran 2-litre V8 from BRM, whose liason man in France was Wilkie Wilkinson of Ecurie Ecosse fame

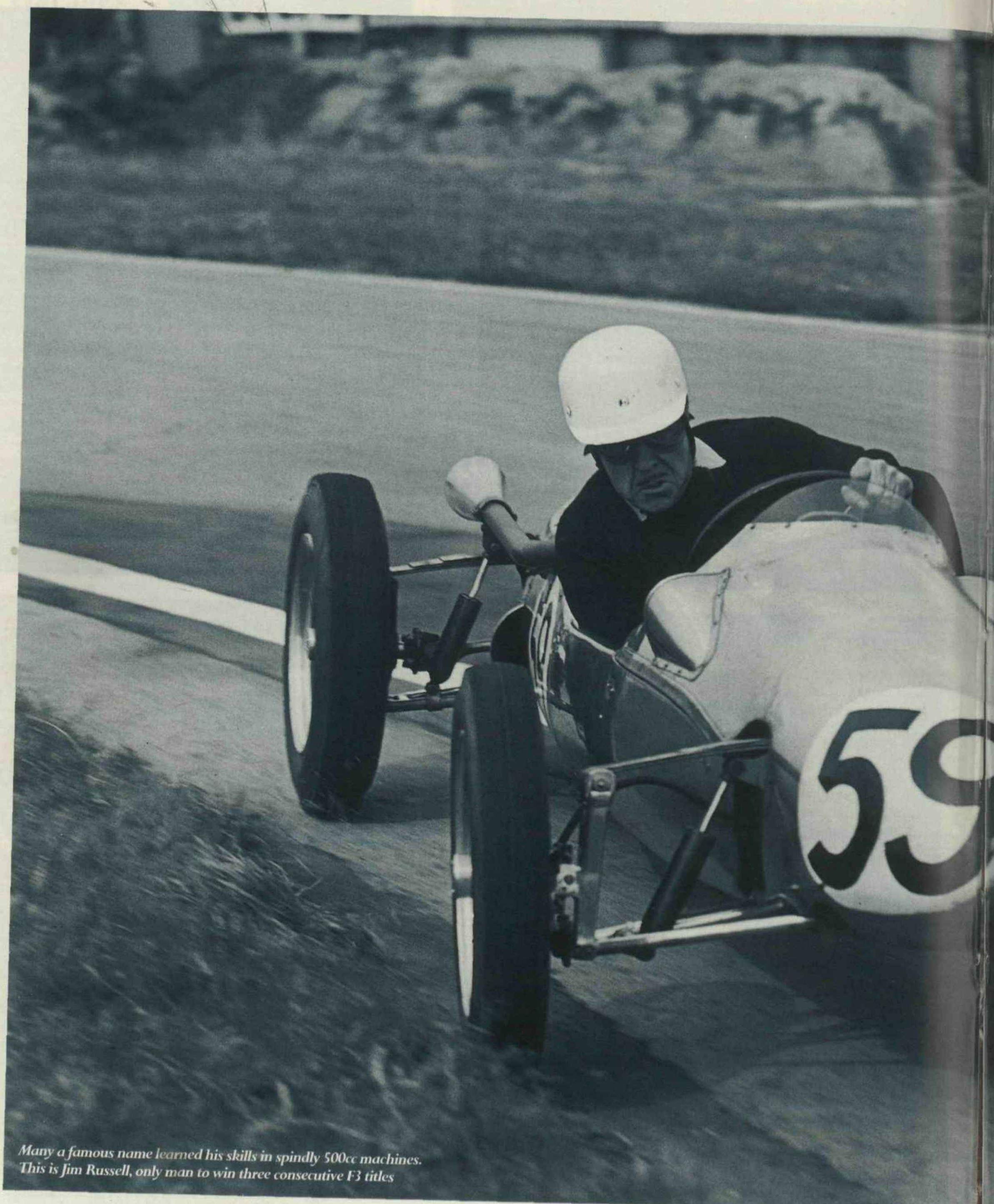


was a particular disappointment for Ganley, who was looking forward to another run. "I cannot say enough good things about the team, from Lagardère down to all the mechanics – a really nice group of people."

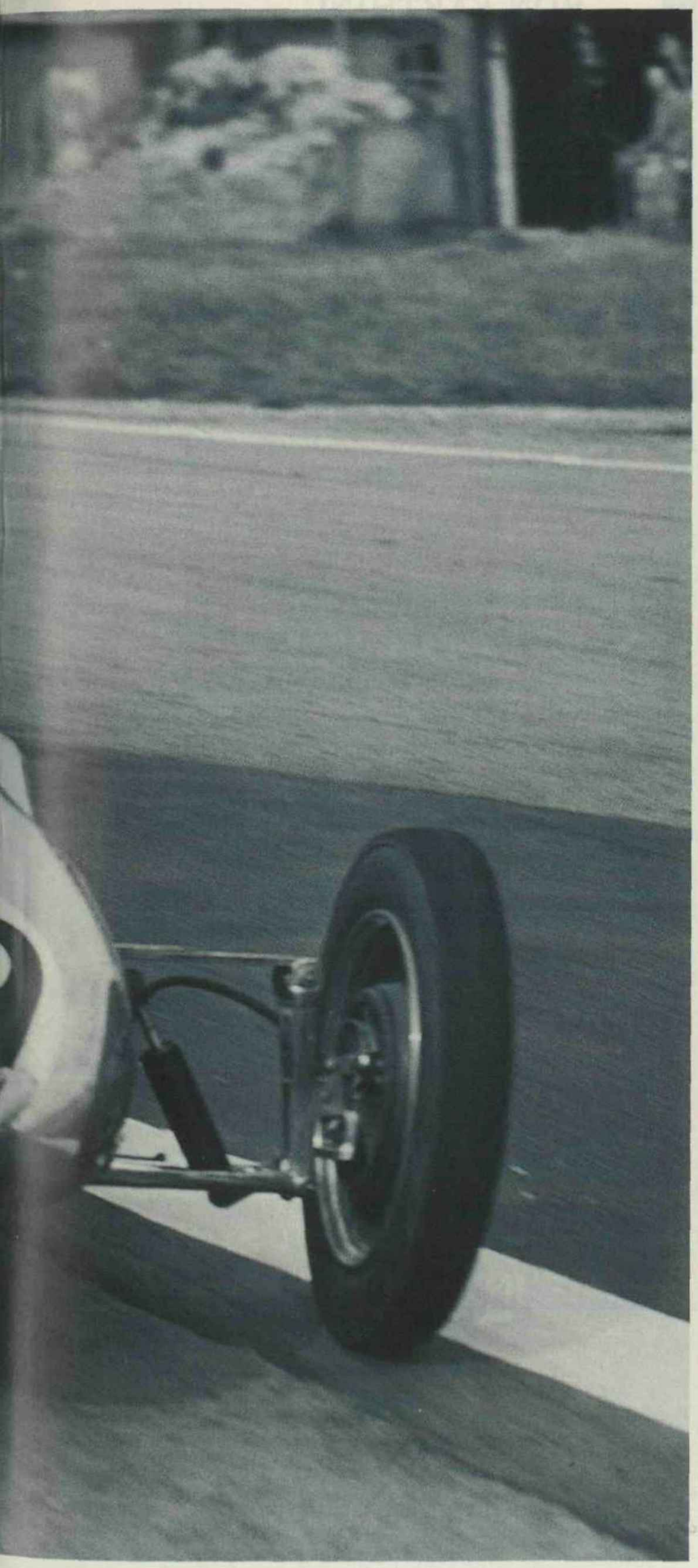
As so often happens, a team on a roll seems invincible, and with a refined MS670 and a pool of talented home drivers, Matra vanquished both Ferrari and Porsche during '73. Its five victories included the perfect Le Mans win for Pescarolo/Larrousse, strongly challenged by the Ferrari 312 of Ickx and Redman until it blew up. The constructors' title was Matra's at last. It would need a real drama at Le Mans to excite the home crowd as much a third time in 1974, but fate complied: at midday on Sunday Matra's favourite son Pesca was leading, when his gearbox failed. The stands went quiet as he struggled to the pits and the mechanics set to – and all the while van Lennep's Porsche was gaining... He restarted with a bare three minutes over the Porsche, and the historic triple was sealed, as well as a second sportscar title with an amazing nine wins out of ten races. At this glorious moment, Lagardère announced it was all over. Matra-Sport was retiring.

He had achieved his 10-year plan; an F1 title, three Le Mans wins, two sportscar championships; there was nowhere else to go. But the economics clinched it; the oil crisis had hit, and development costs were soaring. The V12 had never won a Grand Prix, and a return to F1, desirable for publicity, would mean enormous new costs at a time when the Matra group was retrenching. The race department was suddenly closed. To retain a toe-hold, Lagardère turned his budget over to Martin to get the V12 back into F1, and while the 1975 pairing with Shadow soon failed, the much-revised unit finally scored when Jacques Laffite drove a Matra-powered Ligier JS7 to victory in Sweden in 1977.

But even that was a mere echo of the great days, when a group of talented people were inspired by a man with a vision. Tackling both the top disciplines in racing was a mammoth undertaking; doing so with their own chassis, engine, and home-grown pool of drivers smacked of megalomania. But sometimes you need some of that just to get things done. M



Many a famous name learned his skills in spindly 500cc machines. This is Jim Russell, only man to win three consecutive F3 titles



HALF-PINT HEROES

FROM MODEST ORIGINS AS A CHEAP SELF-BUILD CLASS, 500CC RACING BECAME THE ROUTE TO THE TOP. BILL BODDY RECALLS THE PART HE AND MOTOR SPORT PLAYED IN ITS INCEPTION

DURING WORLD WAR TWO WITH MOTORING SPORT MORIBUND, ALL manner of plans were formulated for what could be resumed when Hitler could be vanquished. Among these was the idea, arrived at almost simultaneously by that avid enthusiast the late Kenneth Neve and MOTOR SPORT, who were both contemplating the possibility, of a new inexpensive racing class for cars with engines of up to 500cc.

We propounded the scheme in the issue of August 1941, as follows:

"Class I – cars up to 500cc – has formerly existed only in the sphere of record-breaking. Kenneth Neve visualises its introduction in sprint events and possibly in racing after the war. We have to confess that we are distinctly intrigued by the idea. However, we see little hope of it remaining the unmolested playground of the impecunious amateur for more than one or two seasons. By spending sufficient money 500cc cars of real potency with a maximum of better than 90mph will be possible, and when they are, the amateur builder will no longer be able to absorb the limelight. However, the comparative inexpensiveness should keep up the competitive element, even if a few trade, semi-trade and rich amateur entrants invariably scoop 'fastest time'. If it can be proved that even quite inexpensive examples can be endowed with reasonable potency, then we are all for inclusion of this new class. It merely remains to be seen whether 500cc 'specials' can be made sufficiently potent to lift them out of the midget or fun-car category."

Neve advocated such a development in an article in the same issue, citing the wide variety of motorcycle engines and the low cost of construction, running and repair. "How much cheaper to find one 'pot' or big-end than four or six!" He went on: "By developing Class 1 (500cc) a class is formed in which amateurs will compete against amateurs without fear of factory-backed entries overshadowing them".

Joe Lowrey had provided technical support for 500cc road and racing cars. Neve had in fact started to build a racing single-lunger which had a front-mounted Ariel motorcycle engine, Morgan IFS, a GN back axle, A7 wheels and a two-chain final-drive from the gearbox under him. As the war ran towards its close interest in the new class increased. Colin Strang built his Strang 500 when the new class was confirmed, Clive Lones of Morgan fame the 'Tiger Cat', and it is history how John Cooper saw in the Fiat 500's front suspension the front and rear ends of the JAP-powered Cooper 500, and how it went into production. The motorcycle power-units were the mainstay, Neve's Hartley-tuned, and his 6ft 6in wheelbase chassis had dampers that were originally from a racing motor cycle and BSA three-wheeler steering.

Consequently, when a 500cc class was introduced after hostilities ceased there was plenty of enthusiastic support. By early 1945 the VSCC had agreed to a 500cc class, as had the Bristol MSC, the latter suggesting not more than two cylinders, single-seater bodies, and a ban on blowers. We wondered whether the new 'one pot' racers would be slower than the established 1100cc Shelsley Specials but it was, we thought, worth a try. The RAC was dilatory in drawing up rules, but the support of the Bugatti OC and the Midland AC had been added and Tim Carson, Joe Fry and Dennis Poore were among ➳

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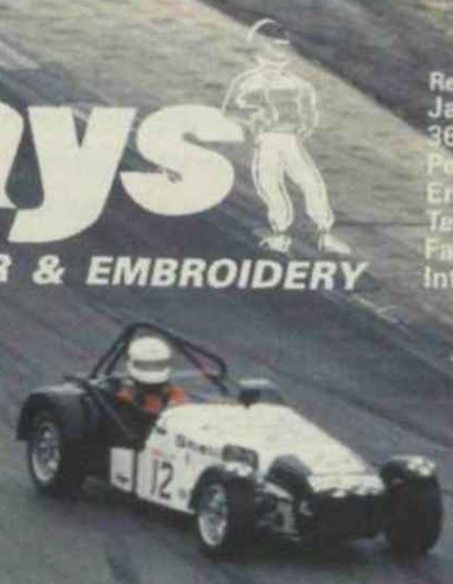
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Cooper and Kieft: the two chief rival chassis at a wet Brands, 1956



An Abbott (6) splits the Coopers; Les Leston (11) will win 1954 title

those said to be building suitable cars. At the May 1946 Prescott hill-climb the new class was won by the neat Strang Special (59.05sec, in the wet). Lones' Tiger Kitten clocked 59.1sec. Strang's car had a revamped Fiat 500 chassis, the driver sitting well forward ahead of either a dirt track or a TT Vincent-HRD alcohol-burning engine. The TT engine developed 45bhp, and had a big megaphone exhaust. A primary chain drove a Norton gearbox, with final chain drive. This well-contrived 500 is still about and is likely to be rebuilt. The Tiger Kitten was in effect a special A7 with a TT JAP engine, later with a modified chassis and a 42bhp, 6000rpm JAP speedway motor.

Some builders of these crackling little cars preferred two cylinders, such as the Triumph Twin, of which Frank Atkins was an exponent, using a rebuilt Fiat Mouse frame and a Norton gearbox. Racing cams and aluminium cylinders had helped it along, but this was a rear-engined job, which did not always help cooling. At Shelsley Walsh in 1946 Strang beat Lones by 1.32sec. This hastened the construction of more 500s, Tim Carson, the then VSCC Secretary, deciding on an A7 propelled by a Norton ES2 engine for sprints, or a Model 18 for races, but he took both to meetings in case of a blow-up!

Stirling Moss was an early supporter of the new kind of racing car, becoming a director of the Kieft company with his manager Ken Gregory, and did many races in these 500s before turning to Cooper-JAPs. As things progressed the 500 Club was formed, its name changed to the Half-Litre Club after complaints from Richard Attenborough and John Mills that members were using their club of the same name in Albemarle Street... Gregory was the first secretary.

Such was the interest generated that the celebrated motorcycle tuner Francis Beart gave a lecture to Hants and Berks MC on racing bike power. He confirmed that a racing Norton engine could be tuned to give 45bhp on alcohol fuel without loss of reliability. Beart claimed 6000 to 6200rpm could be maintained throughout a 100-mile race, and gave detailed hints and tips for those building up racing engines. Standard Norton cams were satisfactory, even at Brooklands laps of 115mph, though power fell off above 6200rpm. Beart favoured the Norton engine, but he reminded us that a factory-tuned Triumph Twin held the Brooklands motorcycle lap record and that a bike with a Rudge Ulster engine had lapped at 110mph. BMW ohc engines could improve on Norton power but were unavailable here and the push-rod BMWs were not as powerful. The 40bhp dirt-track JAP was light and cheap but it was the Norton he recommended, of which the latest TT one gave 50 bhp on petrol/benzole. But all this hinted at how 500cc racing was to move from a low-cost sport to a costly one. In motor racing the main aim is usually to win, and soon the twin-cam 'double-knocker' Norton engine was the one to race with and, as supplies dried, up those who could afford to bought complete racing Nortons, disposing of the bicycle after removing its engine...

At Prescott in July 1946 Strang again beat Lones, while John Cooper's Cooper-JAP began its stride into prominence with third place in the 500cc racing car class. At Brighton John proved that his beautifully turned-out car had truly arrived when it was faster than ➳



Don Parker's modified Kieft brought him an amazing 126 F3 wins



Don Parker about to win Yuletide Trophy from the front, Brands '55

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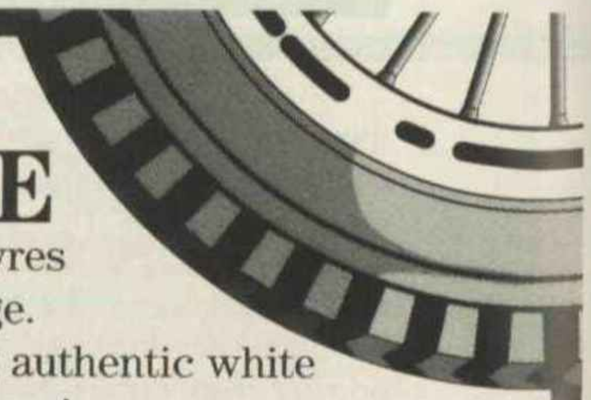
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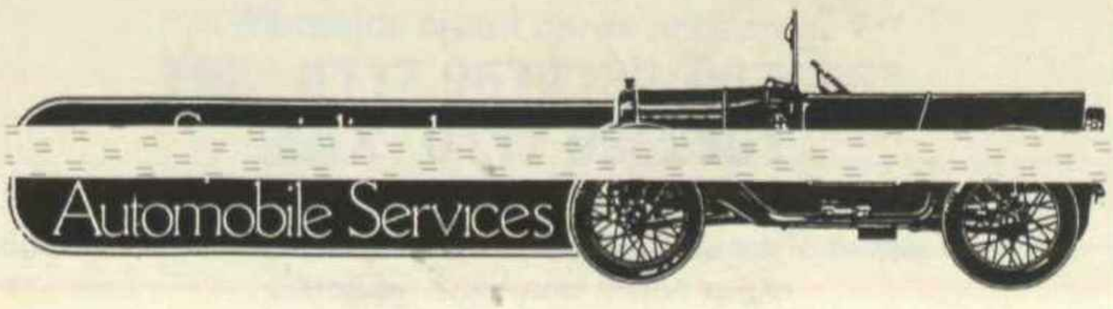
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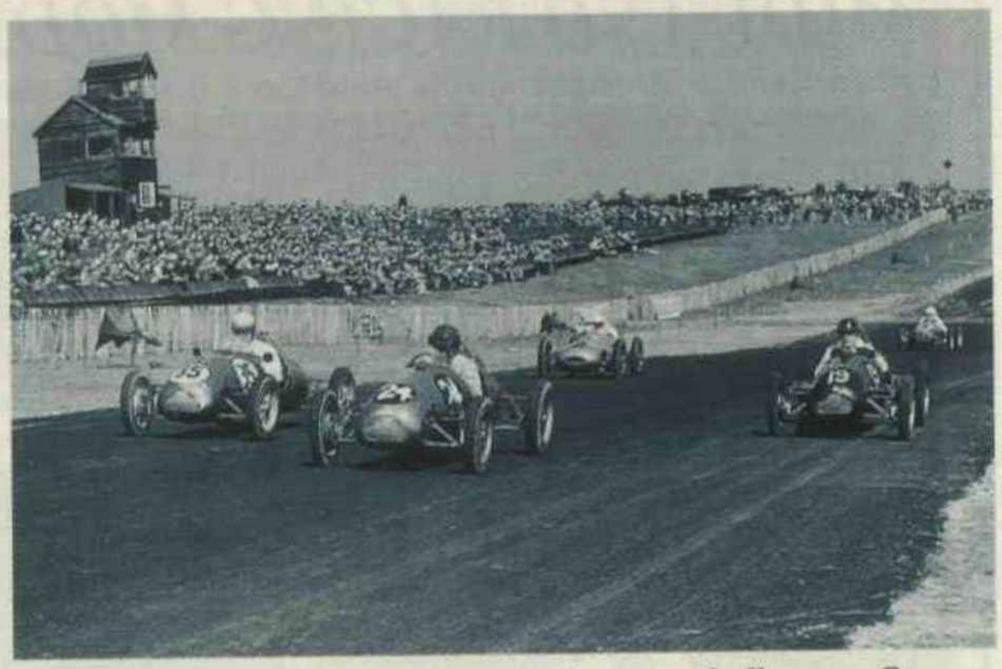
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500s soon went international; Cooper and JBS, 1952 Luxemburg GP



Silverstone 1948: Moss and family prepare his 'invincible' Cooper



Brands Hatch 1950: FWD Emeryson (2) a rare challenge to Coopers



1952: Moss leads in prototype Kieft on a backwards Brands Hatch

seven cars of over 750cc along the Madeira Drive, clocking 62.48mph, quicker than the celebrated Lightweight Special in the 850 class. After which the Coopers of Brandon and Cooper were 1,2 in class at West Court, beating eight others, five of them supercharged, in the 1100cc class, Brandon only 1.1sec below FTD by Salvadori's 2-litre Riley. Strang then scored at Prescott, and made FTD at VSCC Prescott, while at Shelsley Walsh in this empirical year of 1946 the Tiger Kitten was 0.31sec quicker than the GN Spider, answering our earlier question. John Bolster, one of the greatest special builders, said that the new 500cc cars were theoretically capable of a 44sec time up the Midland AC's famous hill and saw "a brilliant future for them", but the 'experts' scorned this as impossible.

Interest in the new racing class developed rapidly and there were enough 500s to have well-fielded races by 1948. At the opening of the new Goodwood circuit the race for them was won by Stirling Moss at 71.92mph for the three laps, from Brandon and Dryden, all in Coopers, with another six starters.

Space precludes a full history, but this is how 500cc racing was born. It gained a big boost when Stirling Moss made his debut in a Cooper 500 in 1948, and became so proficient that he led such races easily, able to wave to friends at corners with 10 victories that season. By 1950 the FIA recognised it as Formula Three. Other drivers such as Peter Collins, Ivor Bueb, and Lewis Evans added to the prestige in what I recall as very closely fought events offering much excitement. The privateers joined in, including Lord Strathcarron in Marwyn and Kieft 500s, and the trade began to offer ready made racers. When Stirling had his first International race victory in a Cooper at Zandvoort in 1949 the seal was set...

Dean Delamont, later to have a top job with what is now the RAC/MSA, ran *Iota*, journal of the 500 movement, and Don Parker won many such races, having perfected the blocking of would be overtakers, even along the straights, causing much eyebrow and fist raising. Perhaps the situation is best illustrated by the 1948 pre-GP F3 race at Silverstone, when 'Spike' Rhiando, John Cooper and Sir Francis Samuelson finished in that order, Rhiando winning at 60.68mph, followed by Brandon's Cooper-JAP, Coward's Cowlan-Norton, Coldham's Cooper-JAP, Philips' Fairley-Norton and Stoop's Spink-Rudge. Moss' and Sanders' Coopers, Underwood's Underwood, Bosisto's Buzzie, Messanger's Messanger, Strang's Strang, Lord Strathcarron's Marwyn, Fry's Freikaiserwagen, Clark's ASA, Smith's Smith, Grose's Grose, Smith's CFS, Aitkens' Aitkens and Page's Cooper retired. Temperamental! The troubles included broken chains, a broken gearbox, plug trouble, three engine seizures, engine bearers giving out, a split fuel tank, a broken engine sprocket, brake failure and big-end failure, all in 50 miles. Such was the variety of drivers and cars among these little monsters.

Eventually Formula Two took over from the F3 scene, but now that the 500s have become historic, with their own Association, the VSCC and other clubs put on races and hill-climb classes for them. The 500s are cracking again! M



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NO DRIVER HAS TRULY CONQUERED FORMULA ONE, SPORTSCARS AND RALLYING, BUT ONE EXTRAORDINARY MANAGER MADE IT LOOK EASY. JOHN DAVENPORT TALKS TO CESARE FIORIO



Lancia Flaminia was the weapon Fiorio used to make his name

WHEN A RALLY DRIVER DOES WELL AT racing, like Walter Rohrl in the DTM, or a racing driver does well at rallying, like Jim Clark on the RAC Rally, it is a source of wonder to all. A much more rare thing is to find a team manager who is fully capable of understanding both disciplines. Such a man is Cesare Fiorio, who guided Lancia teams to a total of 18 World Championship titles in rallying and racing.

During the 1960s and '70s, Fiorio quite literally handbuilt Lancia's phenomenal presence in motor sport and, in doing so, taught himself every aspect of it. He created teams and cars that were a by-word for modern technology and innovation. He understood the technical rules and what could be done with them probably better than anyone, and his relentless energy on events, whether at a service point or in a pit lane, showed his drivers the way to give one's all in the effort to win. Nothing was overlooked on the road to victory.

He was at the same time both a forward planner and a true hands-on operator; a Machiavelli and a Garibaldi rolled into one. The first time I saw Cesare Fiorio was at Brands Hatch. Of course, I didn't know it was him at the time. He was just a good-looking Italian driving this enormous Lancia Flaminia which, with its 2.5 litre V6 and rear transaxle gearbox, was rather different from the Minis and Ford Anglias that I was used to seeing. The race was the Brands Hatch Six Hours and Fiorio was driving with Piero Frescobaldi.

The next time our paths crossed, it was on opposite sides of the Stewards table at the 1966 San Remo Rally. Vic Elford and I had just 'won' but at scrutineering it was discovered that there were problems with our works Lotus Cortina which did not match its official homologation form. This document possessed more errors than a

"It was Fiorio who was eloquently arguing for us to be excluded"

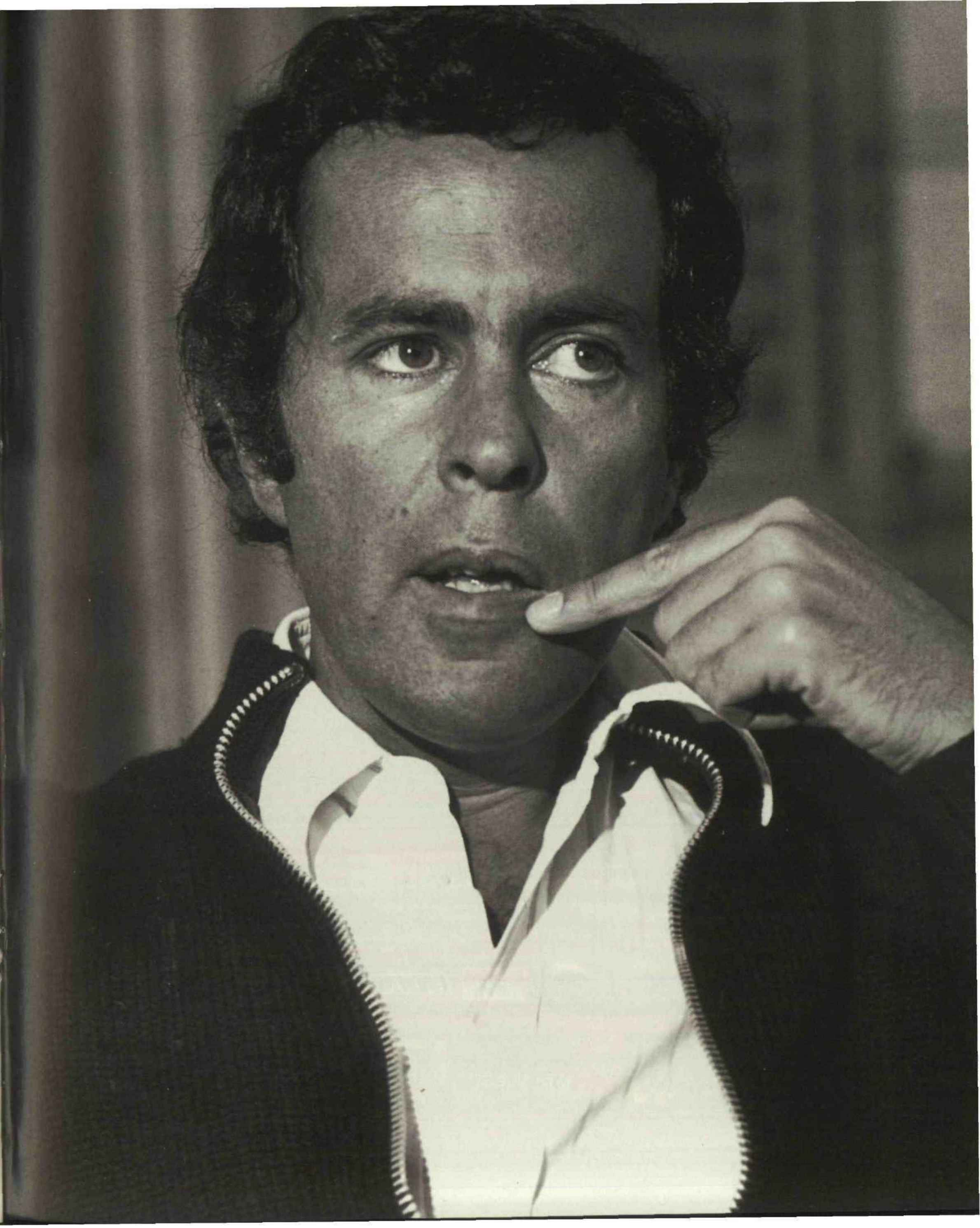
sieve has holes. It stated each connecting rod should weigh a minimum of 960kg – a fraction under the total weight of the car. There was evidently a decimal point missing, but in the gearbox, the teeth numbers were mostly right but the ratios were wrong.

Leo Cella in a Lancia Fulvia was our nearest rival and it was Fiorio who was eloquently pressing for us to be excluded. He was successful and I said some rude things about Italian justice before we all parted. Our next meeting was in a cafe in Munich six months later. I was competing on the Three Cities Rally – Munich, Vienna and Budapest – in a private Cortina GT driven by Denis Thorne. We'd just finished scrutineering and were slaking our thirst when Fiorio came to talk to me. At that time he was in charge of HF Squadra Corse. This was a racing and rally team based on the Lancia Owners Club. It was mainly successful private owners with just a little support from the factory, but gradually Cesare was turning this round so that it would be mainly successful drivers with a great deal of help from the factory.

As usual, Fiorio was well informed. My contract with Ford had ended and he wanted to know if I was free for the RAC Rally in six week's time. Of course, I said "yes" and thus it was that, apart from a year's recidivism with Ford in 1968, I spent the next five and a half years working with Cesare Fiorio.

In those early days, the Reparto Corse was in a very modest part of the factory and the whole business of going rallying was conducted on a pragmatic basis. The recce cars were old rally cars and behaved like them. The mechanics were just normal guys taken from the factory but, under the guidance of Fiorio and chief mechanics, Luigi Podda and Luigi Gotta, the rally cars got better and so did the results.

My impression was that Fiorio always knew what he wanted to do, having ➤



Fiorio's many talents: Above, Patrese just missed Sportscar Championship in 1982; middle, Lancia 037 claimed '83 rally crown despite having just rear-drive; below, Fiorio finally brought success back to Ferrari in F1



Fiorio's Group A Delta conceived from the ruins of Lancia S4 and was almost unbeatable from the outset

analysed the situation, and then he was prepared to fight and push to get it done. His efforts to create a full-blown works rally team out of a PR scheme for Lancia owners had to withstand all kinds of problems. Lancia was not financially healthy and by 1969 Fiat had taken it over. Though this meant an end to scraping for funds, it also brought a lot more politics into the situation. While the rally team prospered and wrung the most amazing results from the little Fulvia, Fiorio was appointed Marketing Manager for Lancia. Finally, he was given a chance to influence his rally team's future by being involved in the selection and development of new models.

In January 1972, Sandro Munari pulled off what Lancia had been striving to do for years and won the Monte Carlo Rally with a Fulvia Coupé. Just months before at the Turin Show, Fiorio had provided the world with a look at the first Stratos with its Fulvia engine. But the Monte win gave him the opportunity he needed. Fiorio remembers that "I managed to convince Enzo Ferrari to give me his engine. It was the first big victory of my life. It was not at all easy to convince him to give an engine to anyone, let alone for a rally car."

The engine was the V6 from the Dino 246GT, and with that firmly in his pocket, convincing Ing Gobbato that Lancia should build 400 Stratoses was, by comparison, quite easy. This was a defining moment of modern rallying. A watershed between low-technology production-based cars and high-technology cars built for the purpose. Cesare Fiorio was the ideal man at the right place and at the right time. His knowledge of the homologation process had been tried and tested many times since that afternoon in San Remo when he had dissected our Lotus Cortina's form. Fiorio knew the ins-and-outs of the system and was determined to get his rally super car. The Lancia Stratos first appeared on a rally in March 1973 and won its first event as a prototype in April.

It is easy with the benefit of hindsight to say that, at this point, Fiorio got lucky. As so often happens in motor sport, you make your own luck. He had had the foresight to see that the Fulvia could pick up early season points for the team and he had plans in place to do that on events where conditions would give it a chance. He also saw that the 1974 championship had its events bunched towards the end. If he could get the Stratos homologated in time, he could still pull off the championship.

The luck came when the 'petrol crisis' caused four rallies to be cancelled while, finally, after five years of trying, a Fulvia came up with the goods on the Safari Rally with Munari taking third place and useful points. It turned out to be as Fiorio wanted. The Stratos won San Remo, the Press On Regardless and Corsica, picked up a third place on the RAC Rally and with some further points from the Beta Coupé in Canada, Fiat were left behind some 25 points in Lancia's wake.

It was a similar story in the two following years and, perhaps the finest accolade of all for the Stratos, Munari won a hat trick at Monte Carlo in 1975, 1976 and 1977. By now, Fiat management was beginning to wonder what kind of lame duck they had taken into their home. It had turned out to be something of a dragon consuming their riches and beating-up their rally team. Consequently, its Abarth division decided to do their own Group 4 car. This was the Abarth 131 that won the championship for Fiat in 1977 and 1978 and again in 1980.

Fiorio now began to concentrate on racing. He had tried several turbo versions of the Stratos in racing-type events but they were unreliable. In any case, Fiat was keen that any Lancia motor sport should be undertaken with a view to promoting actual production models. They told Fiorio that he needed to use a car from the Beta range. Most of us looking at the Monte Carlo might not instantly have seen a successful GT racer, but Fiorio had his senior engineer, Gianni Tonti, sit down with Gianpaolo Dallara and find out what could be done within the Group 5 rules.

It turned out to be quite a lot, and ➤➤

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Scrutineering at '66 San Remo rally where author Davenport was on the receiving end of Fiorio's talent

again Fiorio's involvement in guiding the project and forcing the pace meant that by the end of 1978 a turbocharged 1.4-litre GT car that bore a passing resemblance to a Beta Monte Carlo was ready to race. In 1979 it was driven by Riccardo Patrese and Walter Rohrl with Markku Alen sharing the testing with Claudio Maglioli. The choice of drivers was typical of Fiorio – pragmatism allied to a canny foresight.

Rohrl and Alen were on the Fiat books for rallying but, as there was not too much of that in 1979, why not use them for the racing programme? In any case, he liked working with drivers that he respected and who thus gave their best for him. And perhaps there was even the intimation that this could be a future rally car and thus experience in driving it would be useful for his rally stars.

The Beta won the 2-litre category of the World Sports Car Championship for Makes in 1979, 1980 and 1981. On the two latter occasions they tied for points with Porsche, collecting the overall championship in 1981 when the tiebreak went their way. As the representative of Fiat/Lancia, Fiorio sat beside the other competition directors in a wonderfully bizarre organisation known as BPICA (Bureau Permanent Internationale des Constructeurs d'Automobiles) which had become the voice of the ordinary car manufacturers in FISA (which had become the successor to the CSI).

I know it was bizarre since I too sat with Fiorio and the other 26 good men and true.

It is true to say that Fiorio was a major influence on the creation of Group B. He could see that, thanks to the introduction of turbos and 4WD to rallying by the Audi Quattro, the only way for more factories to compete would be if the minimum production run for homologation was small. The German factories wanted 2000

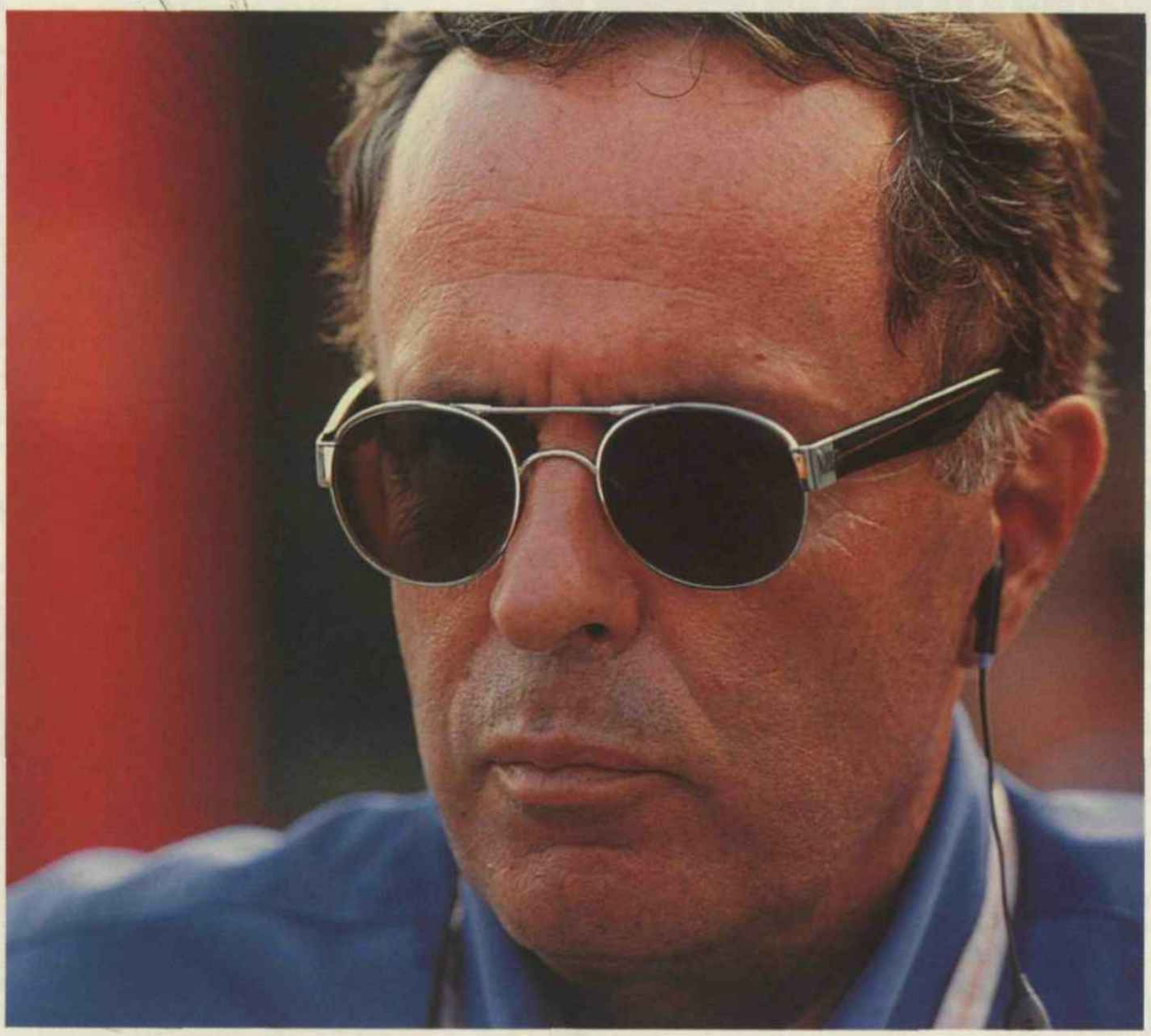
"The philosophy was for a reliable car even if it had only two-wheel drive"

cars but finally the Latins had their way and the required number was set at 200. In the meantime, still working with Tonti and Dallara, Fiorio had come up with a Group 6 sportscar version of the Beta Monte Carlo for 1982. This enabled the 1.4-litre engine to remain competitive against the Porsche 956 since the Group 6 weight minimum was 600kg, and the much more powerful but heavier Porsches had to conserve fuel. It was a typical Fiorio judgement and it very nearly came off.

The Drivers title was decided at the very last race at Brands Hatch where Patrese and Jacky Ickx slugged it out in a race of tactics. Eventually, the Porsche driver took the race and the title by just 1.7 seconds. In a way, despite losing, it was a triumph for Fiorio who had personally directed his cars to earlier wins at Silverstone, Mugello and the Nürburgring.

After so much racing, it was inevitable that his next project should be in rallying. Fiorio would have liked to come in with a 4WD car to go directly against the new champion, the Audi Quattro. Early in '81, he had ordered work to start on the evaluation of a Lancia Delta chassis with 4WD and powered by an Abarth 131 engine. But it rapidly became clear there was insufficient time to develop such a new concept, as the car had to be in use by the 1983 season. The stop-gap solution was the Lancia Rally 037, a supercharged, mid-engined, two-wheel drive car based on the Beta Monte Carlo monocoque.

The philosophy was to have a simple reliable car even if it had only two-wheel drive. Audi had won the Championship the year before and everybody thought that they would dominate the season. But in fact Lancia won the Championship. However, the 037 only won one event – Corsica – the following year. The rallies were now being won by the new all-wheel drive cars with Audi taking the 1984 ➤



Fiorio today faces perhaps the biggest challenge of his career: to turn around the fortunes of Minardi

championship and Peugeot the title in 1985. The pressure was on Lancia. The 4WD technology became so extreme we had to move to that ourselves. The response was the fabulous S4 with its turbo and supercharged 1759cc engine and reputed 500bhp. This was the ultimate rally car. It won the last rally of 1985 and four events in 1986, but the year was marred with tragedy and eventually it was Peugeot who won the title.

Sadly, the 037 and the S4 had both suffered accidents in Corsica – in 1985 and 1986 respectively – that took the lives of drivers for whom Fiorio had great personal affection – Attilio Bettega and Henri Toivonen. But it was the loss of the latter which turned the rally world upside down. Within a month, Group B was in the condemned cell and the Lancia team was deprived of both its rally cars, the 037 and the S4.

Now came the most amazing recovery. Within six months, Fiorio had motivated his engineers to get stuck in and develop a Group A rally car from the old Delta 4WD prototype. There was no carry-over from the S4. At the same time, he had to oversee the continuing rally programme with the S4 and he had to persuade Fiat that there was a market for 5000 4WD cars. Today he recalls "This was the biggest battle. But in fact what happened was that, with the wins that car achieved, they were able to go on manufacturing the Delta for another five years beyond the date that it was meant to finish production!"

With Fiorio behind it, everything was ready for the first event of the 1987 season. The Delta HF promptly went out and won the Monte Carlo Rally. And it went on to win six straight Manufacturer's titles and four Drivers'. The last was in 1992, by which time Fiorio was no longer with Lancia.

In March 1989, he had received a call to a higher place. "Mr Romiti called me. He asked where I was and I said in Povoa de Varzim. He asked me what I was doing there and I told him we were in the first three places of the World Championship Portuguese Rally. He then said that I must move to Ferrari. I told him that the rally did not finish until Saturday so he said OK, then I will see you in my office on Sunday."

At Ferrari, Fiorio discovered that building and running the Lancia rally and race teams was good experience for being in charge of an F1 operation. The major difference was that everything was bathed in the spotlight of publicity. There were times when he almost felt that there were media people inhabiting his desk.

In the two and a half seasons of his management, Ferrari wildly improved their performance, winning nine Grand Prix and having 27 podiums. In fact, it was not until 1998 that Ferrari equalled their 1990 score of six GP wins. Eventually, a conflict with one particular member of senior management caused an irreparable breach and Fiorio left the company. With the Lancia competition department that he had laboured so hard to create closed at the end of 1992, he turned to off-shore power boats. These had been a hobby for much of the 1970s and '80s, but now he was to be involved in something much bigger – an attempt to win the Blue Riband for the fastest Trans-Atlantic crossing. Suffice it to say that he still holds the Riband, though the story of how he got it is worth a book in itself.

He was then offered the post of team manager at Ligier which Flavio Briatore had just bought "and didn't know what to do with it so he called me". He stayed when Prost bought the company and at the end of last year moved to Minardi ready for this season's racing. In Formula One there is not perhaps the opportunity for a team manager to influence the outcome of events in the same way as in rallying or endurance racing, but I am sure that Minardi strategy will be worth watching in '99. We could expect no less from the man who brought us tyre changes and pit signals in the middle of stages, professional ice-note crews, and much of the logistical support now taken for granted in motorsport. M

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Bob Wollek

Group Five race, Mainz-Finthen Airfield, 1978

HE HAS WON DAYTONA FOUR TIMES BUT THE ENDURANCE RACING LEGEND SAYS THAT HIS FINEST HOUR CAME IN A SPRINT AT A LITTLE-KNOWN AMERICAN AIR-BASE

OF COURSE THERE HAVE BEEN A LOT OF MEMORABLE RACES over the years, especially in the days of the Porsche 962. I particularly remember a Japanese event at Fuji in 1989. We'd had a terrible time with the Joest car in practice, but in the race I passed everybody. It was pouring down, but the organisers didn't stop the race when they should have. Eventually I lost it when a river had developed across the circuit – and they stopped it one lap after I hit the armco! That year I had lot of fun with Hans Stuck driving the pink 962 at Le Mans. Several of the IMSA wins also stand out – I won Daytona four times, and of them all, 1989 was the most memorable, because of the fight with the Jaguars.

It's hard to chose one event, but it doesn't make sense to be indecisive. So I'd have to pick a German Group 5 race at the Mainz-Finthen airfield track in 1978, with the Porsche 935. The field for the German championship was not huge, but there were six or seven 935s, and that year all of them were more or less identical. It was tough to beat other people. You didn't have more downforce, more power or better brakes – the cars were pretty similar. The only real opposition was Rolf Stommelen's Toyota, but it never lasted more than a lap.



'Brilliant' Bob Wollek, circa 1978

There was a big rivalry between the Kremer and Georg Loos teams. Loos had a lot of money from selling property and land, and he had his cars prepared at the Porsche factory. So it was really a fight between Kremer and the factory, even if it was the customer department. It was tough, because at that stage the Loos drivers, John Fitzpatrick, Toine Hezemans and Klaus Ludwig, were all right at the top of their game.

The 935 was not difficult to drive. A lot of people said it was, but I never had that impression, and I always felt very comfortable with it. In fact enjoyed it very much; it had quite a lot of downforce and a lot of grip to go with the power. Like the 956 and 962 later on, for a long period of time it was the best sportscar in the world. I remember that Niki Lauda did a 6m57s on the old Nürburgring in the Ferrari F1 car. On full tanks, on the first lap of a race in about '81, I did a 7m26s with the 935! That wasn't bad...

Mainz-Finthen was a USAF base near Mannheim, and maybe 150kms from Hockenheim. In fact I think '78 was one of the last times we raced there, because the Americans didn't want to give permission any more. It wasn't such a bad circuit, but it was narrow and slippery, and they had tyres on the inside of the tight corners to stop us driving over the grass. Lap times were about 50secs, and as it was completely flat, you could see the entire circuit.

Fitz took pole, ahead of Ludwig, myself, and Konrad. I can't remember exactly what happened at the start, but I tried to outbrake someone, and either the brakes were cold or I had too much rear bias. I locked the rears and spun. All the other 935s went past and I was furious with myself.

The race seemed lost, because I was at the back. First I had to catch, then pass them all. It was a desperate drive, and I was pissed off because I had spun. It wasn't easy to pass on that narrow, twisty circuit, but I know I did not pass anyone on the straight, but always into or out of corners.

Eventually I came up to Hezemans. There were two corners at the end of the straight, a slow one and then a fast one, where my team mate 'John Winter' rolled in practice. I don't know why, but I was very fast at that second righthand corner.

About 200 metres on was a chicane. As I came out of the second corner faster than Hezemans, I caught him, and was alongside into the chicane. I was on the inside, and I don't think he imagined I would have a chance to pass there, because of the short straight which preceded it. He probably didn't pay enough attention, and when he saw I was on the inside he tried to close the door and we touched – he got a puncture, I was through.

Then I was busy catching Ludwig and trying to find a way past. For a long time I never saw Fitz, who was leading in the other Loos car, but eventually I caught him. I think he was blocked behind a slower car. He thought he would be able to outbrake him on the inside, and the guy shut the door, or hadn't seen him. Fitz was slowed, and I went wide round both of them on the outside – and into the lead.

I was very happy. The Kremers couldn't believe anyone could pass so many cars on that track, and nor could I. Erwin Kremer said, "You are the greatest driver in the galaxy!"

I enjoyed it most because it was a sprint. In endurance races often you're far behind, and you win because others fail. But this was a question of driving better than anybody else. And because I beat his drivers, Loos hired Bob Wollek for '79. But thanks to the engine development we'd started, that year the Kremer car was better than the factory's... M



"Erwin Kremer said, 'You are the greatest driver in the galaxy...'"

Wollek aboard the 935. Contrary to many drivers, he found it easy and fun to drive



Trialling in luxury

IN PRE-WW1 DAYS WORKS ROLLS-ROYCES PERFORMED well in some important competitions – in the 1914 Alpine Trials , winning a Spanish GP and in 1911 a single-seater officially exceeding 101mph. But the 40/50 Ghosts in private hands, while admirable for taking a dowager for her daily drive in Hyde Park or for fast runs to the Med to escape an English winter, were not seen as trials cars.

Belying this, three R-R owners, J B Bainbridge, J E P Howey and R Mitchell, drove Royces in long-distance MCC trials in vintage times. Mitchell and Howey competed in the 1921 London Edinburgh trial, the former with a fine open-top tourer 40/50, rear screen and a trunk behind, soon covered in swirling dust as they proceed north to the Lakeland passes. Wharfdale was a stern test, but both Royces ascended it, almost to the summit on second gear. Both drivers won the coveted gold medals.

Bainbridge joined Howey in the 1922 Edinburgh in his 40/50 R-R saloon, both fast up Kirkstone Pass, both


Quadrant

J P Bainbridge's regular trials mount – a 40/50 saloon



Quadrant

Broomfield's luxurious hillclimber at Laindon, 1924

taking gold medals. If a drive over the MCC's route up to Scotland seemed tough for such heavy luxury cars, the winter London-Exeter was another matter. Howey tried this in '22, defying the rough and slippery observed sections to win gold in both this and the 1923 London-Exeter. Bainbridge continued to compete in the Edinburgh trials in his ageing saloon, top panel of the screen open, two tyres strapped to the body side, and his chauffeur on the back seat to drive him home. He took more golds in 1923 and 1924 and he entered for the more difficult Land's End Trial of 1924, retiring only because of apalling weather conditions. But in the 1925 and 1927 Edinburghs he was back in winning form in the old R-R.

So not only was the vintage Royce a successful trials car, but some private owners used theirs for speed hill climbs. At Laindon in 1924 W M Broomfield's smart Cunard three-seater with real silver-plated fittings (KK 1331) won its class, as did C Grant-Dalton's 40/50 at Spread Eagle – and we never, ever called them 'Rollers'.

Oh Cropley!

IN *AUTOCAR* RECENTLY STEVE CROPLEY, WHOSE PAGE I ALWAYS read first, in establishing which was the first car to win Le Mans on its initial appearance there, called Lord Selsdon "quite a duffer behind the wheel" because he drove for only two hours of that race in which this claim was substantiated, letting Luigi Chinetti do the remainder, to win at 82.27mph. I must emphatically disagree.

As the Hon Mitchell-Thomson, the Ferrari's owner had raced his Frazer Nash cars often at Brooklands, where he had finished seventh in the BRDC 500-Mile Race with Don Aldington, in Fane's single seater. In 1939 he drove a Lagonda with Lord Waleran, finishing fourth, and later he took a second place at Brooklands in one of the V12 Lagondas, lapping at 128.03mph. But it was tougher after the war, and if Chinetti had the stamina to drive for most of the 1949 24-hour race, why endanger the result by putting on a less quick driver?


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Lords Selsdon (l) and Waleran in '39

From MOTOR SPORT's detailed report of the race it is clear that Selsdon waited until Chinetti had a lead of some three laps before having his brief spell in his own Ferrari. He is said to have been out for only 1hr 12½min including time spent in the pits cleaning the screens and adjusting the shock absorbers. (Who did the timing in the pits, an onerous task surely? Yet essential when later drivers were restricted to limited spells before swapping, so that timing of stops was important and changeovers had to be properly observed.) In 1950 Selsdon again had a Ferrari for Le Mans but his co-driver turned it over. I cannot accept that the racing Lord was a duffer, except perhaps in his choice of second driver on this occasion!

The Verzons

TIME FLIES, AND ON NEW YEARS DAY IT WAS off to 'The Verzons' near Ledbury for another of Mark Garfitt's great gatherings, with around 100 pre-1941 cars and many others of interest. The Distance award went to Antony Dacey from Hove in a 1938 Lancia Aprilia. Familiar arrivals included the 35B, 49 and 35T Bugattis of Mike Marshall, Keith Hill, and Garfitt in Sally Marsh's car. Hamish Moffatt used his OM, and Chris Gould avoided the cold and wet in his smart 1930 Avon Standard Special coupé. Brass was provided by the big 1911 White petrol car, Stuart Smith bought Garfitts's sports FN BMW 319/55 and Jeremy Holden was the sole 30/98 exponent. Rodney Felton and the Rainey family had 2.9B and 6C Alfa Romeos. Notable was the Amilcar-Riley with an Amal for each of the six cylinders.

The pre-war breakdown was: Morgan three-wheelers 17, MGs from 18/80 to Very Special N-Type 11, Austins 10, Morris 8, Talbot and R-R five each, vintage Bentley, Sunbeam, Alvis and Rover four each, Morgan four-wheelers, Bugatti, Humber and Lagonda three each, Riley 9, Lancia, Aston Martin, Wolseley, Alfa Romeo, Tamplin and Le Mans Singer two each and lone examples of Avon Standard, OM, White, 30/98, FN-BMW, Standard, Derby Bentley, vintage Renault and Amilcar-Riley. Who says the old car movement isn't flourishing?

A moment of fame

ONE MAY BE ASKED SOONER OR LATER, if one can recall a highlight in one's life. I suppose I would quote the day when I had gone up to Silverstone for the 1956 British GP. On the front row of the grid were Moss (Maserati), Fangio (Lancia-Ferrari), Hawthorn (BRM) and Peter Collins (Lancia-Ferrari).

At first it looked promising for the British, with Hawthorn leading away with Brooks behind him after a fine move from row three. But as the race progressed the BRMs fell back and it was a foregone conclusion that the final result would be a win for Fangio with de Portago second in the V8 Lancia D50 and Jean Behra's 250F Maserati third. However, Brooks persevered, as always, but had to bring the BRM in for attention to its throttle control. Then having resumed, the car suffered a structural failure, crashed heavily at Abbey Curve and burst into flames. I had been watching from this viewpoint. Tony somehow got out of the blazing car, ran across the track, saw me, and asked me to take him back to the Paddock in the Rover 2000 saloon car I had parked near the corner. I dodged parked spectators' cars and interested people walking about the straight that served to take them back from the corner. Brooks seemed unconcerned, but had to go to hospital with facial burns. He was lucky, because the BRM had gone end-over-end, luckily throwing him out before it burnt out. A brief moment for me of (fraught) fame.



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miscellany

TREVOR PICKEN, AUTHOR of the award-winning book on Hampton cars, who was awarded the SAHC Cugnot Award at Hershey last year, has been able to save from a Cheltenham breakers yard the engine of a 1924 10hp Hampton open tourer, supplied when new to a Mr W T Baggs of Cheltenham.



Hampton engine saved

* * *

THE MCC'S EXETER TRIAL on January 8/9 had a total entry of 315 and took in such famous hills as Gatcombe Lane, Waterloo, Stretes, Fingle Bridge and Simms. So, as it has since first held in 1910, it continues to give enjoyment to thousands, including the onlookers. The results list is too long to publish but will appear in the Club journal *Triple*, edited by Tom Threlfall. The equally famous Land's End Trial will take place on April 2/3. The 78th such event, the first having taken place in 1908, it will embrace such observed sections as Sugg Lane, Beggars Roost, and Bluehills Mines, finishing at Penzance. Entries have closed but should add up to the usual impressive numbers.

* * *

I READ SOMEWHERE that Tom Sheppard, the 4x4 expert, does not care for fluid couplings on such vehicles, calling them "pots of syrup". Lovely description, Tom. However I feel obliged to say that although when I first got up to 70 or 80 on a motorway in a new Ford Sierra 4x4 I did wonder what would happen should the transmission chain break, and I expected the fluid drives to expire or leak in due course. Not so! I have since gone masses of miles in many Sierras of this tractable kind, from vee-six to ohc four, the last one used for well over 90,000 miles, and nothing whatsoever has collapsed or given any trouble in the transmission department. So surely a bit of praise is due to Harry Ferguson and Tony Rolt for the development work?

* * *

AS AN 'OCTOGENARIAN' who finds driving easier than walking, I suppose I should have whooped for joy, instead of wondering how to spell Alzheimer's, when I heard that a school of engineering, funded by the IME, is doing a year-long design study to make cars meet the needs of older drivers. 70 year-old Stirling Moss has launched this research study. One aspect to be looked at is of access; if you can't get into the thing, you can't drive it. But power steering, light clutch and brakes and so on have already been with us for about as long as it takes for a middle-ager to become an octo...

* * *

CONTRARY TO A CAPTION IN the January issue of MS, not all Speed Model 3-litre Bentleys, as I well know, had the ugly radiator shell depicted. This was used only for the so-called 100mph 3-litre.

Wankel versus Otto

IT MUST, I IMAGINE, OCCUR TO MOST OF US AT SOME time that the Otto cycle (no, not a bicycle, the four-stroke engine we are content to sit behind) is very crude. The pistons rush up and down, stopping and restarting with every rotation of the crankshaft, the gas is sealed from escaping past them by gapped rings, the poppet valves dance up and down to bang onto their slender seats, and ignition parts still look like things taken from an early wireless set. Thank goodness for Dr Diesel... But as the Otto principle works and goes on working, we do not care. Like Panhard's first sliding-cog gearbox, it may be crude, but it allows us to march...

It was so much more apparent in the days of single-cylinder motorcycles. Then the engines gave audible evidence of the Otto workings – the suck, compress, expand (bang!) and exhaust functions. But as you drive your modern car, how often does any of this occur to you? How many of you know about the grinding-in of valves, the little tins of paste we once used, coarse one end, fine at the other, and the wrist-punishing chore of correctly preparing valves to mate with their seats, as you rotated them back and forth with a light spring under them? How frequently we did this, and slightly polished the valve ports while decarbonising the cylinder head, in the pathetic hope of getting more power.

All of which makes it opportune, I hope, to recall the Wankel rotary engine. A sort of turbine, it removed the crudities of the Otto concept. A petrol power unit *sans* pistons, con rods, or valves... Just the job surely? Space does not allow for describing Wankel development. Suffice it to say that Audi-NSU of Neckarsulm in Germany had production cars with such power in their catalogues by the '60s. The problem of calculating size in cc for tax or competition purposes was overcome, and NSU gave us a simple rotating plastic cut out to explain how it functioned.

In 1965 I was able to drive an NSU Wankel Spider, which excitingly turbined an estimated 500cc propellant to a claimed power of 50bhp. Despite this it gave 52mpg and was an excellent little fun car. As it was German I took it to Cuffley to see the memorial to the crew of Zeppelin L21 shot down by Leefe Robinson's BE2c in September 1916. I did not have to use the spare sparking plug (the Spider had but one), but oil consumption may have been thought heavy, at around 1000mpg; but remember, this was nearly 35 years ago, when many cars were lubricant scoffers.



NSU Spider with Wankel power: brave but ill-fated experiment

In appearance a bit ugly but eager-looking, a top speed of just about a genuine 100mph was pretty good for the equivalent to a 1-litre piston car, but the handling was not really up to the performance.

However, four years later I was able to try the NSU Ro80 saloon with twin Wankel power. It was an advanced car even apart from its rotary engine, a front-drive saloon with independent suspension, disc brakes, power steering and, notable then, an alternator. I would not have minded owning one had I not had to pay its too-high price. The Ro80 combined comfort with effortless cruising from the smoothly-spinning power unit and safe, fast cornering abilities.

No car is perfect, and the NSU RO80 had an automatic clutch, giving it so-called 'Sportamatic' two-pedal control, with which I was not enamoured, and the price was too high compared to other 2-litre saloons with which it had to be classed. Also petrol thirst was heavy (19.3mpg, but of low octane fuel) and oil was quickly consumed. But you could forgive this after experiencing that unique smooth flow of power right up the rev range. It really seemed as if all the failures had been overcome. But very soon NSU had abandoned the Wankel engine; apparently even VW and Mercedes-Benz could not make effective rotor seals for it. Yet NSU apparently managed to find some 12,000 customers for the rather tantalisingly nice Ro80 in its first 12 months.

But today, though Mazda makes small numbers of the fast and powerful RX-7 with rotary power, the Wankel concept is almost a dodo. It looks as if the majority of us will indeed have to continue with reciprocation and dancing valves as motorists have done for over 100 years!

Two Trojans

RONALD BARKER, MY FRIEND OF VERY long standing, has been recalling the Trojan. I had two of these decidedly unconventional means of getting about. The first Trojan I had I never drove. I bought it unseen, very inexpensively, on the recommendation of the makers that a Trojan was a car for those who couldn't afford a car, and had it delivered by rail when we were living in Hampshire. When I saw it at Fleet station, it was not the vintage tourer I had expected but a delapidated truck on solid tyres. I advertised it hastily and a buyer took it away before the station-master blew his top over its non-collection.

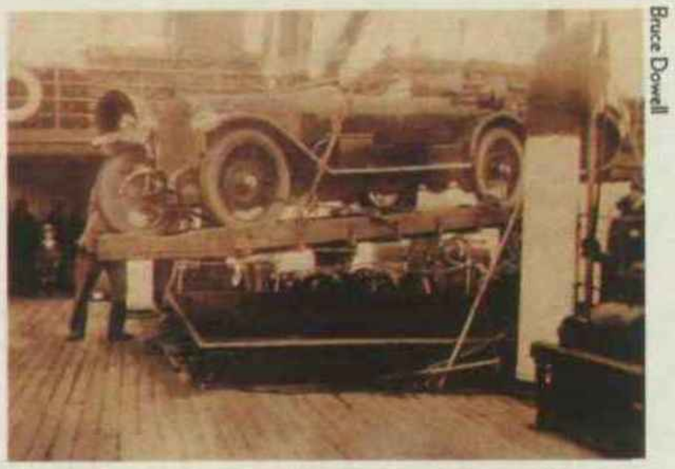
I did drive my second Trojan. I bought it in 1947 from the Phoenix pub yard in Hartley Wintney, then the HQ of the VSCC. An old chap who worked there had the thing for sale, for £6 if memory is correct. It was an all-original brown fabric four-door 1929 Apollo saloon, with pneumatic tyres so large (29x5in) they made the steering heavy. One, to me, endearing feature was that you started the underfloor motor with a lever which retarded the ignition as it pulled back. If you forgot to push it forward as you drove off a projection on the flywheel sounded a warning bell, reminding you to advance the sparks. How could I resist it? The position of the engine gave rise to the story of a Trojan owner trying to find the factory: "Where are the works?" he asked a bystander. "Under yer seat, guv'nor," came the reply...

So I bought it, and after a few local drives took Jenks in it to a film show in the Firestone building on the Great West Road. On the way home, going up Egham Hill, we were overtaken by some bicyclists. Jenks was not amused and told me to sell it at once. I did, but have ever regretted it.

Sir Henry's Sunbeam

THE ANSWER TO THE QUERY AS TO THE TYPE of Sunbeam given to Sir Henry Segrave after his victory in the 1923 French GP at Tours has been provided by Robert Gates, owner of a 1904 10/12 and a fine 1921 24/60 sports Sunbeam, who says that many years ago Frank Bill of the Sunbeam Experimental Department told him it had one of the rare single-ohc 16-valve Type OV 3-litre engines which the company brought out in 1922 to ginger up the push-rod ohv 16/40hp 3-litre and 24/60hp 4½-litre Sunbeam models. Mr Gates points out that the Segrave car had an engine undershield, suggesting an open flywheel; had the car been a sports 20/60 it would have had an enclosed flywheel with its unit gearbox. Frank Bill said that the OV engines, being an interim move to fill in before the splendid twin-cam 3-litre was available, were never fully developed. The OV power units tended to run hot and were noisy, with a distinct crankshaft vibration.

On the subject of the purple colour of the winning Sunbeam in the 1914 IoM TT, which Tom Moore has now repainted black, Mr Gates was told that it was never the



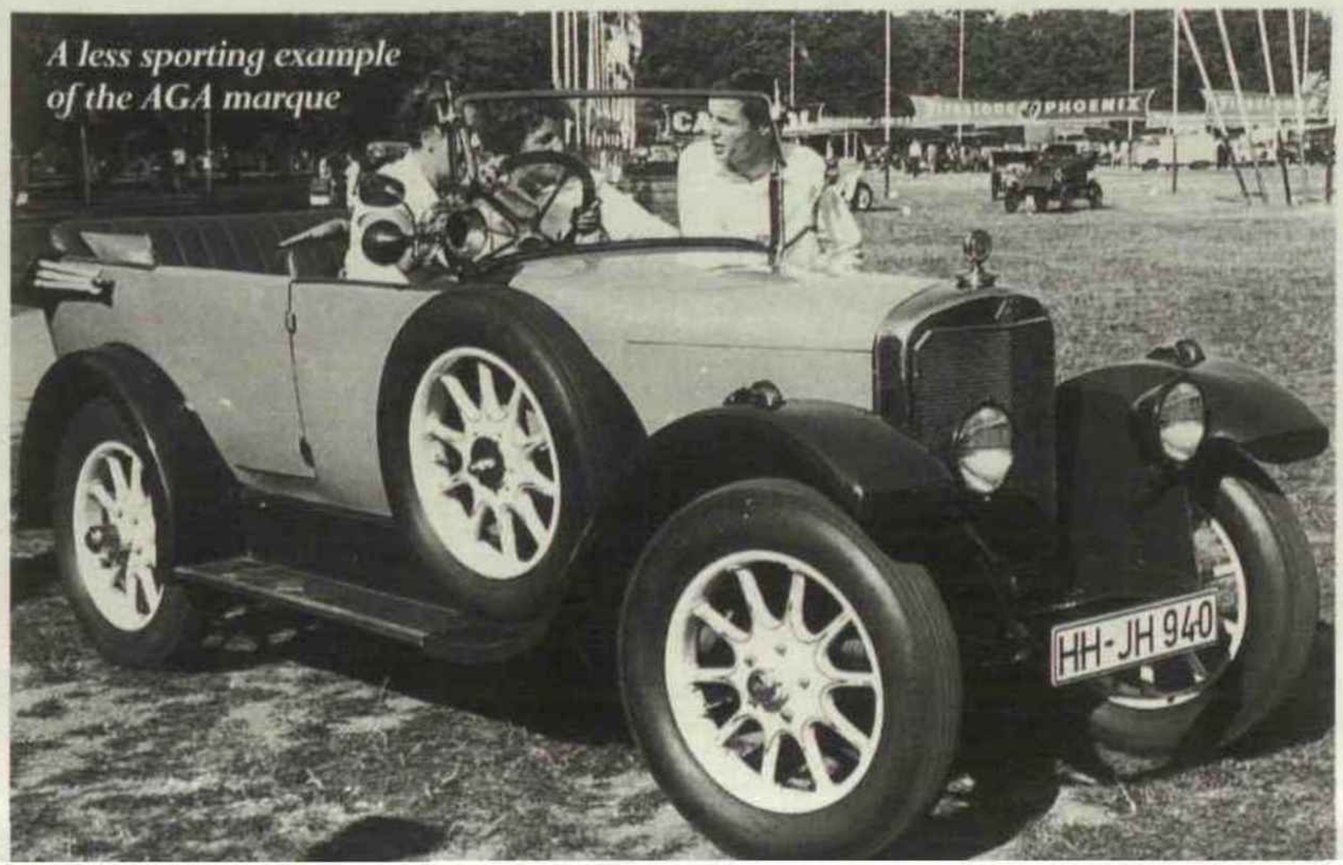
Bruce Dowell

Segrave took the Sunbeam to the 1923 Boulogne Voiturette GP as his road car

publicised colour, a deep plum like that used for Lord Rothschild's railway coaches on his private line to Waddesdon Manor. Apparently the Roman 'Imperial Purple' was in fact a deep crimson, as still worn by Catholic Cardinals today. But in the 17th to 19th centuries blue was added, to form what we term purple. This is how Coatalen painted the 1914 TT Sunbeam, perhaps because he knew it was popular for Edwardian carriages. Thus we learn from a wider horizon of knowledge than just about motor-racing...

AGAs galore

THE AMUSING COMEDY ABOUT AGA STOVES broadcast last December on BBC TV has caused fresh enthusiasm for these famous cookers. On Christmas-time visits I found that Bentley men George Daniels and Roger Collings had their Agas running well and that Ben Collings was rebuilding his, which he has since fired up. It reminds me that, in the mid-vintage years, there was an exciting Aga sportscar, with bolster tank, outside exhaust and knock-off wire wheels. The 6/30PS Targa Florio model, it was made by AGA-Fahrzeugwerke in Berlin and had a 1½-litre four-cylinder engine. It had followed the AGA 6/20PS, also made as a van. The company failed, but the car was then made in Sweden by the Thulin concern, before the advent of Volvo closed it down.



A less sporting example of the AGA marque

miscellany

THE BERT HADLEY Memorial Championship will be contested this year at the following venues: Gunston Down (April 17), Olivers Mount (May 1), Curborough (June 13), Anglesey circuit (July 17), Llan-y-Fran (July 25), Curborough (August 8), Harewood (August 29), Thoresby Park (September 12), a mixture of speed trial and hill climb courses. The Competition Secretary of the Pre War A7 Club is Geoff Roe, 10 Marshall Road, Cropwell Bishop, Notts NG12 2DP.

* * *

ROBERT ELLIOT PYLE IS rebuilding a prototype engine of four-cylinder type relating to the six-cylinder 'Ace of Spades' Lea Francis. Only the one was thought to have been built but now he has bits from two such engines.

* * *

THE AERO-ENGINED CARS field is to have another of these monsters in the form of a Benz airship engine in a Benz chassis, with a gearbox based on that in 'Babs', which also originated as a pre-WWI Benz component.

* * *

MY POSTBAG CONTINUES TO contain so much of interest. The query about a Salmson with rubber suspension has bought a response from Peter Stevens of Hitchen whose father was the accountant at the Rubber Growers Association which had modified the car (YP 3645). He bought it in 1931 for 10/- when the project flagged, reduced when a shilling was found in the gearbox! But back axle failure set in, so the unusual Salmson was replaced with an A7 in 1932/33. The Salmson had fired his son's enthusiasm as he had been reading every issue of MOTOR SPORT from 1944

* * *

THE INVICTA CC IS TO BE reformed. I remember the original club, Donald Monro's Invictas named after ships, and a 4½-litre coupé driven fast, furled hood bouncing up and down, in then-current hill climbs. The secretary of the new venture is Marion Rendall, Stanley Hall, Selsley, Stroud, Glos GL5 5LJ, who has 105 members already and hopes other Invicta followers will join.

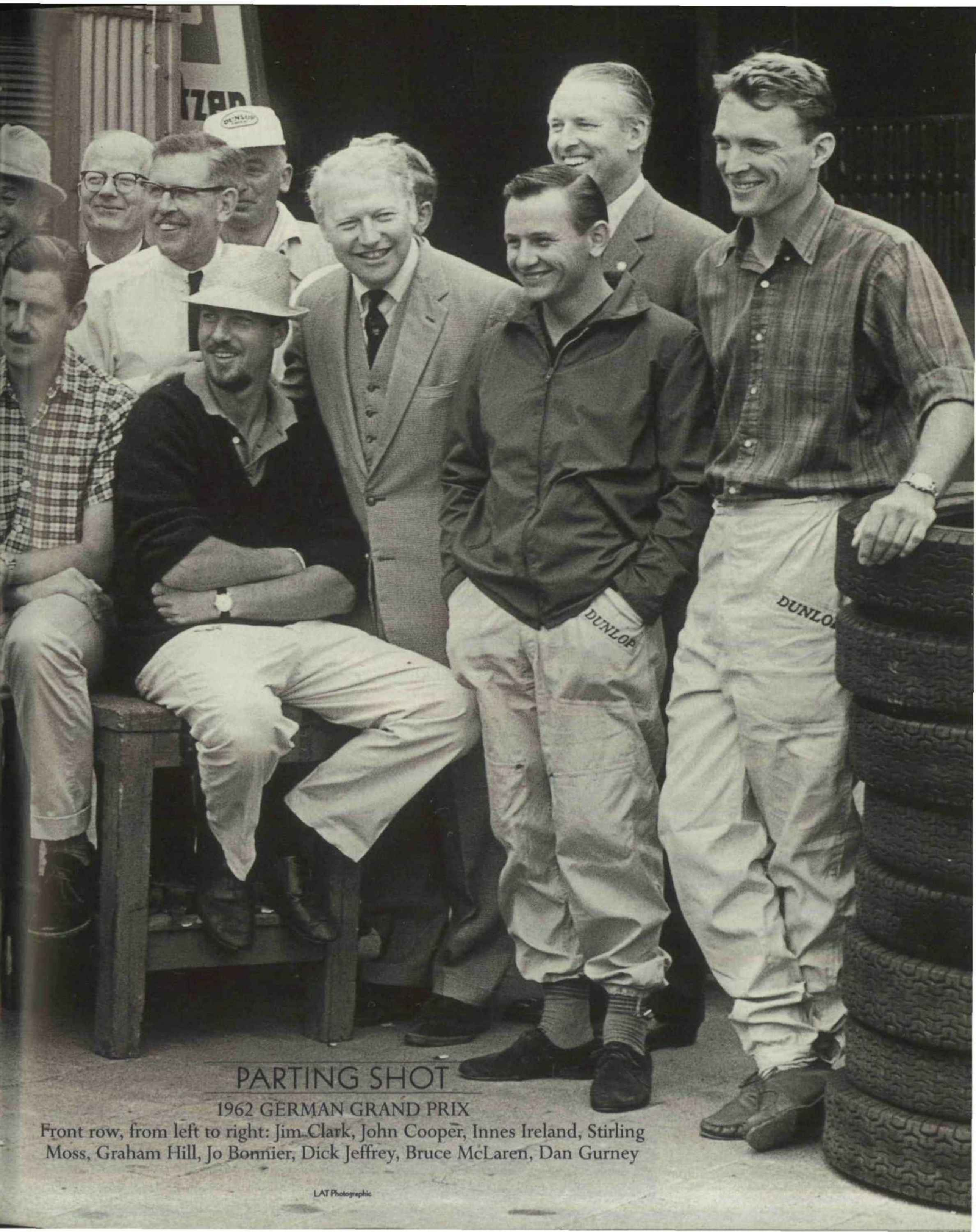
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RENAULT FRÈRES, THE CLUB for pre-1940 Renaults, had a long article from MOTOR SPORT in its winter issue of *Direct Drive* about my visit to H F Welham and his Surbiton Renault garage in 1963, and other historical items. The club secretary is Mrs Pam Mills, 54 High Street, Durrington.

* * *

THE VSCC HAS PUBLISHED all its 1999 fixtures, its next events including the Pomeroy Trophy at Silverstone, when moderns mix it with older cars, on February 20, the John Harris Derbyshire Trial on the 27th, and the GP Itala race meeting at Silverstone on April 24th. Another early fixture list comes from the Shuttleworth Trust, whose Spring Air Show is on April 2. It is open most days of the year. Enquiries: 0891 323310.


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Front row, from left to right: Jim Clark, John Cooper, Innes Ireland, Stirling Moss, Graham Hill, Jo Bonnier, Dick Jeffrey, Bruce McLaren, Dan Gurney

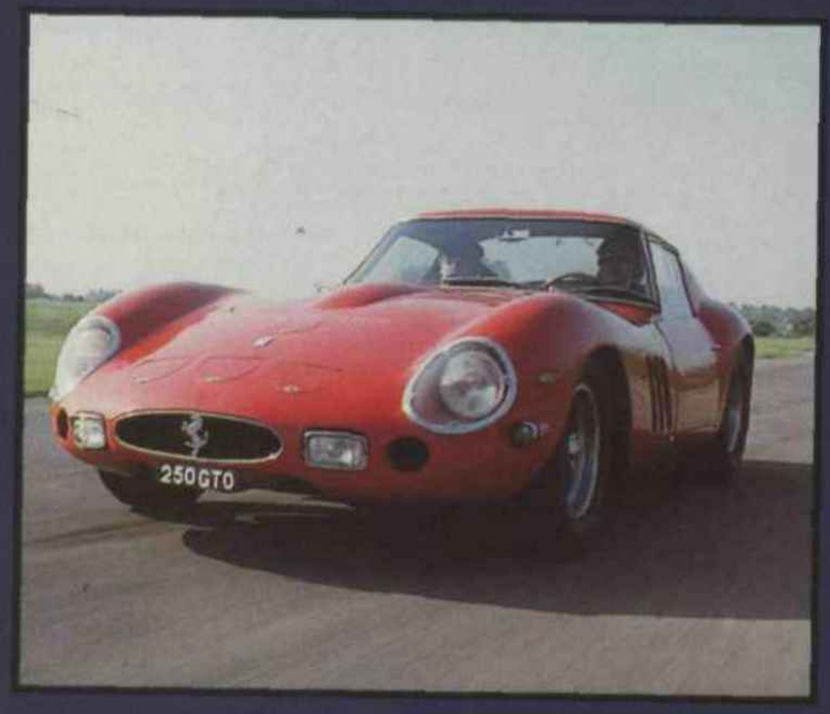
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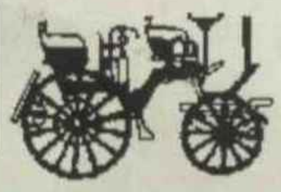
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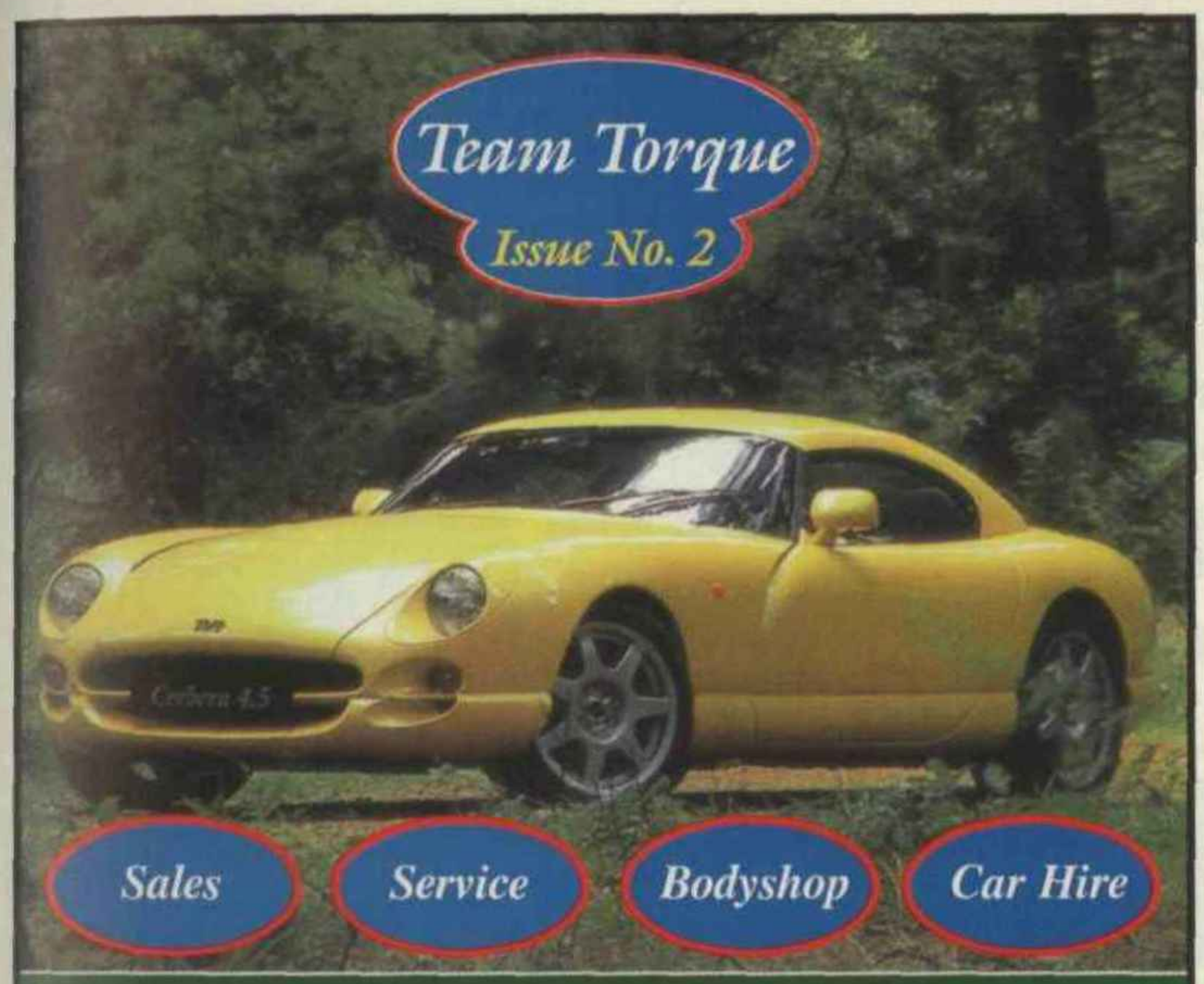
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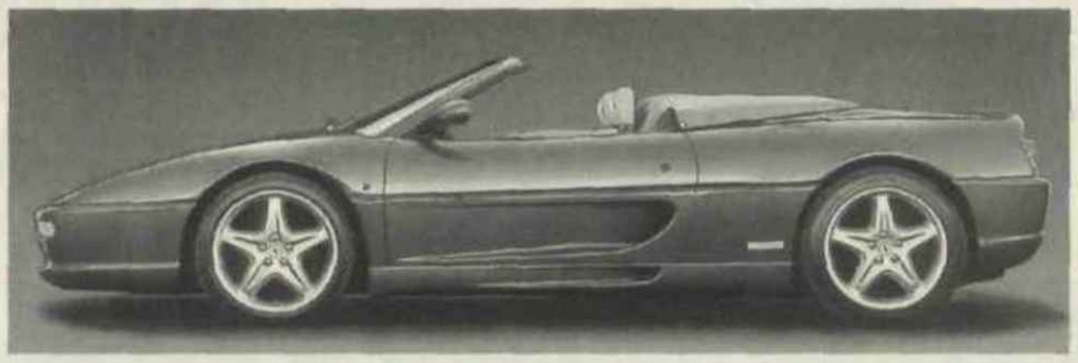
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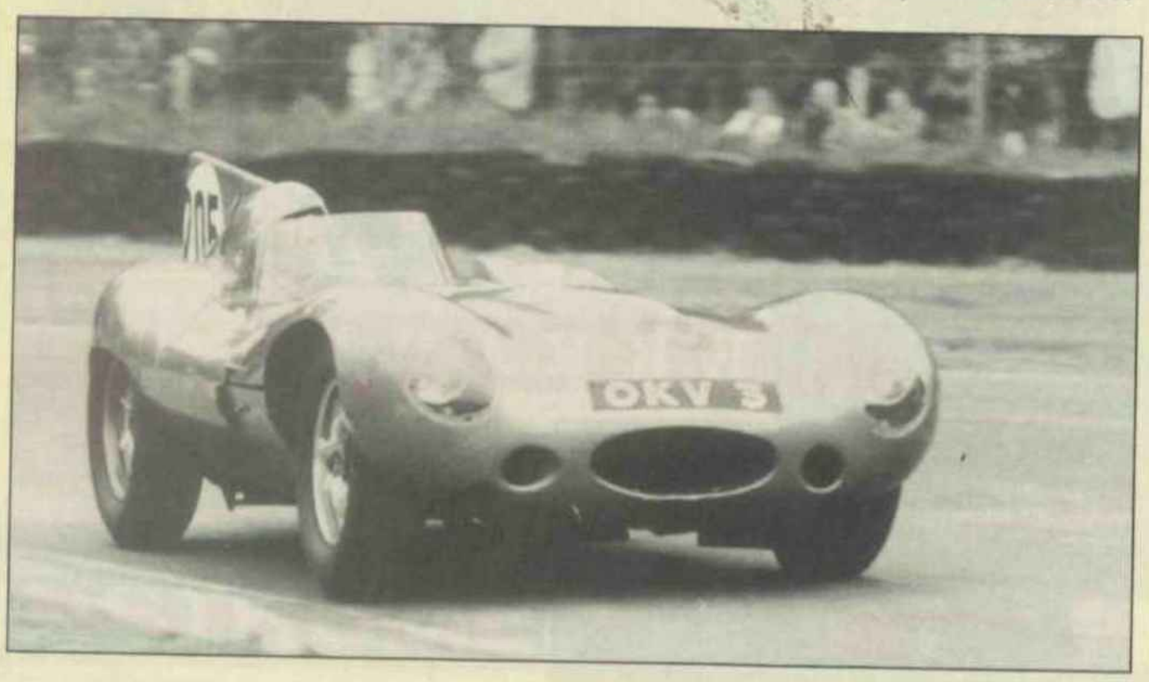
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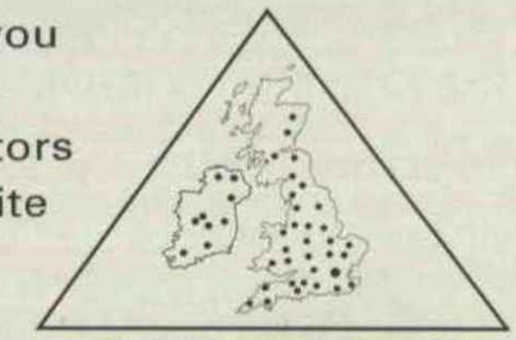


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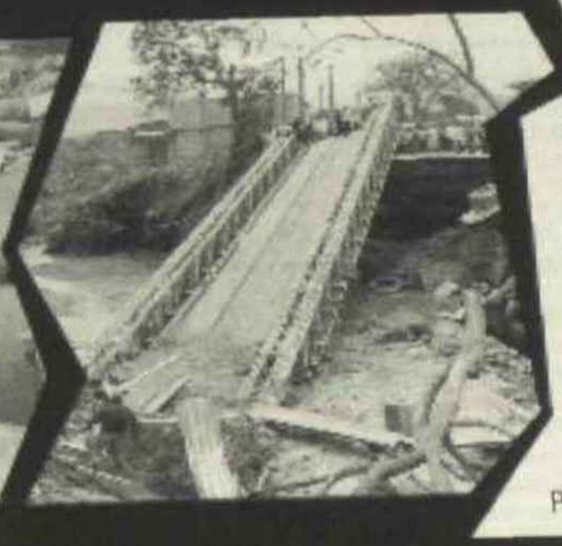
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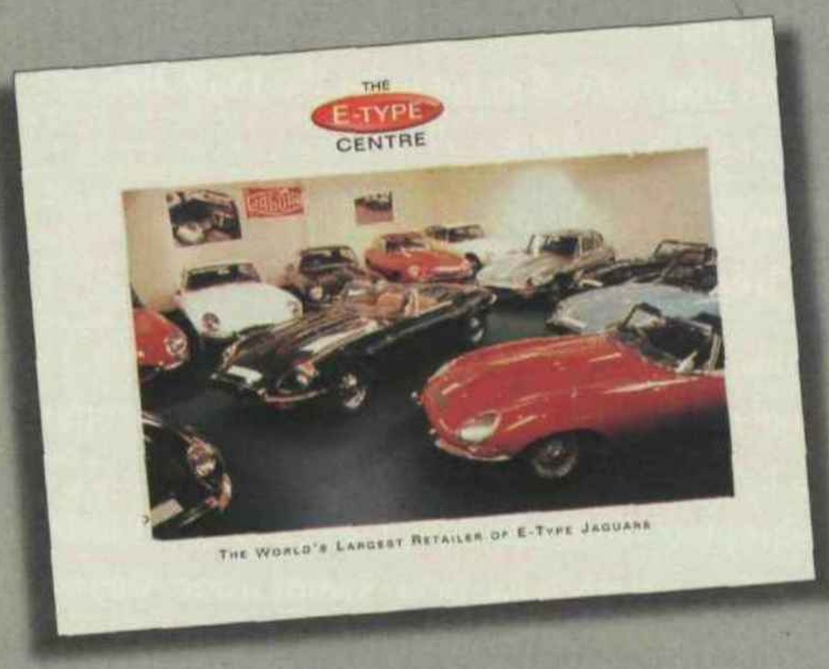
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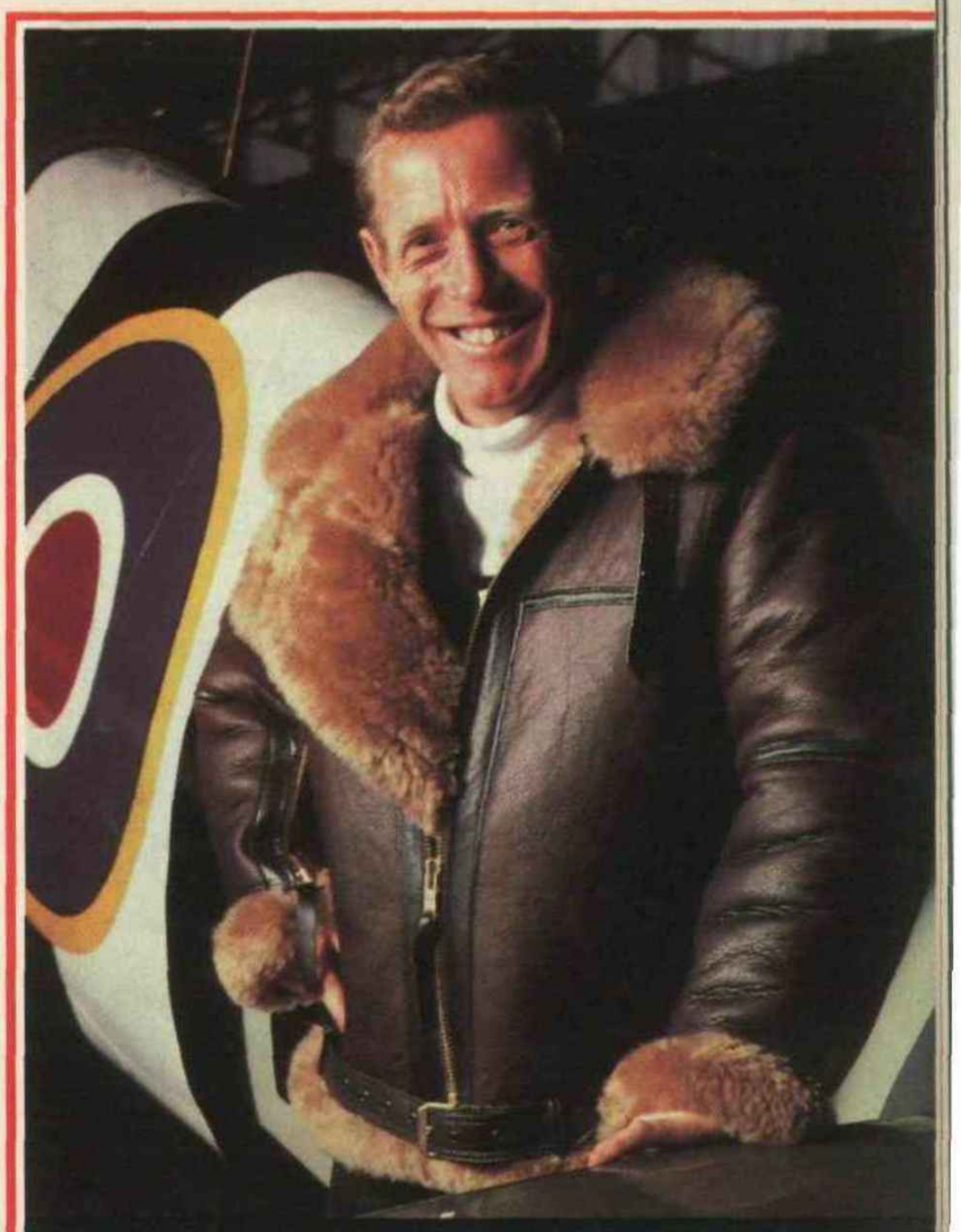
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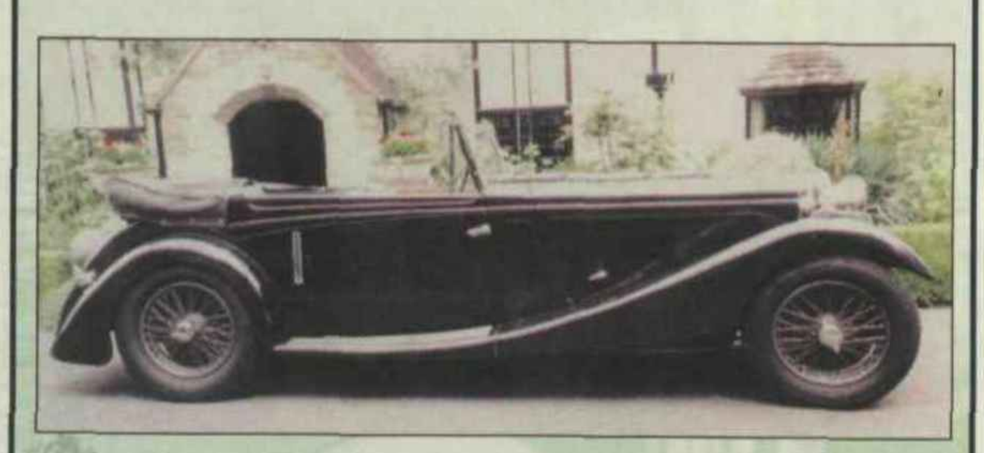
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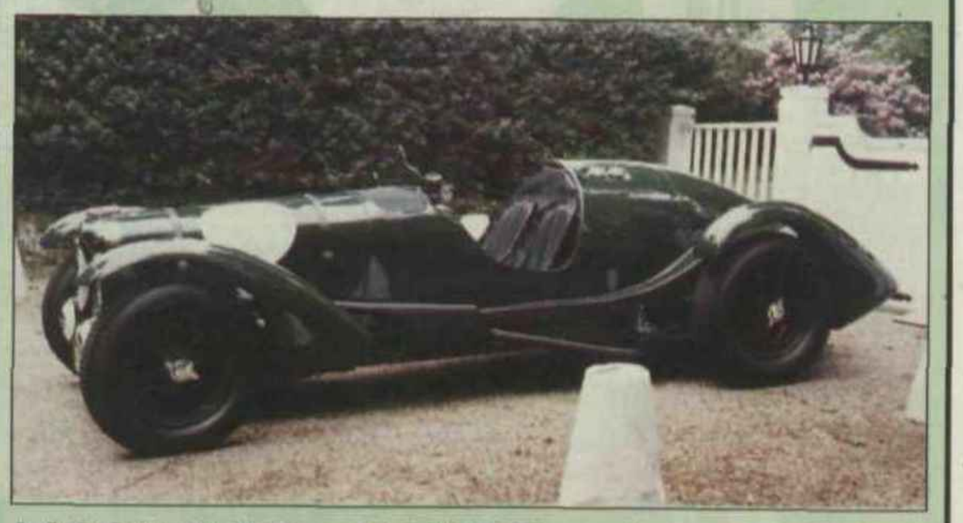
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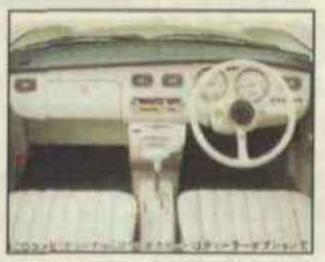
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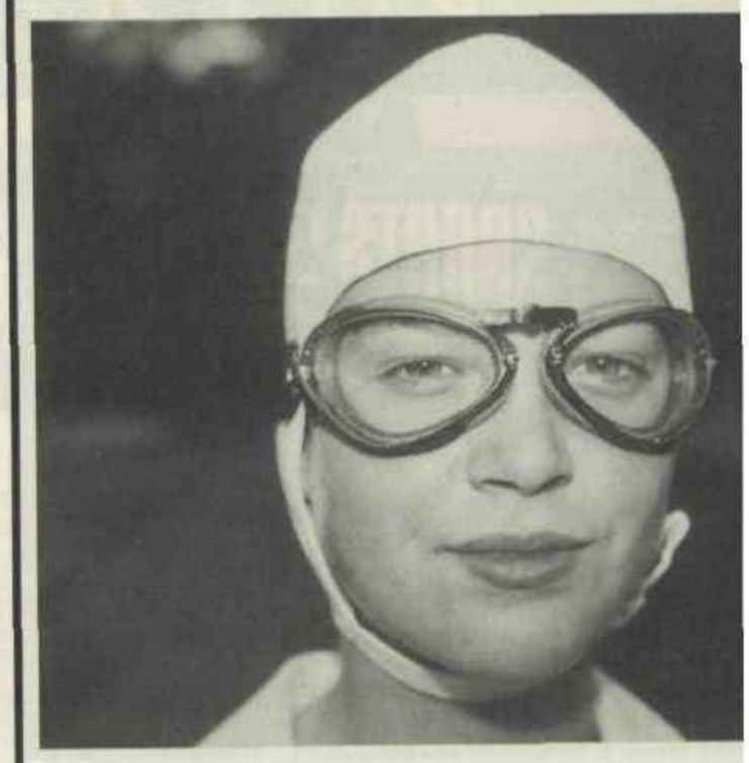
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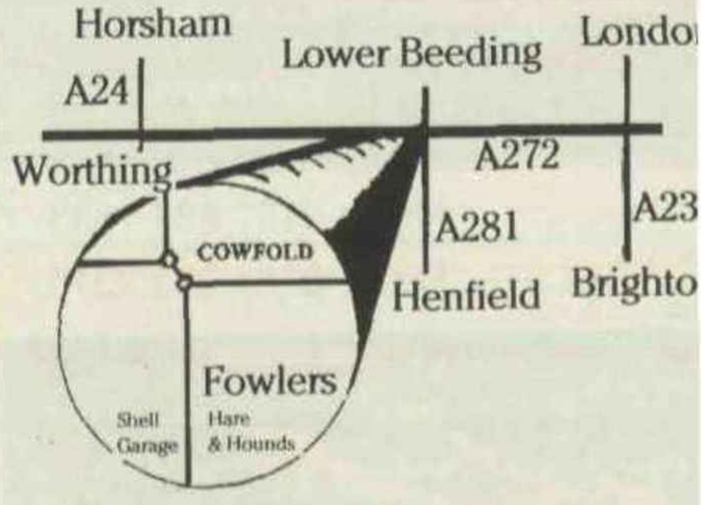
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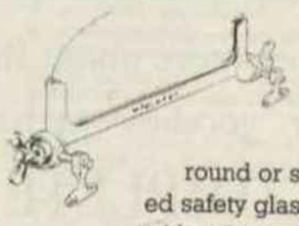
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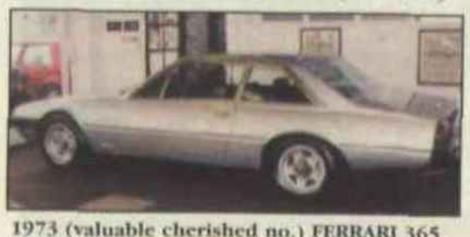
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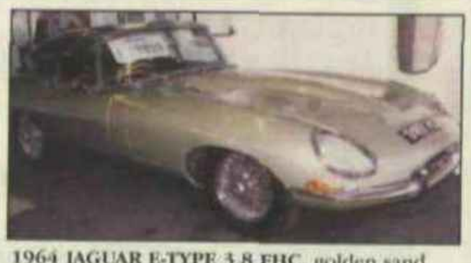


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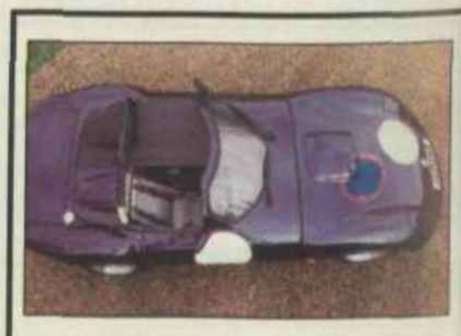
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From the DB4 to the mighty V8 of the 1970s, these potent machines remain highly coveted and collectable, but none more so than the drophead coupé versions, or Volantes, as they were known from the DB6 onwards. Just 70 examples of the DB4 drophead coupé were built between 1961 and 1965, and unlike many exotic contemporaries they were full four-seaters.



Fitted with the standard 3670cc DOHC straight-six 240bhp engine, the DB4 was good for 145mph-plus performance. Overdrive was a desirable extra-cost option, and automatic gearboxes and the more powerful Vantage engine also became available before production ended. The original, and some say the best, the DB4 is at a premium today but still represents outstanding value.

A similar styling package but with attractive faired-in headlamps, the DB5 convertible was launched in 1964 with a 'bored out' 3995cc engine developing a healthy 282bhp, or a whacking 314bhp in Vantage form. Automatic transmission was also an option before the end of production in 1965, but the five-speed manual is preferable for getting the best from the marvellous, tail-happy chassis.

The much heavier but beautiful DB6 Volante arrived in 1967 with the same four-litre engine, but a more luxurious package which included air-conditioning as an extra-cost option. HRH the Prince of Wales owns one of these fine cars, which speaks volumes about the kind of car this DB is. Production lasted until 1971, and Newport Pagnel didn't get around to a Volante version of the big V8 (née DBS) for a further seven years.

Elephantine body proportions and a 5340cc engine capable of hauling the beast up to 170mph are impressive, as are the electrically-operated hood and opulent interior. Fuel consumption is wicked, power delivery is memorable to say the least and restoration costs can be exorbitant. So what? This is British craftsmanship and engineering at their best and the best never has been cheap.

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ASTON MARTIN AM V8's



While the early post-war history of Aston Martin is dominated by six-clyinder engines designed by WO Bentley and Tadek Marek, the last quarter-century has seen the Newport Pagnell company rely on the V8 engine designed by the Polish born Marek.

Only now has Aston Martin turned back to the six-cylinder engine, the Jaguar based unit with supercharging that powers the DB7.

John Wyer gave the go-ahead to the V8 in 1963, seeing that the Ted Cutting-designed racing 'six' which won the World Sportscar Championship, and Le Mans, in 1959 was becoming outclassed, especially by Ferrari's V12s.

Unfortunately, Sir David Brown pulled the plug on racing at the end of 1963 and Wyer went off to form JW Automotive, in collaboration with John Willment. Marek continued with the design and development of his all-aluminium V8, an advanced 4.8-litre unit with twin overhead camshafts on each bank, although with two valves per cylinder.

The DBS was to be the first all-new Aston Martin design since the company's move from Feltham, west of London. William Towns was employed in 1966, first as an interior designer (his seats were very highly rated) and within a few months he was promoted to take charge of the entire DBS body design.

A year later Mike Loasby joined Aston Martin Lagonda Limited as a development engineer, and the DBS is principally credited to Towns as the designer, Marek as the engine designer and Loasby as the engineer.

Development went ahead at a terrific speed, and the DBS was announced in September 1967. The engine bay was very spacious around the four-litre, six-cylinder engine, though, since the V8 was far from ready for production.

John Surtees was loaned pre-production five-litre V8s for his Team Surtees Lola T70, which he drove with David Hobbs. The two-car exercise turned into a public humiliation at Le Mans as the V8 had insufficient wall stiffness and developed cracks around the main bearing and cylinder walls. Surtee's Lola Aston retired within the first hour with a failed crankshaft damper.

AML was already aware of the potential failings from early tests in a DB5, but still had the temerity to accuse Surtees of running non-approved Japanese spark plugs, which thought the short relationship to a stormy close.

Marek had to redesign the crankcase, making it far stiffer and taking the opportunity to increase the engine capacity to 5340cc (bore and stroke 100 x 85mm). On completion of the final version, Marek retired in 1968, and Towns resigned from AML to set up his own design consultancy.

He was responsible for styling the amazing razor-edge Lagonda, unveiled in 1976, and for the less well received Aston Martin Bulldog mid-engined, two-seater design in 1980.

The Aston Martin DBS V8 was launched at Earls Court in October 1968 and went into production early in '69. Taking a leaf out of Rolls-Royce's book. Aston Martin refused to reveal the power output, although with the original Bosch fuel injection system it was probably a little short of the 300 bhp mark.

A big switch to four big Weber carburettors in 1974 persuaded AML to mention the power for the first time, at 306bhp, and in 1977 the muscle-bound Vantage version was produced with 375bhp.

Performance was very adequate as the original DBS V8 had a genuine top speed of over 160mph, verified by both *Motor* and *Autocar* in tests in 1971, accelerated from standstill to 60mph in less than six seconds and to 100mph in 14s.

It's worth recalling that Porsche obtained comparable performance figures five years later from the 911 Turbo, and was acclaimed as making one of the world's greatest supercars! Aston Martin never received as much credit, nor did they enjoy such success with a car that was, admittedly, much more expensive.

The V8s offered considerable mid-range performance that was lacking in the six-cylinder models and, of course, made a lovely burbing noise that gave the cars great presence.

Sir David Brown sold the company in 1972, tired at last of losing money on every car sold, and the new owners (Company Developments Ltd) immediately dropped the 'DB', calling the car the Aston Martin V8.

It was the company's mainstay from 1973, when the last six-cylinder car was produced. Altogether some 2000 Aston Martin V8s were produced between 1969 and 1989 despite some alarming downturns in the company's fortunes.

The Aston Martin Virage, introduced in 1989, is powered by a new version of the original V8, and has Weber Marelli engine management. It has a four-valve per cylinder top end designed by Callaway Engineering in Connecticut, and develops 335bhp.

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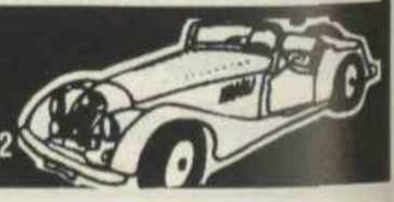
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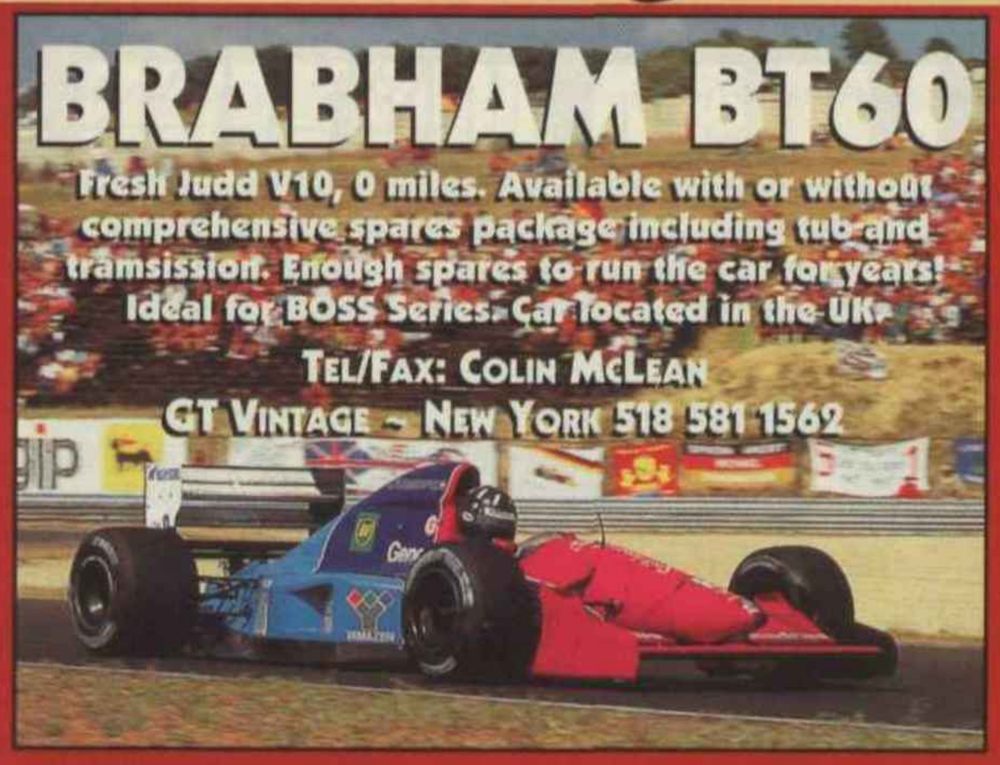
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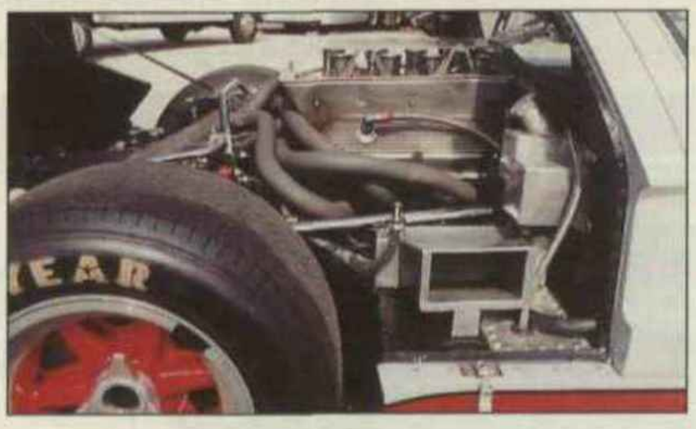
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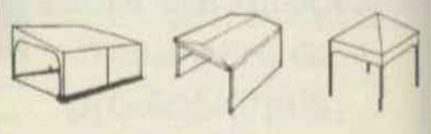
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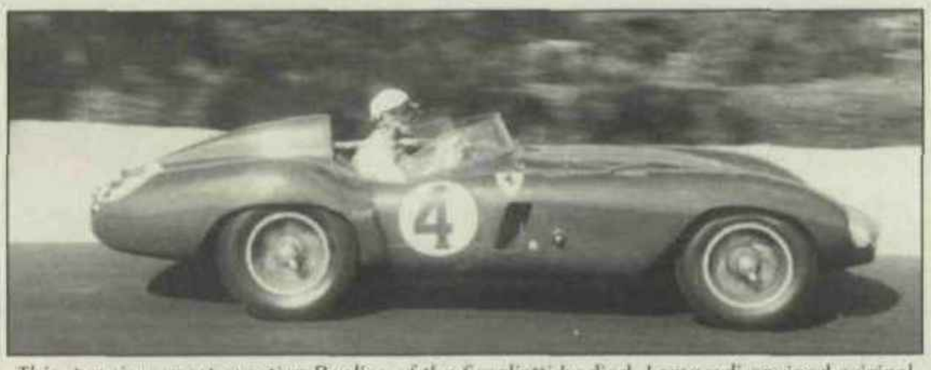
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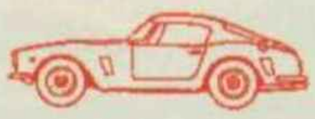


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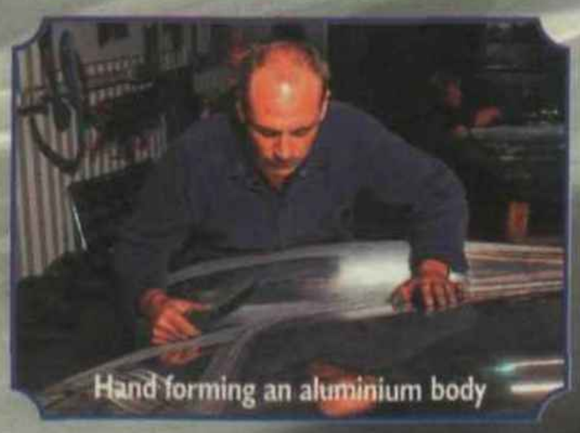

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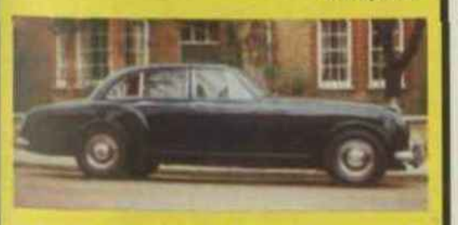
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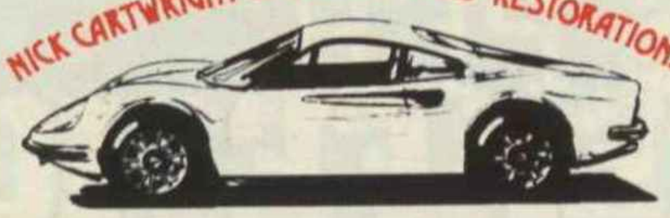
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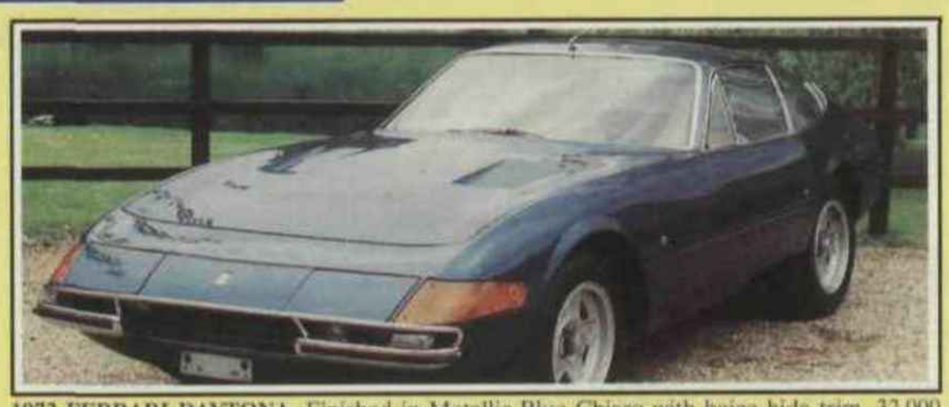
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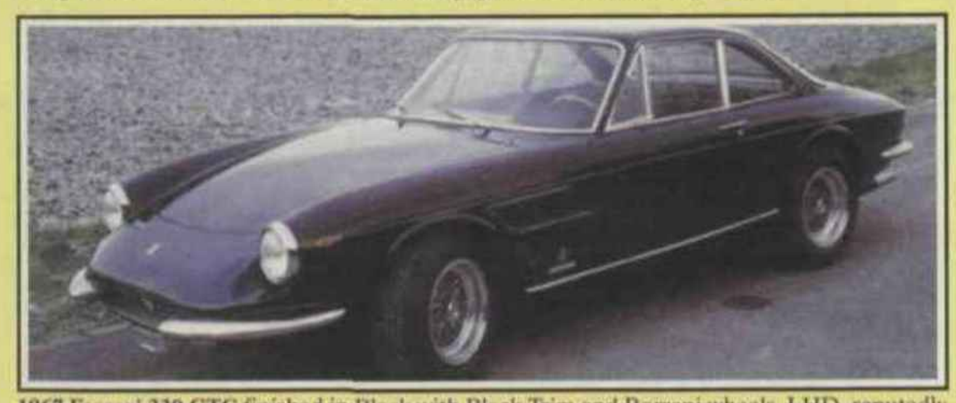
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1996 993 COUPE 4S ARENA RED 23000 miles

1996 993 COUPE BLUE 24000 miles

1996 993 CAB BLUE 11000 miles

1995 911 TURBO 4 RED 12000 miles

1995 993 COUPE SILVER 26000 miles

1995 993 CAB SILVER 26000 miles

1995 993 CAB BLACK 17000 miles

1994 928 GTS BLUE 34000 miles

1994 993 CAB BLUE 45000 miles

1992/3 911 C2 COUPE TARGA BLACK 60000 miles

1991/2 911 TURBO 2 RED 41000 miles

1990/1 911 C2 CAB RED 52000 miles

1989 911 SPORT COUPE SE MARINE 44000 miles

1988 911 SPORT TARGA SE BLACK 67000 miles

1988 911 TURBO TARGA BLUE 29000 miles

1987 911 TURBO BLUE 42000 miles

1986/7 911 SPORT TARGA BLUE 101000 miles

1986 911 CAB BLACK 65000 miles

1985 911 SPORT COUPE SILVER 53000 miles

ferrari

1997/8 355 F1 LHD RED 24,000 KM

1995 355 GTS RED 12,000 miles

1994 348 SPIDER LHD SILVER 5000 miles

1994 348 SPIDER RED 13000 miles

1993 348TS RED 12000 miles

1993 512 TR BLACK 5,000 miles

1990 MONDIAL CAB 3.4T RED 43000 miles

1988/9 412I BLUE 45000 miles

1986 328 GTS RED 13,000 miles

1988 TESTAROSSA RED 13,000 miles

1983 308 GTS QV RED 61,000 miles

1983 308 GTS QV RED 31,000 miles

1979 308 GTS CARB RED 45,000 miles

1976 308 GTB FIBREGLASS RED 35,000 miles

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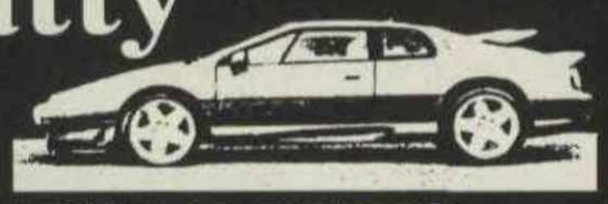
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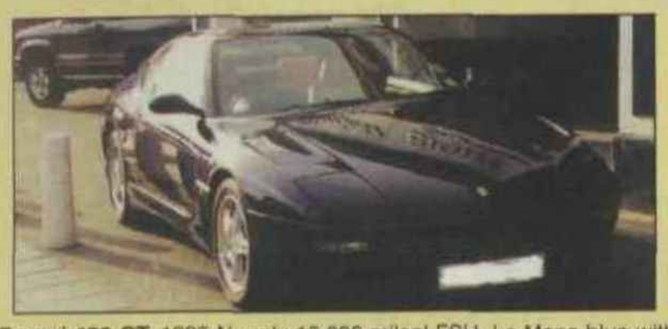
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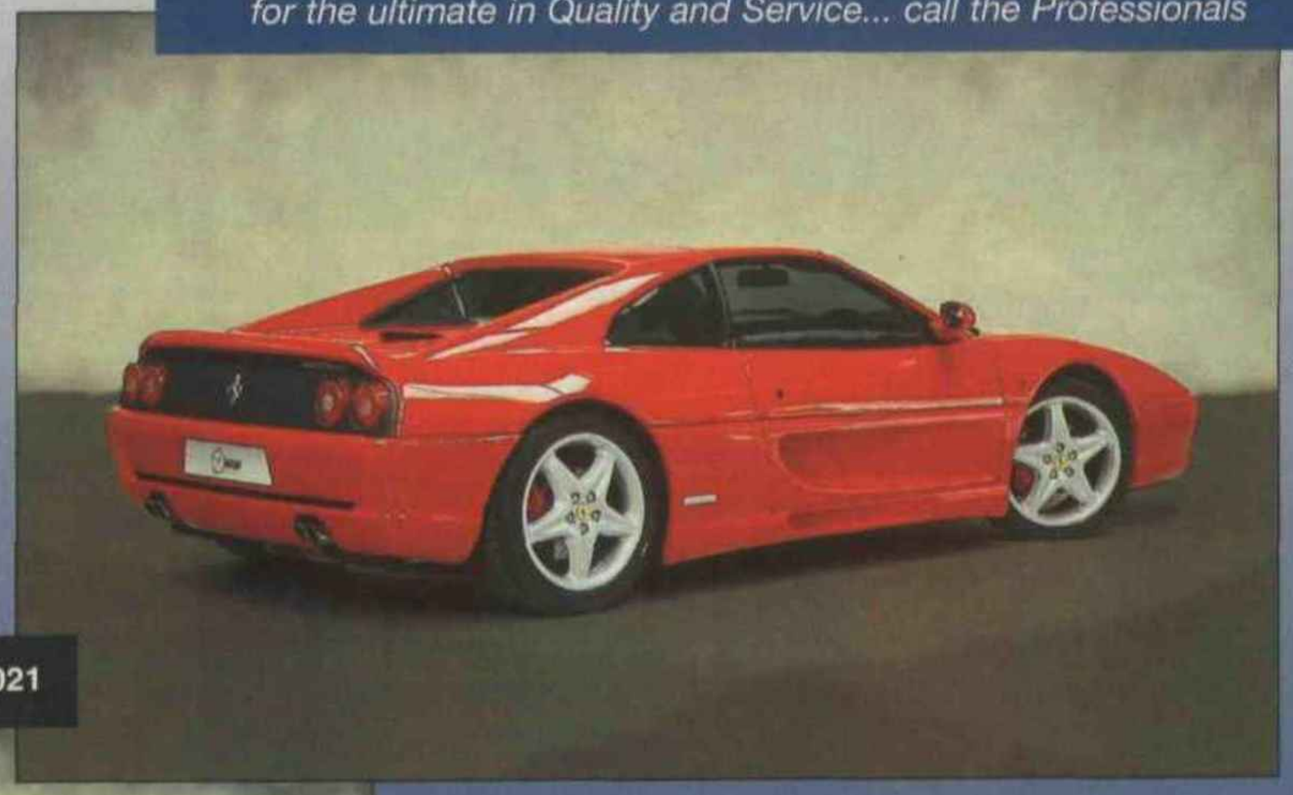
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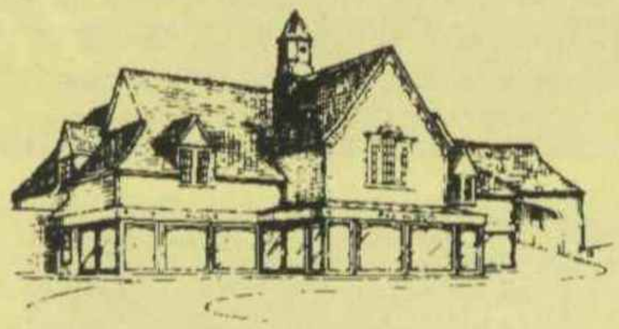
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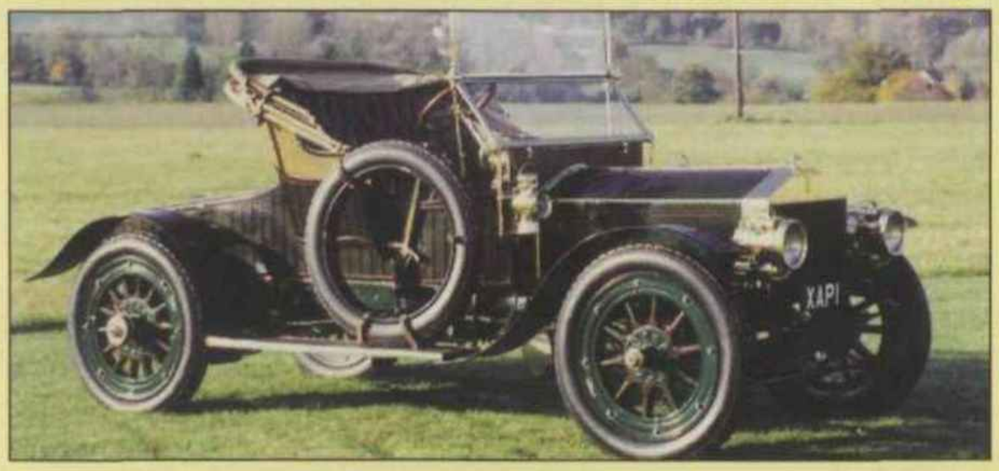
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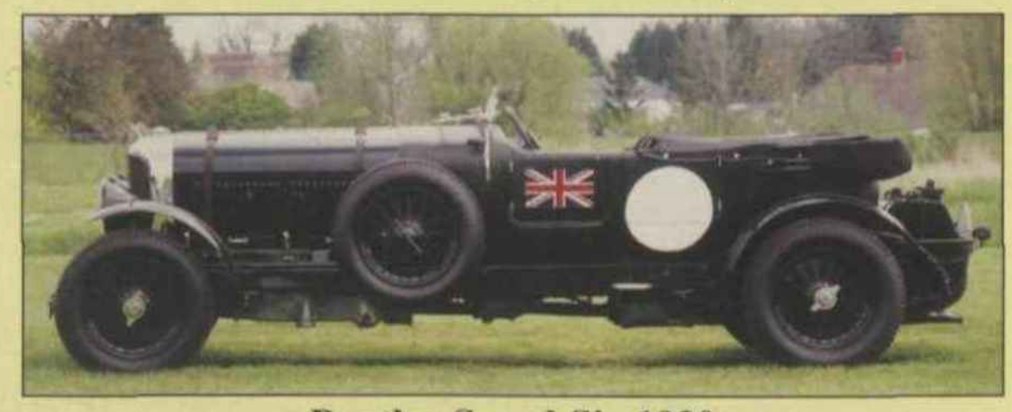
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Less than 12 months later, however, Feruccio caused a genuine storm in the motor industry with launch of the mid-engined Miura, the first true roadgoing supercar since the Gullwing Mercedes of the previous decade. With its transversely mounted 3,929cc V12 quad-cam, the new car was good for 170mph, some 10mph short of its maker's claimed top speed.

Over and above the car's stunningly beautiful styling and power-station performance, however, the Miura was the world's first production car to have black, rather than alloy or chromed, body trim, a facet of trend-setting design for which Lamborghini is to be loudly applauded.

With enlarged wheel arches, wider track, power-assisted steering, leather upholstery and reworked engine, the S version arrived in 1969 with a genuine 180mph on the cards and unrivalled road grip. The revised car was largely made in response to Enzo's 174mph Daytona and, of course, Lamborghini's whole existence revolved around his dissatisfaction with Maranello's former products.

Driving an S was never less than sobering - a little like riding on the back of rocket-propelled mermaid - but it was a huge pity that Lamborghini refused to build a racing version for Le Mans, where it would have surely been successful.

The SV version debuted in 1971, but the Miura show was all over by the following year to make way for the Countach. Although the Miura's engine was never enlarged, it could have easily been increased to a full 5-litre capacity and blown contemporary Ferrari's into the discarded crisp packets by the side of the road.

Total Miura production never got beyond 800; around a dozen survive in Britain in roadworthy condition. Those that remain are precious - the most coveted of all Lambos - and with good reason. Has anyone ever made a better alternative to a tractor?



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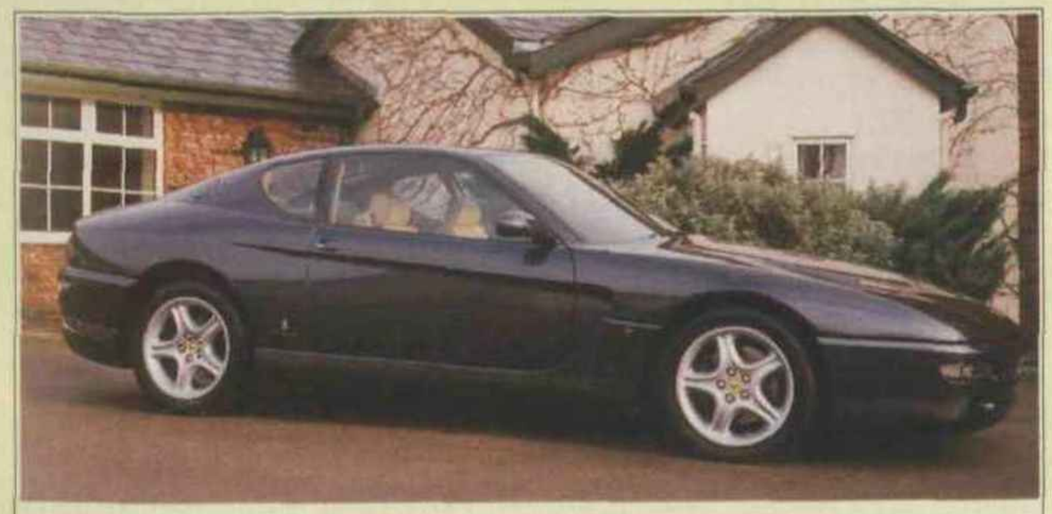
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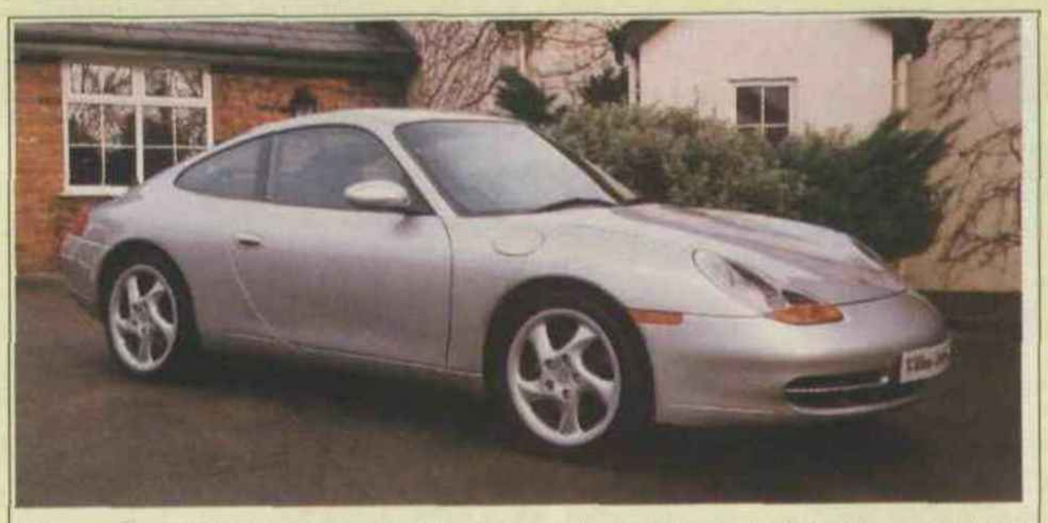
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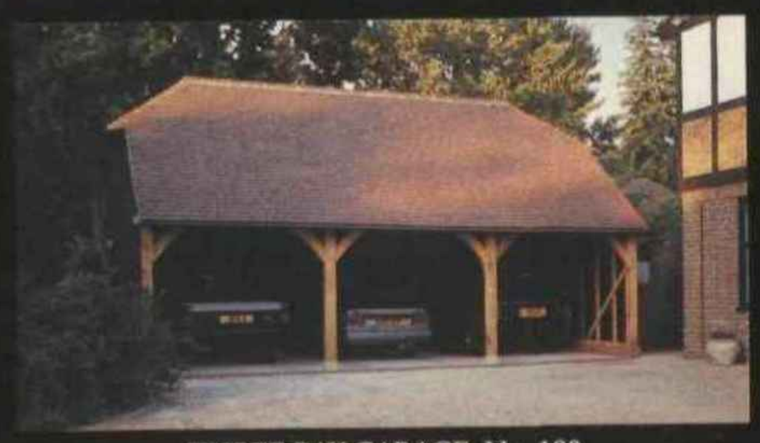
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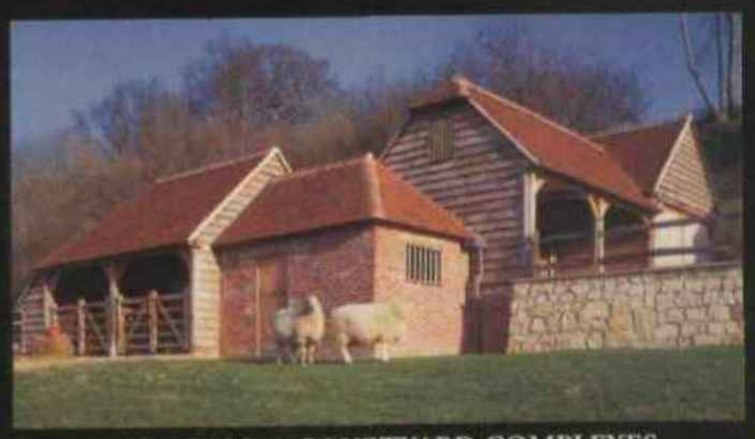
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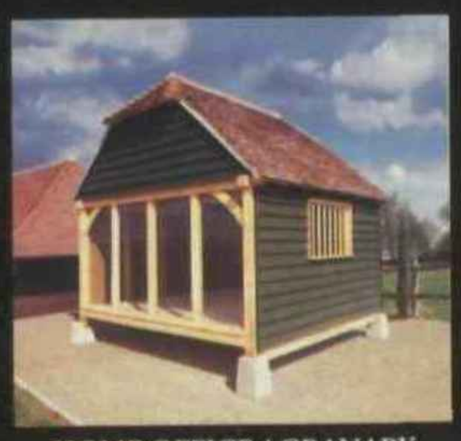
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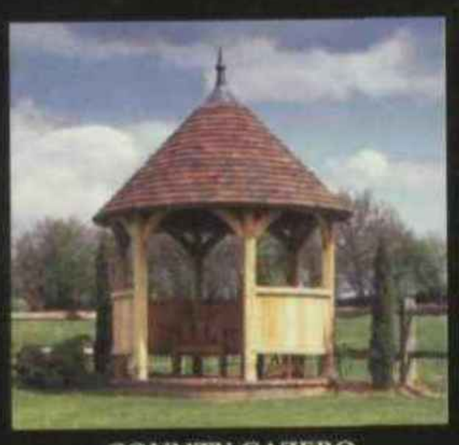
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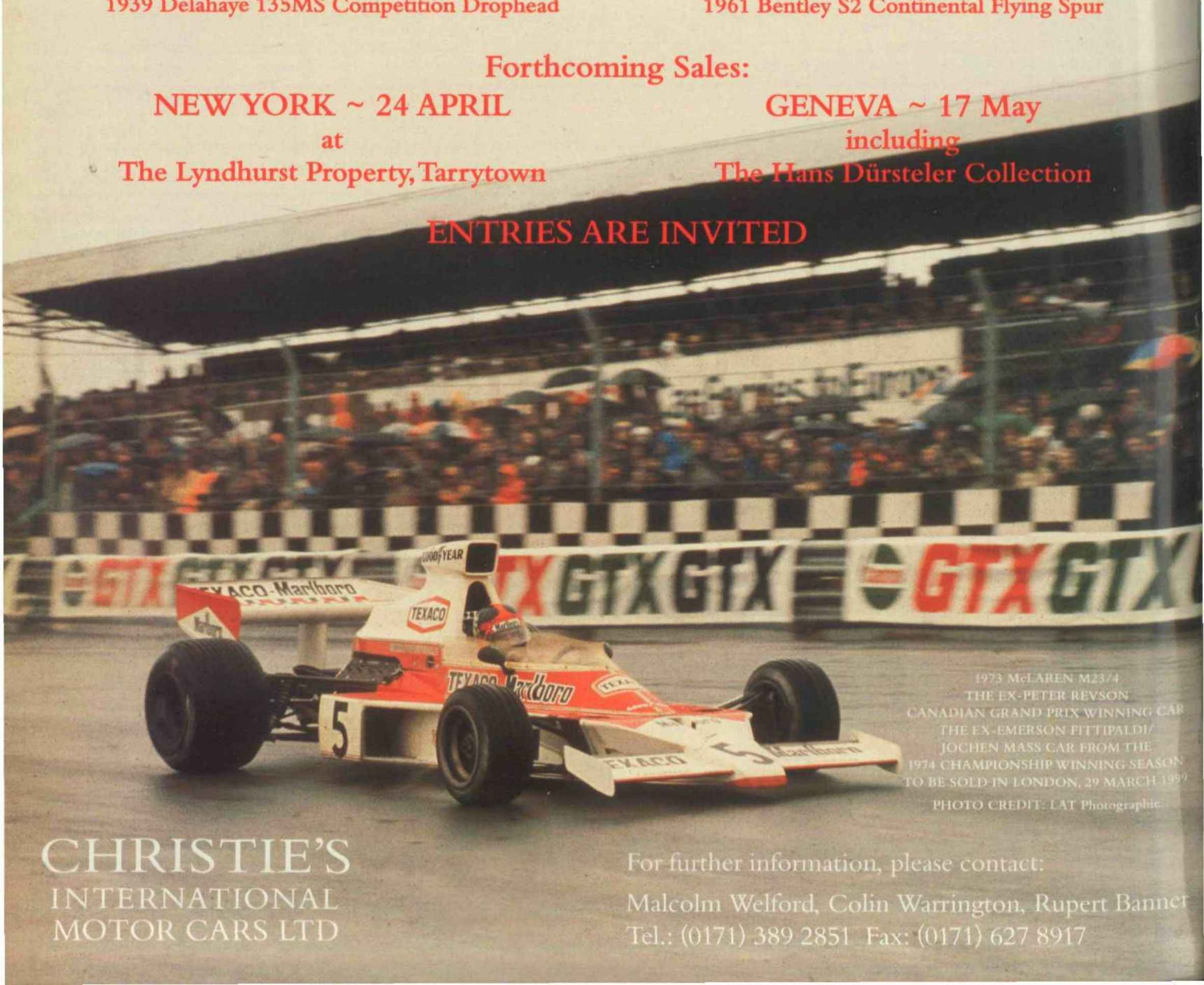
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