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# MotorSport

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We test a GP car from each decade – with Martin Brundle





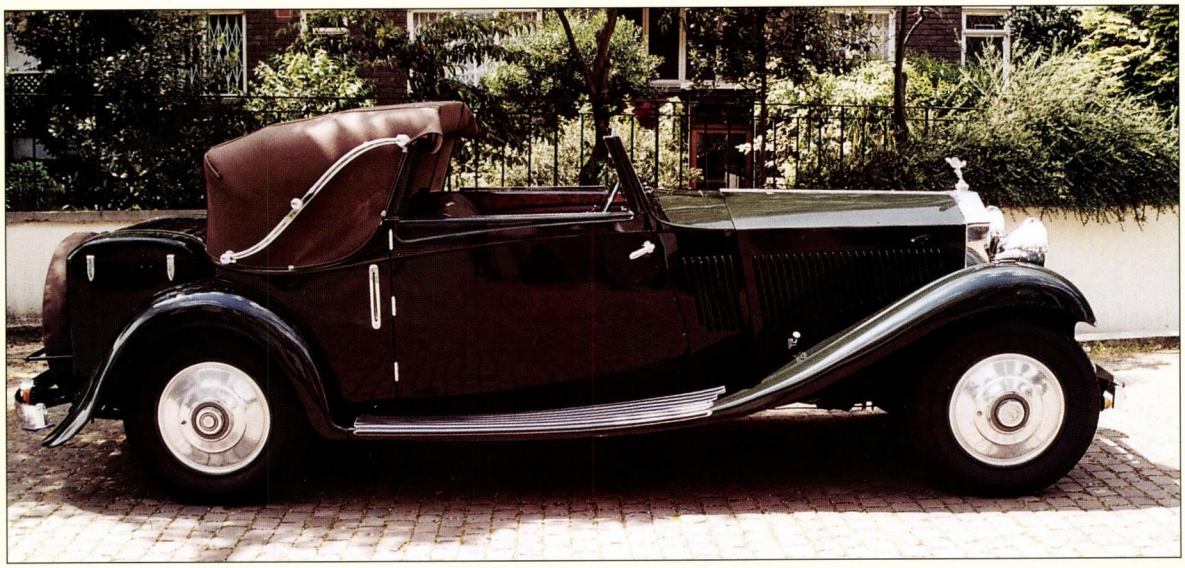
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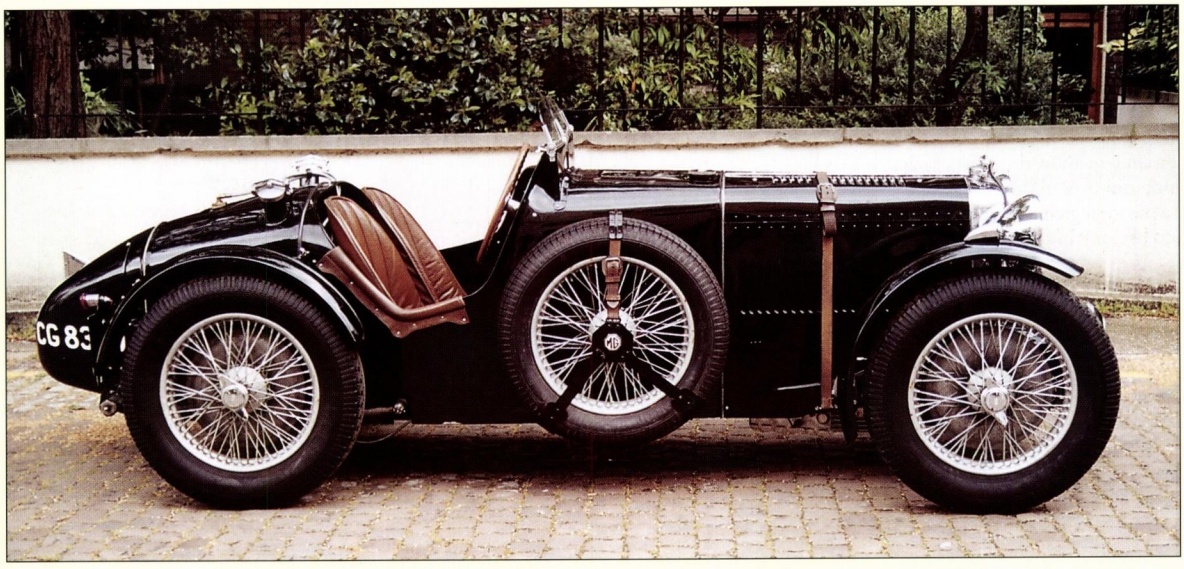
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**1934 Rolls-Royce 20/25 Drophead Coupe by J. Gurney Nutting. A perfectly proportioned three position drophead coupe from the most respected of pre-war British coachbuilders, this beautiful motorcar has spent much of its recent life as part of two large private collections both at home and on the continent. Sold via the central London dealers H.R. Owen, this elegant car was intended mainly for fast touring in the United Kingdom, a use it would seem ideally suited to, with its large trunk, sumptuous interior and effortless cruising capabilities.**




**1934 MG K Type Magnette. This magnificent and exciting sports racing car has been rebuilt in this form by K3 aficionado Peter Gregory. No expense was spared and the car is now to exact K3 specification. This dedicated reconstruction has been rewarded with two appearances in the popular and demanding Mille Miglia retrospective and as the feature of a detailed article in Classic & Sportscar. It counts among its previous owners non other than Victor Gauntlett, and has always been maintained in the most exceptional condition.**

1933 Alfa Romeo 6C 1750 Gran Sport Supercharged.
1932 Alfa Romeo 8C 2600 Corsa Spyder. Full FIA papers.
1953 Aston Martin DB3. One of 10, FIA papers.
1934 Bentley 3½ Litre Drophead Coupe by James Young.
1936 Bentley 4¼ Litre Tourer VdP. Malcolm Campbell-style Tourer.
1949 Bentley MkVI Sedanca Coupe by James Young, 1 of 6.
1955 Bentley R Type Continental Fastback by H.J. Mulliner.
1956 Bentley S1 Continental.
1969 BRM P139 Formula 1. Ex-works, John Surtees.
1960 Cooper T 51. Ex-John Surtees, Ex-Tasman Series.
1960 Ferrari 250 GT SWB Competitzione. Second alloy car built, impeccable history.
1964 Ferrari 275 GTB/2. Ex-Max Aitken. RHD.
1967 Ferrari 275 GTB/4. LHD, immaculate restoration.
1967 Ford GT40. Ex-Scuderia Filipinetti, Le Mans.
1961 Jaguar E-Type Series One Flat Floor Roadster.
1938 Jaguar SS100 3½ Litre.
1937 Lagonda LG45 Rapide.
1959 Lotus 15.
1955 Lotus Mark X. Ex-Cliff Davis Goodwood Car, FIA papers.
1969 McLaren M10B. FIA papers.
1959 Mercedes-Benz 300SL Roadster.
1936 Mercedes-Benz 500K Cab. B.
1926 Mercedes-Benz 630K Torpedo Tourer by Barker.
1955 Porsche 356 Speedster. Original 1600cc.
1923 Riley 11/40 2 Seater Sports 'Redwinger'.
1934 Rolls-Royce 20/25 DHC by J. Gurney Nutting.
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# editorial



Andrew Frankel
EDITOR

EVER SINCE I SAW FOR MYSELF IN 1998 the state of the old Grand Prix circuit at Reims, I have feared for the future of those few remaining monuments to France's rich racing heritage. Run-down, uncared for and crumbling fast, this national treasure is well on the way to becoming a ruin and, if the neglect continues, sooner or later it will be gone for good.

That's the bad news. The much worse news is that Rouen *has* now gone for good. In one act of incredible, idiotic and crass folly, someone has come and bulldozed both the grandstands and paddock area, flattening the only infrastructure of the circuit to have survived over the years since racing finally stopped there. I had heard rumours to this effect until quite recently but it was only when Lee White photographed the scene and kindly sent in the shots that I finally believed it.

This lament will mark me down as a sentimental twit among many people. The grandstands were not great architectural gems as they are at Reims and few who are unaware of what they represent will even notice, let alone feel sad at their passing.

Even so, it is perhaps worth remembering that this is where Brabham won its first GP and Porsche its one and only *Grande Epreuve*. In '57, Fangio created perhaps the greatest racing image of all, sliding his dented Maserati 250F down the hill, making a mockery of everyone and it was here too, that Jacky Ickx and Dan Gurney won their first F1 races. It also marks the spot where Jo Schlesser and many others died in pursuit of their sport. You will need to read Nigel Roebuck's column last month to know the awe in which one such as David Purley, bravest of them all, held this place.

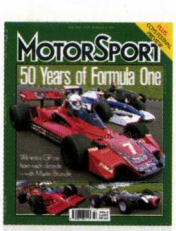
So forgive me for regretting its passing and regarding those responsible for it in terms to which I cannot refer here. These places are important and they do count, even today. The sole comfort is that the roads on which they raced remain, so we can still see why the greats who raced there accorded Rouen just as much respect as Spa or the Nürburgring. For now, at least.

◆ ◆ ◆

WE START A NEW SERIES THIS MONTH, CELEBRATING THE work of a few of our finest race car restorers. This industry is another example of a trade in which we lead the world but which never receives due credit. Cars from around the world arrive at these premises, often in boxes, only to leave again, at least as good as new.

We kick off this month at the offices of Crosthwaite & Gardiner. These are people to whom Audi turned, having decided it needed some nut and bolt accurate recreations of the pre-war Auto Unions. Bentley guru Stanley Mann is next.

I hope you enjoy the series.




*Cover: F1 cars from five decades on test at Silverstone, May 2nd, 2000*

Vol LXXVI No 7 JULY 2000

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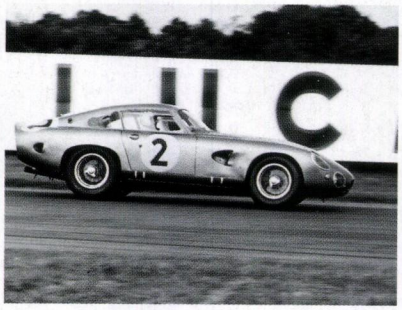
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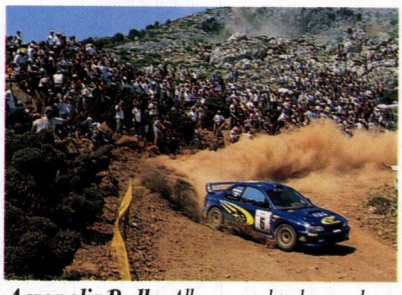
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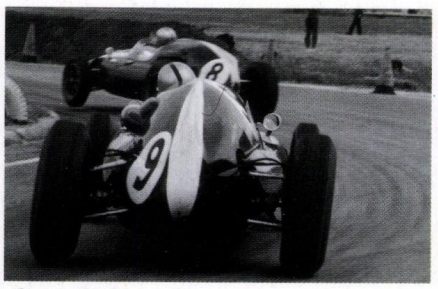
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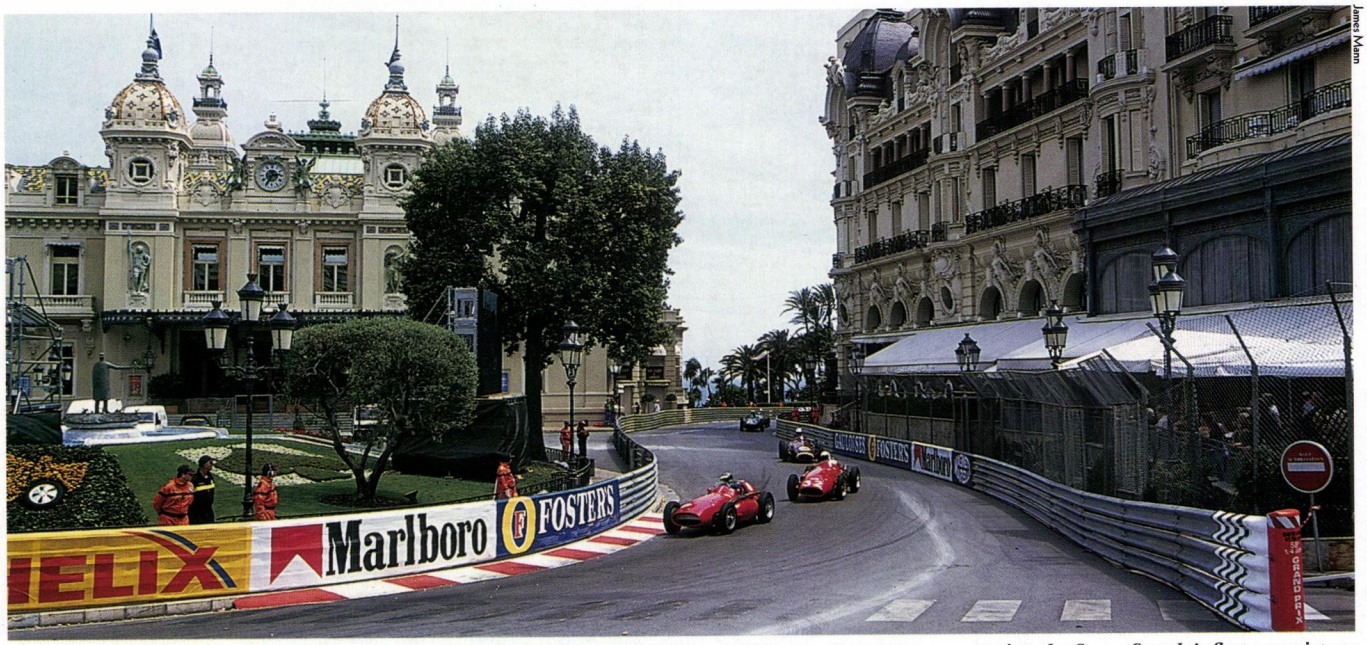
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# MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT




James Mann

***Martin Stretton heads Nigel Corner and the Pre-'61 GP field through the streets of Monaco. Stretton won, securing the Super Squalo's first ever victory***

## MONACO WELCOMES BACK HISTORIC RACERS

THE HIGHLIGHT OF THE SECOND GRAND PRIX HISTORIQUE DE MONACO WAS when Ferrari's 1955 Super Squalo finally came good, with Martin Stretton triumphing in the Pre-'61 GP car feature.

Stretton grabbed pole from Alain de Cadenet's Connaught and Nigel Corner in Fangio's 1957 race-winning Maserati. Stretton and Corner enjoyed a titanic struggle – the only real lead battle all weekend – until Corner's gearbox broke.

Said Stretton: "Nigel went past up the hill on the first lap, but left a gap going into Casino Square." After the Maserati failed, he was home and dry until Klaus Edel's 250F dropped oil all over the track at Ste Devote.

"I'd never seen so much oil," Stretton continued, "and with a car spinning ahead of me, and the Maser trailing fluid, I stood on everything to stop," said Stretton, who by this time had a 12 sec lead over Burkhard von Schenk's 250F.

He and Willie Green's recalcitrant Mercedes-Benz W196 slithered through, but behind cars went everywhere. With Gregor Fisken's third placed Cooper-Bristol among many to skate off, and Spencer Flack's fifth-placed version clouting the barrier, the race was stopped.

In the Pre-'59 sportscar race, Le Mans regular Claudia Hürtgen enjoyed a fine win over many of the historic racing greats on board Klaus Werner's Maserati 300S. She at first put a few well established noses out of joint when she planted the Maserati on pole and, at the flag, promptly raced away around the streets to claim a well deserved victory. Frank Sytner's race was temporarily interrupted when his Ferrari Testa Rossa clobbered a wayward Porsche but it did not stop him coming home in second place. Behind him came Flavien Marcaus in Aubrey Finburgh's Jaguar C-type, after Julian Bronson's HWM-Jaguar picked up a puncture.

The other surprise of the weekend came in the Formula Junior race when Denis Welch in a Merlyn Mk5 trumped triple FIA champion Tony Thompson's Lotus 27 for a brilliant maiden victory in the Principality. Welch outqualified the all-star Junior field by more than 4sec and disappeared at the start.

"I've waited a long time for a Junior win," said Welch, "so this is magic. I'd never classed myself as that good a driver, but to see Stirling Moss half out of his car, waving and cheering as I came in, was incredible."

Joaquin Folch's 27 was a distant third, Peter Arundell's Lotus 22 was fourth in Martin Walford's hands, and Robin Longdon brought Richard Attwood's '63-winning Lola Mk5A home sixth, behind Stephan Jocher's Brabham.

In the Pre-'66 F1 race, Duncan Dayton, like Stretton a winner at the inaugural event in 1997, matched the Briton's double, this time with the ex-Bob Anderson Brabham BT11. James King's ex-Dan Gurney BT7 was third, behind Paul Alexander's BRM P261, while Sir Stirling Moss delighted the 5000 spectators by finishing seventh in a Cooper.




James Mann

*Barrie Williams brought ERA from back of the grid to third*

Barrie Williams brought the green ERA R3A from the back of the grid to third in the Pre-'52 GP car race, only Irvine Laidlaw's Maserati 6CM and John Ure's winning ERA R9B remaining out of reach. Charles Dean chased runaway winner Julian Majzub's Bugatti T35B all the way in the Pre-'34 event.

All winners received their prizes from Prince Albert at a magnificent gala dinner afterwards. **MP**




Marcus Pye

*Six wheeling to victory, Martin Stretton's Tyrrell P34 was unchallenged after Duncan Dayton's Williams retired*

# TYRRELL REMAINS UNBEATEN AT MONZA

THE SIX-WHEELED TYRRELL STEAMROLLER CONTINUED AT Monza's on May 14, where Martin Stretton's victory completed a hat-trick for the ex-Ronnie Peterson P34-6 in the FIA Thoroughbred Grand Prix Car championship.

Having won last year's Kyalami finale, and April's series-opener at Brands Hatch, Stretton did not anticipate such an easy time in Italy. Thus it proved in qualifying, where, armed with the ex- Jones/Reutemann/Rosberg Williams FW07C-15, Duncan Dayton claimed pole.

Alas, the showdown lasted only until the first chicane where the pair arrived side-by-side at the head of the 25-car pack. Neither would concede and, following a brush of tyres, Dayton's machine flicked left into the barrier. As he climbed out, the race was effectively over.

Steve Hitchins and Joaquin Folch were the bridesmaids in their matching JPS Lotus 91s, but they had to work hard to shake off Richard Eyre (Williams FW08-03). American Aaron Hsu (FW07B-07) and Ralph Moog (Tyrrell 009-7) completed the top six.

Next stop is Most, in the Czech Republic, where double FIA Historic sportscar champ Folch – who has yet to win a TGP round – may wheel out the ex-Rosberg 1982 Swiss GP-winning Williams FW08-05 in which Bob Berridge mopped up the 1998 and '99 titles. **MP**

## STEWART GETS SEGRAVE AWARD

***Jackie Stewart has become the first person to receive the Segrave Trophy. Promoted by Aston Martin, the award is for an outstanding demonstration of the possibilites of transport. Aston Chairman Bob Dover commended his creation of the Stewart Grand Prix team, among a lifetime's racing achievement. Stewart responded: "Driving is easy – it's being a constructor which is the hard job." Stewart first won the Segrave Trophy in 1973, the year he took his third and final Drivers title.*** **GC**






Marcus Pye

*Kumshick and Dayton swapped lead some 20 times in first Monza race*

# BLOWOUT LOSES PERCY GP C SPA RACE

IF A BLOWOUT AT 185MPH BROUGHT memories of his Le Mans '87 crash flashing back, Win Percy did not show it. He calmly controlled his Don Law Racing Jaguar XJR-11 and stopped. Having blitzed rivals in the Group C Racing series opener at Spa on 20 May, he had to watch Otto Altenbach cruise to victory in his Porsche 962.

At the start the German led the Jaguar, with Nick Adams' Chamberlain Spice-DFR leading the Porsches of Siggi Brunn and Ian Donaldson.

Two laps later Percy unleashed the V6 Jag's 700bhp to grab the lead, streaking away to a 15sec gap. "I'd eased off," said Percy, "when the car squirmed at Raidillon. That was the only warning I had."

Adams' scrap with Brunn was lost when the DFR made a strange noise, while Donaldson's 962 was hobbled by a misfire. Thus Philip Brunn (JDavid 962) and Gary Pearson (C2 Swiftair Ecosse-DFL) claimed the minor placings. **MP**

# DAYTON AND KUMSHICK WIN F2 RACES

HISTORIC RACING DOES NOT COME more frenetic than in the European F2 Club Trophy series which kicked off at Monza on 13-14 May.

Duncan Dayton won a mighty scrap with Fredy Kumshick's Lotus 69. "I've been trying for five years to win one," said the Brabham BT35 driver. "What a place to do it!"

Dayton's car broke in race two, thus Kumshick had an easier time.

Kumshick was out of luck when the circus reconvened at Silverstone two weeks later, however. He led both races, but when head gasket failure and a water leak respectively forced him out, Peter Stobinski jinked out of his slipstream for a double win in his ex-Carlos Pace March 712.

Briton John Pearson was second on aggregate in his March, while James Denty had to put in two blinding recovery drives after spins to claim the honours in the carburettored-engine class in his ex-Gordon Smiley Merlyn Mk21. **MP**




John Brooks



LAT

*Goodwood brings a second chance to see newcomer Jenson Button perform at home, as well as Emmo in Lotus 72*

# BUTTON TO DRIVE WILLIAMS AT GOODWOOD

BRITAIN'S NEWEST GRAND PRIX STAR JENSON BUTTON TAKES his second opportunity of the year to compete in front of his home fans at Goodwood's Festival of Speed on 23-25 June. The 20-year-old, who became the youngest driver ever to score a World Championship point in March's Brazilian GP, will drive the BMW Williams FW22 on the 1.16-mile hillclimb course. Opposition includes Johnny Herbert in a Jaguar R1, plus McLaren and Jordan cars.

Emerson Fittipaldi who, at 25, became the youngest World Champion in 1972, returns to the meeting to drive a JPS Lotus 72 for the first time since his triumph. The Brazilian, who also won the 1989 CART Indycar title, made a lot of new fans when he drove Penske Mercedes at the 1997 and '99 Festivals.



Contrasting with the first of the black and gold F1 Lotuses will be the last, Ayrton Senna's Renault turbo-powered 98T of 1986. Classic Team Lotus is also bringing one of Mario Andretti's 1978 World Championship-winning 79s, to be driven by ex-Lotus racer and 1988 Le Mans winner Johnny Dumfries. **MP**

## WATSON STARS

***Northern Ireland's most successful F1 driver, John Watson, is to join a galaxy of stars in the Belfast City Motorsport Festival at Stormont Castle on Bank Holiday Monday, August 28. The five-time Grand Prix winner will drive two Jordan cars, an original 191 (shown below) and last season's 199.***

***Organiser Alan Tyndall plans to reunite no fewer than seven Irish GP racers with their cars. Sir Stirling Moss – whose international career started in the North when he won the 1950 TT in a Jaguar XK120 – will be back, as will motorcycle legend Joey Dunlop. MP***



LAT

## ROLLS-ROYCE HAS NEW HOME

***BMW has announced it will build a new Rolls-Royce car factory at Goodwood, creating 350 new jobs. The German firm takes over the prestigious British name from Volkswagen in 2003, coinciding with its launch of an all-new Rolls-Royce model. It is expected that the Sussex factory will aim for an annual production of 1000 cars.***

***BMW's Karl-Heinz Kalbfell, said: "The Chichester region offers us everything we need for our project. After carefully analysing all the details, we have chosen Goodwood as the most suitable location."***

***Workers at Rolls-Royce's current factory in Crewe should not be affected, for it is owned by Volkswagen which retains the Bentley name. VW apparently has plans to increase production there, over the next five years, to 9000 Bentleys annually.*** **DM**

# VETERANS SHINE IN FIRST SALOON CHALLENGE

FORMER GRAND PRIX DRIVER AND RETIRED TEAM BOSS Jackie Oliver returned to his racing roots when he drove Jim Utting's Ford Mustang to third place in the first Top Hat Endurance Challenge event at Silverstone on May 27.

Oliver, 57, who won the 1969 Le Mans 24 Hours in JW Automotive's Ford GT40 and the 1974 Can-Am title for Shadow, raced a Mustang in the early '60s before turning to single-seaters. "I'd forgotten how badly these things handled," said Jackie, who will also contest future rounds.

The one-hour pre-'65 saloon car race attracted a star-studded entry, and many of the veterans played key roles, like Gerry Marshall, who led in Miles Townshend's Mustang until its crank broke. He was taxied back from Becketts corner afterwards by his old pal Tony Lanfranchi who, with brother Peter, won the Lotus Cortina class.

Warwick Banks, the 1964 European Touring Car champion, co-drove Nick Swift's Mini Cooper S, Modsports ace Gabriel Konig returned with an Austin A40 and Jeff Uren piloted a sister Ford Zephyr to his 1959 British Saloon championship winner.

Jaguar MkIIs, driven by John Young/Alec Hammond and Graeme Dodd, finished first and second in a superb race, while the Mini Cooper S of Norman Grimshaw and Paul Ingram chased the Oliver Mustang home in fourth.

The series continues at Brands Hatch on 1-2 July and concludes at Spa on 9-10 September. **MP**



Marcus Pye

## LATE DEBUT FOR F2 LOTUS

The unique wingless Lotus 58 Formula 2 car, tested in 1968, finally makes its competition debut in July, following restoration by Classic Team Lotus, inspired by marque nuts Malcolm Ricketts and Don Hands, who will drive it in HSCC events.

Designed by Martin Wade, it features de Dion axles all round, said to maximise tyre grip through precise camber control. Graham Hill tested it once at Hethel, but the advent of wings halted the project. Re-engineered to take a Tasman-spec 2.5-litre Cosworth DFW engine, it reappeared as the type 57. That, too, was discarded after brief trials. Lotus mechanic Bob Dance preserved the monocoque in the '70s, and colleague Eddie Dennis led the rebuild team. **MP**

# Oldtimer Grand Prix, Germany

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Already entered:
*The Ex-Carlos Reutemann,*
*US Grand Prix (West)-winning 1978 3-litre*
*FERRARI 312T3 FORMULA 1 RACING SINGLE SEATER*

Once again this summer the picturesque Eifel mountains will reverberate to the sound of historic machinery as Europe's premier classic race meeting – the Oldtimer Grand Prix – takes place at the Nürburgring in Germany.

Highlight of this exciting weekend will be the BROOKS EUROPE Sale of Important Historic Motor Cars and Automobilia, which every year to date has seen record prices achieved – ranging from models as diverse as Gerhard Berger's Ferrari F187/88C through Stirling Moss' Vanwall 'VW10', to the Duke of Aosta's Lancia Flaminia Zagato and an ex-Autodelta Alfa Romeo TZ2.

For further information on this important sale or to discuss entering your car, please contact Simon Kidston or Max Girardo on +41 22 300 3160.

For information regarding Automobilia in this sale please contact Peter Card or Jonathan Vickers on tel +44 (0) 20 7228 8000 or fax +44 (0) 20 7585 0830.




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# EVENTS OF NOTE



*The Coys Festival at Silverstone on 21-23 July is a must-see.*

## JUNE

23-25 GOODWOOD
Four current F1 teams and stars of yesteryear at the Festival of Speed. Book now and save money! ☎01243 755000

24-25 MONTLHERY (F)
Pre-'52 GP cars on the speed-bowl, with HGPCA members up for the GP de l'Age d'Or. ☎00 33 2 32 39 92 15

24 SILVERSTONE
Group C revival joins vintage and classic racers for AMOC's homage to St John Horsfall. ☎01353 777353

30-2 MOSPORT PARK (CDN)
Canada's Vintage Racing Festival on the old Grand Prix circuit. ☎001 905 524 3915

## JULY

1-2 MAGNY-COURS (F)
French Grand Prix, FIA F1 World Championship, round 9. ☎0041 2 2544 4400

1-2 BARCELONA (E)
FIA Thoroughbred GP series reaches half-way stage on the Spanish GP track in Montmélo. ☎01451 810855

1-2 BRANDS HATCH
Second Top Hat Challenge adds flavour to busy HSCC meeting, on the Indy circuit. ☎01327 585400

2 BROOKLANDS
33rd reunion of the Brooklands Society, with Aston Martin and Veteran Car focus. Action on test hill. ☎01206 213683

9 BRANDS HATCH
Aston Martin event with Grp C prototypes, DB4s, and Anglo-American Challenge. ☎01353 777353

13-16 NEW ZEALAND (NZ)
World Rally Championship, ☎0041 2 2544 4400

14-16 A-1 RING (A)
Austrian GP set in beautiful Styrian hills. FIA F1 World Championship, round 10. ☎0041 2 2544 4400

15 GOODWOOD
Aston Martin Owners Club returns to the scene of the marque's World Championship-winning TT success of 1959. ☎01353 777353

13-16 VIRGINIA (USA)
Newly re-opened Virginia International Raceway hosts HSR historic racers. ☎001 888 477 5999

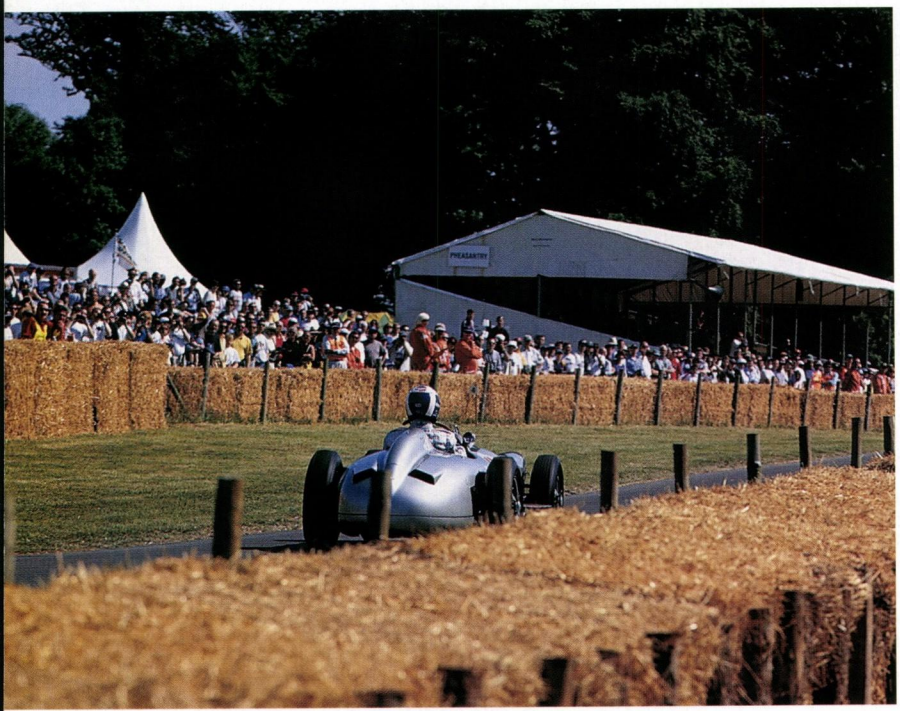
16 MALLORY PARK
The VSCC's spectacular annual tribute to local hero from the '50s as guests. ☎01474 872331

23 THRUXTON
Acemai 2-litre Formula 2 series debuts here, evoking memories of '70s championship days. Aston Martins, too. ☎01264 772607

23 SNETTERTON
Norfolk's edition of the BARC Classic event theme brings wall-to-wall sports, saloon and open-wheeler racing. ☎01264 772607




*Star cars and drivers from 500cc Formula 3 at Brands in July.*



*Lord March's front drive at Goodwood, Sussex will be the focus of attention on 23-25 June.*

'Mr Bob' Gerard, includes Formula Junior race. ☎01608 644777

21-23 SILVERSTONE
The BRDC celebrates 50 Years of Formula One at the ever more impressive Coys International Historic Festival. Also plenty of sportscar and GT action, and all cars from 1930s to '70s raced hard! Rare chance to see Nigel Mansell at the wheel of an F1 car, too. (See preview, p40). ☎01327 857271

21-23 ROAD AMERICA (USA)
Brian Redman's International Challenge, the USA's biggest and best 'vintage' racing event, at Elkhart Lake, Wisconsin. ☎001 616 949 8281

22-23 BRANDS HATCH
Remarkable 500cc Formula 3 cars return to their spiritual home, albeit lapping the 'wrong' way, with star drivers

28-30 HOCKENHEIM (D)
German GP, FIA F1 World Championship, round 11. ☎0041 2 2544 4400

## AUGUST

4-6 NURBURGRING
The return of some top championships has put the 28th AvD Oldtimer Grand Prix back on track this year. Friday's Enduro is on the fearsome Nordschleife! ☎0049 2691 3020

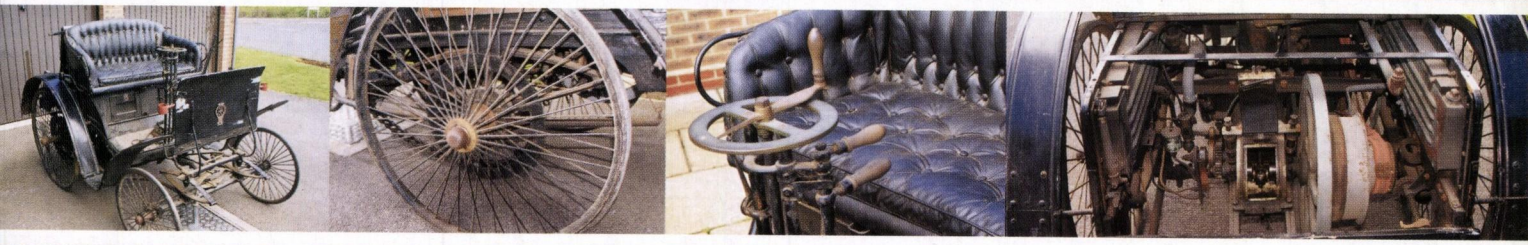
5 CASTLE COMBE
The HSCC's RJB Thundersports, Historic FF1600 and Classic Racing Cars join the circuit's 50th anniversary celebrations. ☎01249 782417

5-6 SNETTERTON
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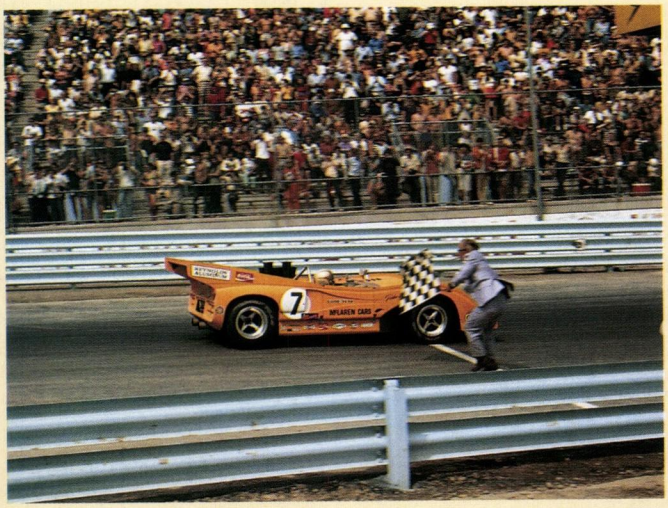
# AMERICAN COMMENT

"See my agent" is fast becoming the catchphrase in the motoring world as driver after driver is taking a long, hard look at exploiting his goods and services in the best Madison Avenue tradition. And one of the companies that is taking advantage of the increasingly great marketing potential surrounding today's racing drivers is the Mark McCormack group of corporations in general and its affiliate, Motor Marketing International, in particular. H Kent 'Bud' Stanner is one of McCormack's chief executives, and he has become a familiar figure on the circuits of North America with regular bi-weekly appearances in the wake of World Champion Jackie Stewart.

There are many who either fail to appreciate or entirely denigrate the current trend toward personal exploitation, but what they fail to (or won't) understand is that the career of this generation's front-line drivers is precarious indeed. And few have either the know-how or the inclination to promote themselves into a solid retirement situation when their competitive days are over. Under the McCormack scheme of things, a total management package is offered the individual, including financial planning, merchandising, licensing, marketing, publicity, and overall career planning. In our discussions with Stanner, the direct fee issue was side-stepped, but it evidently connected with and related to a person's performance tied in to a forceful promotion programme aimed at putting the man's identity before the public where it will do the most good, while, at the same time, naturally, increasing the take of McCormack's varied enterprises.

Among the drivers who have signed on with the worldwide organisation, of which Stanner is a Vice President, are Stewart, Mark Donohue, Graham Hill, Jo Siffert and, more recently, Peter Revson. MMI is also involved with the United States Auto Club in radio and TV promotion along with some areas of merchandising. Personalities in other sporting areas who have tied themselves into the far-flung McCormack empire are the skiier, Jean-Claude Killy, and the Australian tennis ace, Rod Laver. And a concerted effort is currently being made to put some added international prestige into the Grand Prix of Monaco. What that will entail heaven only knows!

Though there are many former driving stars who are reasonably content with their present lot, much more could have been done had their activities been properly and professionally directed when their star was at its zenith. One of the still active competitors who could have done with such a promotional arrangement is the 1968 Indianapolis 500 winner, Bobby Unser. Probably no one in the 50-year history of the fabled Brickyard has made less out of his 500-mile win, and one only has to recall how the pride of Pike's Peak seemed to fade into oblivion almost immediately to appreciate what might have been.



*Peter Revson's McLaren wins at the Glen on his way to the 1971 Can-Am title*

It is an easy matter today for people to get their backs up when the 'hard-sell' approach is used – no matter in what area. But we tend to forget that our day-to-day businessman is forever involved in self promotion. It therefore seems unfair to put down a race driver for wanting to advance himself through the only means he has available – his present and highly transitory success.

* * *

Almost as soon as it began, the highly-touted programme of televising the remaining Can-Am races has collapsed. The elimination of the bi-weekly telecasts can be directly attributed to the withdrawal of several class A sponsors and, though no one has named names, it is understood that Datsun wasn't too enamoured of the project after viewing the first offerings.

The reaction of the public to the Watkins Glen and Mid-Ohio races can best be described as mixed, though we did get an opportunity to view the latter and were not overly impressed. Part of our adverse reaction can, of course, be laid down to intimate involvement with the sport – somewhat like the case of a professional stage manager viewing a secondary school production of *Hamlet*. But no one could miss certain obvious deficiencies. Much better liaison should have been created between the various commentators – all of whom should have been professionals. After reading the early season manifesto of Arutunoff Enterprises, the prime contractor for the enormous undertaking, it came as somewhat of a shock to see announcers cutting each other off, overlapping commentaries and, worse still – contrary to what had been promised – the constant sight of Revson and the works McLaren lap after lap at Mid-Ohio.

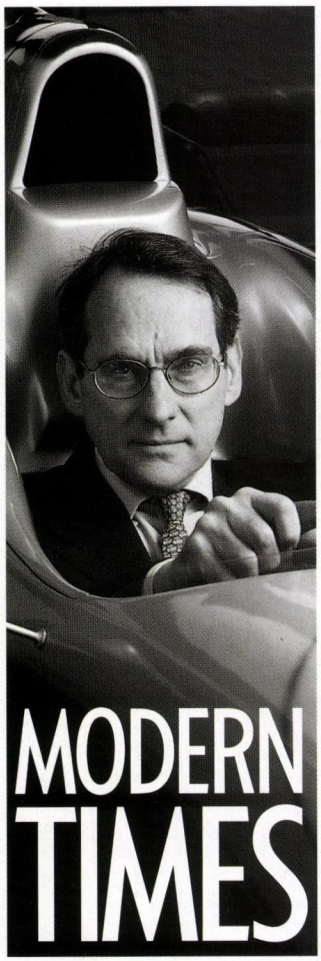
We have always felt that the secret of a successful road-racing telecast was a knowledgeable producer – one who could select the various monitors with precision to give the viewers back home a complete picture of the goings-on. Admittedly, two events may not offer sufficient opportunity to pass a full and final judgement, but no one could avoid the feeling that more than one member of the production had not done his homework. If the Sports Car Club of America, in contracting with the Arutunoff group, were only concerned with bargain basement rates than they got what they paid for. So much needs to be done to get the Can-Am message across a 3000 mile-wide continent. We know that the deal was completed with a minimum of delay, but it should have been masterminded by professionals.

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# MODERN TIMES

IN THE MONTH SINCE OUR LAST MEETING on these pages, we've had two totally contrasting Grands Prix. You might say there was one modern one, and one old-fashioned one. Michael Schumacher predictably won the former: David Coulthard took a heart-warming, if lucky, victory in the latter.

Anyone who has ever watched cars being driven in anger around the indomitable old 14-mile Nürburgring will find a Grand Prix at the new one depressingly modern: an artificial track, with obligatory chicane and wide run-off areas, and a large, convenient and featureless paddock with transporters and motorhomes lined up in exactly the same order and to the same spacing as almost everywhere else on the F1 calendar. You have to remind yourself – apart from the climatic evidence – whether you're in Barcelona, or Budapest, or even Sepang.

This year the climatic evidence at the Nürburgring certainly made it clear you weren't in Sepang. It was ferociously cold all weekend, and during the race, after a dry start, it rained. Perfect Schumacher weather, in fact, and – whatever Ron Dennis may have tried to say to the contrary – once Michael disposed of the brilliantly-starting Hakkinen on lap ten, no-one else ever looked like winning the race.

It was a stand-alone performance, and it put me in mind of another occasion when the Eifel weather was as bad, or worse. In August 1968 Jackie Stewart, helped by the latest Dunlop rain tyres, scored one of the finest wins of his life on the proper Nürburgring. On a waterlogged, fog-bound track his margin at the flag over second man Graham Hill was *over four minutes.*

I reckon if the 2000 European GP had been on the old 'Ring – wouldn't that have been something! – Michael would have won by a still larger margin. As it was, cheered by his adoring Ferrari-capped German fans, he was very much a man at home.

Monaco was, in every way, a contrast. But then, Monaco always is. On occasion we've had dreadful weather there, too, but this year it was stiflingly hot – the track temperature before the start was 41deg C. Of course, Monaco is one place that hasn't changed a whole lot since William Grover-Williams won the first Grand Prix there 71 years ago. In fact, with Spa (radically changed and shortened, but a still real drivers' circuit) and Monza (slowed by three dreary chicanes, but still redolent with atmosphere and history), it is one of three GP circuits that were in use in the '20s – remarkable when you think how much the demands of F1 have changed.

And therein lies Monaco's problem. We all know how difficult overtaking is on every circuit on the F1 calendar, but at Monaco it really is impossible. Almost the only significant overtaking manoeuvre I saw all afternoon was Hakkinen neatly slotting past Frentzen on Lap One going down to what we must now call Grand Hotel Hairpin, but which I still find myself calling *Virage de la Gare.* Only trouble was, the race was red-flagged, and when it was restarted Heinz-Harald, forewarned and forearmed, made sure he kept the door shut. The reigning Champion ate the Jordan's dust until he had a long pitstop, after which he caught up Mika Salo and couldn't persuade his McLaren past his countryman's Sauber.

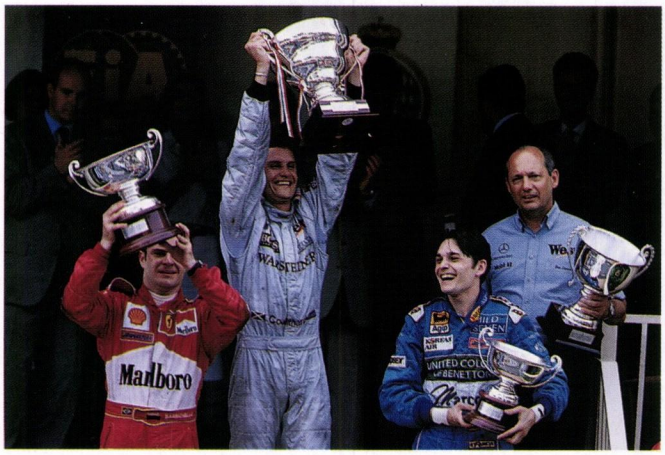
By the same token, compare the lap times set by Coulthard when he was stuck behind Trulli with his laps after Jarno had retired. As soon as the Jordan was gone, David started to match or even beat Schumacher's times, although the Ferrari was more than half a minute up the road.

So, is it still appropriate to run a GP on such an anachronistically narrow track? Or is it time to bring down the curtain on the Monaco Grand Prix? Certainly, if you proposed today that the steep, narrow streets of a busy seaside resort would be a good place to run a new Grand Prix, you'd be regarded as certifiable.

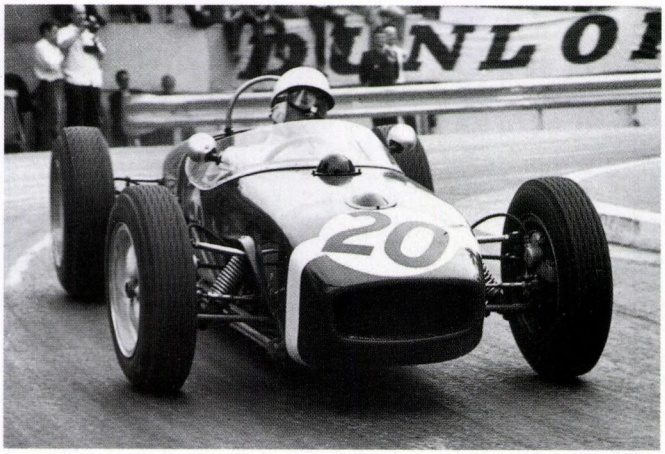
The answer is that F1 wants the race to continue, for the usual overwhelming commercial reasons. It's all to do with the sponsors' hunger to rub shoulders with what they perceive to be the beautiful people, and be seen on a large white yacht. Monaco helps keep the moneyed wheels of F1 turning, and for that reason alone the race



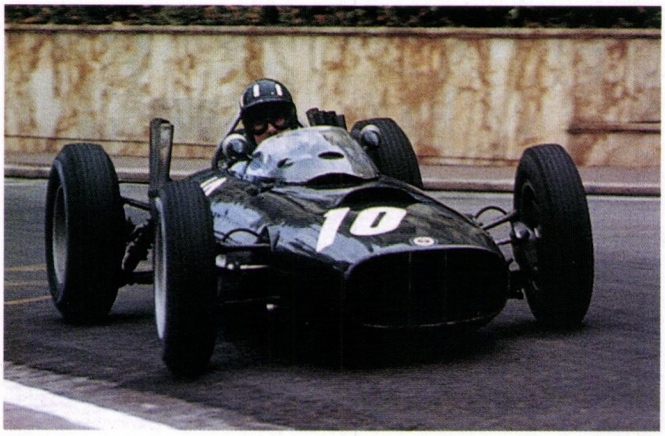
***Behind Schumacher M. and Trulli, Coulthard leads the early pursuit into treacherous Ste Devote***




*Monaco delight from Coulthard, with Barrichello, Fisichella and Dennis*




*Sir Stirling Moss regards his 1961 Monaco drive as his greatest F1 victory*




*Graham Hill nearly won in 1962, too, but his BRM failed after 92 laps*

seems guaranteed to survive.

But, cynic that I am, let me enter a plea for retaining the race. The people who *really* keep the F1 wheels turning – mechanics, engineers and team personnel, used to the working conditions of a modern paddock –would love to see the back of it, with its cramped (and dangerous) temporary pits, its paddock several hundred metres further down the harbour on the other side of the track, and its difficult access through hordes of public. But, going by the Monaco GP we've just had, it is still capable of providing at least some of the elements of a good old-fashioned motor race.

First, it wasn't won or lost in the pits. The routine stops – only one for everybody, because whatever else happens you don't want to lose track position and risk getting stuck behind traffic that you can't pass – made no difference to the outcome of the race.

And secondly this track, anachronistic as it is, remains an awe-inspiring challenge which will find and punish the smallest weakness in man or machine. Coulthard won because he didn't make any mistakes, and because his McLaren performed faultlessly: two thoroughly worthy reasons to win a Grand Prix. Of the 22 starters, just seven managed the 78 laps without visible mistake or mechanical problem. Michael Schumacher drove a flawless race, but his car let him down, and the same applied to Trulli. Hakkinen and Herbert had delaying stops. Frentzen, Ralf Schumacher, Wurz, Verstappen, Diniz, Zonta and Mazzacane all had accidents – and, in the case of Heinz-Harald and probably Ralf, lost podium places thereby. In this race, just to finish was a signal achievement, requiring human and mechanical stamina as well as speed and controlled consistency, and every point earned was richly deserved. And that includes Jaguar, who thanks to Eddie Irvine have some points at last.

The very fact that Monaco is so different means you need to be a special driver to win it. It's no coincidence that Senna won it six times, and would have taken seven in seven years but for his lapse of concentration in 1988. Nor that Alain Prost won four times, or that Schumacher has done four so far and will probably do more.

Every schoolboy knows that Graham Hill, that most determinedly dogged of drivers, won Monaco five times. But the other statistics are pretty amazing, too. He entered the race 18 times between 1958-75, completing no fewer than 1,211 racing laps of the Principality. He was on the podium every year for seven years, and in the points nine years running. In 1962 he was leading after 92 of the 100 laps when his BRM's engine blew.

There are many Monaco examples of the dogged pursuer getting lucky as the leader hits trouble, going back to the steady Maurice Trintignant in 1955, after Fangio, Moss and Ascari had all stopped. Olivier Panis is the most recent: in 1996 Damon Hill was in front and going away when he had a rare Renault engine failure, and then Jean Alesi was on course for a popular victory until his Benetton's rear suspension broke. So Panis took a surprise win: lucky, but Olivier was better that day than he'll ever be again.

Like Senna and Schumacher, Stirling Moss was always brilliant at Monaco. He led every one of the seven GPs he started there. Three times he won, three times his car let him down, and once – also like Schumacher and Senna – he had a most untypical accident. His win over the much faster works Ferraris in 1961 was, he thinks, his best F1 victory, because he had to drive his year-old Lotus 18 absolutely flat out the entire way. The race lasted getting on for three hours in those days, and Stirling's race time for 100 laps was exactly 40 seconds more than one hundred times his pole position time. In other words, including the start and lapping the back-markers, his average lap time for the entire 100-lap race was just 0.4 sec more than pole: unbelievable.

Now David Coulthard is the first Briton, and the first Scot, to win the Monaco Grand Prix since Jackie Stewart's third victory 27 years ago. No wonder the normally reserved Coulthard was genuinely overcome with delight as he walked up the steps to Prince Ranier's royal box to get his trophy. He said afterwards that there have always been four Grands Prix that he wanted above all others to win. His home race at Silverstone, of course – which he's done for the last two years. Then Spa, because it's his favourite circuit; Monza, because it's a place of such high emotion; and Monaco – because it's Monaco. The three good old-fashioned Grands Prix.

So I make no apology for ending this month, as I ended last, with a tribute to Coulthard. While Michael Schumacher, the modern sporting hero, smirks at us from our television screens advertising hair shampoo ("because I'm worth it"), DC is daily looking more and more like a good old-fashioned racing driver. M

# LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

## SECRET STORY

SIR,

I have just received my May issue, please don't leave us in suspense. Somebody has got the better of Ron Dennis and 'extracted' 16 F1 cars and you give us NO details. Surely there is a story here!

*I AM, YOURS, ETC.*

*STEPHEN C GOSS, OBE CARACAS, VENEZUELA.*

*A story there is. One I can publish? Sadly not. -ed*

* * * *

## DISCS ON THE SIDE

SIR,

I write in respect to the *Technofile* article in the May's MOTOR SPORT. Freddie Dixon and Walter Perry won the 1923 Isle of Man Side-Car TT race with a Douglas sidecar outfit equipped with disc brakes. This predates the Jaguar C-type's win at Le Mans by some 30 years.

*I AM, YOURS, ETC.*

*G LLOYD-JONES, RAMSEY, ISLE OF MAN*

* * * *

## TOM COLE

SIR,

I am working on a life of Tom Cole who drove Ferraris, amongst other cars and died while driving one of his several Ferraris at Le Mans 1953. Any information would be most helpful.

*I AM, YOURS, ETC.*

*ANDY MITCHELL, BYWAY, OUSDEN, NEWMARKET CB8 8TZ*

* * * *

## WOMEN COMING TO F1

SIR,

Thank you for the article about Desiré Wilson – it was long overdue. I agree with her and Bernie Ecclestone that women cannot progress in the sport until attitudes at higher levels begin to change. They will change, though: look at Three Day Eventing. In the '50s there were virtually no women riders, but it now has more women than men!

When I drive my 500bhp Shadow DN9B, I don't need excessive "upper body strength". You aren't fighting the car all the way; it is an enjoyable, balance between power, driver and track. You need to be very physically fit to sustain levels of aerobic stamina in order to be relaxed and concentrated. G-force too, is a ratio of *my* body weight, not a man's; yes I have ended up with a slightly thicker neck but I've been racing for 20 years. But progress is being made: the racing establishment in the form of the MSA, the MIA and now the BRDC want to bring women into that exclusive networking environment from which we have previously been excluded. We will have a female driver in Formula One within the next ten years, probably more than one... there's a mission statement for you!

*I AM, YOURS, ETC.*

*HELEN BASHFORD, CHAIRMAN BWRDC, VIA E-MAIL*

## BEER MONEY

SIR,

With reference to Paul Narrowmore's letter, how can you be so lucky? If one finds a copy MOTOR SPORT in this fair land, it costs the equivalent of 16 pints of South Africa's best, draught Castle lager. This is a lot to give up each month, which perhaps accounts for the absence of your fine magazine from most newsagents' shelves!

*I AM, YOURS, ETC.*

*DOUGLAS METCALF, PIETERMARITZBURG, SOUTH AFRICA*

* * * *

## MAKE YOUR MIND UP

SIR,

I started to read MOTOR SPORT in 1953, became hooked on DSJ, but walked away when it went into decline. I returned in '97 and enjoy it enormously, especially the superb photos. However, I feel you cannot make up your mind whether you can afford to opt out of the current scene. Simon Taylor is fine, but British GP 1998, Jaguar, etc? Surely *Autosport*, *Motoring News* and *F1 Racing* cover the current season, so why bother? As a reader suggested, to keep up MOTOR SPORT's history of results, you should have set a page aside for important races. Too late now, yet as he said, in future years you will have nothing to look back on! Keep up the history lessons.

*I AM, YOURS, ETC.*

*DAVID BAXTER, DORDOGNE, FRANCE*

* * * *

## BOSS IS BEST

SIR,

I write to praise Donington Park and the BARC for a superb BOSS Formula meeting. To witness recent F1 machines was a rare treat. Anyone expecting a bunch of rich amateurs cruising around would have been impressed by the skill and commitment of some very capable racers. After April's sodden British GP it was a pleasure to attend such a friendly meeting.

Donington should be applauded for offering unlimited paddock access, infield parking and a pitlane walkabout, all free of charge, while the BOSS organisers give these wonderful cars the opportunity to stretch their legs.

*I AM, YOURS, ETC.*

*PAUL GIBSON, BRACKLEY NORTHANTS*

* * * *

## SEAMAN-VON BRAUCHITSCH

SIR,

I would like to draw your attention to the video The Silver Arrows from Zwickau by Audi, in which sequences are to be seen of the Von Brauchitsch-Seaman incident during the 1938 German GP. After helping von Brauchitsch out of his car, Neubauer turns to see the still waiting car with Dick Seaman at the wheel. He walks towards the car and is out of the film frame for a fraction of a second. However, Seaman can just be seen driving off. Neubauer could not have had any conversation with the future winner other than a shout to carry on, accompanied by the waving of a flag he is seen carrying.

*I AM, YOURS, ETC.*

*ROB WIEDENHOFF, LEIDSCHENDAM, HOLLAND*

* * * *

## DOUG NYE WRITES

SIR,

Nice to see the standard being maintained so effectively. Your Taruffi feature is illustrated by a fine photograph of Porfirio Rubirosa while the Chuck Daigh pic at "Burnenville" was taken at the Raidillon, beyond Eau Rouge.

Keep taking the tablets...

*I AM, YOURS, ETC.*

*DOUG NYE, VIA FACSIMILE*

PS Brooklands "Vets"? What's a line of blokes in white coats with their arms up sheep's arses going to be doing at Rockingham?

* * * *

## SOLO LE MANS

SIR,

I dispute your claim that the longest solo drive in the 24 hours was by Levegh in 1952. This belongs to E R 'Eddie' Hall who drove his Bentley to eighth in 1950 without letting his nominated co-driver Tommy Clarke behind the wheel.

And Wilbur Wright's visit to Le Mans was in 1908 not 1907 and there was no runway for him at the Hippodrome. He launched his plane by dropping a heavy weight attached to a rope which went over a pulley mounted on top of a tower.

*I AM, YOURS, ETC.*

*SIMON JOSCELYNE, BRAINTREE, ESSEX*

* * * *

## PERFECT BIND

SIR,

To follow up on the Melhalla circuit and whatever happened to it, contact your friends at *Automobile Quarterly*. In the late 1970s or early '80s, they did a superb feature on the circuit. I came across the feature



***JYS at Jarama, '70. Was this the last true privateer GP victory?***

in one of the bound books they put together... it's somewhere in my cellar at the moment or I would be able to tell you exactly when the feature appeared.

Your magazine is superb, the best publication out there, I believe, especially the photos. If I have any complaints, it would be that, with the changeover from staples (and I realize why you did it) to its present binding, when I go through it to carefully tear away, say, a double-page photo layout, it's not a "clean" tear and I have to trim (and, therefore, lose part of) the photo. My other objection would be that much of the material in the features is already well-known. I find myself reading a feature and saying to myself, "I already know that – how about something I don't know?" With thousands of books out on motor racing, it is difficult, but not unattainable, to give us readers info we don't know. Aside from those two objections, I can't think of anything I'd like to see changed.

I would like to draw to your attention that MOTOR SPORT is not distributed here in Berlin. Several English-language car magazines, like *Road & Track*, *Car and Driver* and some others are, but not your magazine. Keep up the great work and, maybe, give a thought to what I've mentioned.

*I AM, YOURS, ETC.*

*GEOFFREY NELSON, VIA E-MAIL*

* * * *

## AUTO UNION GOT IT RIGHT

SIR,

Gordon Murray's dismissal of Auto Union GP cars as the true progenitors of the mid-engined revolution seems a little off the mark. While it is true the V16 cars of 1935-37 did squander the advantages of layout, the 1938 D-type was a much better designed car. Fuel tanks low down in panniers, de Dion rear suspension and twin-cam V12 meant the Auto Union, in the hands of Nuvolari, looked set to change the face of GP racing a couple of decades before the Cooper. The fact that Alfa Romeo had built their own mid-engined GP car suggests other manufacturers were beginning to see the light before war ended the 3-litre formula.

Sure, the Cooper was the modern era milestone, but I believe it is right to say that the Auto Union D-type proved the success of mid-mounted engines in top class racing first.

*I AM, YOURS, ETC.*

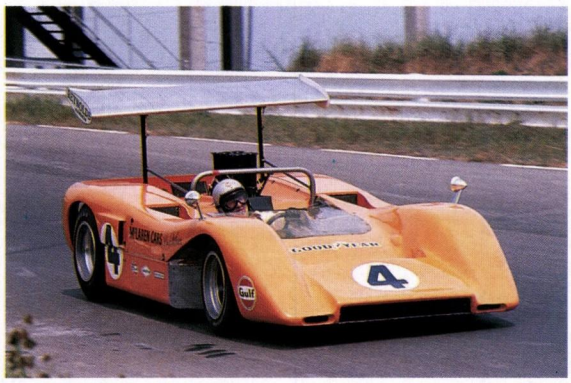
*MATT WILLIS, VIA E-MAIL*

* * * *

## THE LAST PRIVATEER WIN?

SIR,

I thoroughly enjoyed the article in the May issue on Jo Siffert's victory in the 1968 British GP. But there's another candidate for the 'final privateer' victory, if privateer is defined as a car entered by a team which had not designed the vehicle: Jackie Stewart's win in the 1970 Spanish GP at Jarama.



***A real McLaren M8. Should recreations be allowed at Goodwood?***

Tyrrell campaigned March 701s for Stewart, Johnny Servoz-Gavin and François Cevert through the 1970 season, though from the Canadian Grand Prix onwards, Stewart drove the Tyrrell 001.

At Jarama, there were two works 701s driven by Siffert and Amon, the Tyrrell entries of Stewart and Servoz-Gavin, and an STP Corporation-entered car for Mario Andretti. Siffert failed to qualify and Amon retired after 11 laps. Stewart led from start to finish, Andretti finished third and Servoz-Gavin came home last of the five finishers.

Stewart's victory was the first for March in only their second Grand Prix. A works March did not score a Grand Prix victory until Austria in 1975, driven by Vittorio Brambilla.

*I AM, YOURS, ETC.*

*MIKE FINCH, VIA E-MAIL*

* * * *

## FERRARI'S TAILORING SERVICE

SIR,

If there was ever any doubt that F1 is not what it was, look at the effort Ferrari put in to designing their cars around their drivers in the 1950s.

There is always consternation in the pits today, when one of our modern drivers has to change to the T-car after an accident. Although the cars are set up to suit different driving styles, they are at least basically the same car.

There is no way today's teams would design a car to suit the drivers like the Ferrari Dino was fitted around Hawthorn and Collins in the '58 season.

Comparing photographs and footage of the two, Hawthorn's car is slightly longer than Collins' to accommodate his larger frame. Mike seemed to like elbow room, so the cockpit sides were cut deeper. Mike's rear bodywork is much higher and more rounded than Peter's car.

Incidentally, the result of this design policy was that Hawthorn's 246 Dino was, to my mind, the perfect shape of an early racing car. By comparison, the other car looked awkward and ugly.

Unfortunately, the design of the Dino for the following season and into the '60s seemed to be a development of the Collins car. What a missed opportunity, and what a shame we no longer have cars made to measure the driver's shape as well as driving style

*I AM YOURS, ETC.*

*JOHN GOW, VIA E-MAIL*

* * * *

## SWEET DREAMS

SIR,

Sitting in the garden the other day, beer in hand, reading the latest MOTOR SPORT with the Parting Shot of Ronnie Peterson in the Lotus 72, I started dreaming:

Lord March invites three retired Racing Drivers to his Goodwood Festival of Speed

1) Ronnie, on full opposite lock on each bend drifting to the outside using up all the tarmac.

2) Ayrton Senna, in total control of the car with 1000bhp of Honda turbo screaming behind him.

3) Gilles Villeneuve, Ferrari flat-12 at 12,000 rpm, using all the track, run off area and probably the grandstands to help as well, with the rear tyre hanging off... And underneath the helmet, his face grinning from ear to ear.

To cap it all, being at the top listening to them all saying "better try harder next time". Oh well, I better stop dreaming and have a few more beers. Keep up the good work.

*I AM, YOURS, ETC.*

*CHARLES DIXON-PAYNE, WEST WICKHAM, CAMBS*

* * * *

## THE BRUCE MCLAREN TRUST

SIR,

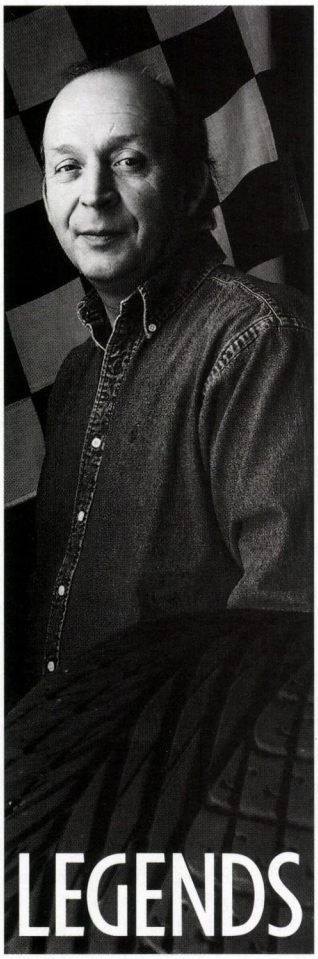
We felt compelled to respond to the article in your magazine headed 'McLaren Can-Am Cars to Star at Goodwood Festival'. Although we commend and support Goodwood commemorating Bruce McLaren (my uncle) and Team McLaren's success, we take issue with comments regarding running a recreated M8B. The article infers it is acceptable to run a replica because the originals do not exist. This is incorrect. Both Team M8Bs survive, one in the USA and one in New Zealand. Mr Frederick has been quoted in other publications as saying the Team M8Bs do exist, so we question the motives of now stating that they do not.

The Bruce McLaren Trust believes no credibility should be given to replicas at historic events and especially not at Goodwood. We have expressed these views to the Festival organisers. The Trust endeavours in future to catalogue all 'real' McLarens, both Team and Trojan, and to maintain records.

There has been a proliferation of clones, fakes, replicas for some time, but for Goodwood to put a stamp of approval on this practice by bringing one to Europe is, in our opinion, the thin end of the wedge. We note there are comparable McLaren M8s available in Europe and even locally in Great Britain which could have been invited.

*I AM, YOURS, ETC.*

*PAUL HUNTER, EXECUTIVE COMMITTEE CHAIRMAN, BRUCE MCLAREN TRUST, NEW ZEALAND*




# KEN TYRRELL

TEN DAYS BEFORE BRITISH GRAND PRIX weekend, I drove up to Silverstone – yes, it was raining – and there joined a marquee-full of damp enthusiasts for 'An Evening with Ken Tyrrell'. Taking a seat at the back, I found myself in good company, with such as Frank Williams and Jody Scheckter. "Ken was my first hero when I got into Formula One," Frank said. "Wouldn't miss it."

As I arrived, Jackie Stewart was at the microphone, working through one of those preambles he does so well. "I'd done F3 and F2 with Ken, but he didn't have a Grand Prix team, and I drove for BRM for three years. Then, for 1968, I had an offer from Ferrari. They were going to pay me £20,000, give me a road car – which, being Scottish, I didn't want to be loaned – and I got them to agree that the bottom half of the car would be blue! Can you imagine that? I was kind of keen to go, and yet the attraction was Ken Tyrrell..."

It was in 1967 that Tyrrell decided to make the step up to Formula One, and so deep was Stewart's respect for him, he opted to turn down Ferrari, and go with the fledgling outfit.

There were in place, mind you, the basics for a very competitive package. One, Jackie had raced Ken's Matras in F2, and developed a very high regard for the French company; two, Tyrrell was to use the Ford Cosworth DFV (previously available only to Team Lotus); three, Ferrari's financial offer was matched.

"I was incredibly lucky with the timing," Ken said. "In '67, the DFV raced for the first time, at Zandvoort. I flew over to watch, out and back on race day, and it was clear that this engine was... the *only* engine in the race. Everything else was suddenly old-fashioned rubbish. If you wanted to go racing in the future, this was the engine you had to have.

"In those days, you went up to Northampton, you gave them £7500 – and you came away with an engine which could win you Grands Prix. All you had to do was put it into a reasonably competitive car, with a good driver, and you could win the next race – and it continued like that for more than ten years!

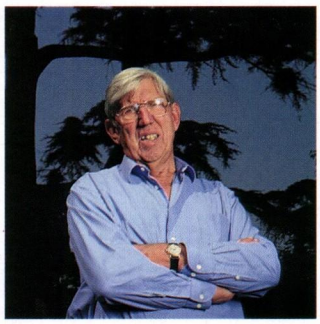
"The timing for me was perfect. Matra were keen to make an F1 car, Ford had the engine, and Jackie wanted to drive for us. God knows why, when he could have driven for Ferrari, but he did. I asked how much he wanted, and he said, 'Twenty thousand pounds'. I didn't have twenty thousand pence..."

Thus, Tyrrell went to see Ford's Walter Hayes, father of the DFV project. Ken thought he could get the money eventually, he said, but needed it now, so as to get Stewart on board; it would help considerably in his dealings with Matra.

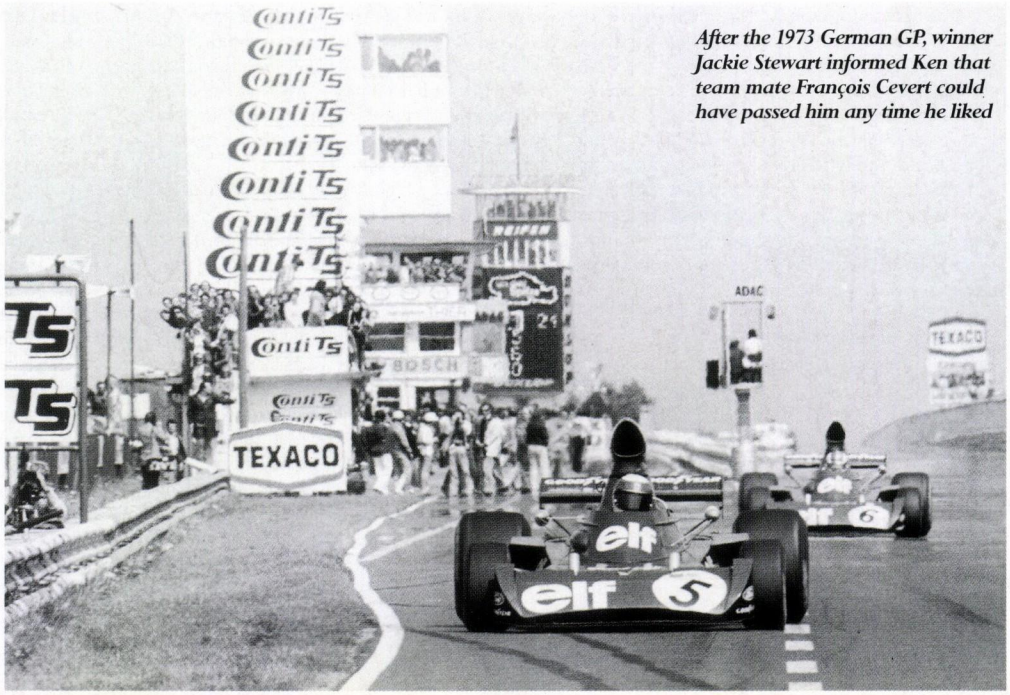
Hayes didn't hesitate. "He didn't have to get on the 'phone to Henry II, or anything like that – he just said yes. I was amazed!"

In fact, Tyrrell ultimately landed £80,000 in sponsorship from Dunlop, and used some of it to pay Stewart. "That," he said, with a sly smile, "left £60,000 to run the team. Still, because of Dunlop's money, I never needed the £20,000 from Walter – and I only found out later that he gave it to Jackie!"

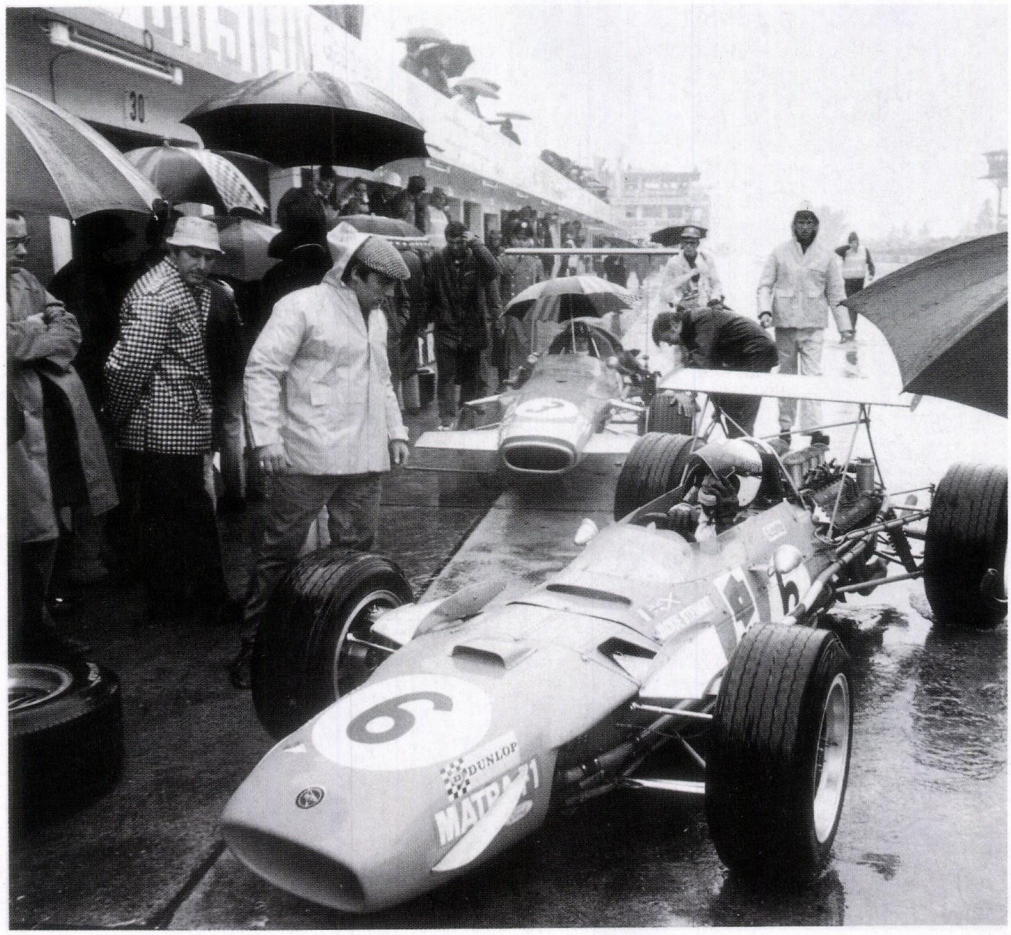
More than 30 years on, they remain the closest of friends, and though Ken was ever a man to say he was more interested in tomorrow than yesterday, you suspect he never enjoyed racing quite as much after 1973, when Jackie retired with a third World Championship, and his team mate François Cevert, a man loved by all who knew him, was killed in the final race, at Watkins Glen.



***Ken's still in touch with modern F1***




***After the 1973 German GP, winner Jackie Stewart informed Ken that team mate François Cevert could have passed him any time he liked***




***Tyrrell on Nürburgring '68: "At the end of the first lap, Jackie came by in a cloud of spray... then there was silence!"***



***Monza '69: JYS won by 0.08sec...***

"What happened to François was dreadful, dreadful, and I did think about getting out of motor racing. Our car that year was 005, and it was a very quick car although, having a short wheelbase, not an easy one to drive. Jackie and François finished 1-2 on several occasions in '73, including at the Nürburgring. In their three years as team mates, Jackie helped François tremendously – he couldn't have done more, told him everything. Well, after that race at the Nürburgring, where they went from start to finish, first and second, Jackie said to me, 'François could have passed me any time he liked...'"

Earlier, Stewart had poked fun at Tyrrell, recalling that he was not a great one for celebrating successes. Another chequered flag, OK, everybody, let's pack up and get set for the next one. That being so, I asked, was there any special day in Ken's memory, any victory he would trade for all the others?

I suspected he would choose the Nürburgring in '68, the famous day when Stewart's Matra won in the rain by over four minutes. Sure enough, he didn't need to think too long.

"Jackie was right when he said I wasn't a celebrator. If we did badly, I really *felt* bad; if we did well, I felt we *should* have done well. I know it doesn't sound right, but that's the way I am.

"That day at the Nürburgring was absolutely amazing. It's true we had the best wet tyre – from Dunlop – but Jackie didn't start at the front. In practice at the 'Ring we would spend the first 20 minutes or so going round the short loop rather than setting off on a 14-mile journey to find out there was something wrong. We spent the only bit of dry practice doing just that, and it was really wet when Jackie qualified. He was sixth, and therefore had cars to pass.

"At the end of the first lap, this DFV came within earshot, and we didn't know who it was. Jackie came by in a cloud of spray... and then there was silence!"

Stewart's lead at that point was over eight seconds; at the end of the second, it was out to 34. No surprise that Tyrrell remembers the day well.

He remembers well the following year's Italian Grand Prix, too, for Stewart's victory – by half a car length from Jochen Rindt – won both driver and team their first World Championships. "The reason Jackie won was that, from the beginning of practice, he said we *had* to get the right gear for coming out of Parabolica, the last corner. On the last lap you didn't want to come out in the lead, because others in the bunch would slipstream past before the line. And he was right, of course."

Mention of Parabolica brought Ken on to his great hobby-horse of the moment. What, someone asked, was the worst aspect of Formula One today, and he answered at once: "No bloody overtaking!" This, you will not be surprised to learn, provoked immediate applause from the audience.

"The races aren't too bad, even so," he went on, "but, Jesus, I'd like to see some overtaking. Harvey Postlethwaite always said tracks were mainly to blame, and there was some truth in that, but Parabolica is exactly the same now as it was 30 years ago. Back then four cars went over the line together. That would never happen today.

When it comes to a pure love of racing, I would put Ken Tyrrell up there with Mario Andretti. Undoubtedly, there are aspects of his former life that he misses a great deal. "It's a very exciting business to be involved in, isn't it? I see a lot of Ron [Dennis] and Frank at races, and I find out from them what's going on, and why certain decisions are being made. I no longer want to be involved – I just want to know, from an enthusiast's point of view."

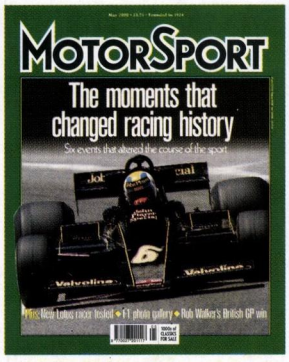
If you could put all the great post-war drivers into equal cars, somone asked, which would be the most consistent winner?

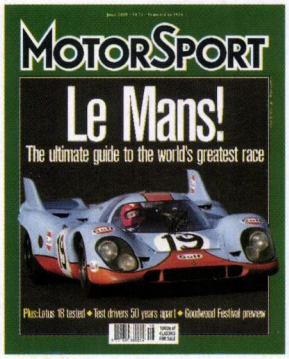
"You'd have to say Alain Prost," replied Ken. "But the question I'm asked more often is: who are the greatest drivers I've had the pleasure of seeing? My list, not in any order, is Fangio, Moss, Clark, Stewart and then a long gap to Prost, Senna and... maybe Schumacher, although I'm still not sure."

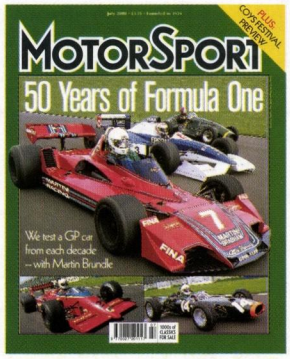
And his own great talents? "I don't think I had any – I think I just liked motor racing. For 30 years I did what I loved doing – what a lucky man I was!" M


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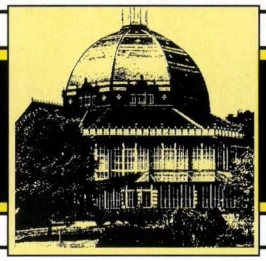
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H&H Classic Times

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# Doreen Evan's R-Type MG racer returns to UK after 64 years exile in SA

**H&H CLASSIC AUCTIONS** have been chosen to auction the famous Bellevue garage R-Type MG Brooklands racer. 'RA 0255' was sold to Ray Hesketh in South Africa in 1936, after just one season's racing in the UK. Prior to it's long exile Doreen Evans ran the car in it's inaugural season, backed by the famous Bellevue Garage. She was placed 2nd in Class at the 1935 Brooklands International Trophy, took the Ladies record at Shelsey Walsh Hillclimb and won the Ladies Mountain Race at Brooklands.



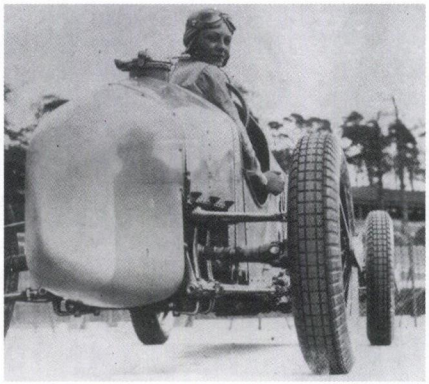
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Ray Hesketh's competition record with 'RA 0255' was exemplarily: Winner of the 1937 Grosvenor Grand Prix, 2nd in the Rand Grand Prix, 3rd in the South African Grand Prix and 4th in the same race the following season. He went on with the R-Type to win the coveted Coronation 100 in 1939.

One of only ten R-Type MGs built, 'RA 0255' is a highly original car with a detailed and comprehensive history. It has had a lengthy but sympathetic restoration in South Africa and has recently enjoyed many outings at historic meetings in it's adopted homeland. The return of this historic car to the UK will open many doors of invitation to the premier historic events throughout Europe.

## Toulmin MGs at H&H

The well known Toulmin MG TF1250 and MGBV8GT of MG guru Tom Davis are to go on sale at H&H's auction at Buxton on July 26th. Tom, brother of 50's Tojeiro sports racing ace Cliff Davis, nurtured and updated his two road cars as demonstrators for his world famous MG parts and tuning emporium 'Toulmin Motors' in West London. The 92 year MG arch-enthusiast commented "I have loved my life with the MG marque and gained years of pleasure from these two special cars, now it's time I hand them over to a good home"



BROOKLAND MUSEUM

**DOREEN EVANS IN THE R-TYPE MG AT BROOKLANDS – MAY 1936 – JCC INTERNATIONAL TROPHY**

### HISTORIC MG REG NO TO BE SOLD

*□FR 13□ often seen as □FRI 3□ on Tom Davis□ MG TF is to go under the hammer on 26th July. The number has been synonymous with MGs for many years under Tom□s ownership and interest in this rare registration is already high. Estimate £3-4,000.*

### *H&H□s Historic race series*

**The □Top Hat□ Endurance Series for pre-65 Historic Touring cars, supported by H&H Classic Auctions and Classic Car Magazine travels to Spa Francochamps on 9/10th September for a gruelling 1-hour race at the daunting Grand Prix circuit. No less than 65 historic saloons will start the race which features ex-GP star Jackie Oliver, saloon supremo Gerry Marshall and H&H□s own MD, Simon Hope.**

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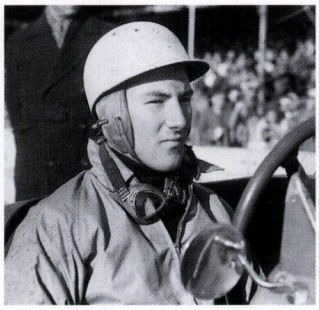
*In the August edition...*

## SENNA VS SCHUMACHER, MOSS VS CLARK

### Who would have won in the end?







All contents are subject to change

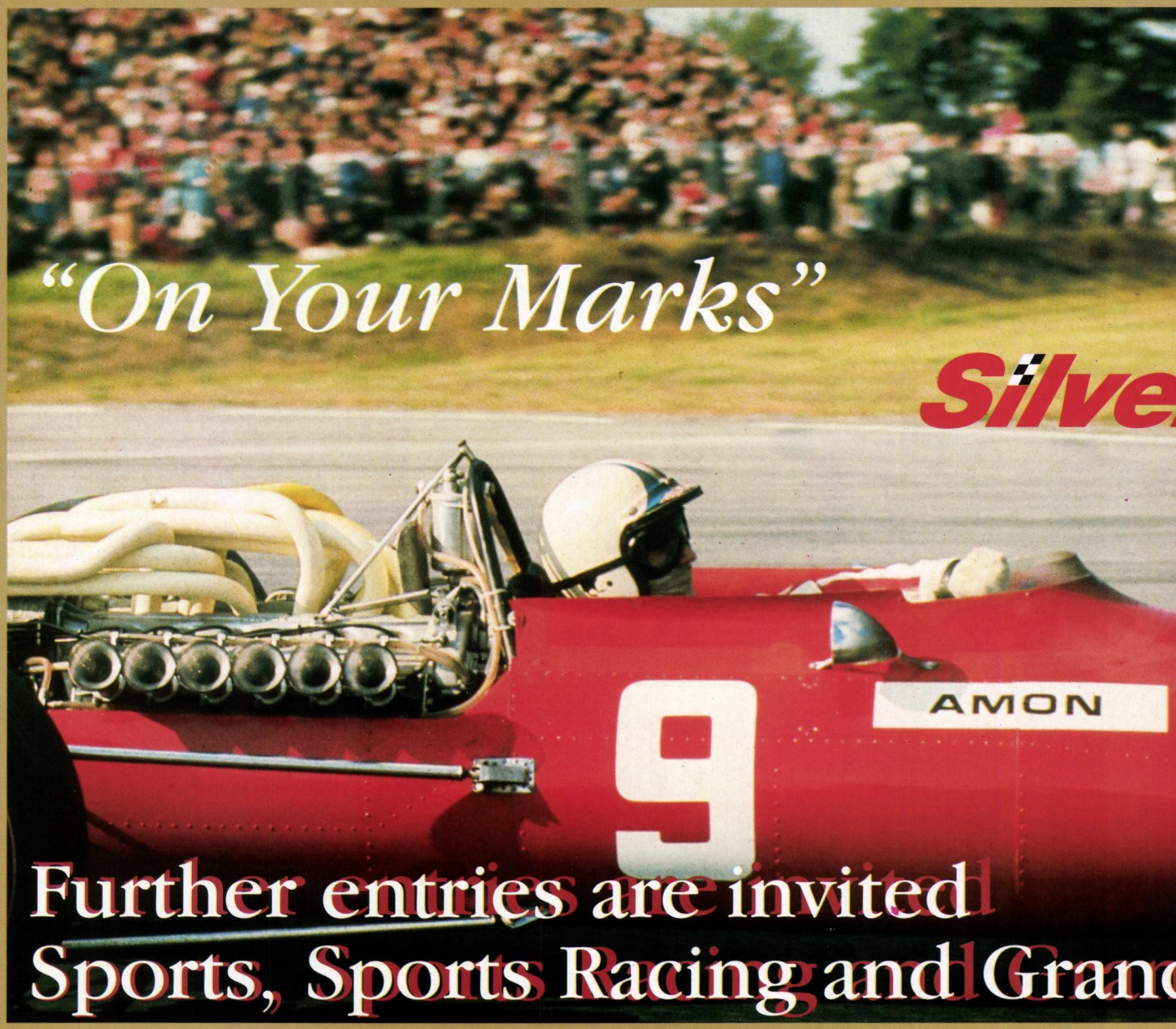
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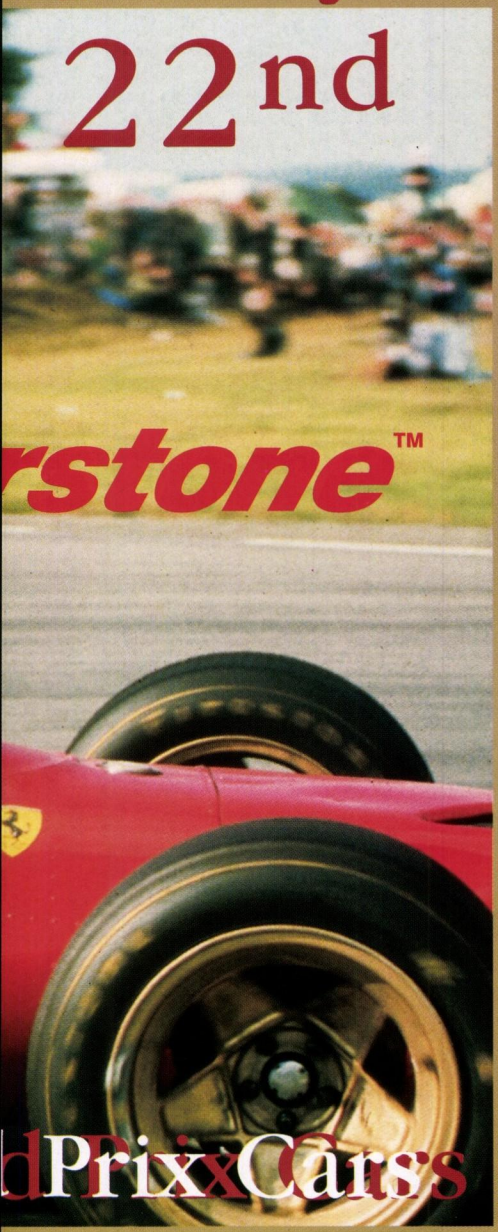
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Coys once again return to the historic grand prix circuit of Silverstone during the weekend of July 21st - 23rd to host their annual historic racing festival and auction of Sports, Sports Racing and Competition Motor Cars, Motor Cycles and Racing Automobilia.

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It was the look on Martin Brundle's face which proved the value of what we were trying to achieve. From a 1990s Tyrrell, he clambered aboard a 1950s Connaught and headed off around Silverstone. Several laps later he returned, still grinning. In an 11-season career in the most exacting motor racing discipline, Brundle never drove a car with less than 500bhp or a power to weight ratio of under 1000bhp per tonne. The Connaught couldn't scrape together 200bhp if its life depended on it.

If this says something remarkable about Brundle, it says rather more about these cars. There is a purity of purpose about an F1 car which does not exist in other motorsport spheres. Champ Cars lap purpose-built tracks at higher speeds, sportscars race around the clock. But no-one would argue that Formula One was anything other than the greatest form of racing, and that is a fact not lost on the British Racing Drivers' Club, owners of Silverstone and host to the Coys International Historic Festival. This year it celebrates Formula One's half-century at the venue of the inaugural event in the World Championship for Drivers, on 13 May 1950. Examples of F1 cars from every single year of the championship will be at Silverstone, demonstrated by some of the greatest names in the sport.

We took just one car per decade. From the 1950s came the '53 A-type Connaught, the perfect car to represent the earliest breed of British F1 challengers (if you're kind enough to omit the BRM V16). A 1964 central exhaust BRM P261 stood up for the 1960s and the 1.5-litre era; it is a rare, beautiful car and a startling reminder of what could be achieved with a small engine, even 36 years ago.

Then comes a big jump: slicks, wings and 3-litre engines defined the '70s and this Brabham Alfa BT45, the only one of its type running in the world, is an extraordinary example of the breed. While almost all other teams enjoyed the brilliant Cosworth DFV, this Brabham came with a jewel of a flat-12 Alfa engine. Successful? Not hugely. A work of art as redolent of its era as any other? Of course.

Then came the turbos. No apologies at all for the unsuccessful Beatrice Lola representing this era. Turbo F1 cars that run and work are almost mythically rare beasts and the Lola, designed by Ross Brawn for a team run by Teddy Mayer and driven by Alan Jones has as good a tale to tell as any. That brings us to the 1990s and one of the decade's most revolutionary cars. The Tyrrell 019 set the trend for high-nosed F1 cars, with superb handling which enabled Jean Alesi to humble many of those with more power and bigger budgets.

Five cars then, to represent five decades of Formula One, and Martin Brundle to drive the first and last just to see how far we have come. As will become clear, it's perhaps even further than you think.

photography by Stan Papior & Andrew Yeadon

# FORMULA ONE

***HOW TO FIND OUT HOW MUCH F1 CARS HAVE CHANGED? ASK MARTIN BRUNDLE AND TEST FIVE OF THEM***



# Connaught A-type

The first thing I felt when I climbed aboard the Connaught was vulnerable. It is only the second '50s racing car I've driven – I lapped Spa in Fangio's Mercedes W196 – and it's still hard to get used to how exposed you feel. You sit on the car, not in it, legs splayed either side of the transmission tunnel with no roll protection whatsoever, no seat-belts and, had I been driving it in its day, not even a helmet, let alone fireproof clothing.

Coming from an era where you are cocooned in the car and surrounded by a carbon-fibre tub, it is very difficult simply to go hard from the start. On the first couple of laps I was driving around thinking "if a wheel comes off here I'm going to die." What if it crashed? Do you jump out of it? Do you stick with it? Certainly the brakes aren't going to slow you down much. You just get this incredible feeling that this is a great deal of fun but you just might die. It reminds you of – and cements your respect for – those who actually raced these things. They were true pioneers.

After a couple of laps, of course, that all fades away and I found myself just having a great time. To be honest, I wasn't expecting much power from a 2-litre, four-cylinder engine that was nearly 50 years old, but what there was came in evenly from rest to about 5500rpm. The all round drum brakes weren't great either (though fabulous compared to those in the W196) but I soon learned that you don't need them much. In fact, like the Jaguar E-type I drove at the Goodwood Revival Meeting last year, the less you use the brakes, the easier it gets to drive.

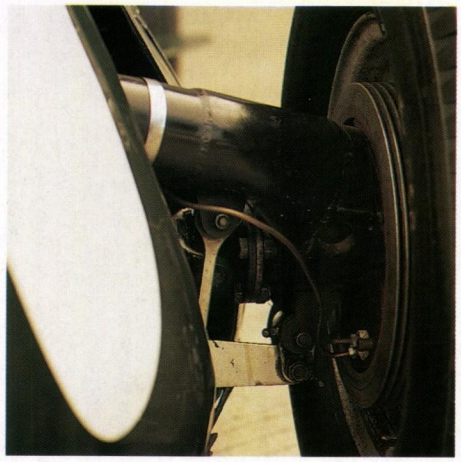
What was incredible, however, was the pre-selector gearbox. I don't often wax lyrical, but I got out of the car thinking that was truly sensational. It suited the way the car functioned perfectly because cornering is a relatively lengthy period with not much grip. As you approach a corner you have already chosen the gear you want to be in, then you just kick the clutch and it changes down perfectly, and then, in the age you have while it is sliding, just move the lever up a notch ready for the gear you want on the way out. I never got it wrong and it felt right after half a lap. And it also removes completely the entire missed gear scenario which could have easily cost you the race back then.

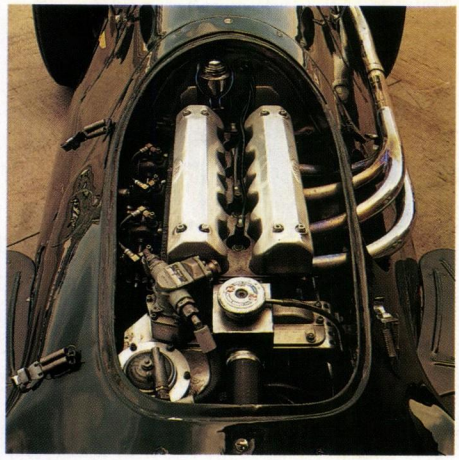
**"I don't often wax lyrical but that pre-selector 'box was sensational"**

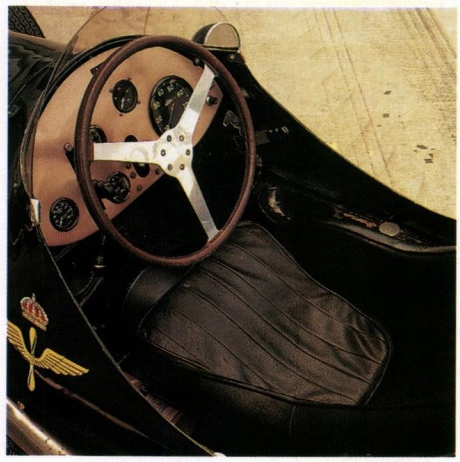


The handling balance, however, was not that great. I'm not experienced enough with this sort of car to know if that's the way it is or if it's something that can be sorted out with the set up. But where the W196 would drift beautifully and equally at each end, the Connaught just wants to go straight on everywhere and it takes considerable provocation to unstick the rear end and get the car balanced. Even so, it didn't take long to work out how to drive around the problem and soon I felt confident enough to drive it quite quickly.

The point the Connaught proved to me is, it doesn't matter if the car comes from the '90s or the '50s; the thrill of coming out a corner thinking, "I got that exactly right" is precisely the same. **Martin Brundle** M





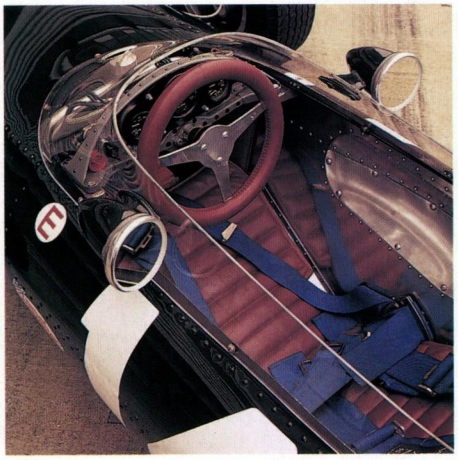


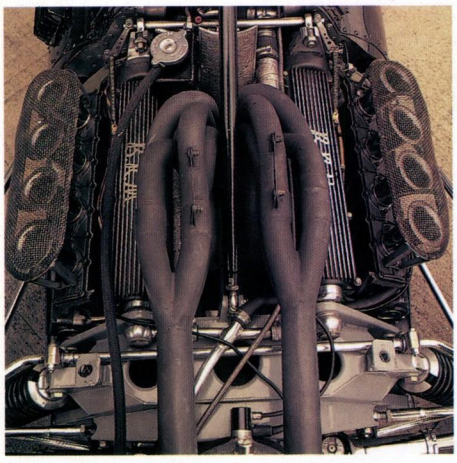
*FROM TOP: MASSIVE DE DION TUBE MAKES BEST USE OF MODEST 145BHP; THE 2-LITRE MOTOR IS BASED ON LEA-FRANCIS DESIGN; FUEL INJECTION IS UNIQUE; COCKPIT COULD BE FROM PRE-WAR CAR. DRIVER SITS ASTRIDE GEARBOX*

## SPECIFICATIONS Connaught A-type AL10

| ENGINE | | CHASSIS | | DIMENSIONS | |
|---|---|---|---|---|---|
| **Type** | 4 cyl, dohc, 8 valves, 1960cc | **Frame** | Steel tubular ladder frame | **Length, width, height** | n/a |
| **Fuelling** | Hilborn mechanical injection | **Brakes** | Girling hydraulic, Alfin drums | **Kerb weight** | 1288lb |
| **Max power** | 145bhp at 6000 rpm | **Suspension (f)** | Double wishbones, torsion bars | | |
| **Specific output** | 74bhp/litre | **Suspension (r)** | De Dion axle, torsion bars | **PERFORMANCE (estimated)** | |
| **Power/weight** | 248bhp/tonne | **Wheels** | cast Elektron alloy | **0-100mph** | 10sec |
| **Transmission** | 4-speed Wilson pre-selector | **Tyres** | Dunlop L-section race | **Top speed** | 160mph |







# BRM P261

Comparing the Connaught to the BRM is akin to contrasting a bread knife to a scalpel. Both are brilliant at what they do, but the P261 appears impossibly small and sharp next to the A-type, a car which, in its fundamental design differed in no great way to the last of the pre-war designs.

We should not be surprised. For a start, the BRM was a true front runner, taking Graham Hill to within one point of the championship in 1964; more significantly, this now was the era of the monocoque chassis and, critically, the mid-mounted engine. The BRM then, is the archetypal '60s F1 car; there is little by way of trick technology (the most successful BRMs were always the least innovative). Just a simple cigar-shaped body clothing the by now familiar monocoque chassis, powered by a screaming 1.5-litre V8 producing some 220bhp, way up at 11,000rpm, approximately double the revs of the Connaught. Its gearbox has six ratios and, like almost everything else on the car save the tyres, was designed and built in-house by BRM.

Unlike so many of its ilk, it's a reasonably comfortable car to drive and one which at once puts the driver at ease. This ex-Hill example is currently fitted with a 2-litre Tasman-specification version of the engine with 275bhp and, in a car weighing just 470kgs, ensures acceleration beyond that of any production road car ever made. It's flexible too, strong from 5000rpm and shrieking up to a conservative10,500rpm limit. Happily, it is not a museum piece either, but a hard-used campaigner, winning races to this day. And that is how it feels: there is no slack anywhere other than in the brake pedal which has a disconcertingly long travel, but apparently that's the way they were.

## "You can do what you like with it: boot it, balance or just drive it"



The steering is light but not absurdly so, as in some of the very first 1.5-litre F1 cars, while the M-section Dunlops grip tenaciously.

Best of all though, you can do what you like with it; you can boot it, balance it or just drive within its broad limits and it will always say the same thing to you: "this is fine but if you go faster you'll have even more fun." And I don't doubt that's the case. The P261 is one of those cars which inspires perhaps too much confidence in its driver. It is so full of promise and reassurance that there is some temptation to forget its value, its rarity (only four were ever made) and heritage in order to see what happens at qualifying pace. But risking automotive icons is not what we're here for and I was more than happy to return to the pits convinced that the 1.5-litre cars from this era have been unfairly maligned.

For sure this BRM has more power than it would have done in its day but that is not really the point. These cars are, to me, the purest Formula One racers of them all; their passing at the end of 1965 represented the turning point where designers stopped taking things off F1 cars to make them go faster and, instead started adding them on. They gained more rubber, then wings, then advertising. These are the lightest F1 cars of all time and the most unadulterated. Driving just doesn't get any purer than this. **Andrew Frankel**

*FROM TOP: CENTRAL EXHAUSTS USED TO CLEAN AIR-FLOW AROUND REAR SUSPENSION; NARROW COCKPIT TOLERABLY ROOMY BY '60S STANDARDS, TERRIFIC STEERING WHEEL; BESPOKE BRM V8 MOTOR CURRENTLY DISPLACES 2-LITRES, HAS 275BHP AT 11,200RPM*

## SPECIFICATIONS BRM P261

**ENGINE**

| | |
|---|---|
| **Type** | 8 cyl, dohc, 16 valves, 2000cc |
| **Fuelling** | Lucas mechanical injection |
| **Max power** | 275bhp at 11,200rpm |
| **Specific output** | 137bhp/litre |
| **Power/weight** | 611bhp/tonne |
| **Transmission** | BRM 6-speed manual |

**CHASSIS**

| | |
|---|---|
| **Frame** | Aluminium monocoque |
| **Brakes** | Girling discs front and rear |
| **Suspension (f)** | Lower wishbone,upper rocker, coils |
| **Suspension (r)** | Double wishbones, coils |
| **Wheels** | BRM magnesium alloy |
| **Tyres** | Dunlop M-section |

**DIMENSIONS**

| | |
|---|---|
| **Length, width, height** | 145.0in/63.3in/32.0in |
| **Kerb weight** | 991lb |

**PERFORMANCE (estimated)**

| | |
|---|---|
| **0-100mph** | 5.5sec |
| **Top speed** | 180mph |


JAGUAR
14
14


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146
MARTINI
RACING

# Brabham Alfa BT45

Two little words: 'slicks' and 'wings'. Together, these two ensure the jump from '60s F1 car to '70s F1 car make all others seem almost inconsequential. And then there's the small matter of the 3-litre engine with over double the power of the most powerful from the previous formula. Those who have driven a very fast Caterham will have a tiny inkling of the BRM driving experience but there is nothing any road car, or even an unadorned racer, can do to hint at the potential within any '70s F1 machine, let alone one with the pedigree of this BT45.

Designed by Gordon Murray, powered by an evolution of the famed flat-12 designed for the Tipo 33 sportscar, the BT45 is a rare and precious machine even by the exotic standards of those which joined it on the grid. This is Carlos Reutemann's car and thanks to Murray's admirable policy of designing all his early F1 cars to accommodate his 6ft 4in frame, mine fits the car gratifyingly well. The thick wheel rim means I can't see most of the instruments but at least I'm comfortable, which is the first and most critical requirement before such a car can be driven at anything more than dawdling pace.

The Alfa fires up. Even through a helmet, balaclava and ear plugs I can hear how sweet the music is and, from the way people are jumping around, have little trouble imagining how loud it is on the outside. There's a conventional Hewland gearbox which makes life a little easier and it chunters around the track behind the camera car happily enough for a few slow laps.

The engine has just been rebuilt and was running rich when I drove it so when the track cleared and the time came for some proper exercise, it took some time for the Alfa to clear its 12 throats. When it did however, at around

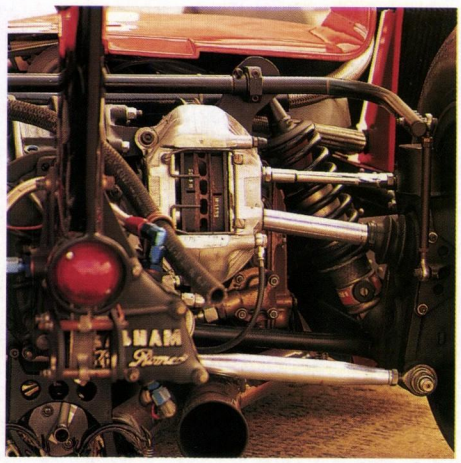
**"Mechanical grip in slow corners is beyond the imagination"**



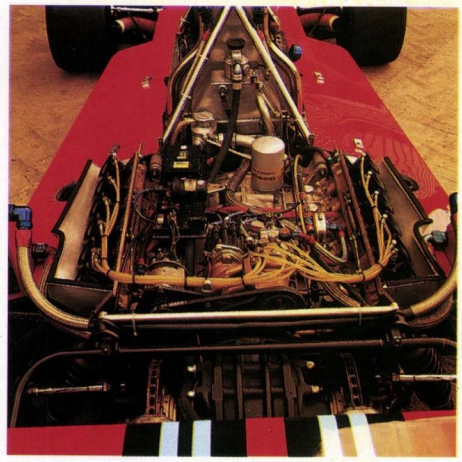
8000rpm, the effect was unusually dramatic, lunging the car forward and the rev-counter needle past 10,000rpm in an instant. In its day it would have had around 450bhp but later that day I drove a lighter '80s, DFV-powered F1 car with a true 500bhp and the Brabham felt no slower at all.

But even this mighty advance over the 1960s machinery in straight line performance pales besides the cornering forces which were now available. Though one such as the BRM can generate considerable lateral grip, you're not routinely aware of the g-forces acting on your body; mid-corner in the Brabham, you're rarely aware of anything else. Mechanical grip in slow corners is simply beyond the imagination of anyone who has not experienced its like before and while high speed downforce is inconsequential to the levels achieved by F1 cars today, by any other standards it is collossal. You notice it most as you hurtle in to the apex of Copse; there is a precision there, at wild speeds that was lacking entirely even from one as sharp as the BRM.

What it did share with the BRM, however, was the same feeling of security, that you could push harder than you'd dare and the car would look after you. For all its speed, the BT45 is a supremely friendly racing car, and one in which I was desperate to spend more time. **Andrew Frankel** M







*FROM TOP: IN BOARD VENTILATED REAR BRAKES HELP REDUCE UNSPRUNG WEIGHT; COCKPIT WAS ONCE REUTEMANN'S OFFICE, DESIGNED TO FIT GORDON MURRAY; FLAT-12 ALFA MOTOR GIVES 500BHP AND SOUNDS EVEN BETTER THAN IT LOOKS*

## SPECIFICATIONS Brabham-Alfa BT45

**ENGINE**

| | |
|---|---|
| **Type** | 12 cyl, dohc, 48 valves, 3000cc |
| **Fuelling** | Electronic fuel injection |
| **Max power** | 500bhp at 11,000 rpm |
| **Specific output** | 166bhp/litre |
| **Power/weight** | 830bhp/tonne |
| **Transmission** | 6-speed Hewland |

**CHASSIS**

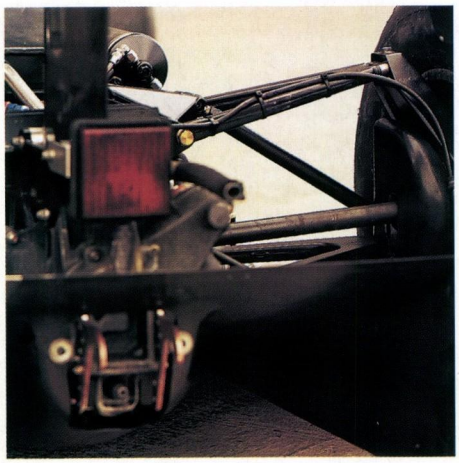
| | |
|---|---|
| **Frame** | Aluminium monococque |
| **Brakes** | Girling ventilated discs; |
| **Suspension (f)** | Double wishbones, coils, pullrod |
| **Suspension (r)** | Parallel link, coils |
| **Wheels** | Cast magnesium |
| **Tyres** | Avon slicks |

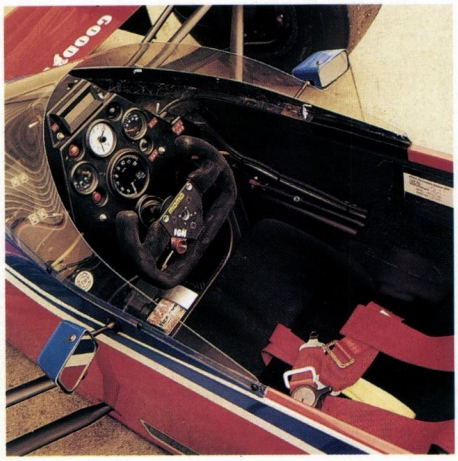
**DIMENSIONS**

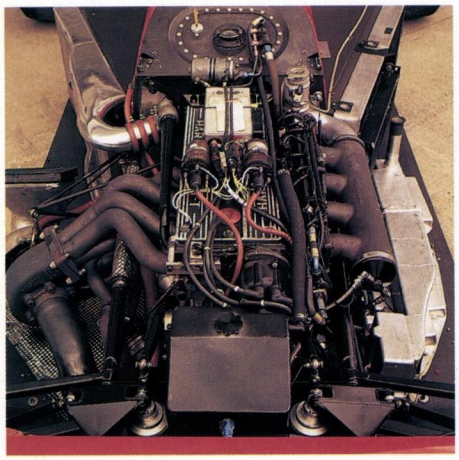
| | |
|---|---|
| **Length, width, height** | n/a |
| **Kerb weight** | 1320lb |

**PERFORMANCE (estimated)**

| | |
|---|---|
| **0-100mph** | 5sec |
| **Top speed** | 190mph |







# Beatrice-Lola THL1

There was a development in Formula One that came between the Brabham and this Beatrice-Lola that was more significant still than the turbocharger sitting bolted to its 1.5-litre Hart engine. Carbon-fibre. Stiff enough to make a conventional aluminium monocoque look like it had all the structural integrity of crème caramel, it came with the happy side-effect that drivers – with a couple of notable and tragic exceptions – stopped dying in them.

I had no idea what to expect. In its day Beatrice was hopelessly uncompetitive despite being designed by Ross Brawn, driven by Alan Jones in a team run by Teddy Mayer. But I will not be the first to observe that it was not these ingredients but the way they were mixed that turned the brightest hopes in F1 into no-hope also-rans. Even so, I was assured by Fred Goddard's team which runs it that the day its owner took delivery, the boost knob was wound up to maximum and has not moved since. How much power would it have? Some said 1000bhp, I hoped and reckoned on 850. Either way I'd never know for sure.

A decade on from the Brabham, little else seemed to have changed. There was still a conventional gearbox and instruments and even the cut-off steering wheel was not on the car when Jones and Patrick Tambay tried their luck in it. What does contrast, however, is its set up which is almost solid, the tyre sidewalls flexing more than the suspension. The Brabham felt road-car soft by comparison.

The engine, I was happily assured would be "a total son of a bitch" if I was tried to drive it slowly and this I discovered trailing behind the camera car. But with shots done and time short, I lined up the car at the beginning of a straight, planted the right foot on the floor and waited for the explosion.

## "It was subject to forces few people, astronauts mainly, would recognise"



It didn't happen – not at first at least. At about 6000rpm, the Hart cleared its throat, came surprisingly tunefully on song and, with a sizeable kick in the back, shot me down the road. I was just thinking that this wasn't bad at all when I saw the boost gauge, which had been hovering at 2.5bar, head off the clock which ran out of numbers at 4.5bar. For just an instant the car was subject to accelerative forces that only a few people, astronauts mainly, would recognise. No time to look at the revs, no time to savour the experience, time only to exist through it until first wheelspin and then a gearchange briefly paused the show. Enough time for one word of Saxon in the helmet before it goes again.

And among turbo F1 cars this is one of the slow ones. In one short blast, it had removed not just the distance between the start and finish of the straight, it had apparently dispensed with the time too; I still can't quite work out how I got there.

According to those who run it, the owner of this car does not have a scared hair on his body. I have several million. I drove it long enough to confirm it had crunching lateral acceleration in the corners too, before taking it back, car in one piece, driver duly chastened. Even at the most conservative estimate, its power to weight ratio is knocking around 1500bhp per tonne or, to put it another way, sadly more than I can comfortably handle. **Andrew Frankel** M

*FROM TOP: DIFFUSER HELPS CHANNEL AIR FROM UNDER THE CAR, AIDS DOWNFORCE; STARK COCKPIT CONTAINS 4.5BAR TURBO BOOST GAUGE. NEEDLE GOES OFF THE CLOCK; FOUR CYLINDER HART MOTOR HAS AT LEAST 850BHP. SOME SAY 1000 ON FULL BOOST*

## SPECIFICATIONS Beatrice Lola THL1

**ENGINE**

| | |
|---|---|
| **Type** | 4 cyl, dohc, 16 valves, 1500cc |
| **Fuelling** | Fuel injection, turbocharged |
| **Max power** | 850+bhp at 11,000 rpm |
| **Specific output** | 566bhp/litre |
| **Power/weight** | 1500bhp/tonne minimum |
| **Transmission** | Lola 6-speed manual |

**CHASSIS**

| | |
|---|---|
| **Frame** | Carbon-fibre monocoque |
| **Brakes** | ventilated discs; |
| **Suspension (f)** | Double wishbones, coil springs |
| **Suspension (r)** | Double wishbones, coil springs |
| **Wheels** | magnesium alloy |
| **Tyres** | Avon slicks and wets |

**DIMENSIONS**

| | |
|---|---|
| **Length, width, height** | n/a |
| **Kerb weight** | 1211lb |

**PERFORMANCE (estimated)**

| | |
|---|---|
| **0-100mph** | 5sec |
| **Top speed** | 190mph, limited by wing spec |


Arai
MotorSport
Patrick Tambay
MotorSport
trice


JAGUAR
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LANSBURY
DEVELOPMENTS
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# Tyrrell 019

What an amazing car this turned out to be and one that was so much better than I'd expected. I'd been rightly told before I'd even sat in it that the tyres were old and had been hot and cold dozens of times, that they came from an F3000 car and had no heaters. But I went out, and within half a lap, I was thinking "hang on, this thing's actually got some grip." Then I drove it harder, realised it in fact had a lot of grip and, what's more, a great balance too.

What is most astonishing about it is that, though the car is ten years old, if you took some time to set it up properly and put a fresh set of tyres on it, its grip in slow corners would compare favourably to the very best cars out there today. In fact I wouldn't be at all surprised if you could slice up to a tight apex quicker in this Tyrrell than in a modern Formula One car. The problem with the cars today is that the grooved tyres they are forced to run have really messed with the grip in such corners; I've driven the McLaren two seater and last year's Jordan and they both squirm around all over the place in tight turns whereas this Tyrrell felt just terrific, right from the outset. And whatever the relative speeds, one other important thing I tell you for sure: the Tyrrell is more fun in slower corners than a modern F1 car.

Of course, coming away from the corner you'd feel as if someone had whipped a couple of spark plugs out of the engine. The V8 Cosworth DFR in the back felt like it had pretty much had enough at 10,500rpm; today it is only modern electronics which means the engines will work at all at such revs; they don't start delivering meaningful power until 13,000 or 14,000rpm, by which

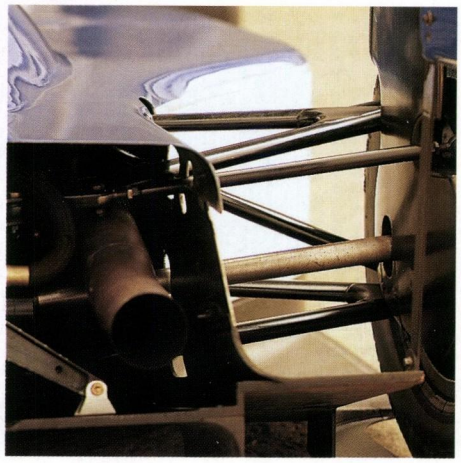
**"The Tyrrell is more fun in slower corners than a modern F1 car"**



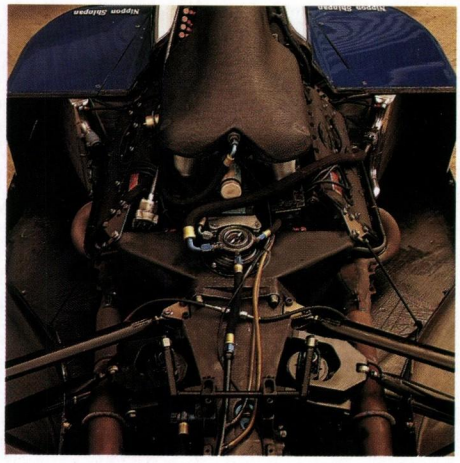

stage I guess the DFR would have spread itself all over the tarmac. Even so, it was a flexible engine with good driveability even if, with only around 620bhp, it was rather lacking in power compared to today's 3-litre cars.

What I noticed most about it, and how it differs to Grand Prix machines made both before and after this era, is just how little room there is inside. When this car was built, they knew then that the less space there was for the driver, the better the aerodynamics would work and the easier the rest of the car would be to package. It's alright for me because I'm not a particularly tall bloke but I remember Gerhard Berger doing a lot of campaigning and, at the time, I didn't relate to it. But see how spacious an F1 car is today, with all the room around the driver that the safety regs now require, and it's amazing to see what a small space we used to cram outselves into. And even I remember losing circulation in my feet during races.

These days, in F1 cars you are lying in a carbon-fibre bath tub with your head sticking out at the top: you feel invincible. It's not like that in the Tyrrell; of course, at the time you'd not think twice about slicing up the side of someone because, back then, no-one knew any better and it's the same right the way through the history of F1. I'd think about it now... **Martin Brundle** M







*FROM TOP: REAR SUSPENSION FOLLOWS TRADITIONAL F1 DOUBLE WISHBONE THEORY; TINY COCKPIT UNCOMFORTABLE EVEN FOR BRUNDLE, DESIGNED TO FIT JEAN ALESI; COSWORTH'S DFR MOTOR HAS 620BHP, ABOUT 200 SHORT OF TODAY'S ENGINES*

## SPECIFICATIONS Tyrrell 019

| ENGINE | | CHASSIS | | DIMENSIONS | |
|---|---|---|---|---|---|
| Type ... ... | 8 cyl, dohc, 32 valves, 3493cc | Frame ... | Carbon-fibre monocoque | Length, width, height | n/a |
| Fuelling ... | Cosworth electronic injection | Brakes ... ... | Hitco ventilated discs; | Kerb weight ... | 1103lb |
| Max power ... | 620bhp at 11,250 rpm | Suspension (f) | Double wishbones, coils, pullrods | | |
| Specific output ... | 177bhp/litre | Suspension (r) | Double wishbones, coils, pullrods | SPEED (estimated) | |
| Power/weight ... | 1240bhp/tonne | Wheels ... ... | cast magnesium | 0-100mph... ... | 5sec |
| Transmission ... | 6-speed Hewland | Tyres ... ... | Avon slicks | Top speed ... | 180mph |

It is easy to see how F1 changed between the '50s and '70s. The route from Connaught to Brabham via BRM is not just simple to figure, it's right before your eyes. You start with a high, bluff fronted car and it is not until you move the engine behind the driver that you have the ground-hugging, dart-like profile, epitomised by the BRM. It took the recognition that the air around the car was to be exploited, not avoided, before the next step could be taken; then came a tyre revolution. Wide, smooth tyres appeared and the slicks and wings era was born.

The road from Brabham to Tyrrell and, indeed, to today's F1 cars, is more difficult to see. The engine position hasn't moved, the gearbox remains conventional (albeit electronically actuated) and of the oft discussed continuously variable transmissions, there remains no sign. The pursuit of downforce remains in refined formed and slicks seem to be on their way back.

The differences today, therefore, exist in practice much more than they do in theory and, to quantify this, we need Brundle.

"Ten years ago, we had 3.5-litre engines, today they are 3-litres. Then they produced 600bhp at 11,000rpm, today they extract 800bhp, by spinning them at 18,000rpm. But the real change is in the downforce. Approach Copse in the Tyrrell and, despite the fact you're going much slower than in a modern car, you still brake, change down and turn in. Today you barely lift. It is a mind-blowing experience, turning in at 185mph and there is nothing any of these cars can do, not even the Tyrrell, to approach this. And then, of course, there is the change to carbon brakes which makes life very different too."

Yet would Martin rather drive today's F1 car? On the contrary: "I got out of a 1990 Tyrrell and into a '53 Connaught and the pleasure in driving wasn't different at all in overall terms. It was just how they functioned that was different."

He has put his finger on the issue. These are all F1 cars and each was built by the finest talents of their eras with the aim of going faster than any other in history. All shared that goal. We all have our favourite eras. Martin is an '80s man, because he was there and because there never was another period with a broader range of super talents. He reels off a few: Senna, Prost, Lauda, Mansell, Piquet, de Angelis and his point is made. For me, it's the '70s because I don't believe F1 cars ever sounded or looked better. If I could drive one of the five again, it would be the Brabham, though if it were in a race, I can't imagine a man of my ability enjoying any more than the BRM.

It is, of course, a privilege even to see such cars in one place, let alone witness them run. But you can. Every one of these cars will be among 50 F1 cars at Silverstone on 21-23 July to celebrate half a century of F1. It is not to be missed.

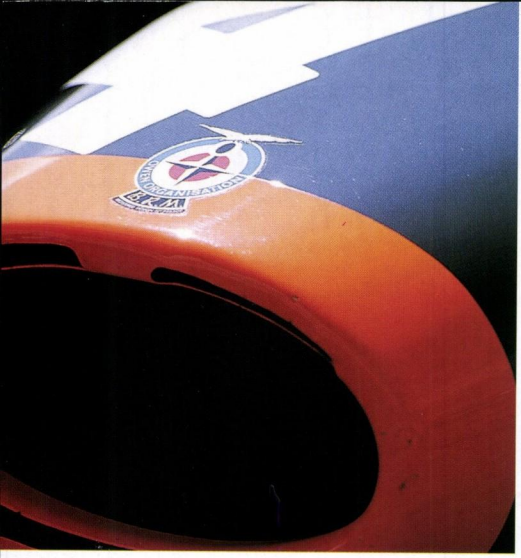
*We are deeply indebted to the following people for their help, support and good humour: The British Racing Drivers' Club for the loan of Silverstone; Martin Brundle, John Fitzpatrick, Bob Gilbert, Paul Alexander, David Clark, Matthew Mortlock, Paul Osborn and Ian Barrowman; Rob Hall of Hall & Fowler, Fred Goddard and his team, Kerry Adams and his team; above all, our thanks to Sheridan Thynne who thought it might be possible and then made it happen*

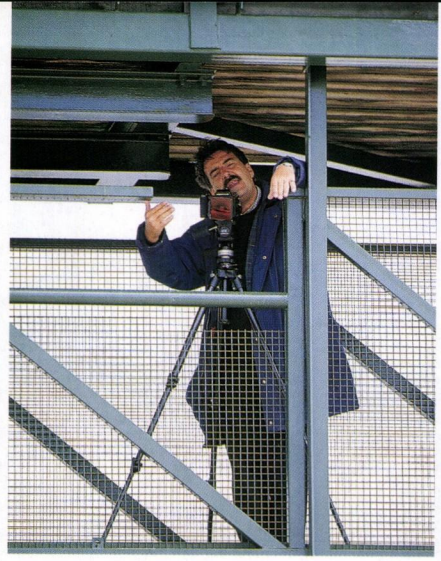








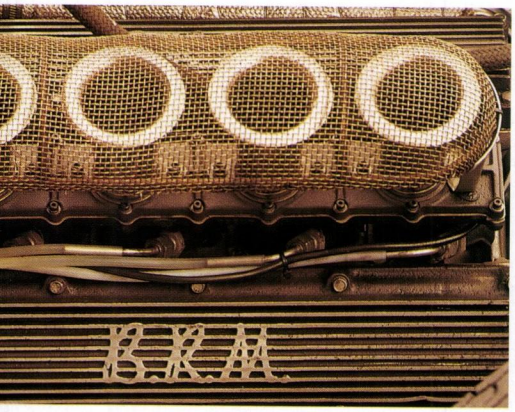








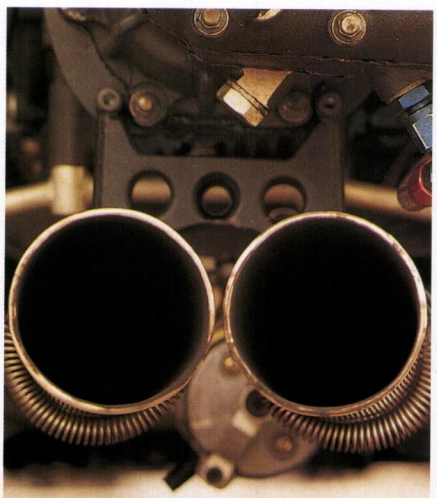


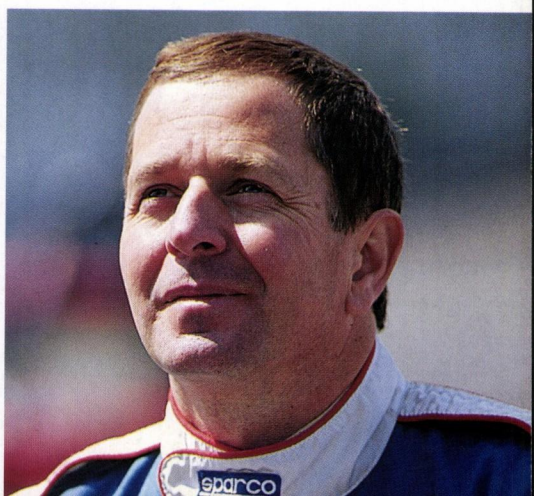





Bob Gilbert


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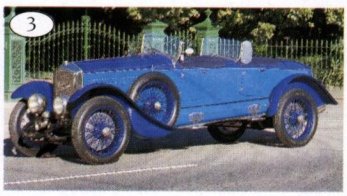
**On Site**
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**Viewing:**
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24 June 10.00am-4.00pm
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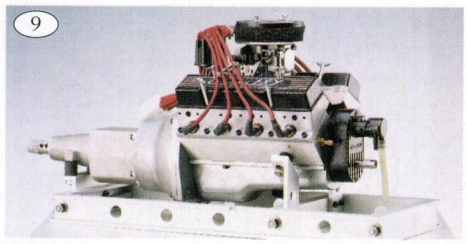


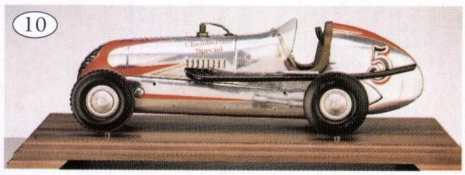











**Illustrated here is just a selection of what is offered:**

**1-** 1928 Bentley 6.5litre Tourer. **2-** 1907 Schacht Model H. **3-** 1924 Alvis 12/50 Ducks Back. **4-** 1959 MGA 1600 Twin Cam. **5-** 1922 Alfa Romeo G1 Model 35/50. **6-** 1923 Rolls-Royce Silver Ghost. **7-** 1910 Panhard et Levassor "Raceabout". **8-** Model of Sopwith Camel with flying remote. **9-** Hand-made working model of a blown V8 engine. **10-.** Model, the Chamberlain Special Tether Car.

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*Right: Nigel Mansell will demonstrate the Lotus 91 in which he scored a third in Brazil and fourth in Monaco (pictured) back in 1982. With a little luck, he may also be seen in his championship-winning Williams Renault*
*Left: Jackie Oliver is a confirmed participant*
*Below: The Coys Festival paddock is where memories and hearts are stirred*






# Coys International Historic Festival Preview

***IF THE COYS FESTIVAL AT SILVERSTONE IS NOT ALREADY IN YOUR DIARY, PUT IT IN NOW. MARCUS PYE REVEALS WHY THE 2000 EDITION SHOULD BE THE BEST EVER***

Fifty years of Formula 1 is the perfect excuse for a celebration at Silverstone, birthplace of the World Championship in 1950, thus the British Racing Drivers' Club has invited an amazing array of champions to a very special Coys International Historic Festival presented by Chrysler, on 21-23 July.

Nigel Mansell, John Watson, Jackie Stewart, Sir Stirling Moss and Froilán González will represent their respective decades in a special demonstration of some of their most famous cars, which also commemorates 50 years of our sister magazine *Autosport*. González will be driving a Ferrari 500 from the year after he won the legendary 1951 race at Silverstone, breaking at last the might of Alfa Romeo. Moss drives various cars, but Stewart is back in his '71 British Grand Prix and title-winning Tyrrell 003. Watson is reunited with the McLaren MP4 in which he won the 1981 British GP and Mansell is set to thrill in a Lotus 91 and, hopefully, his championship-winning Williams Renault FW14B.

John Surtees and Sir Jack Brabham plan to demonstrate cars of their own construction, while fellow World Champion Jody Scheckter is bringing his own Ferrari 312 T4, the last Prancing Horse to carry its pilot to the drivers' title. BRDC secretary Howden Ganley is back in a BRM, joining stars like Tony Brooks (Connaught), Maria-Teresa di Filippis (Maserati 250F), Roy Salvadori (Cooper) and Jean-Pierre Beltoise (Gordini) on track.

A representative selection of cars, including successful chassis and 'heroic failures' will be displayed throughout the weekend. From the early 1950s ➤


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**"An F2-type Porsche will be a rare sight, as will BRM's H16 and the Lotus 63 and gas-turbine 56B"**

comes an Alfa Romeo 158, ERA E-type and BRM's extraordinary V16. Vanwall and Cooper Climax show the divergent design trends in a sport which was about to change radically.

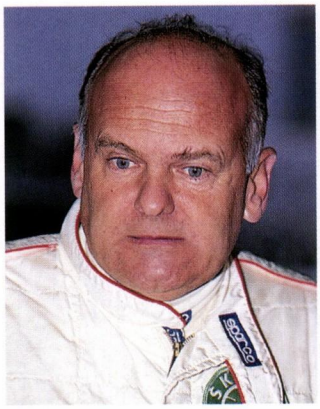
Lotus 24 and 49 models mark the two distinct eras of the 1960s, the latter, with its Cosworth DFV powerplant contrasting with a spaghetti-piped Ferrari 312. An early F2-type Porsche will be a rare sight, as will BRM's over-complex H16 and the four-wheel-drive Lotus 63 and gas turbine 56B.

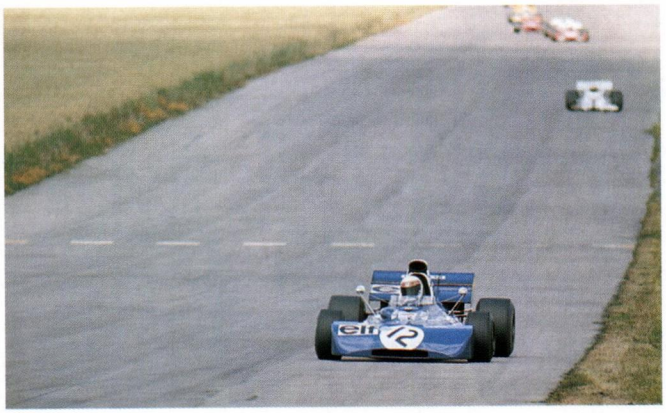
Renault's RS01, its first 1500cc turbocar which made it debut at Silverstone in '77, joins a classic McLaren M23 and Brabham Alfa Romeo BT45 of the '70s, an epoch which also spawned the Arrows A2 'doodlebug'. Stars from the '80s number McLaren's MP4, the twin-chassis Lotus 88 (subsequently banned), a Toleman's TG183B and the Williams FW08 six-wheeler.

The '90s line-up is headed by a Ferrari F93, high-nose Tyrrell 019, and Williams Renault FW14B, plus last year's Jordan, McLaren and Stewart Ford models. And, to bring things up to date, there is current Formula One testing on the three days preceding the meeting, to which admission is free (see *News*).

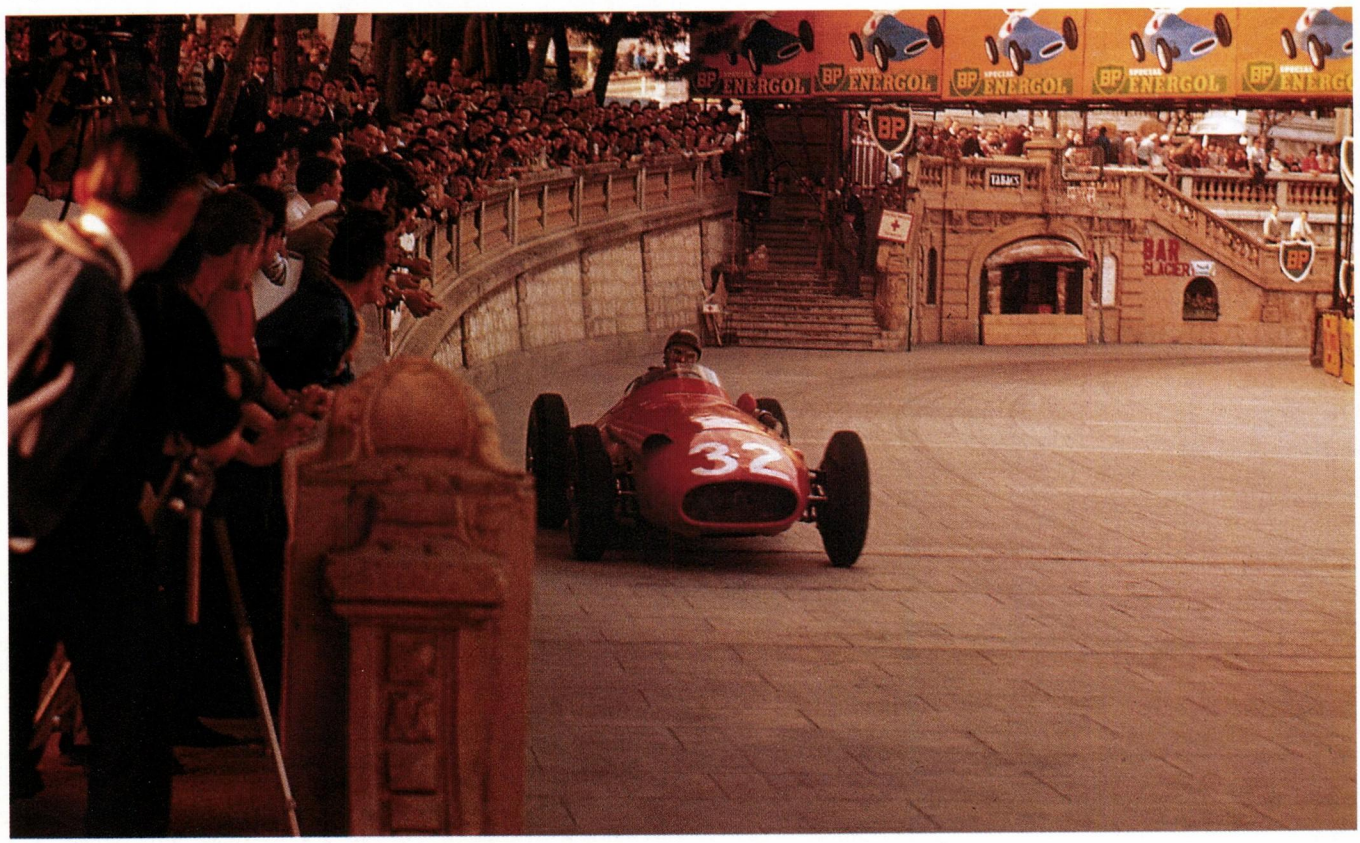
The single-seater theme also binds together the 12-race programme, which features nine classes this year, one more than the norm. Three evocative fields of Grand Prix cars will compete, split into Pre-1952, Pre-1961 and Pre-1966. The latest of these timeframes is showcased over two high-octane events, and features a trio of magnificent BRM P261 V8s, driven by '60s F1 veteran Richard Attwood, Paul Alexander and the versatile Thomas Bscher. The final result will be declared on aggregate of the two legs.

A raft of Maserati 250Fs is set to chase Nigel Corner's V12 Ferrari Dino, the very fast Lotus 16s of Philip Walker and Spencer Flack, and John Harper's BRM





*Left: Stig Blomqvist is one of the stars taking the Group B rally cars to their limits on the Roger Clark Circuit on Friday Below: Jackie Stewart with a Tyrrell 003 at Silverstone. This 1971 British GP-winning combination will be in action over the Festival weekend Bottom: The Maserati 250F in which Juan-Manuel Fangio won the '57 Monaco GP will be part of 'F1 On Track'*









*Top: Ferrari's last F1 champion, Jody Scheckter, will parade his title-clinching car – the dramatic looking 312 T4. Above: Ayrton Senna's Grand Prix race debut came in the Toleman TG183B which will represent 1984 in the F1 parade. Right: Jean-Pierre Beltoise, who won the legendary 1972 Monaco Grand Prix, will pilot a Grand Prix car from another era – a 1950s Gordini.*



P25 in the Pre-'61 event. Barrie Baxter's Tec-Mec (Valerio Colotti's 250F evolution) will attract plenty of intrigue and, subject to FIA paperwork, Robin Lodge's marvellous Lancia D50 recreation could make its race debut.

ERAs are strongly tipped in the Pre-'52 race, but Ludovic Lindsay in R5B 'Remus' and Michael Steele with R4D will watch over their shoulders for the swiftest Alfa Romeo P3s and Baxter's Maserati 4CM. US-based Peter Giddings is planning to run his ex-Denis Poore Alfa Romeo 8C-35 (the 1949 British Hillclimb Championship winner) which is currently being fettled here.

Three-litre Formula One is the focus of The Force's Classic GP competition, which features Cosworth DFV-powered machines and their rivals of the Pre-'72 era. Geoff Farmer's ex-Jo Siffert/Graham Hill Lotus 49 R7 heads the entry but will have to fight off the Brabham BT34 of Ean Pugh and Ben Liebert's Eagle Weslake.

A host of rorty Formula 5000s should give the F1s a hard time, with Lola, McLaren and Surtees chassis – and Malcolm Carter's frighteningly quick wingless Harris – to the fore. Nimble Formula 2 chassis make up the field, the best of the 1600cc machines capable of mixing it inside the top ten overall. Watch for the race debut of Classic Team Lotus' unique de Dion-suspended FVA-powered 58 'wedge' car.

Now in its 43rd season, Formula Junior merits its place on the race card for the first time in years, and a 50-car entry for Count Lurani's fabled training class should provide some of the weekend's best racing. Three-time FIA Historic champion Tony Thompson is still king with his Lotus 27, but Denis Welch, Urs Eberhardt and Stephan Jocher are out to depose him. Of the early front-engined cars, Tony Steele's Lola Mk2 is the quickest. ➳

**"Geoff Farmer's ex-Jo Siffert/ Graham Hill Lotus 49 heads the Force's Pre-'72 Classic GP entry"**

# "The Historic RallySprint will feature a Group B shootout between Alen, Blomqvist and Llewellin"

Four races for sportscars span the whole gamut of development, with Alfa Romeos starring at each end of story. The beautiful Milanese machines of the 1930s square up to Talbots, Lagondas and blown MGs in their traditional two-parter. Autodelta's three-litre T33s of the early '70s take on Lola T70s and Chevron B16s on Sunday in the European Sports Prototype Trophy.

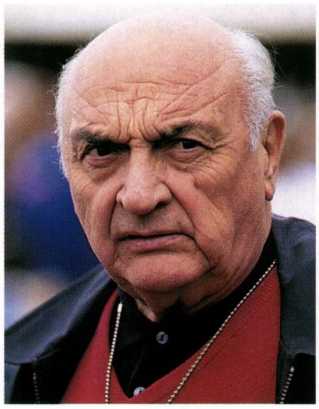
The 1950s Sports Cars will be real crowd-pleasers, with Win Percy and Robert Brooks in Lotus 15s, John Harper and Frank Sytner in Cooper Monacos and Lister Jaguar stars Gary Pearson and Nick Linney gunning for victory. Peter Hardman is bound to get the 1959 Le Mans-winning Aston Martin among them, while Lotuses and Lolas will be locked in combat in the chasing pack.

Title sponsor Coys of Kensington's Pre-'64 Grand Touring race is the only enduro on the timetable, and this 50-minute feast will pitch AC Cobras, Aston Martin DB4s, Ferraris, Jaguar E-Types and Bizzarininis into battle at the sharp end. Behind, Shelby Mustangs, big Healeys, MGBs and Lotus Elites guarantee first class entertainment.

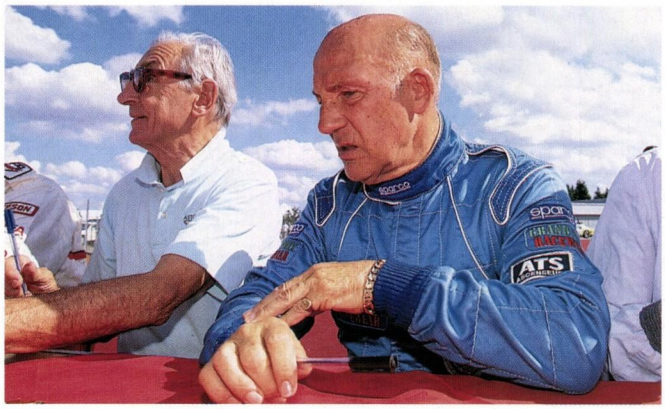
As ever, the sideshows are manifold, with something to please all the family. The Historic RallySprint, on the Roger Clark Circuit adjacent to Becketts Corner, features a Group B shootout between Markku Alen (Lancia 037), Stig Blomqvist (Audi Sport Quattro) and David Llewellin (MG Metro 6R4).

The seventh Footman James Silverstone RetroRun brings 400 cars to the circuit for its climax. The motorsport art gallery, Scarf and Goggles restaurant, live bands, aircraft displays, hot air balloon fly-outs are back. And if the action compels you to join the Historic racing or classic car set, don't miss the superb Coys auction on Saturday evening. M





*Above: Markku Alen will compete in the RallySprint in one of the sexiest rally cars of the 1980s – the Lancia 037*
*Left: José Froilán González will ride the Prancing Horse again over the weekend*
*Below left: Heroes such as Roy Salvadori and Stirling Moss will be accessible*
*Bottom left: Elegant Pre-war sports cars race on both Saturday and Sunday*





## MOTORSPORT TIMETABLE

**Friday 21 July**

| | | |
|---|---|---|
| 0800 | | Gates Open |
| 0900-1230 | | First Qualifying |
| 1330-1615 | | First Qualifying |
| 1700-1930 | | Historic RallySprint (Roger Clark Circuit) |

**Saturday 22 July**

| | | |
|---|---|---|
| 0800 | | Gates Open |
| 0900-1245 | | Second Qualifying |
| 1300 | | Footman James Retro Run, Club Straight |
| 1330-1350 | | 'Autosport' 50th F1 Celebration |
| 1355 | Race 1 | 1950s Sports Cars for the Duncan Hamilton Trophy, Part 1 |
| 1435 | Race 2 | Pre-1952 Grand Prix Cars |
| 1500-1520 | | F1 On Track |
| 1525 | Race 3 | Pre War Sports Cars, part 1 |
| 1555-1615 | | F1 On Track with Nigel Mansell |
| 1620 | Race 4 | Pre-1972 Classic GP Cars |
| 1655 | Race 5 | Pre-1965 GP Cars, Part 1 |
| 1730 | Race 6 | Formula Junior |
| 1730 | | Coys Auction (Entry by Catalogue & Event Pass) |

**Sunday 23 July**

| | | |
|---|---|---|
| 0600 | | Gates Open |
| 0915 | | Footman James Retro Run Parade |
| 0945 | | Track Parades |
| 1030 | | Track Parades |
| 1200-1220 | | 'Autosport' 50th F1 Celebration |
| 1230 | Race 7 | 1950s Sports Cars for the Duncan Hamilton Trophy, Part 2 |
| 1315 | Race 8 | Pre-1960 Grand Prix Cars |
| 1345-1405 | | F1 On Track |
| 1410 | Race 9 | Pre War Sports Cars, Part 2 |
| 1505 | Race 10 | Coys of Kensington Pre-1964 GT Cars |
| 1610-1630 | | F1 On Track with Nigel Mansell |
| 1635 | Race 11 | Pre 1972 Le Mans Cars |
| 1720 | Race 12 | Pre-1965 GP Cars, Part 2 |
| 1830 | | Prizegiving |

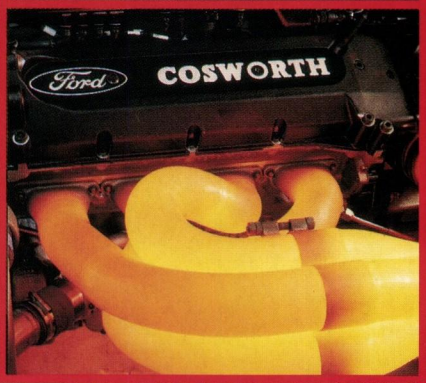
**ADMISSION**

Adult admission costs £25 per day at the gate, or £20 if booked by 30 June 30, but a three-day All-Inclusive Weekend Pass is a snip at £35. Accompanied children under 16 are free. Call 01327 850240, between 0800-1900 weekdays to reserve your tickets.









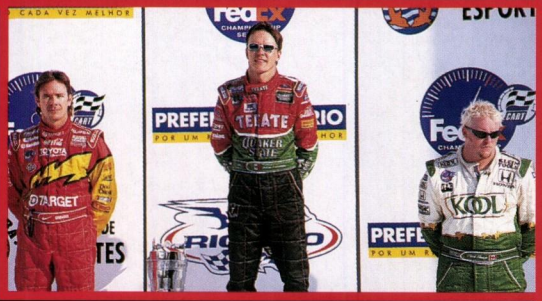













COSWORTH Racing

COSWORTH Racing

Heritage defines a company's image and shapes the direction of its thinking for the future, and few companies can boast as illustrious a heritage as Cosworth. Throughout the motorsport world this evocative name is synonymous with very high performance racing engines - and with winning.

Last October Johnny Herbert added to that heritage when he won the Grand Prix of Europe at the Nurburgring in a Stewart Ford powered by a Cosworth engine so small and light that it had astonished rivals. The CR-1 V10 produced more than 800 bhp with an all-up weight of around 100 kgs, a fabulous feat of design, ingenuity and packaging that in turn endowed the Stewart with outstanding handling characteristics.

Today, the Jaguars of Herbert and his team-mate Eddie Irvine are propelled by an evolutionary version, the CR-2, even lighter, even more powerful. Sired by the Cosworth legend, but born to a company whose sights are set very firmly on the future rather than the past. When the focus is on pushing back yet more engineering boundaries.

Cosworth's current success is not limited to the high-prestige, high-tech world of Formula One. In America's CART ChampCar series Max Papis got the brand new XF V8 off to a fabulous start with a clear victory in his Team Rahal Reynard-Ford in the opening race at Homestead. When the series moved to Rio in April, Adrian Fernandez endorsed the strength of this innovative engine with a win for Patrick Racing. Both results confirmed the speed and promise the engine had shown in pre-season testing, and the popular opinion in ChampCar circles that it is the one to beat.

Colin McRae and Carlos Sainz currently lead Ford's challenge for honours in the World Rally Championship, with their Cosworth Zetec-M-engined Focuses. All season both have shown speed and the competitive edge to win, and McRae dominated the recent Catalunya Rally.

Yet, as befits many British success stories, Cosworth had modest beginnings back in 1958 when two friends, Keith Duckworth and Mike Costin, set up their own engineering business.

At the time Ford was not perceived as a performance manufacturer, but Duckworth and Costin would do so much to reverse that view that the names Ford and Cosworth came to fit together as comfortably as Rolls and Royce, or Marks and Spencer.

Their first engine, a Ford-based unit for Formula Junior, appeared in 1959. The following year Jim Clark scored its first win.

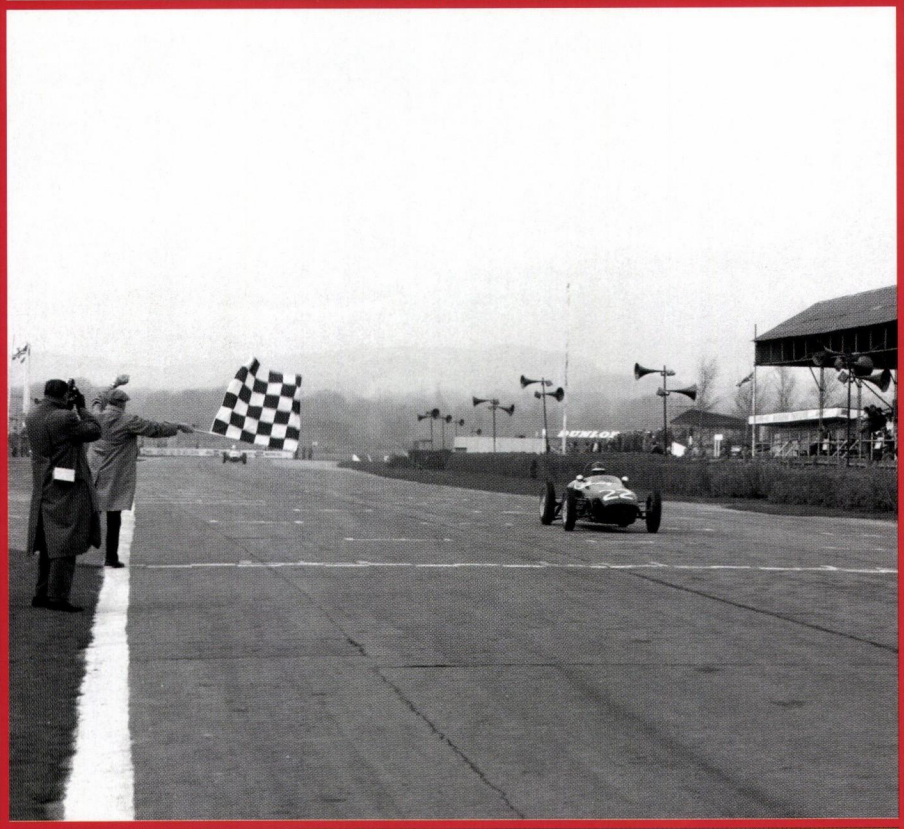
When Ford decided in the mid-Sixties to build a new engine for Formula One, to enable British teams to maintain their dominance over rivals such as Ferrari, director Walter Hayes had only one company in mind to design and manufacture it: Cosworth.

Where many rivals had created complex, overweight engines, or adapted older units, Cosworth sought power, lightness and compactness. Duckworth chose the most logical route, a 90 degree V8 with double overhead camshafts per bank and four valves per cylinder. Within one race the engine had completely redefined the design parameters.

That race was the Dutch Grand Prix of 1967. Graham Hill took pole position and led at Zandvoort in his Lotus-Cosworth. When he stopped, the incomparable Clark swept majestically to the front.

For 15 seasons the DFV would dominate Formula One, metamorphosing via continual updates from its original 405 bhp to closer to 540 by the end of its life in 1983, when it had scored a record 155 wins.

Graham Hill was the first man to win a World Championship with it, in 1968, but he was certainly not the last. He was succeeded by Jackie Stewart, in 1969, 1971 and 1973; Jochen Rindt in 1970; Emerson Fittipaldi in 1972 and 1974; James Hunt in 1976; Mario Andretti in 1978; Alan Jones in 1980;
















Nelson Piquet in 1981; and Keke Rosberg in 1982.

Yet Cosworth's legendary ability to develop race-winning engines was not confined to Formula One. A version of the DFV, the DFX, appeared in CART IndyCar racing in 1976 and, like its sibling, became a legend. Between that season and 1989, Cosworth DFX engines powered home to 151 race victories, and provided CART titles for Rick Mears in 1979, 1981 and 1982; Johnny Rutherford in 1980; Al Unser in 1983 and 1985; Mario Andretti in 1984; and Bobby Rahal in 1986 and 1987. Along the way, the engine won the world famous Indianapolis 500 race for a straight 10 years.

Just to complete its Grand Slam, the Cosworth DFV also won the Le Mans 24 Hour classic in 1975 and 1980.

Small wonder, then, that in 1977 Cosworth received the RAC Diamond Jubilee Award, or that two years later Keith Duckworthís remarkable success was recognised when the DFV was given a British Design Award by the Duke of Edinburgh.

Yet even the legendary DFV is only part of an ongoing story. Its successor, the HB V8 that was introduced in 1989, won a further 11 Grands Prix in the years up to 1993, while in turn its replacement, the Zetec-R V8, also won first time out, giving Michael Schumacher opening wins and subsequently the World Championship crown in 1994.

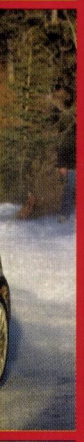
Three years earlier, Jaguar XKR14s powered by endurance versions of the HB had clinched the World Sportscar Championship, while the XB, the IndyCar equivalent of the engine, scored six race wins in its first season in 1992. A year later, Nigel Mansell swept to the IndyCar crown in his XB-powered Lola.

A whole family of high performance racing engines has flowed from Cosworth Engineering. The 1987 power units in the Ford Sierra RS500 Cosworths helped them to that year's World Touring Car Championship, while the QG V6 powered the Ford Mondeo to the same title in 1993 and 1994. In Formula 3000, the stepping stone below Formula One, the Cosworth AC V8, for which the company received a British Design Council Award, mopped up in 1993, 1994 and 1995. In 1996 the KF V6 engine designed for Opel won the German ITC.

After Jacques Villeneuve won the IndyCar title and the Indy 500 in 1995, the Cosworth XB made way for the race-winning XD in 1996.

Cosworth engines thrive off-track and on the road, too. In 1994 a Ford Escort RS Cosworth won the



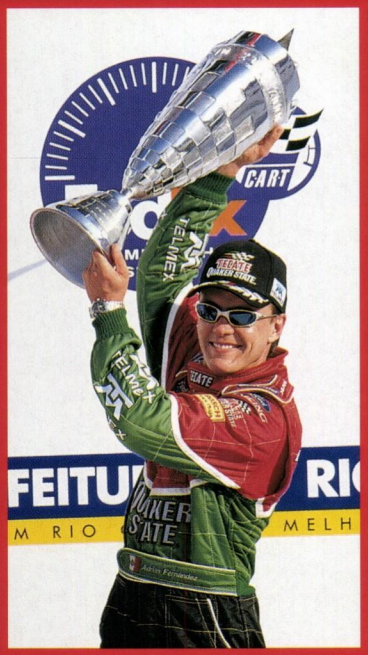
Monte Carlo Rally, while thousands of ordinary motorists have also been able to benefit from Cosworthís legendary expertise, via Ford's much-praised series of Sierra and Escort Cosworth derivatives which set new standards of road-car performance, economy and value for money.

Much has changed since Duckworth and Costin moved from their north London premises to Northampton in 1964. UEI Plc purchased the company in 1980, before selling it to Carlton Communications in 1988. Two years later they in turn sold out to Vickers Plc. The most significant change of all came in 1998, when Ford Motor Company purchased the company on which so much of its motorsport foundation has depended.

But while the company's structure and ownership has changed, its basic philosophy remains the same. The continuous quest for engineering ultimates has seen Cosworth keep its place at the forefront of research, development and production, and led to breakthroughs such as its revolutionary casting techniques which are the envy of other manufacturers. In 1986 and 1992 Cosworth received the Queen's Award for Export Achievement, while former managing director and one-time Formula One mechanic Dick Scammell received the MBE from the Queen in 1995.

Today, Cosworth remains committed to the cause of engineering excellence and innovation, as the CR-2's achievement in virtually halving the weight and doubling the power of the DFV so graphically illustrates.

www.cosworthracing.com




COSWORTH
Racing

## THE CLASSIC RESTORERS

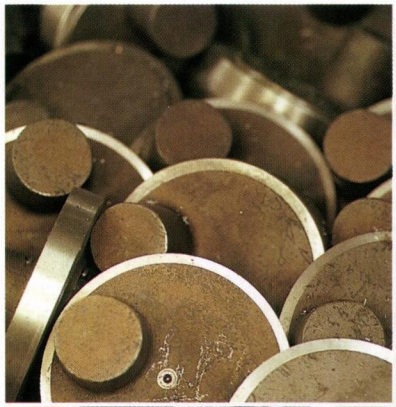
# Crosthwaite & Gardiner

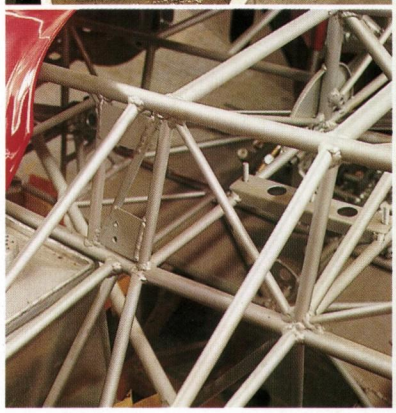
***IN A NEW SERIES, GORDON CRUICKSHANK VISITS SOME OF BRITAIN'S FINEST SPECIALIST RESTORATION, PREPARATION AND MANUFACTURING COMPANIES TO FIND OUT WHY BRITISH CRAFTSMEN CONTINUE TO LEAD THE WORLD IN THIS MOST EXACTING INDUSTRY. THIS MONTH: HOW TO BUILD AN AUTO UNION***



photography by Charles Best

***DICK CROSTHWAITE (LEFT) AND JOHN GARDINER ARE THE TWO PRINCIPALS BEHIND AN ENGINEERING CONCERN WHICH DRAWS WEALTHY RACING CAR COLLECTORS AND MAJOR CAR COMPANIES ALIKE TO A TINY SUSSEX HAMLET. HERE MIRACLES ARE PERFORMED IN METAL, AND ALL FOR THE SIMPLE SATISFACTION OF WORKING OUT HOW TO DO THE IMPOSSIBLE AND THEN MAKING IT HAPPEN***







It's called Hogge's Farm, but there's nothing agricultural about this place. It would not be an exaggeration to describe this modest, anonymous establishment, unobtrusively sited in a Sussex hamlet, as an international centre of excellence. Behind a tall flint wall softened by ivy is the firm of Crosthwaite & Gardiner, restorers and makers of historic racing cars.

They've been in business together for 40 years, the two principals: Dick Crosthwaite, dapper in his blue coat, and John Gardiner, always sporting a flower in his shirt pocket. Both are skilled engineers, though Dick tends to deal with customers and commerce, John with solving impossible technical questions. They teamed up in 1963, sharing an interest in repairing Bugattis, and they haven't changed course since. They still do Bugattis, but their record is rather more extensive now: they can rebuild a twin-crank H16 (Bugatti or Maserati), a flat-12 Ferrari, a Vanwall, a V12 Delahaye or a Mercedes W163. And more than that, they can make from scratch any part for any racing car; from which it follows

**"That's us: we take in raw material; we send out finished parts"**

that they can build a whole new vehicle. If you saw the quartet of Auto Unions at Goodwood, you've seen what they can do, for three of those were brand-new. C&G made everything bar the spark plugs and the tyres. What's more, they had very few working drawings: these chaps are intuitive engineers. With a broken part, or even a photograph as a guide, they can think their way to the same solution as the man who first made it.

The small tidy yard disguises its business well: to the left a row of garage doors conceals painting bays; beyond, invisible until entered, a smart office with black slate floor, desks covered with drawings, shelves carrying car models, a Manx Norton motorbike in the lobby. The offices connect to Dick's striking modern house behind; John lives in a nearby village. Ahead, the corners of two pitched roof buildings are so close you can hardly see their extent. "This is the machine shop," says John Gardiner unexpectedly, leading the way into the larger one. Inside, rural Sussex evaporates in the face of factory-scale machinery: small, recognisable devices – grinding wheels and drills – are dwarfed by units the size of Transit vans. Computer-controlled milling machines and enormous lathes enclosed in safety casings are turning huge steel blanks into glinting crankshafts and supercharger rotors; vast borers poke holes through cylinder blocks like hunks of cheese. The half-finished results, which seem so priceless in the paddock, cluster in corners – two Maserati Birdcage blocks, dog-toothed type 59 wheel rims, Auto Union supercharger casings you could drop a football into.

It becomes clear that this is more of a manufactury than a restoration shop. As if stage-managed to make the point, we stand back to allow a delivery of steel stock to pass. Gardiner nods to the bars with satisfaction. "That's us. We take in raw material, we send out finished parts." Best-seller lines include Maserati 250F brake drums (Gardiner doubts whether there is one racing which is not

*WITH THE SKILLS OF 26 CRAFTSMEN ON SITE, CROSTHWAITE & GARDINER MANUFACTURE ALMOST EVERYTHING FROM RAW MATERIALS. TOP, CIRCULAR BLANKS WILL BECOME CRANK WEBS FOR DISPLAY V16 AUTO UNION ENGINE; INTRICATE THIN-TUBE TRACERY OF MASERATI BIRDCAGE CHASSIS; DRILLING BUGATTI TYPE 59 RIMS FOR RADIAL SPOKING*

*WORK-BENCH BELOW MAY LOOK CONVENTIONAL, BUT CHASSIS ON TRESTLES WILL BE THE FIFTH SUSSEX-BUILT AUTO UNION – TAKES FIRM'S RECORD WITH THE MARQUE INTO DOUBLE FIGURES; CLIMAX PARTS, EVEN COMPLETE ENGINES, ARE AVAILABLE OFF THE SHELF – COMPANY HAS NO RESERVATIONS ABOUT MAKING ANY PART RACERS NEED; SHELVES OF CASTING PATTERNS ARE A PERMANENT LIBRARY OF RARE COMPONENTS*

fitted with their units), alloy XK engine blocks, wide-angle D-type heads, 58mm Weber carbs and entire Coventry Climax FPF engines. "Can't make them fast enough," says Gardiner. Both men are entirely unabashed over this prolific copying. "Climax don't make them any more, so it's not 'passing off'. If we stopped, so would much of the racing." Do they identify their stuff, like Cameron Millar's 250Fs? "No, we just leave the number space blank."

"And this is our gear-cutting section." Straight-cut or helical, they'll tackle anything, in any quantity. The proof is three crates of gears for Bentley D 'boxes – with minor tweaks which apparently ease the action – not made to order, but on spec. "Someone will buy them eventually. We used to try pre-booking, but it always fell apart. Our first pattern was for Bugatti alloy wheels: we sold one set. So now we just make anything we fancy. We did a mag-alloy diff casing for someone's E-type, then we made ten more on a whim. They're nearly all sold already. Of course, we've done a few stupid ones too, which nobody wants."

Isn't this the expensive way to do things? "Oh, yes," John replies with unconcern. "Reckon the Climax engine patterns have cost us... £30,000?" He turns to Dick. "And the rest," says his partner, grinning.

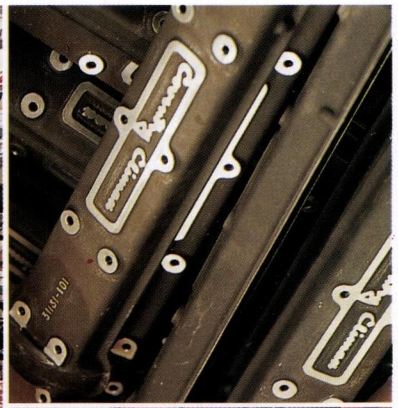
Sometimes the team has only a 50-year-old cutaway drawing to show them what they're building. It doesn't frighten them. While clearly proud of the work, John is impatient if you're too reverential. There is no sense of awe in this place about recreating these ancient mysteries. It's just about bits of metal, and if a man worked out how to make it in 1936, a man can do it again in 2000. In this case, that man is usually John Gardiner, and as long as he has some indication of how the outside of any part should look and what is happening inside, he'll create it. And he won't use a clever modern alternative; it has to be done in the same way, mindful of the tools available then. Perhaps a minor strengthening here and there to a known weak point, but that's it.

**"We're not 'passing off'; if we stopped, so would much of the racing"**

Another shelf is covered in circular plate-sized blanks, which a machinist is steadily shaping into webs for a V16 Auto Union's built-up roller-bearing crankshaft. The final unit contains some 700 components, and makes Bugatti's famous roller crank look simple. And they had to work out the assembly order as they went along. Yet the later V12 crank actually features even more parts – 1111, according to Gardiner's personal count. It was C&G's work on Neil Corner's V12 which led to Paul and Barbara Karassik bringing the remains they had rescued from the USSR to Sussex for reassembly. The resulting two V12s made such an impact that Audi wanted to buy one, but couldn't agree on a price. So C&G simply offered to build some. Four were built, all V16s, and now they are working on a 1934-specification A-type.

They'd rather make than mend, so nowadays they leave race preparation to others. It's certainly not for any lack of confidence. The Sussex firm got the Napier-Railton racing again in the 1960s, assembled Alain de Cadenet's 1970s Le Mans efforts, and ➳







*CASTING 6-LITRE V16 BLOCK INVOLVED 35 SEPARATE MOULD PARTS AND ¼-TON OF METAL; ALL OVER IN 15SEC, BUT MACHINING TAKES RATHER LONGER. NOTE FLANGED OPENING FOR MOUNTING HUGE SUPERCHARGER, SHOWN ON RIGHT. ENGINES BUILT IN PAIRS FOR EFFICIENCY, HENCE LARGE NUMBERS OF COMPONENTS VISIBLE IN SHOP. EVEN CAMSHAFTS DESIGNED AND GROUND IN HOUSE FOR EACH APPLICATION*

ran Amschel Rothschild's very successful BRM P25 in the 1980s.

"It's no loss to us. That stuff is just so expensive and disruptive. You can't charge enough to cover the long hours, lost weekends and the absence of good men from the shop. When we used to do Pat Lindsay's ERA, there were four or five races a season. Now it's off the clock, and we leave it alone... though we have sent someone to the Monaco historics this weekend."

We pass under half a racing car nailed to a wall – the firm's three-dimensional logo – and through an ivy-clad brick archway. The upper floor, clad in rustic timber boarding, contains the engine shop; the lower, the assembly shop and a 1000bhp dyno. In the distance, a Birdcage Maserati on stands, alongside two Bugattis.

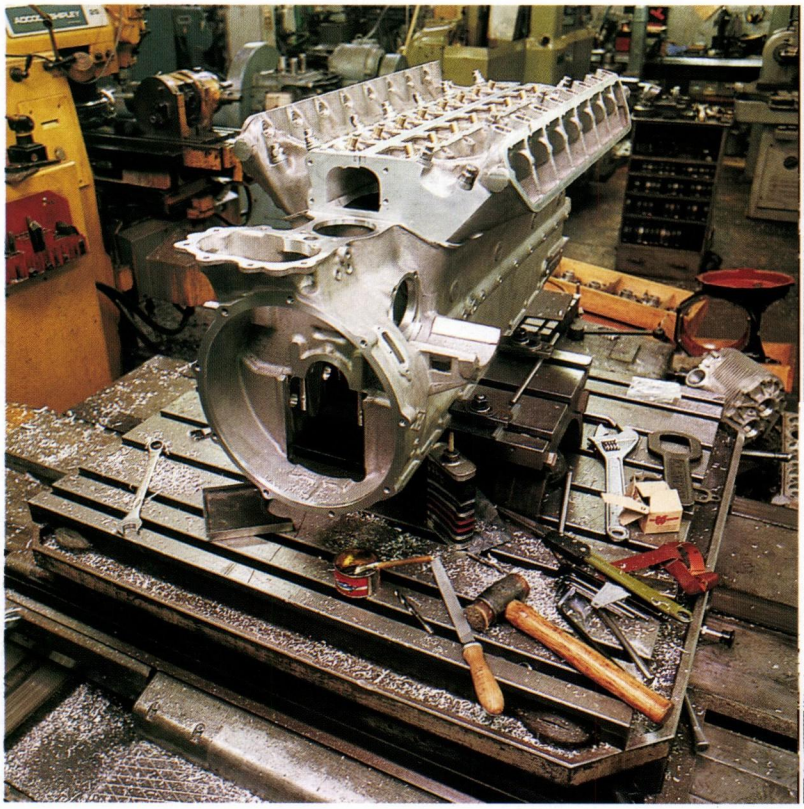
Are there any original parts in those T35s? Gardiner shrugs. "We were given a collection of bits." I tell him of the letter Jenks sent me when I joined this magazine, which said "All Bugattis are fakes unless DSJ says otherwise." He laughs. "Jenks used to come here a lot," he recalls, "but the visits tailed off when we began to make new things."

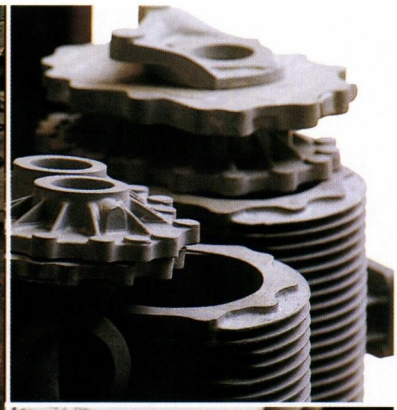
A Lancia Lambda in pieces is an increasingly rare straightforward restoration job; next to it, the carcass of yet another Lightweight E-type, and a D monocoque. And there's another Bugatti here, a Type 52; that's the miniature electric child's car. Is this another restoration? "No, we make those. We've probably turned out 40 or 50 so far."

It's not their only model; for a while they produced a lovely large-scale Alfetta 158, and a 14in petrol-powered 250F. But when Dick adds that they stopped "because it takes up a skilled man's time" you realise that this firm is simply unable to do anything by halves. There's even a C&G bicycle in the office. It's a slender track bike carrying Maserati tridents cast into the fork crowns. "We had half-a-dozen made." Why? "It just seemed a nice idea." Like the transporter which Dick's son Oliver is building to carry his Coopers to the races. Outside, a mild-mannered Thirties Citroën truck; within, a 3.8-litre Jaguar engine. But like all internal projects, it's not top of the priority list. Dick points ruefully to a 3-litre Bentley in the corner. "I've had that since 1960 and I only finished it this year."

**"Jenks used to come here a lot – until we began to make new things"**

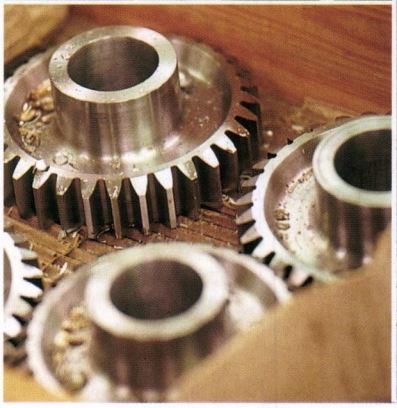
Near the entrance to the assembly shop are the twin tubes of a pre-war chassis design. Soon it will become another Auto Union, this one for static exhibition in the museum. This explains the 16-cylinder block I saw mounted on a huge horizontal borer. But it's not just machining: the ancilliary skills available in this place are endless. I'm shown a beautifully turned wooden pattern for forming a leather cone into an Auto-Union u/j cover; and how they machine and mould rubber cush-drives for a Ferrari; if you bring them a rare and ruined distributor, they can cast up another in resin with all its brass inserts. They evolve and grind their own camshafts; they even make their own fasteners. The 26 people who work here surely possess all the skills the automotive industry has accumulated in a century; and as we pass, they all smile. Either my hair is sticking up absurdly, or they like working here.

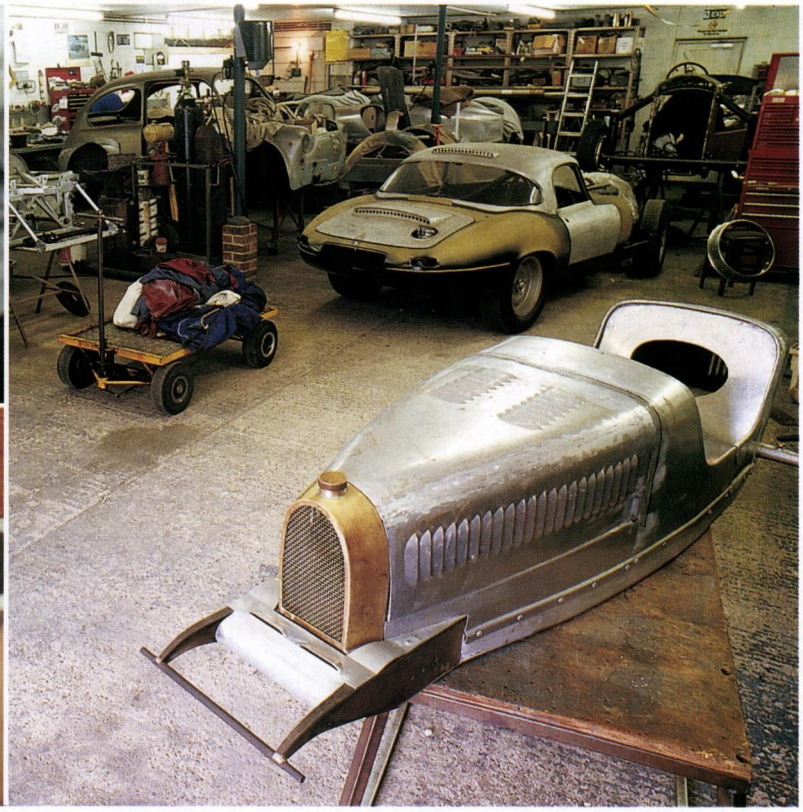










I ask about new materials. "There aren't any," says Gardiner firmly. "Not in the things we do. The only real improvements are in quality control and heat-treatment. In fact we buy some material for Bugattis from the same supplier they used in the 1920s."

What has changed is the sophistication of the tools. Once set up, a computer multi-axis milling machine can shape, spin and shape again as often as wanted. Making raw castings, on the other hand, hasn't changed in years.

"We have two local pattern makers, and we keep them flat out. They don't use many drawings, just their eyes. Then we have three casting foundries, depending on the material, who know how to do it the old way, not with modern resin sand. In fact we do a lot of things ourselves simply because outside firms won't believe how we want it done."

With no records of how it was cast, the AU's one-piece crankcase and cylinder block produced the intellectual challenge of visualising how to interlock all the cores to produce the final pattern. In the end it took 35 separate handmade cores to leave the requisite complex hole in the casting sand. "But," Gardiner says, "if it goes well, seeing even those being cast is an anti-climax. We needed eight people to tip the crucibles of molten alloy, a quarter of a ton of it, into this six-foot long mould, yet it was all over in 15 seconds."

**"We buy materials from the same supplier Bugatti did in the 1920s"**

Only bodywork is entrusted to outsiders. Rod Jolley's skills are nearby, and lately Keith Roach has excelled with the stunning panels of the streamlined Auto-Union. But everything comes back to Hogge's Farm for assembly and painting, to a standard which brings Ralph Lauren as a client for the awesomely perfect cars he sends to Pebble Beach.

They are, they claim, never quiet, even though they restrict themselves to cars. Surely they could take on all sorts of specialist manufacture? "Oh," says John dismissively, "we've done a bit of precision surgical stuff," but you can tell that if it doesn't burn petrol, he's not interested. Between the big jobs they turn out the "just in case" stuff which will save someone's bacon in a year or two, like the pile of AC Aceca brakes propped against a crate of Climax cam-covers. But it is clearly anything new and difficult they relish most, and they don't just sit back and wait for suggestions. It was C&G who went to Audi about the Auto Unions, not the other way round, and Dick claims he quoted an unrealistically low price because they were dying to build the cars. Having heard the figure and seen the publicity generated, I think Audi got a bargain. Currently Ingolstadt is under seige again: Crosthwaite is desperate to build the three-seater V16 coupé which was rumoured before the war.

He muses: "I'm amazed some firm hasn't seen the Auto Unions and asked us to build something for them. There must be someone out there who wants something daft that we could build them." In fact he has himself spotted a forthcoming centenary for a major car company, and he knows that some of its heritage is missing. He wants to plug that gap. Are there any drawings? "Hardly any, I believe," says Dick with satisfaction.

I'd love to be in that firm's boardroom when Mr Crosthwaite comes to call. M

*BUGATTI WAS MARQUE WHICH BROUGHT CROSTHWAITE & GARDINER TOGETHER; COMPANY HAS WORKED ON EVERY MODEL BAR ROYALE, INCLUDING TWIN-CRANK H16. CHILD'S ELECTRIC-POWERED T52 A POPULAR LINE - DOZENS ALREADY MADE. SAME MAY SOON BE TRUE OF 'LIGHTWEIGHT E-TYPE' SEEN BEHIND. C&G CAPABLE OF EVOLVING NEW GEARS FROM WORN ORIGINALS; THESE FOR VINTAGE BENTLEY*


WAKEFIELD
Castrol
XL
MOTOR OIL
QUART
Castrol Caddy
REGISTERED DESIGN

# CASTROL R

***IT IS CURIOUS THAT WE UNDERSTAND MUCH BETTER THAN ITS INVENTORS THE WAY CASTROL R WORKS, YET TAKE IT FOR GRANTED. KEITH HOWARD REDRESSES THAT BALANCE***

photography by Charles Best

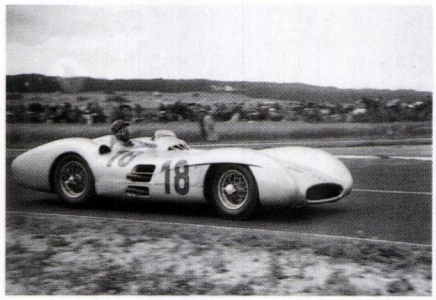
In the case of Sir Charles Cheers Wakefield, later Baron Wakefield of Hythe, the sweet smell of success was more than a metaphor. You still catch the scent of the substance that made his company a household name in the early 1900s wherever older racing engines are exercised: that distinctive, heady perfume of Castrol R. Although castor oil, the origin of the smell, was still the purgative bane of many a childhood when C C Wakefield & Co introduced its Castrol range in 1909 (the name being a contraction of castor oil), to high performance engines on the road and in the air it was to become a more welcome part of the diet.

The story begins in 1899 when, having spent 15 years working for the London office of Vacuum Oil Company of Rochester, NY, later to metamorphose into Mobil, Charles Wakefield resigned his position as general manager and determined to strike out on his own. It was an auspicious time to be doing so. Within four years the Wright Brothers would take tentatively to the air, followed albeit somewhat belatedly by compatriot Samuel Franklin Cody at Farnborough in 1908. A year later Louis Blériot flew the English Channel and, five years after that, storm clouds over Europe would spur a period of unprecedented aircraft development effort. On the ground, progress was scarcely less momentous as the horseless carriage progressed from being a curiosity and plaything into an increasingly practical mechanism, as well as another vehicle of human endeavour and national rivalry.

Charles Wakefield wasn't slow to realise that here lay both an important new market for lubricating oils and, just as significantly, a whole new marketing opportunity also. The world was agog at the daredevil exploits unfolding on land and in the air; having your product name attached to such derring-do was a golden opportunity to exploit what today we would call product placement. So Charles Wakefield determined to produce a new breed of oil for this new breed of machine, and make certain that the world knew of it.

Engine oil development, like engine development itself, was then in its infancy. Today's world of multigrade and synthetic oils was a long way off. Prior to the sinking of the first petroleum well in 1859, engineers had had to use animal and vegetable fats and oils for lubrication, but these proved far from ideal at the extremes of temperature involved in the internal combustion engine. As every cook knows, fats and oils thicken when you put them in the fridge and leave gummy, varnish-like deposits when you heat them in a pan. This same behaviour in an engine made cold cranking difficult on start-up, while oxidation of the lubricant at combustion temperatures could, literally, gum up the works.

Mineral oils relieved these limitations, even in their early forms offering a level of thermal and oxidative stability traditional lubricants couldn't match. But they were far from perfect. In particular they lacked what, at the time, was termed "oiliness", the ability to adhere to metal surfaces in a thin, continuous film. Wakefield researchers found that whereas castor oil coated a hot metal surface, mineral oil tended to pool on it, leaving areas of metal exposed.



***Castrol R20 helped Mercedes to Reims '54 win***

Today we have a much better understanding of why this happens. Castor oil is composed almost entirely of triglyceride fatty acids, of which ricinoleic glycerides form by far the largest proportion (typically around 86 per cent). Fatty acids are polarised molecules comprising an oily, hydrophobic (water-hating) head and a hydrophilic (water-loving) tail; the hydrophilic ends of castor oil molecules are adsorbed to the metal surface, leaving the oily heads protruding.

The result is that castor oil provides excellent boundary lubrication, much better than that achieved by early mineral alternatives. In hydrodynamic bearings, like crankshaft bearings, where a relatively thick layer of oil is established, this offers no benefits. But where the oil layer is thin – on cylinder walls and cam lobes, for instance – it ensures a higher level of scuff resistance.

Mixing castor and mineral oil therefore seemed a good idea in the early 1900s, but the two are not readily miscible. What Wakefield researchers discovered was that a surprisingly small proportion of castor oil – as little as 0.7 per cent – was sufficient to confer its high film strength on the mix, and thus Wakefield Motor Oil (Castrol Brand) was born. In fact, five variants were introduced initially for different applications, Castrol R being the flagship product intended for aero and racing engines. Wakefield & Co's core business was – and in the immediate future, would remain – lubricants for the railways and industrial customers, but it was Castrol Brand that was to carry the company name to the four corners of the globe.

Success was almost immediate. In October 1909, Britain's first aviation prize, the Inauguration Cup, was won by Frenchman Léon Delagrange using Castrol oil. Following which, on land and in the air, the litany of Castrol successes encompasses many of the most significant events in aviation and motoring history, including Britain's winning of the Schneider Trophy three times in a row with the R J Mitchell designed, Rolls-Royce powered Supermarine S5, and most of the World Land Speed Records established during the highly competitive inter-war years. In the Great War, Castrol R even came to the attention of Kaiser Wilhelm II, achieving almost 'secret weapon' status when it was discovered that a captured British aircraft could operate at considerably higher altitudes than German equivalents due to its engine oil's superior low temperature performance.

In the 1920s castor oil was removed from general motoring oils as mineral oil technology advanced, but its superior film strength ensured it a continued role in high performance engines. Only in 1953 was Castrol R superseded by R20, again containing castor oil but this time mixed with a semi-synthetic, and the successes began all over again. Mercedes-Benz immediately chose it for the advanced W196, Fangio scoring a first-time-out victory for both oil and car when he won the French GP in '54.

Even today castor oil remains the lubricant of choice in certain applications, notably methanol-powered two-strokes because of its complete miscibility with alcohol fuels. As a result you don't have to go to a historic race meeting to catch that distinctive castor aroma. Appropriately, it can even be smelt where enthusiasts fly model aeroplanes. M






LAT

# The Remarkable Reid Railton

***REID RAILTON WAS ONE OF THE MOST BRILLIANT OF ALL PRE-WAR ENGINEERS, USING THE TALENTS OF MEN LIKE JOHN COBB AND PARRY THOMAS TO UNLOCK THE POTENTIAL OF HIS DESIGNS. BILL BODDY RECALLS A TRUE GENIUS***

BSC, EDUCATED AT RUGBY AND MANCHESTER University, Reid A Railton was unquestionably one of the greatest and most forward thinking automobile engineers and racing car designers of the pre-World War II era.

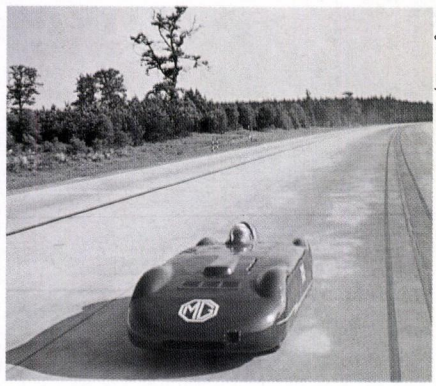
He was, from 1917 onwards, associated with John Godfrey Parry Thomas when Thomas was the Experimental Engineer and then Chief Engineer at Leyland Motors Limited in Leyland, Lancashire. Thomas had left by 1923 to become the greatest Brooklands racer of the 1920s, driving his Leyland Thomas cars. Although Reid Railton did not join him, he remained a close friend, with whom he would sit up into the small hours in Parry Thomas' bungalow, 'The Hermitage' (situated at the Track), discussing his friend's racing plans.

Railton had been associated with the Arab which was built at Letchworth for a couple of years from 1926. Its 2-litre engine, with valve gear and leaf valve springs either contributed by Parry Thomas or borrowed from what Railton had learnt from him at Leyland, gave a claimed top speed of 90mph. Few were made, although two survive.

Railton was reassociated with his mentor and great engineering designer and racing driver in 1926/7, when a competition version of the Riley Nine was required. At Brooklands, Thomas and Railton worked on the equally successful Brooklands model of this famous marque. Before this, competition appearances in this post-war period had been the domain of the side-valve Riley Redwing, which Victor Gillow and AF Ashby had developed into capable outer circuit Brooklands participants.

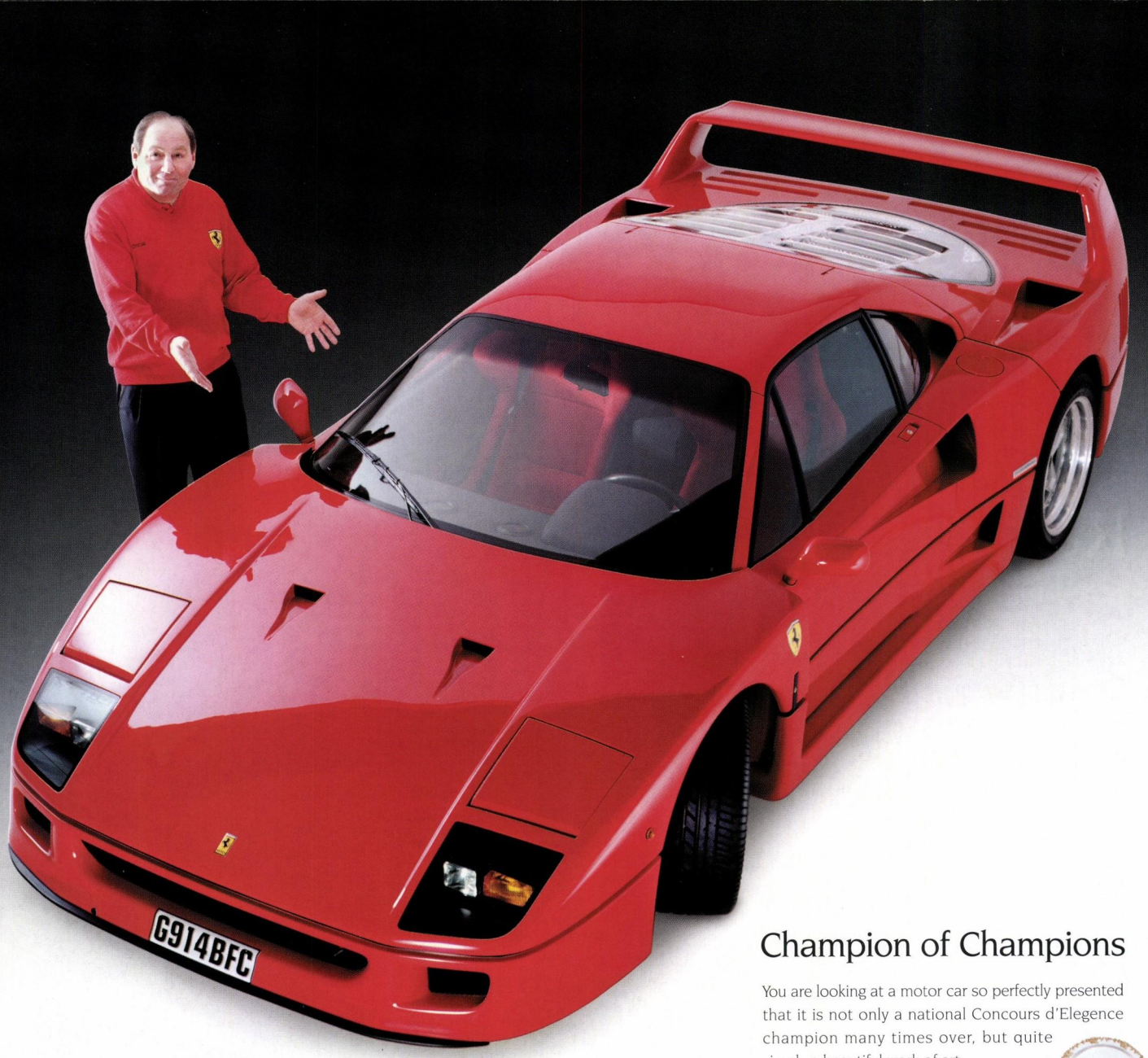
The task of making the Riley Nine into a sporting car was done at Brooklands under the Thomas Inventions Company banner. I suspect that Parry Thomas did the engine and Reid Railton a modified chassis to put it in. Thomas had already built the two straight-eight Thomas Special 'flatirons' and thought of going for 750cc class records with the revised Riley, which was lower, or should one say flatter, than the previous Nine. He abandoned this and was building new 750cc Thomas Special chassis when he was so sadly killed at Pendine in March 1927, when trying to raise the LSR in the 27-litre Liberty aero-engined 'Babs'.

Anyway, between them, Thomas and Railton devised the new 'Brooklands model' Riley Nine. The wheelbase of the standard Mk1 chassis was cut down 16in to 7ft 7Hin and the channel section frame narrowed to only 12in at the back. The seats were set below the torque-tube, so low that a driver of normal height could place his or her right hand on the ground while sitting behind the steering wheel, yet the scuttle was only 26in high. The brilliant engine, conceived by Percy Riley with a high-set camshaft and short push rods on each side of the cylinder block to obtain inclined valves in hemispherical cylinder heads without the complication of twin overhead camshafts, was given two 30mm Solex horizontal carburettors which increased output to 50bhp, and close-ratio gears were used in the unit gearbox. A sports style two-seater body was matched to the low radiator. At first, these Rileys (six, perhaps) were made at Brooklands in Thomas' workshops, as a brochure I have confirms. But ➠




Ludvigsen Library

***Top: The Napier Railton, piloted by John Cobb, hurtles round the Brooklands banking where it had set a lap record of 151.57mph. Above: The 'Magic Midget' set 173.6mph, a new Class-E record, in Belgium in 1938.***




# Champion of Champions

You are looking at a motor car so perfectly presented that it is not only a national Concours d'Elegence champion many times over, but quite simply a beautiful work of art.

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Countless enthusiasts and many specialist car manufacturers (including Italian ones of course) choose Autoglym for winning performance too.

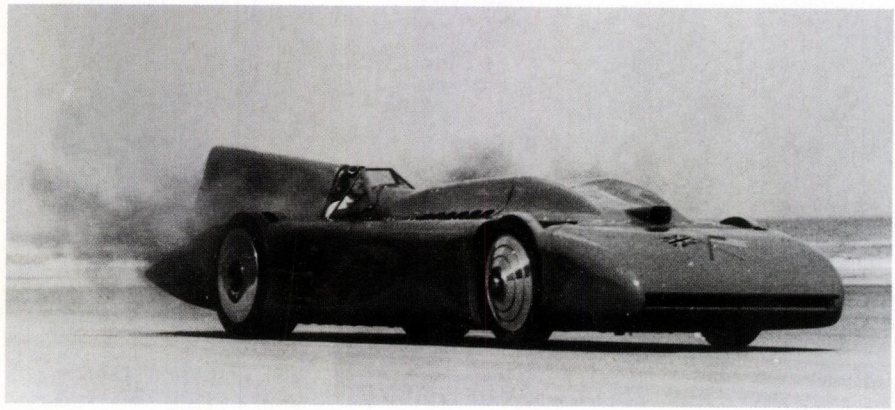
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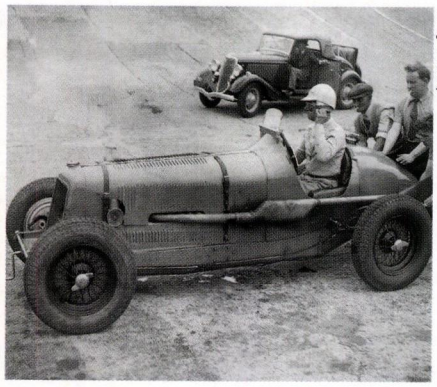
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***Top: Bluebird left LSR at 301.29mph***
***Middle: Reid Railton (third from left) with Cobb (fourth from left) at Utah in 1939.***
***Above: Railton built chassis for first ERAs. This is Mays at a Brooklands record attempt in 1934.***

the Riley company in Coventry soon took over.

The prototype had been prepared for the August 1927 BARC Meeting and, as Thomas had been killed that March, Railton, although not a racing driver, took it out for the 90mph Short Handicap. It won by a mile, having lapped at a remarkable 98.62mph. The chassis frame was altered later and the back-axle set above the side-members, before this fast and very sporting Railton-devised Riley made its debut at the 1927 Olympia Motor Show. With a fabric-covered body and named the Riley Nine 'Speed Model', it sold for £395. Modified in detail through the years, it was listed as the Riley Nine 'Brooklands Speed Model' and its racing and other successes, achieved in important events by so many famous drivers, are too long to list.

After Thomas' death, Kenneth Thomson, as financier, joined forces with Ken Taylor – Parry Thomas' chief mechanic and a very expert machine tool operator – to found Thomson & Taylor Ltd in the former Brooklands premises. Railton was on hand as engineer and consultant. One such task was to produce for Daimler of Coventry the chassis of the few special sporting Double-Six 50 cars they listed, built at Brooklands by T & Ts, where Railton was now Chief Engineer.

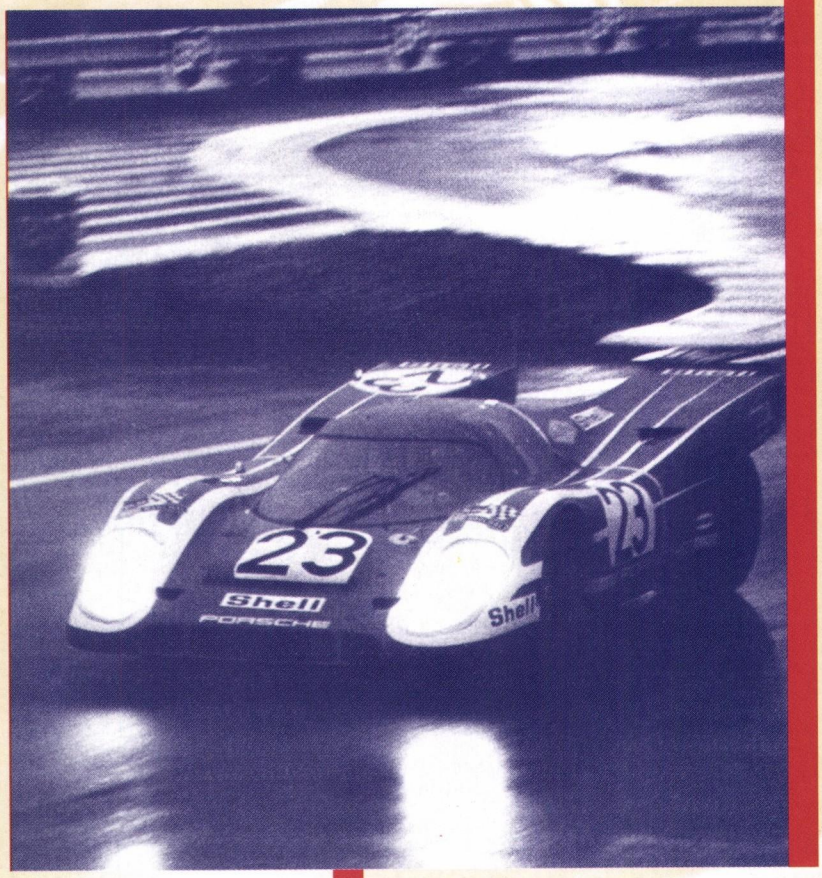
The Land Speed Record was at this time very prominent, prestigious and profitable. Malcolm Campbell had held it four times but by 1929 had lost it to Segrave and the Irving-Napier *Golden Arrow*. So he commissioned Railton to redesign his 207mph Napier-Campbell *Bluebird*. Railton realised that more power and less wind resistance were the requirements. He threw out the epicyclic gearbox, replacing it with a three-speed KLG box so that Campbell could sit much lower, aided also by the propshaft being offset. Campbell hired from Napiers a Schneider Trophy supercharged Napier 'Lion' seaplane engine of 1450bhp. The radiator was isolated in the car's nose and the chassis lowered. Gurney Nutting made a better streamlined body and the wheels, with Ace discs, were given fairings. Campbell went to Daytona, set the record of 246.09mph, and returned to a Knighthood.

In 1933, Railton was called upon to modify the ageing *Bluebird* again, when the 22.3-litre Napier engine was changed for a 36.5- litre s/c Rolls-Royce power unit of 2300bhp. Railton had the task of installing this 1931 R-R engine, putting in a new clutch and a ram nose to feed air to the supercharger. It wasn't to cost too much and Railton did a splendid job to this end, though the engine proved difficult to enclose in the existing body. *Bluebird* gave its owner the first LSR of over 250mph, at 272.46mph. The next target was 300mph.

Thomson & Taylor were now engaged on modification, preparation and repair, as well as sales of many racing cars often for top clients, and I have no doubt that Railton was involved with these affairs. But when Sir Malcolm Campbell bought the two 4-litre V12 Sunbeams *Tiger* and *Tigress* – the cars with which Kaye Don had achieved such notable results – after the Sunbeam Company had abandoned racing, he got T & Ts and Railton to rebuild one of them, with a view to curing weaknesses in both the chassis frame and transmission. In fact both cars were rebuilt to identical specifications, the second one entrusted to Robin Jackson, who had his 'Robinery' workshops at Brooklands, with Railton as supervisor.

Railton was responsible for the new stronger, lower chassis, pre-selector gearboxes to replace the old Sunbeam three-speeders, hydraulic brakes with bigger brake drums, wider front axles with radius locating arms, and other minor changes. Gurney Nutting provided new bodies and overall, the recreated Sunbeams served Campbell well. Reid Railton, who never sought publicity although his projects worked properly every time, had also been approached by big, equally modest ex-Etonian John Cobb, to build him a car able to win the fastest Brooklands races – with the ultimate lap-record in mind – and to break very long distance records. ➤

# *Most important Porsche ever built*




## *Ferrari*

1949 166 FL, Ex-Fangio, Gonzalez Factory Team Supercharged Monoposto, s/n 011F

1953 166 MM/53, One-off Special Bodied Competition Spyder, s/n 0272/M

1955 555 Super Squalo, Ex-Mike Hawthorne/Peter Whitehead F1, Sole Surviving Example! s/n FL/9001

1964 250 LM, Ex-Bill Harrah, 100 Point Restoration, s/n 6045

1966 275 GTB, Long nose, Torque tube, Sixth to Last Example Built, Matching Numbers, s/n 08933

1972 312 PB, Single Most Succesful Ferrari Sports Prototype, 12 Races and 4 Wins! s/n 0890

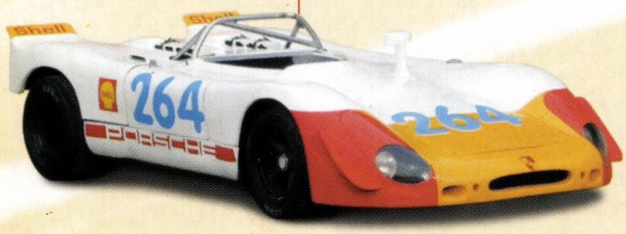
**Hans Hermann and Richard Atwood's Porsche factory-entered 917, s/n 917-023, at the 1970 running of the 24 Hours of Le Mans. This victory was the result of a twenty year effort and remains to this day Porsche's single greatest achievement.**

## *Additionally*

1937 Alpha Romeo 12C37, s/n SL204

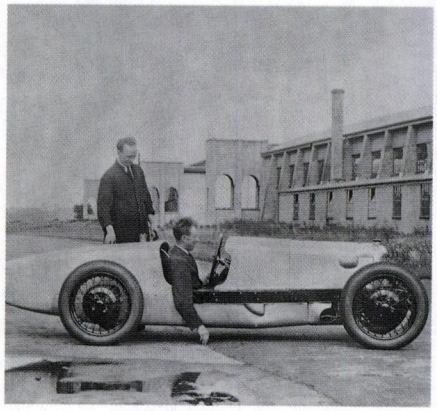
1969 Porsche 917K, Ex-Porsche Salzburg/Martini, Winner of the 24 hours of Le Mans, s/n 917-023

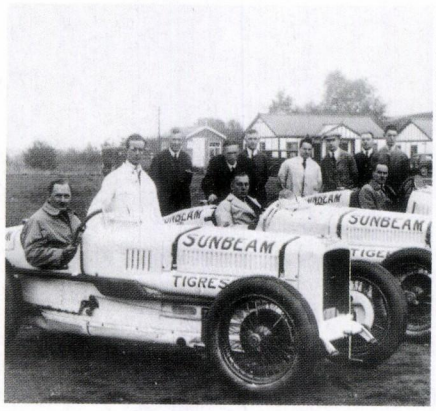
1969 Porsche 908/2, Ex-Porsche Factory Team Car, Continuous Excellent History and Provenance, s/n 908-020-010



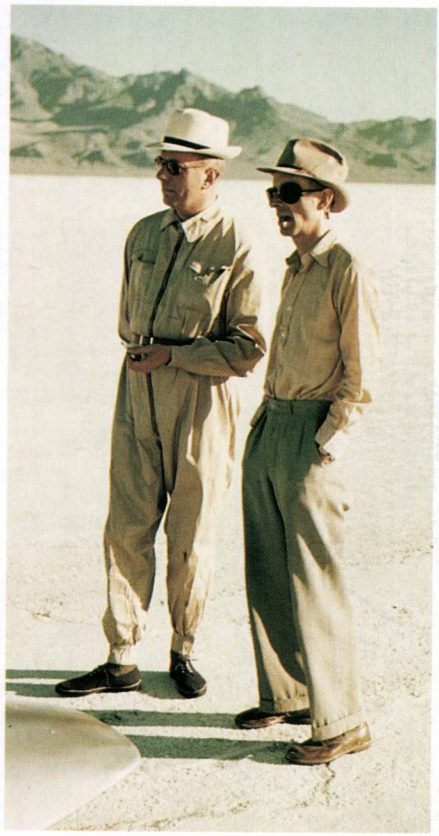

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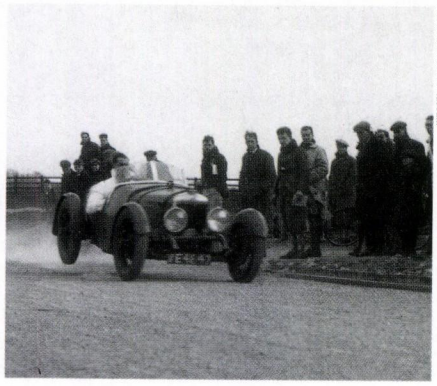
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By 1935, the former intention had been accomplished, and Cobb described his 143.44mph lap record as "like trying to lean as far out of a top floor window as possible without falling out".

By 1933, the Napier-Railton, a big car with a big engine was ready for Cobb. Having had Kaye Don and Birkin go quicker than he could in his old 132mph 10H-litre V12 Delage, he now felt that a new racing car was needed. Railton decided a 500hp Napier 'Lion' engine would suffice. For it, he designed a chassis typical of his experienced skills, with very still side-members but two 1/4 elliptic springs on each side at the back to partially reduce unsprung weight. The back axle had its own oil sump and a ratio of 1.66 to 1. The three-speed gearbox was very compact, as the lower gears would be seldom engaged for long, and the front axle and its details were a fine example of expert matching. Gurney Nutting made the body and the complex problem of Brooklands exhaust systems with three separate cylinder banks was cleverly solved.

The outcome fully justified Railton's work, the big car winning races, establishing Brooklands' fastest ever speed (151.57mph) and setting long distance records, some at over 168mph. It is now a worthy exhibit in the Brooklands Museum.

In spite of all this work, Railton found time to produce for Raymond Mays the chassis for the first ERAs. Cost and time precluded a lower seating position but the roadholding was enhanced when Railton specified the new extra low pressure Dunlop tyres. The first ERA demo was staged at the track.

By 1935, Campbell's *Bluebird* had been given a new wide nose, twin rear wheels, a new front axle with radius arm location and the chassis (unchanged) was lead-weighted to five tons, and air brakes were incorporated. Railton again accompanied Sir Malcolm to Daytona where, on an unsuitable beach, the LSR was raised to 276.82mph with the same Rolls-Royce engine. Then, later in 1935 at Utah, Campbell was rewarded with 301.129mph, before he left LSR bids for the water speed record.

Fred Cooper and Railton were responsible for the 2500hp R-type Rolls-Royce engined *Bluebird K3* that took Donald Campbell to a WSR of 126.32mph in 1937. Later, Railton had taken Campbell out in a Ventnor hydroplane, having been to the USA to buy it. R.A.R. was at Coniston Water to help with engine problems on the K4, which took the WSR to 141.74mph in 1939.

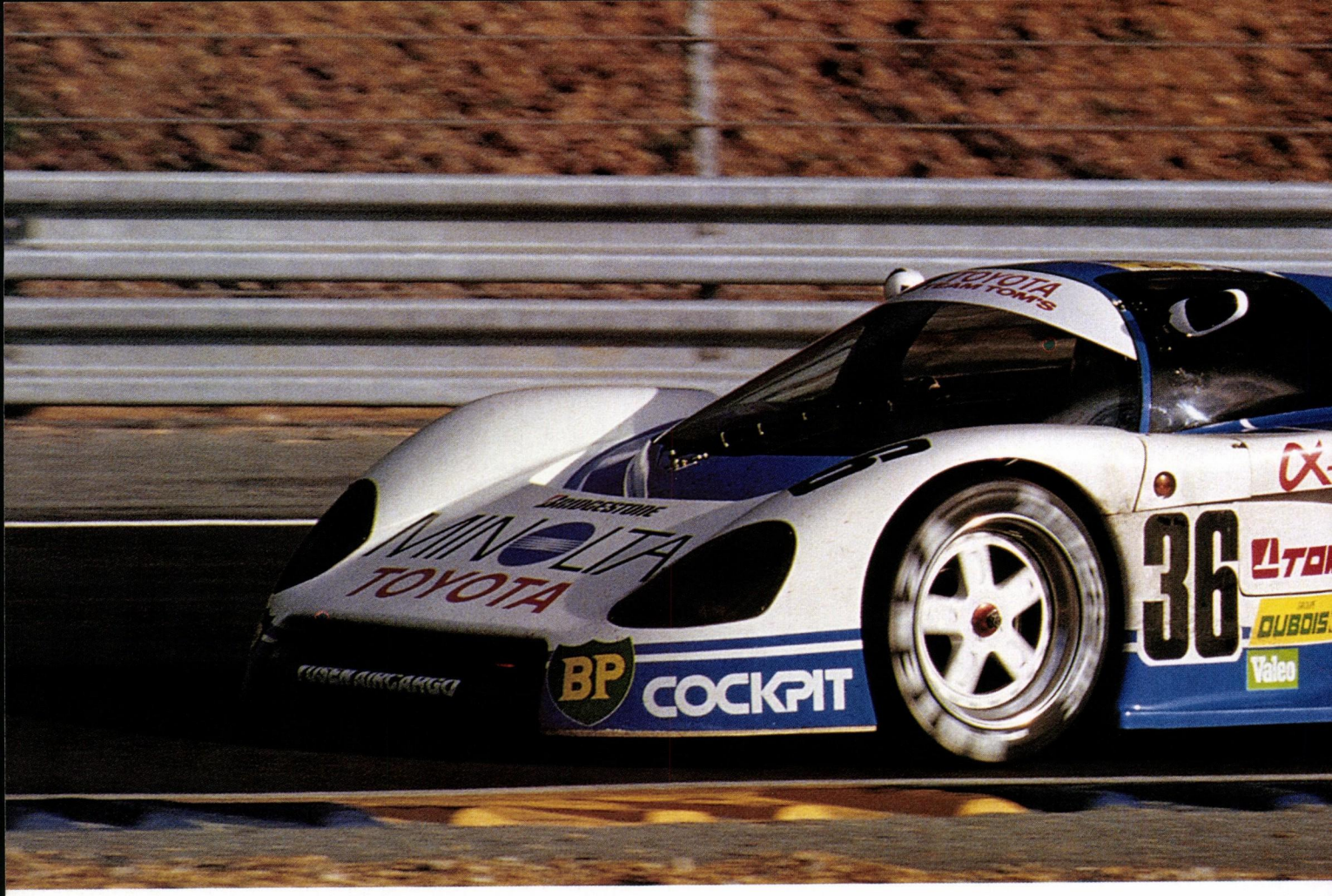
After his enormous success with his Napier-Railton, John Cobb wanted to try for the LSR. Only Railton could have devised the unique S-shaped chassis to accommodate the two ice-cooled, s/c 1250bhp Napier 'Lion' engines of this revolutionary car, or put the hero in a seat in the very nose, ahead of the front wheels. Pure Railton, too, was the four-wheel-drive – with no connection between front and back drive – the coil spring suspension, and the drop-on detachable body shell.

In 1947, this car took Cobb to his second LSR of 394.20mph, before he too went for the WSR. Again Railton, with Comdr du Cane, was responsible for the tricycle float, De Havilland Ghost turbojet-powered boat *Crusader*. Major Frank Halford had enticed the MoS to lend the engine but in 1952, the *Crusader* killed its owner at 210mph on Loch Ness.

Another project which was the product of Railton's genius was the MG 'Magic Midget' in Jaguar-powered form, with which Lt-Col. 'Goldie' Gardner took Class-E records in Belgium in 1938, the flying start kilometre, at 173.6mph, the car rebuilt in T & T's Brooklands workshops.

Railton was not tied to his drawing board at the workshops but, on the contrary usually made the effort to be present when the cars and boats for which he was so largely responsible, were performing in America and elsewhere. Eventually he went to live in California with his wife and daughter, but contributed to the war effort with design work. It was a great loss, especially to the world of speed, when he died in 1977, aged 82. M

***Clockwise from top right: Cobb and Railton were like prewar Clark and Chapman; Riley 9hp at the Oxford Speed trials in '33; Kaye Don in the Sunbeam V12 'Tigress'; Reid Railton shows off the first Brooklands Riley in 1927.***




THE WORST CAR I EVER DROVE

# CULTURE CLASH

**ALAN JONES** 1987 TOYOTA 87C

***AFTER A CALAMITOUS FORMULA ONE SWANSONG, ALAN JONES RACED A TOM'S-RUN TOYOTA. THE CAR WAS INADEQUATE, HOWEVER, AND THE TEAM-DRIVER RELATIONSHIP MATCHED IT, AS ADAM COOPER REVEALS.***

WHEN THE BEATRICE FORMULA ONE TEAM GROUND to a halt at the end of 1986, Alan Jones welcomed the chance to spend more time at home in Australia. But he wasn't prepared to retire just yet. So when Toyota came calling with a lucrative offer to contest the Japanese Sports-Prototype Championship, he found it hard to resist.

"It was good money, but it also wasn't too far away for me," Jones recalls. "What it allowed me to do was hop on a plane on a Thursday, and get over there in eight hours, which is less than driving from where I lived to Sydney. There was only a one hour time difference, so no jet lag. I could do the race, leave on Monday night, and be home on Tuesday morning, with only an hour's time difference. So in that way it was actually quite good."

Jones partnered Japanese veteran Geoff Lees in the TOM'S team. Its four-cylinder turbocars had shown prodigious speed in the previous year's Fuji World Championship race, where Satoru Nakajima had been faster than the European visitors in qualifying. The car had a good chance of beating the Nissans and the locally run Porsches in the Japanese series.

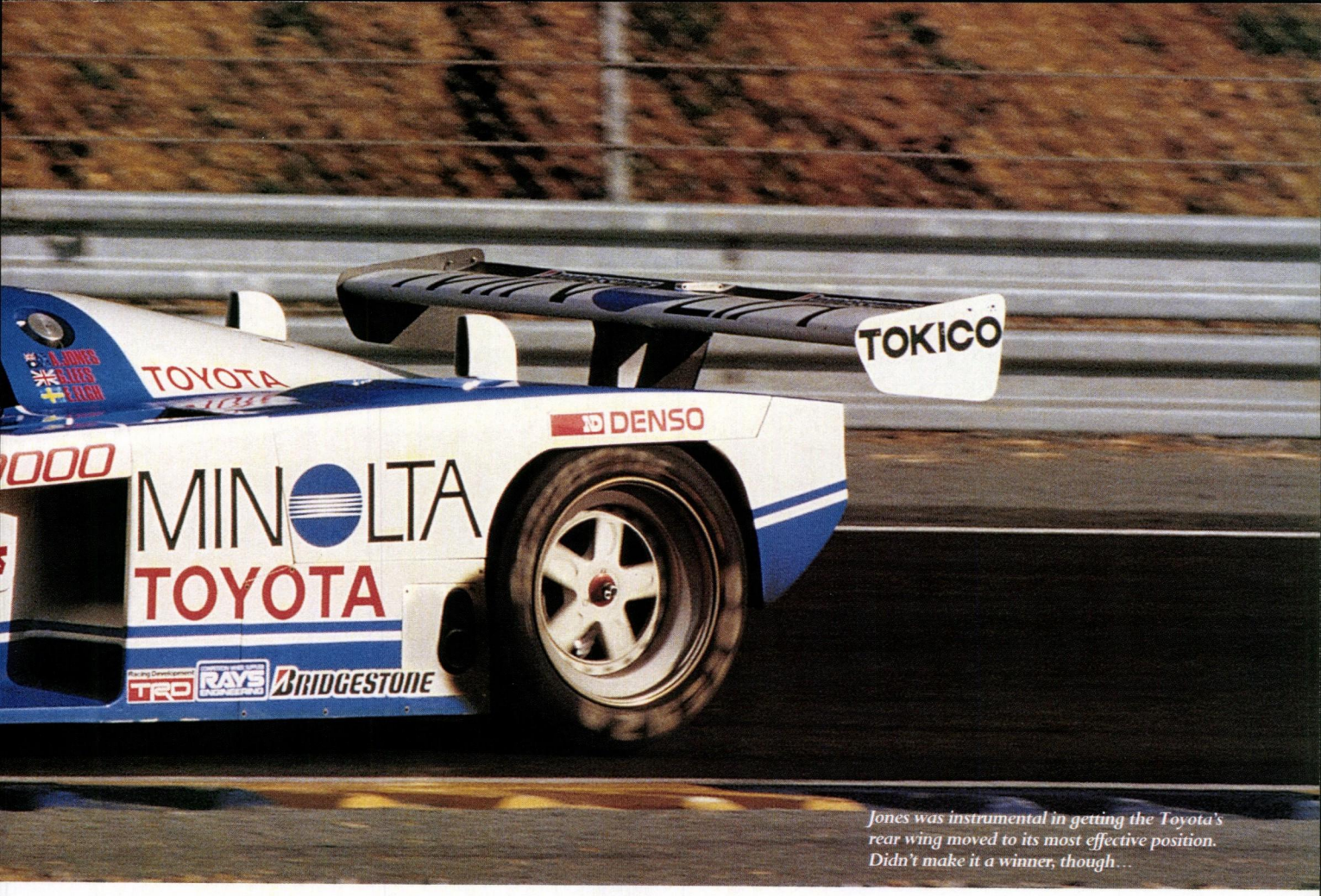
When Jones first drove the 87C, he was reasonably impressed, but one thing caught his eye. He was convinced the rear wing wasn't in the most efficient position.

"I said to Geoff Lees, 'What's that rear wing doing there?', and he said, 'Mate, if you can get them to put that wing back, you're a better man than me, because I've been trying for two years.'"

Jones now had the sort of challenge he relished. "So I said to them, 'Why is the rear wing there?', and they said, 'Designer!' And I said, 'I realise it must have been the designer – obviously someone's put it there – but why don't you avail yourself of the best possible position and have it as high as you can, and as far back as you can, so it's in fresh air?' 'Designer!' was again the reply."

The key to survival for any foreign driver in Japan is to never get upset with the team or overreact to the day-to-day frustrations of trying to get a job done in such an alien land. The late Harvey Postlethwaite once said that when he got fed up at Ferrari, he imagined a cupboard containing his salary in cash. When he opened it and had a look he soon forgot his troubles. Jones is not the type to listen to such advice…

"I did a race with the thing, and kept asking them to put the rear wing up and back a bit. I quickly discovered the way to get the Japanese to do something was embarrass them into it! So I offered to pay for the mounts to be made to move it up and back. At which point they went off and made some aluminium ones. And Geoff and I went about a second quicker and about 150% more comfortably."




*Jones was instrumental in getting the Toyota's rear wing moved to its most effective position. Didn't make it a winner, though...*

At the Fuji race in May it poured down, and Jones, Lees and Masanori Sekiya somehow survived the chaos to win the 1000kms event. Not that Alan enjoyed it very much.

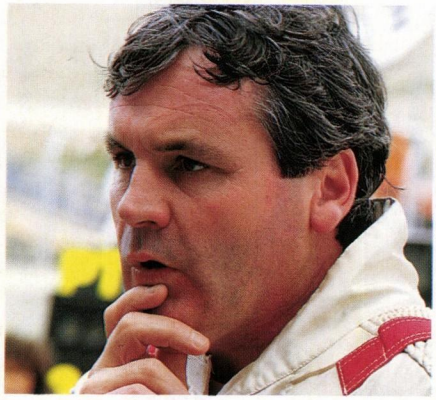
"They actually succeeded in building a racetrack in one of the rainiest parts of Japan on a mountain – and one that didn't drain!"

In the middle of the short Japanese season Toyota headed to Le Mans. The car performed respectably in qualifying, but early in the race Jones coasted to a halt, a kilometre short of the pit entry, out of fuel.

"Before we went to Le Mans I told them to please get the windscreen wipers working properly. A car promptly blew up in front of me, and when I put the wipers on it smeared everything up, and I couldn't see where I was going. So I had to make an extra pit stop for that.

"Then it ran out of fuel. They had said that when you see the fuel light come on, flick the switch and you'll have two laps on the reserve. I flicked the switch and ran out about 50 yards up the road! The two-way radio they put in the car didn't work, because the batteries were flat, so it was a comedy of errors. After about half an hour of trying to communicate with everybody, I just said, 'Stuff it' and walked back."

Abandoning the healthy car before taking official advice did not endear Jones to the management, for it guaranteed instant retirement. Later a mechanic topped it up and drove it back to the paddock.



***Jones had every reason to look perturbed in '87.***

By now the rot had set in, and Alan's patented bull/china shop approach was less than ideal.

"I said to them I'd have to stop, and gave them notice that they should find somebody else. They said 'Do you want more money?' I said no, it's pointless, I'd have to give half of it to a psychiatrist. Then I spent the next two races trying to convince them that I didn't have a psychiatrist, and it was just a throwaway remark that I made because they were driving me mad."

Alan's final outing with the team was in the World Championship race at Fuji in late September, when Jaguar, Rothmans Porsche and the rest of the European contenders turned up. A good performance was essential for Toyota.

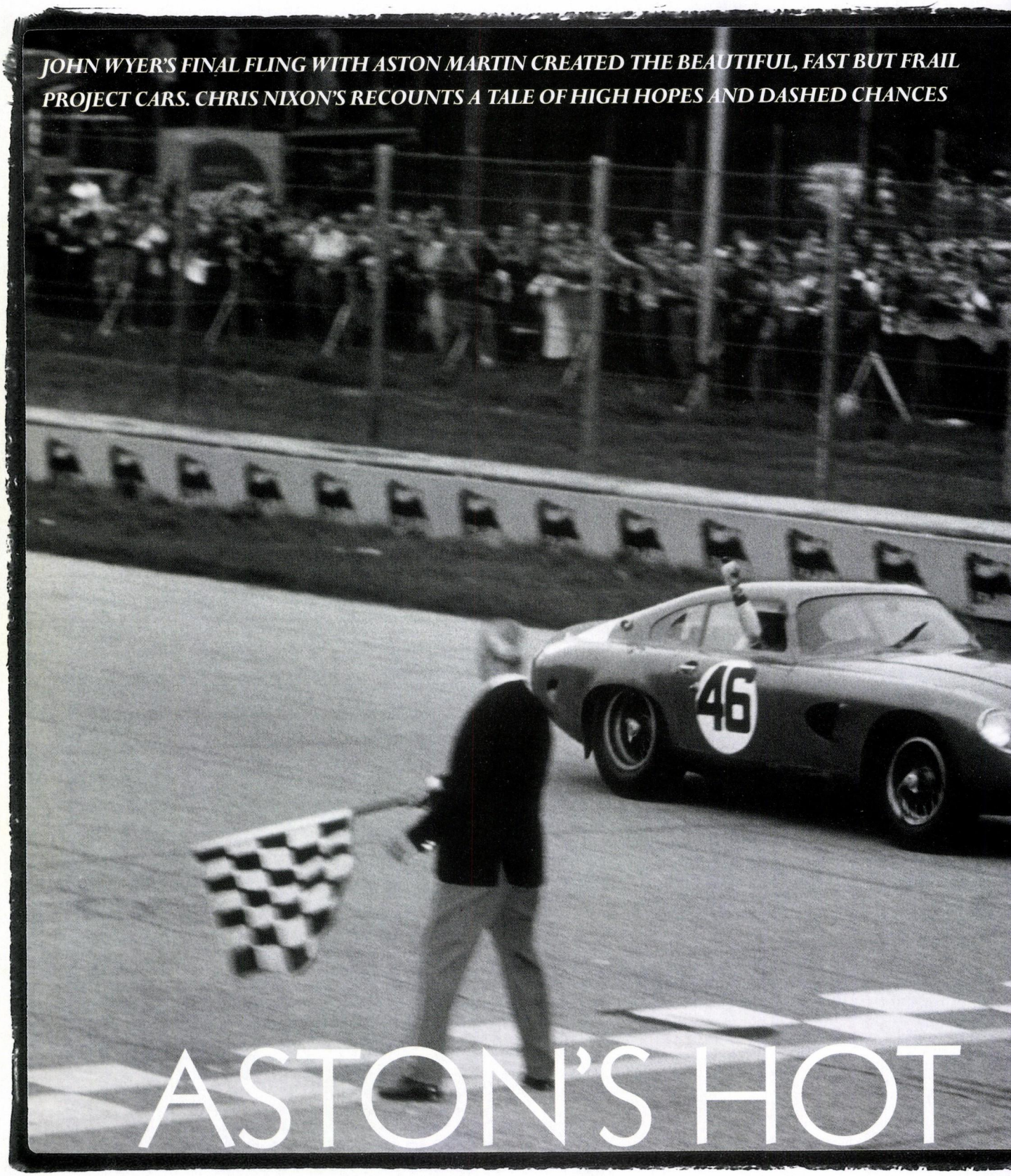
"They informed me they had a new super lightweight car that would be a real bullet, and I thought, 'Terrific'. I got over to Japan and there was the new super lightweight car. But guess where the rear wing was? Back in the original position. So I asked them what it was doing there, and they said 'But it's the lightweight car.'

"I know this sounds impossible to believe: they'd left the brackets back in Tokyo, so someone had to go and fetch them so they could put the rear wing where it should have been."

Jones was unhappy, too with the structure of the TOM'S team.

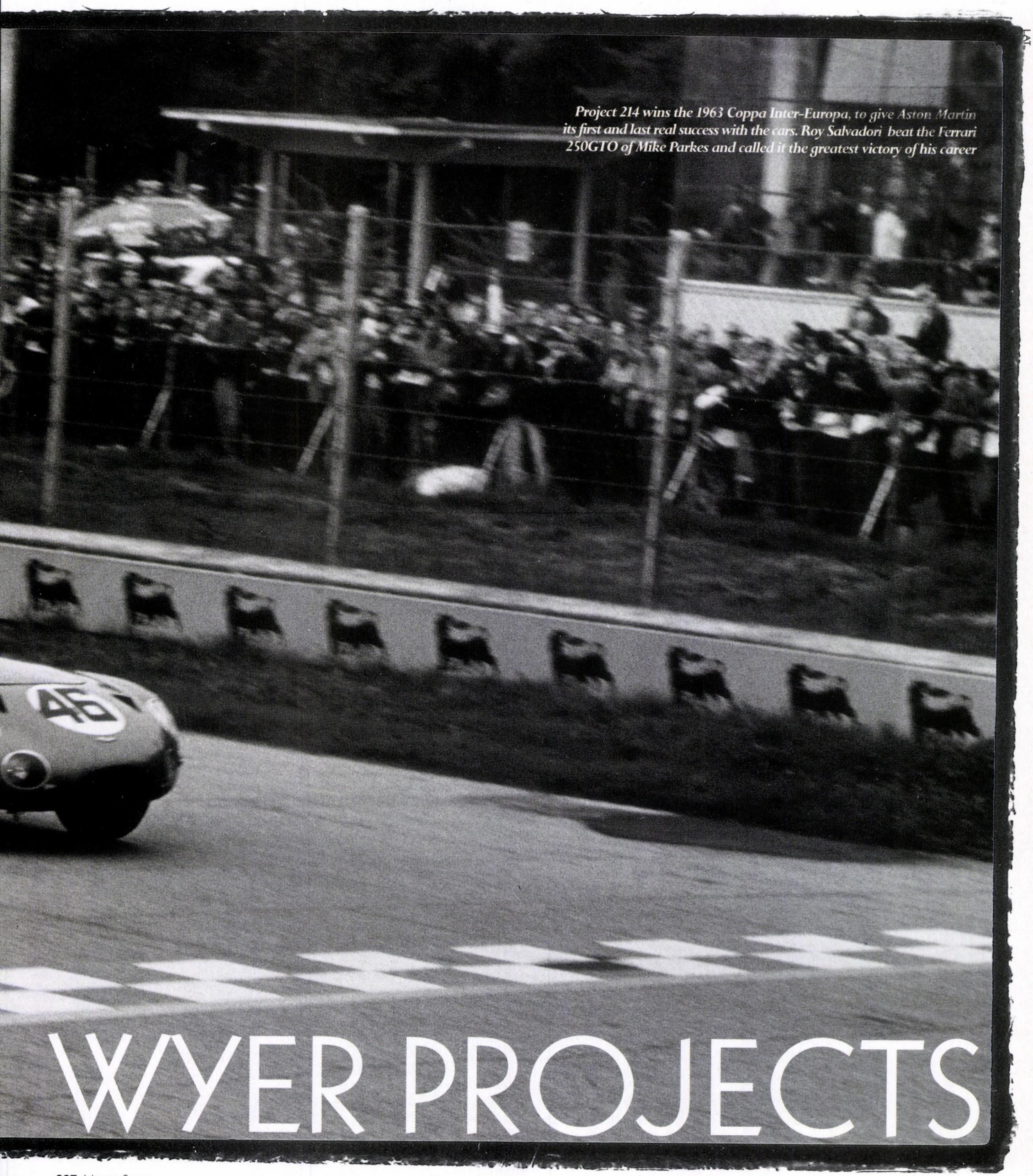
"They used to go in this room for the debriefing, and you'd be lucky to fit in. There'd be a cast of thousands. There was a bloke specially for putting on valve caps, and about an hour and half into it, they'd ask him his opinion on what colour valve caps should go on!"

Alan might be stretching the truth a little here, but you get the message. And yet behind the wheel, he couldn't help himself. In a wet qualifying session at Fuji he ignored three requests to pit and hand the car to Lees, instead staying out to pip Jaguar's acknowledged rainmaster Jan Lammers and all the local heroes to the quickest time. And the bloody wipers weren't working... M




*JOHN WYER'S FINAL FLING WITH ASTON MARTIN CREATED THE BEAUTIFUL, FAST BUT FRAIL PROJECT CARS. CHRIS NIXON'S RECOUNTS A TALE OF HIGH HOPES AND DASHED CHANCES*

# ASTON'S HOT



*Project 214 wins the 1963 Coppa Inter-Europa, to give Aston Martin its first and last real success with the cars. Roy Salvadori beat the Ferrari 250GTO of Mike Parkes and called it the greatest victory of his career*

# WYER PROJECTS

"In the first week of February 1962, John Wyer called me into his office on the Monday and said, 'I want to go to Le Mans – with a new car.' 'You're joking!', I said. 'No, I'm serious. What can you do? And I don't want just a DB4 tarted up. I want a five-speed box, so use the S532; I want a de Dion axle with outboard brakes and I want it at least three weeks before Le Mans so we can test it.' "

And that is how Aston Martin's Chief Designer, Ted Cutting, recalled the birth of the Project Cars. This was, in fact, prompted by some of Aston Martin's dealers, who felt a successful racing programme would help them sell Astons, although demand for the sensational DB4 was already way beyond the company's capacity.

Owner David Brown was none too keen on the idea but John Wyer, formerly racing Team Manager and now General Manager of Aston Martin Lagonda Ltd, decided to bite the bullet, despite the fact he still had the enormous task of getting the DB4 into proper production. Also, throughout 1961 he had been at loggerheads with Brown, who insisted a DB4-based four-door Lagonda be produced as well. A racing programme was something Wyer could have done without but, having committed Aston to it, he had to see it through.

It was from the new Lagonda saloon (designed by Tadek Marek, also responsible for Aston's new 3.7-litre engine) that Ted Cutting took the de Dion rear axle for his new racer to be known as Design Project 212. He added both the torsion bars and the trailing links from the DBR2 and put them together on a shortened DB4 GT chassis powered by a 3996cc wet-sump version of the 3.7-litre engine.

The 212 was not ready for the 1962 Le Mans Test Weekend, but an undeveloped version of the engine was fitted to an ex-John Ogier lightweight Zagato. On the testbed this unit produced 278bhp at 5000rpm with megaphone exhausts, 25bhp up on the standard system. This increase was reflected in lap times at Le Mans, for Jacques Dewez recorded 4min 12.8sec; in the 1961 race, the same Zagato's best time had been 4min20sec, with a 3.7-litre unit.

Ted Cutting had been responsible for virtually

**"A racing programme was something Wyer could have done without..."**

the whole design of the glorious DBR1 sports-racer, including the elegant bodywork. He now made some sketches for 212 which he took to Newport Pagnell, where sheetmetal worker Bert Brooks and draughtsman Steve Stephens turned his ideas into metal.

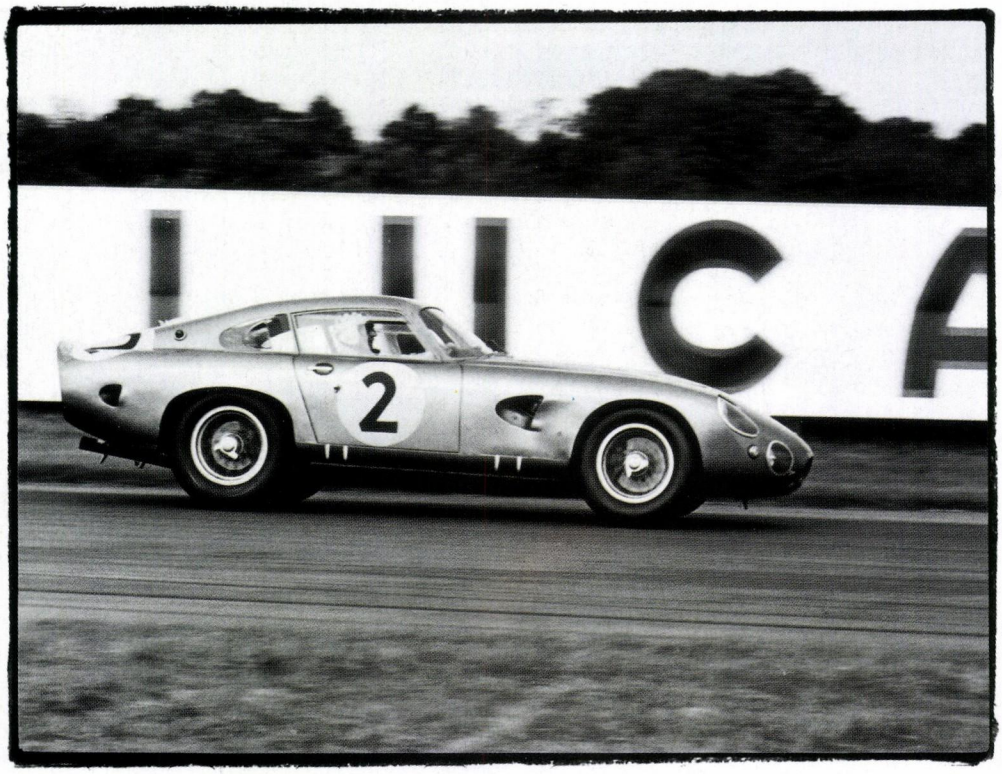
Two weeks before the race, the 212 was tested at MIRA with no problems. They arose in practice, when drivers Graham Hill and Richie Ginther complained of excessive oversteer and roll, a general lack of adhesion and instability at speed on the straight. Changes were made to the front springs and front and rear shock absorbers, and the next day Hill recorded the fourth fastest practice time with 3min 59.8secs. The 212's 4-litre engine was now producing 330bhp at 6000rpm, enough to propel the Aston to 175mph on Mulsanne.

Graham made a superb start and led the first lap, but he and Ginther retired on lap 79 with a holed piston. Despite this failure, John Wyer was sufficiently impressed with the 212's potential to plan two new cars for 1963, DPs 214 and 215.

With these in mind, 212 was tested in MIRA's wind tunnel in September and it was discovered the difference between a full and empty fuel tank was a 270lb decrease in load on the rear wheels and a 60lb increase on the front. More worrying was the aerodynamic lift, at 170mph, of 548lbs. In light of these tests, the 212 was reshaped, with a longer, lower nose and a Kamm-type tail with a spoiler.

Over the winter, Aston Martin built two 214s and a 215, but they were playing games with the regulations, as John Wyer recalled in *Racing With The David Brown Aston Martins.*

"Project 212 had been based upon a cut-and-shut DB4 platform chassis which was too heavy... Both Project 214 and 215 had extremely light box-section girder frames. Because the Project 214 cars were to run in the production class, the new chassis was strictly illegal, but we did not think anyone would look too hard and so it proved. For the same reason these cars were fitted with 3.7-litre engines, although a loophole in the regulations allowed us to increase the bore from 92mm to 93mm and the capacity from 3650cc to 3750cc."




***The narrower rear track rendered the DP214 legal at the 1963 Tourist Trophy, but also served to ruin its handling.***

Another problem on the 212 was that its weight was too far forward, so on the 214s the engine was moved eight inches back (illegally), giving much better weight distribution.

The 215 was unready for the 1963 Le Mans Test Weekend, so the 214s were accompanied by the modified 212. The fastest 214 time was set by Bruce McLaren in 3min 58.7sec, and Jo Schlesser did an impressive 3min 56.2sec with the 212. The 214s, fitted with combined water and oil coolers from the DBR1, suffered high engine temperatures; the 212 had no such problems as it used the radiator from (whisper it!) a Jaguar E-type and a separate alloy oil cooler. Another problem was with the Salisbury 7HA lightweight rear axle, which failed on one of the 214s, so the DB4-based 4HA was used instead.

Shortly after the Test Weekend, John met his great friend and 1959 Le Mans-winner Carroll Shelby in Los Angeles which led to an introduction to Ray Geddes of Ford. Geddes persuaded Wyer to stop off at Dearborn where he talked with Don Frey, Assistant General Manager of Ford. Then, in May, Geddes met with Wyer in England and told him that, as the proposed buy-out of Ferrari had fallen through, Ford had decided to go racing on its own, making it clear that Don Frey wanted John to be involved in the competition programme.

All this time, work had progressed on the 215 which, although virtually identical in looks, was quite different to the 214s, as Ted Cutting explains.

"The 215 was conceived as a vehicle on which we could test some ideas which, we hoped, would eventually be found in a V8 production car. We decided upon all-independent suspension. Our idea was to develop from this a suspension for the production V8, with an inboard-mounted, spiral bevel unit developed from the one originally designed for the V12 Lagonda. We decided to use the DBR1 combined gearbox and final drive in the 215 and, instead of coupling it to a 3-litre engine, we went for broke and used a dry sump 4-litre."

Aston had suffered endless troubles with the transaxle on the 3-litre DBR1, so quite how it could work with an even more powerful engine has never been properly explained. A taste of things to come saw the 215 jump out of gear while testing at MIRA. The revs went sky-high and it bent all the valves...

**"Hill and Ireland were credited with the fastest speed of all on the Mulsanne Straight"**

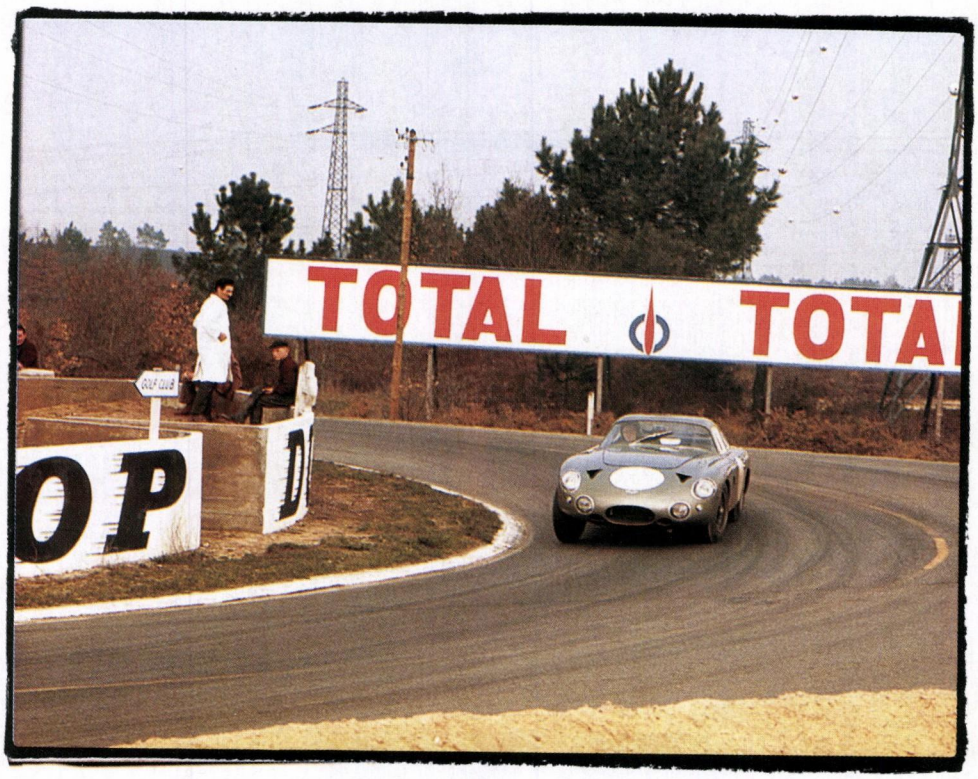
The 1961 World Champion and three-time Le Mans winner Phil Hill joined Aston Martin for the '63 race, he and Lucien Bianchi being entrusted with the 215. The 214s went to Bruce McLaren/ Innes Ireland and Bill Kimberly/Jo Schlesser. Hill recorded a remarkable 3mins 52.0secs, just 1.1secs slower than the pole-sitting Ferrari 330P of Pedro Rodriguez, while Ireland's 214 lapped in four minutes exactly. Also, Hill and Ireland were credited with the fastest speed of all on the Mulsanne Straight at 300kph/187.5mph, the first time any car had been recorded at 300kph.

Phil Hill led the cars away from the start, but lay fifth after four laps. On lap 6 he crested the rise after the Dunlop Bridge to find a René Bonnet upside down in the middle of the road. He managed to avoid it, but ran over some debris and so stopped at the pits. Bianchi, who took over at the 26-lap mark, returned immediately to the pits with transmission failure, as several teeth on the input bevel gear had broken. The McLaren/Ireland 214 was leading the GT class, sixth overall, when a piston failed after five hours. The conrod went through the side of the engine, depositing three gallons of oil at the kink on the Straight, causing a four-car crash and, tragically, the death of a driver.

The Kimberly/Schlesser car was third overall until just after 2am on the Sunday morning, when it retired with another piston failure. It seems that Hepworth and Grandage had designed the pistons as forgings but had made them as castings, due to lack of time. They were simply too light.

"That error cost us the race," said Ted Cutting. "I really believe those 214s could have finished very well up; they were really excellent cars and two of the best I've ever done."

Shortly after the 1963 Le Mans 24 hours, John Wyer told David Brown (but no-one else) that he would be leaving the company in September to join Ford. He had enjoyed a long, successful and very happy association with DB and Aston Martin ➳




*Le Mans Test Day, April '63 and DP212, modified to 214 spec, sets quick times driven by McLaren and Schlesser.*

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but was by now disenchanted with both. This was not only due to DB's insistence on producing the Lagonda, but also to the exasperatingly poor relationship between the company and the unions.

At the end of June, the 215 was entered in a support race for the French Grand Prix at Reims, its specification unchanged from Le Mans. Jo Schlesser's constant trouble selecting gears resulted in a missed change, which bent two exhaust valves. He still put the car on the front row of the grid, but more missed gearchanges bent the valves again. The 214s were entered for the Tourist Trophy at Goodwood, a happy hunting ground for Aston, so great things were expected of the cars driven by Innes Ireland and Bruce McLaren. Then John Wyer's chickens came home to roost: the 214s failed scrutineering, not due to the illegal chassis, but because they were on the wrong wheels, as Wyer explains in *The Certain Sound.*

"We presented the cars [to the scrutineers] on wider rims than those with which the DB4GT had been homologated. We had, in fact, changed the production specification but had omitted to change the homologation sheet. The cars had been accepted in this form at Le Mans, but the RAC Scrutineer, Procter, refused to allow them to run at Goodwood with the wider rims.

There were two absurdities about this decision. The first was that, with the only narrow rims that we had available, the rear track was reduced by four inches below the figure shown on the homologation sheet. In neither state, therefore, did the cars conform with the homologation, but Procter was prepared to ignore the reduction in track, but not the wider rims.

"The second point was more fundamental. The cars had been homologated as variants of the DB4 GT, but the chassis frames bore no resemblance to that car. The engine was also eight inches further back in the chassis. All these changes were sufficiently obvious and if Procter had used them for his ruling instead of relying on a technicality he would have been on firm ground. In the event we ran the cars with the narrow rims, but they were almost undriveable."

**"Aston Martin's return to competition was, in reality, doomed to failure"**

Almost, but not quite. Innes Ireland put up a bravura display in the race, but he could not overcome the Aston's appalling handling.

"It wasn't the inch off the rims which killed us," he said, "it was the 4-inch narrower track, which meant that car just wouldn't handle. I was absolutely furious. I could have won that race standing on my head..."

Innes eventually finished a valiant and angry seventh, but McLaren retired with a bent valve. Happily, the Project Cars' racing programme ended with a terrific victory at Monza in September. Roy Salvadori rejoined the team he had served so well in the 1950s for the 3-hour Coppa Inter-Europa (which preceded the Italian GP) and had the most tremendous duel with Mike Parkes in a Ferrari GTO. Initially, Parkes led by almost 14 seconds but, by the time the Ferrari refuelled, Roy had whittled this down to 4.3secs and, due to a shorter pit stop, rejoined the race in the lead.

Parkes overtook him, only to be repassed almost at once, and from then on the lead changed continually and Roy won one of the finest races of his career by 100 yards. The 214s had one more race, finishing first and second at Montlhéry against feeble opposition, but John Wyer stunned his team by announcing his departure for Ford and the David Brown racing programme came to an end.

It obviously seemed like a good idea at the time, but Aston Martin's return to competition was, in reality, doomed to failure. The marque had covered itself in glory in 1959 by beating Ferrari and Porsche to the Sportscar World Championship (winning the Nürburgring 1000kms, Le Mans and the Tourist Trophy in the process) with the superb DBR1, only to undo the hard work by persevering with a disastrous Grand Prix programme in 1960.

Apart from the fine win at Monza, the Astons had no success and the programme was undeniably weakened by David Brown's lack of interest and John Wyer's preoccupation with other things. In effect, John *was* Aston Martin racing and, without his wholehearted commitment, the Project cars had no real chance. M




***The McLaren/Ireland 214 led the GT class in the '63 Le Mans when piston failure ended its run after five hours.***

# GREEK MYTHO

IT WAS A BRILLIANT PIECE OF MARKETING TO CALL EUROPE'S TOUGHEST RALLY simply the 'Acropolis Rally'. It is a name that will bring a wince to the faces of most rallymen but in itself is quite innocuous, conjuring up as it does travel poster images of sun drenched sands overlooked by ancient marble monuments. Renaming our own top event the 'Stonehenge Rally' would not have had at all the same effect.

In fact, the Acropolis Rally started out in 1952 as the ELPA Rally. ELPA is the acronym for the Automobile and Touring Club of Greece which still has the responsibility of organising the modern rally. That first event in 1952 was won by a Chevrolet driven by an amazing character called Johnny Pesmazoglou, whose age is not known precisely but who must have been born before World War One. His company was the Greek importer for GM cars, and throughout his long rally career, Johnny appeared in all kinds of Chevrolets and Opels. He won the Acropolis Rally at the wheel of an Opel Kapitan in 1955 and did not miss an event until he retired in the early 1970s.

His Athens garage was for many years the venue for pre-event scrutineering, and his latest rally car was always receiving last-minute preparation in the workshop. I can recall looking in his Opel in 1965 and being impressed with the stereo system which had loudspeakers behind the seat, that he had contrived for the enjoyment of the crew. It was years later that I learned he used to go out on the route and make pace notes into a tape recorder and then play them back to himself on the rally.

The Acropolis Rally was held for the first time in 1953 when it was won by a Jaguar XK120. The state of Greek roads at that time was not brilliant. There was quite a bit of tarmac but the effects of war had not yet been rectified and the major road building schemes of the 1970s were not even down on paper. What was there had been tarmaced in the '30s and thus was narrow, dirt lined and worn to almost a mirror finish – tricky in the dry but absolutely lethal in the wet. In 1956, Walter Schock won the event with a works Mercedes 300SL, and the following year it was won by Jean-Pierre Estager in a Ferrari 250 GT. The men of ELPA realised it was necessary to give more mundane cars a chance, so they started to add to the format some gravel roads of which Greece had thousands.

Within a short time, the Acropolis Rally had become known as one of the best but most feared events in the annual rally calendar. On the plus side, there was the fabulous country itself. The rally started and finished in the shadow of the Acropolis, only a stone's throw from the Ancient Agora where Socrates and Plato had walked. The foreign competitors benefited from a very generous travel package funded by the Greek Tourist Board and supported by the national airline and the ferry companies. They stayed at what was then a brand new and extremely desirable beach resort at Glyphada, the prizes were handed out by the Royal Family at a daytime ceremony on Areopolis Hill facing the Acropolis, and then there was a night-long *alfresco* party on the beach.

On the tough side, the rally had it all. By the early 1960s, it would comprise a concentration run up to Thessalonika, Greece's northern metropolis, from where Athens starters would meet others coming from Austria. The first stages were on the very fast tarmac roads north-east to Serrai and then more of the same, much twistier, back through Polydromos. The problem with these roads was that they had little grip when they were dry and none at all when they were wet. The consequence was that the brave and foolhardy often finished their rally quite early.

The set times on the special stages were quite high for their day and average speeds in excess of 50mph were common. When you also consider that these quite major public roads were not entirely closed to normal traffic, the difficulties of the classic Acropolis Rally can be appreciated. To negate – as much as was possible – the need for the rally to be sorted out on these roads, ELPA gradually stepped up the quantity and importance of the gravel roads. In the mid-1960s, even the main routes between Sparta and Kalambaka, and Trikkala and Ioannina, were gravel roads twisting and turning through the mountains. The trend was to keep the average ➳



# LOGY

*SINCE ITS INCEPTION IN 1952, THE ACROPOLIS RALLY HAS STRUCK AWE INTO PARTICIPANTS AND SPECTATORS ALIKE. JOHN DAVENPORT RECALLS THE HIGHS AND LOWS OF THIS UNIQUELY TRICKY EVENT.*

AUGUST 18-19, 2000

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MONTEREY, CALIFORNIA

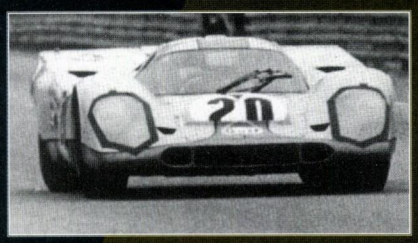
## AUGUST 18-19, 2000



**1964 SHELBY COBRA DAYTONA COUPE**
An original Factory Team car. CSX/2300 competed in the '64 Tour de France and won podium finishes in FIA World Championship races at Daytona, Sebring and Nurburgring in '65. This is the first example ever offered at public auction.

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1954 Porsche 550 Spyder
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1964 Shelby Cobra Daytona Coupe
1965 Alfa Romeo TZ-1
1966 Ferrari 206SP
1969 Lola T 163A Can Am
1969 Ferrari 365 GTC
1967 Ferrari 330 GTS
1967 Ferrari 275 GTB/4 Spyder
1970 Ferrari 512S
1970 Mercedes-Benz 280SE 2.5 Cabriolet
1972 Ferrari Daytona Coupe
1974 Ferrari Dino 246 GTS
1981 Ferrari 512 BB
1985 Frisbee GR-7 Can Am Racer



**1969 Porsche 917/022**
Steve McQueen bought this 917 new from the factory and featured it the '70 film 'LeMans.' After two years of World Manufacturers Championship racing, it was sold to Brian Redman in '75. Bought by Richard Atwood in '78, now offered at auction after 22 years of continuous ownership.



FILE PHOTO

**1934 Alfa Romeo Tipo B (P3)**
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speed high even away from the stages so that, in effect, what was being run was a 'European Safari' Rally. In such conditions, the Scandinavians – Erik Carlsson, Tom Trana, Gunnar Andersson and Carl-Magnus Skogh – and the imperturbable Eugen Böhringer with his Mercedes reigned supreme.

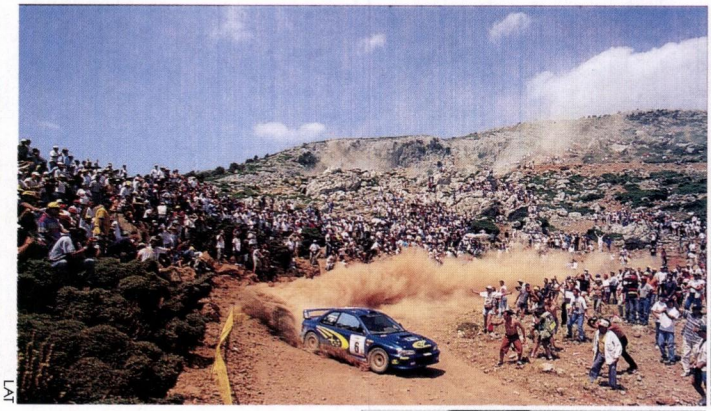
As the 1970s progressed, the Acropolis turned more and more to special stages, but its endurance nature remained. It was a full four day event that went north of Mount Olympus and right down to Sparta in the south of the Peloponnese. The 1980 event ran 55 special stages totalling 944km in a route of some 2800km. This was a simply fantastic effort of organisation for a country that had just a small, ultra-keen band of rally *cognoscenti*.

The Acropolis Rally of 1972 was something of a classic in this respect. As it was the event's 20th anniversary, the organisers had laid on something special. The route was 3600km and the first part of the rally was run over two nights and two days, non-stop in hot conditions. The rally crews suffered all kinds of problems with hallucinations and fatigue: Mike Wood dreamt of a brown parcel addressed to him and kept telling Tony Fall not to open it, while Paul Easter thought that wasps were attacking and swatted Shekhar Mehta with the pace note book. And Solve Andreasson fell asleep while drinking a bottle of Coke and nearly drowned himself.

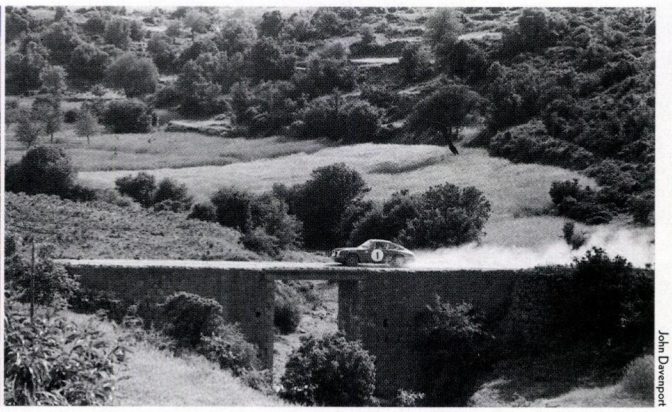
The result of all that was deep chaos over the results at the night halt before the last fling round the Peloponnese, as tired officials came in late with check sheets. Going into the last tight road section of the entire rally, Simo Lampinen felt sure that he had a sufficient lead over Hakan Lindberg's Fiat Abarth 124 that he could take it easy. Some hours later when the results came out, the Lancia driver learnt that he was only second.

The Acropolis has never been a stranger to controversy. In 1966 – the year the Mini Coopers were disqualified in Monte Carlo – Paddy Hopkirk was penalised for entering a time control area and servicing within it. His Cooper S was kicked down to third place behind two Lotus Cortinas. Technically, the organisers were correct since Hopkirk did pass the board,

**"Within a short time, the Acropolis had become known as one of the best but most feared events"**



LAT



John Davenport

***Top: Acropolis scene in 1966. Above: Still one of the toughest rallies in the World Rally Championship, it was won by Britain's Richard Burns in 1999. Above right: Pauli Toivonen's 911 was victorious in 1969. Right: Johnny Pesmazoglou who twice won his home event.***



F Flores - G Kakolyris

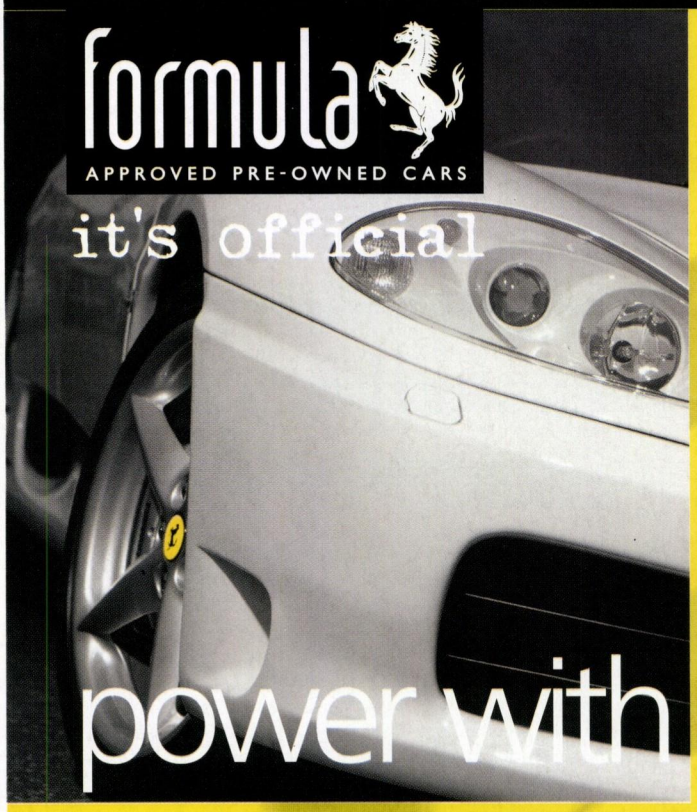
but two things can be said in his defence: one, the board was obscured by spectators, and two, a 100 metre tape measure would never have covered the distance between it and the actual control location. Still, Paddy came back and set the record straight in '67, winning the Acropolis outright.

A similar glow of satisfaction must have enveloped Colin McRae in 1996 when he won the event. Two years previously, the young Scot had been excluded for "unsportsmanlike behaviour". Apparently, rally officials had checked his Subaru's turbocharger seals and then, having closed the bonnet, omitted to insert the pit-pins. On the next road section, the bonnet rose up and smashed the windscreen, while McRae was leading. When officials – not the same lot – told him that, on safety grounds, he would have to change the windscreen, the Scot told them it was not his fault and that he did not want to lose his position on the road. So they delayed the rally for half an hour while the new windscreen was fitted. At a subsequent hearing by the Stewards, it was decided that McRae had himself forced the 30 minute hold up and that he should be excluded.

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**1997 R - 28,000miles** **£21,995**
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Ferrari

Another less serious but much more emotional thing happened in 1992 when a marshal at the start of a special stage, while giving the 'go' signal, hit the button that triggered the automatic fire extinguisher on François Delecour's Ford Sierra Cosworth. The engine, on full song prior to a brisk departure, promptly choked and stopped. It took the frantic Delecour several minutes to clear its inlet and fire it up again. Daniel Grataloup then asked for a new start time, which was refused. Indeed the pair also learnt they would be penalised an extra two minutes for not having left the control within 30 seconds of being given the start signal.

I saw Delecour at the next time control and he was possessed of a rage that would have outshone Mount Etna at full blast. When Ford team manager, Colin Dobbinson, told him to not get upset about 'such a small thing', this served only to pour petrol on an established fire...

And one cannot leave the Acropolis Rally without talking about Audi's arrival in 1981, when the Quattro was still very much in its infancy having led the Monte and won the Swedish. The team, led by the charismatic Walter Treser, knew there would be trouble with overheating in the Greek summer and had taken extensive precautions to alleviate the problem. They had removed the inner of each of the twin-headlamp units, covered the aperture with a hinged flap and channelled the air thus provided to the radiator and oil cooler. The cars were presented in this form at pre-event scrutineering and were passed, though it has to be said that the missing lamps were partially concealed behind the auxiliary lamps fitted to the bumper for night driving.

At the half-way point, with Hannu Mikkola leading the rally, the scrutineers – at whose behest we shall probably never know – re-inspected the cars in the *parc ferme* and reported that the Audis were illegal in regard to their headlamps and the cooling thus provided. They also took exception to auxiliary batteries fitted in front of the co-driver's seat to boost the starting capability of the standard battery. The Stewards decided that the cars were




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**"Paddy Hopkirk came back and set the record straight in 1967, winning the Acropolis Rally outright"**



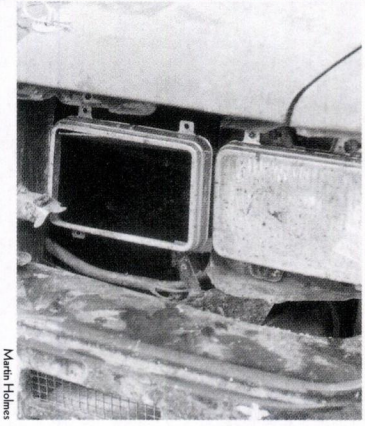
F Floros – G Kakoyris




LAT

illegal and threw them out. Audi naturally went to register an appeal, which would normally have meant their cars would have continued and the matter would have been sorted out at the end of the event – or in Paris months later. However, the ELPA Stewards were correct in that the current regulations did not allow the cars to continue in what was an incontestably illegal state and Audi had to pack up and go home.

The Acropolis Rally is not quite the big adventure that it once was. In fact it has the distinction of running the shortest WRC event ever when, in 1998, the total route measured just over 1000km, of which 370km were special stages. But it pays not to underestimate it, even in its compact modern form. Last year, Ford, Peugeot and Subaru thought the rally had lost its bite and they could use the same kind of cars that they would use on other European events. Between them, they entered seven cars not specially modified for Greek rocks. Six failed to finish, but the one that did, the Subaru of Richard Burns, won the rally outright. The Acropolis is always full of surprises. M



Martin Holmes

*Top: The Escort Twin Cam of Roger Clark won in '68 and finished second the following year. Mercedes-Benz cars won the Acropolis in the hands of Walter Schock (above left) and Eugen Böhringer (above).*
*Left: This method of getting cool air into the Quattro's engine bay saw Audi kicked out in 1981.*

WHEELS

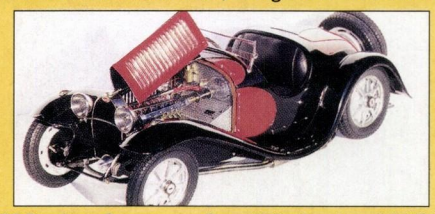
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# How you can give your car the Showroom gloss Safely and effectively...

With all the products in the market, it can be confusing choosing the right products for maintaining your car.
The first step in maintaining your car is to wash often.

**What is the correct product to use as a car wash ?**
The correct answer is use what you like best ! If you enjoy washing and rewaxing weekly, then a detergent based product is for you. If you prefer to have you wax last a lot longer, you may consider using a detergent free shampoo. Wax Wizard detergent free shampoo is derived from vegetable oils and fats. This highly concentrated formula contains no wax or silicone, and will gently, safely and effectively remove all dirt and will not cause smearing.

**Why should you cleanse before waxing ?**
Cleansing will remove oxidation, contaminants and add emollient oils back into you paint, smoothing out the surface, as well as removing trapped dirt, impurities, swirl marks, light scratches etc, to reveal a deep, wet look gloss and leave the car surface "squeaky-clean" ready to wax. To achieve best results you can choose from Wax Wizard cleanse No:1 an almond based, mild pre-wax cleanse, or Cleanse No:2 a richer more powerful formulation designed to remove more stubborn/older contamination, difficult swirl marks and scratches. These cleanses are easy to apply and wipe off.

**How do you protect your car and achieve a "Stunning Gloss" ?** It is far better to have acid rain, tree sap, road tar and all other road hazards attack a coat of wax rather than attack your paint. A good sacrificial coat of wax will also add "Depth of Shine" and reflective gloss finish. Stars of the Wax Wizard range are our High content paste waxes. These waxes have a Carnauba content of 40 to 54% by volume 8 to 10 times the industry norm. Carnauba wax is a resin produced by the palm tree copernicia cerigera. Only the best quality Carnauba available No:1 Yellow is used in our products. You can choose from 20 different waxes in the range, guaranteed not to leave any white residue or build up along the seams or in crevices. With over 100 products to choose from including products from world famous manufactures like Meguir's and Dr OK Wack Chemie. all 100% guaranteed to delight or you money back, you're sure to find the answer to you cars needs. With waxes starting from only £7.99 and basic Wax Starter Kits from an amazing **£29.98**
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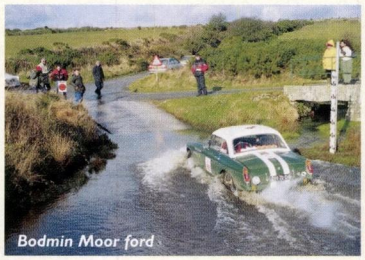
**Goodwood Festival of Speed 23 – 25 June: Meet HERO on stand 183. See us at Coy's Silverstone 21 – 23 July too!**




*Snow in the Pennines*

## New look LE JOG starts 2 December

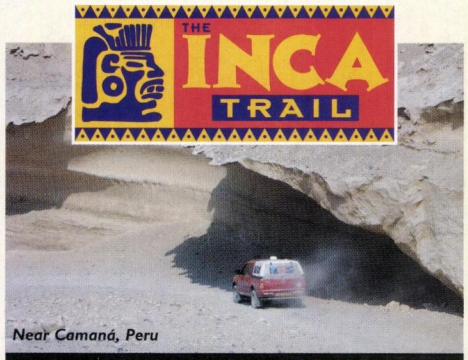
LE JOG – the Land's End to John o'Groats Reliability Trial – is Britain's longest and toughest old car rally. For 72 hours, crews and cars pit themselves against the weather, the clock and Britain's most demanding mountain roads. This year, Porlock Toll Road is back; the Welsh leg is shorter (but just as intensive!); then there's a few hours' sleep in Shropshire before a great new Sunday route through the Peak Park, the West Riding and the legendary Lakeland passes, to a night halt at Carlisle.



*Bodmin Moor ford*

If that's too gruelling, try the parallel Touring Trial instead. The entry list is open, and filling fast – get your application in quickly!

Advance information is now available from HERO: contact the office by phone or fax, or visit our website.




*Near Camaná, Peru*

## Inca Trailer

John Brown is just back from his 40,000km route survey for HERO's next epic event, the 2001 Inca Trail – and he's waxing lyrical about the incredible roads, the stunning sights and the splendid welcome. You can read his trip diary, and see his photos, on HERO's website: www.hero.org.uk

Enquiries and entries are now flowing fast into the HERO office, the classic cars complemented by a strong entry in the 4x4 Adventure Drive. The 24,500km event is due to start from Rio de Janeiro on 6 October 2001, and lasts seven weeks.

CLASSIC MALTS SCOTTISH RELIABILITY TRIAL
A Journey to TALISKER
6 - 12 MAY 2000

## JAYNE'S GOLDEN PROMISE

There was a special poignancy to Jayne Wignall's Gold Medal on this year's Classic Malts Scottish Reliability Trial. Her father, well known 1950s rallyist Rex Neate, sadly died a few days earlier – but not before he had told Jayne to go for her hat trick of Golds on this event. Jayne duly delivered, to the delight of her mother Beryl Neate, who had co-driven her to Gold in 1999.

Jayne's Sunbeam Tiger, navigated by Fred Bent, just pipped the Lotus Cortina of Mike Newman/ Alec Newsham for fewest marks lost.

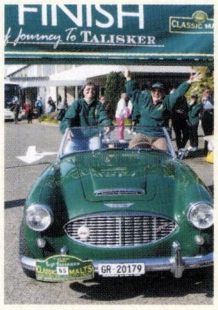
Stan Williams lost his chance of a Gold hat trick when his beautiful Alvis 4.3 Charlesworth was destroyed by fire.

A record entry of 113 crews brought a superb field of splendid cars from 17 countries. They enjoyed wonderful weather and the sponsors' generous hospitality (including a mini-tattoo at Edinburgh Castle). The consensus: "we'll be back next year!"

If you want to join them, contact HERO now – applications for 2001 are already arriving thick and fast.



*Jayne's Tiger at Ruthven Barracks*




*We've done it! First timers Claudia Riederer & Madlaina Roner at the finish*

RALLY CLÁSSICO 2000 LONDON LISBOA CLASSIC RALLY

## Iberian autumn

in association with P&O PORTSMOUTH

Over 120 cars from 12 countries have so far entered October's London - Lisbon rally, in cars ranging from a Ferrari 250GT SWB Berlinetta to a Renault Dauphine.

From alternative starts at Hampton Court Palace or Bilbao's fabulous Guggenheim Museum, the route takes the quiet mountain roads of 'green Spain' to the pilgrim city of Santiago de Compostela. It moves on to the breathtaking Douro Valley, visiting port *quintas* and lodges (and two of Portugal's historic race circuits, Vila Real and Oporto), then traverses classic rally roads, stopping at the ancient cities of Coimbra and Sintra. A fabulous welcome is being laid on by the Lisbon city authorities.

Get in touch quickly if you'd like to come!

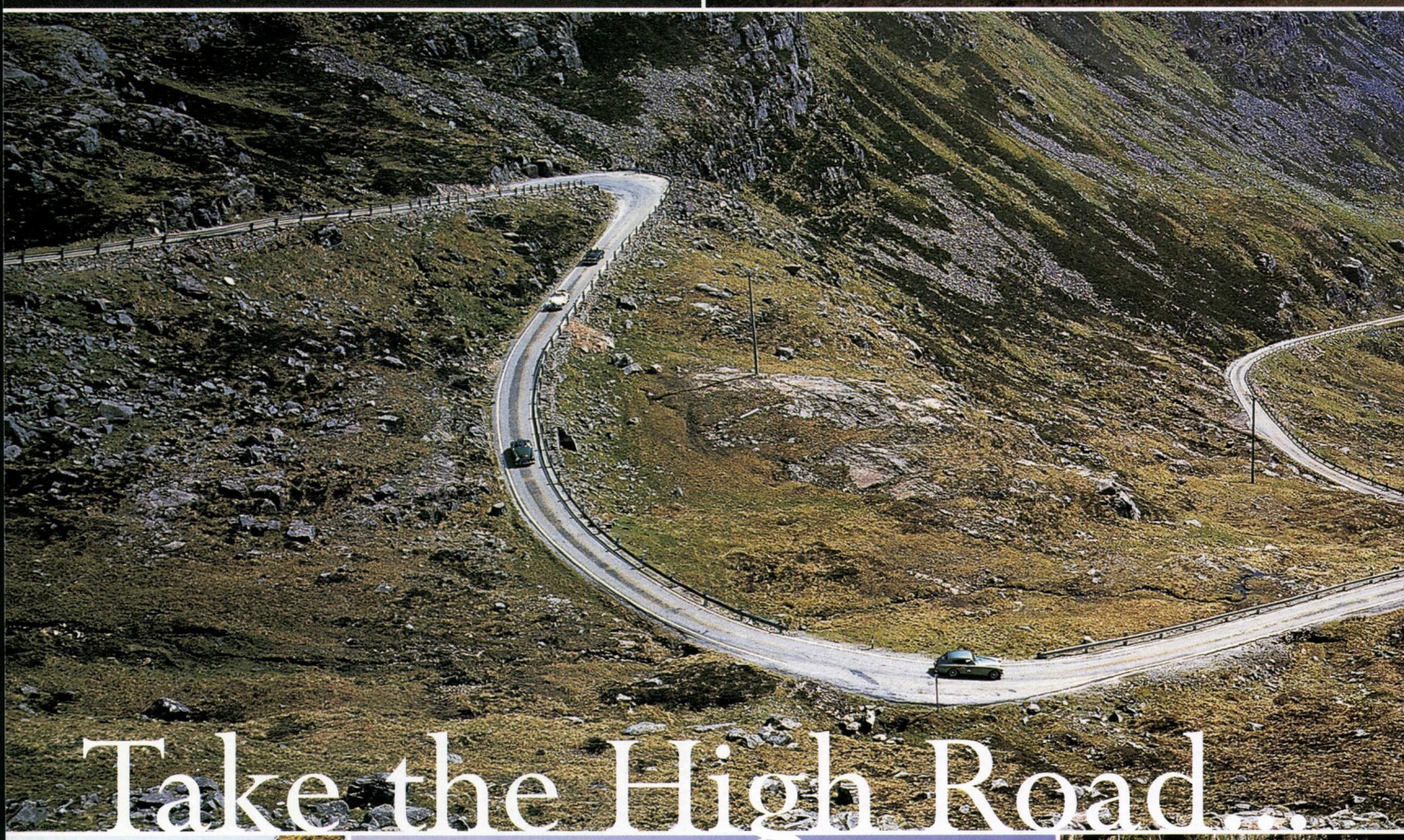


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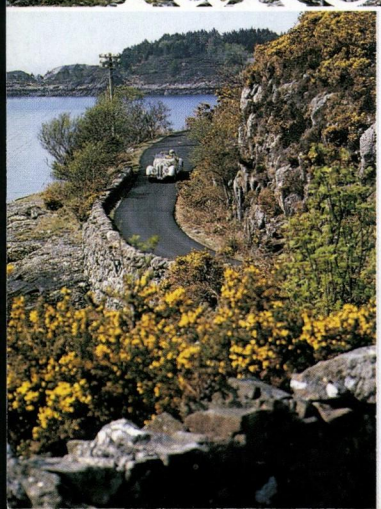
*Photos John Brown/Mike Johnson. CLASSIC MALTS and the Quaich Device are trademarks.*

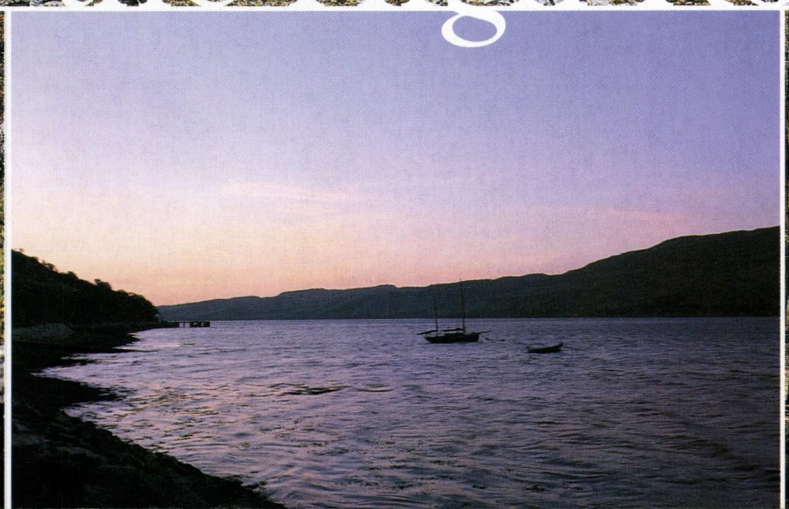


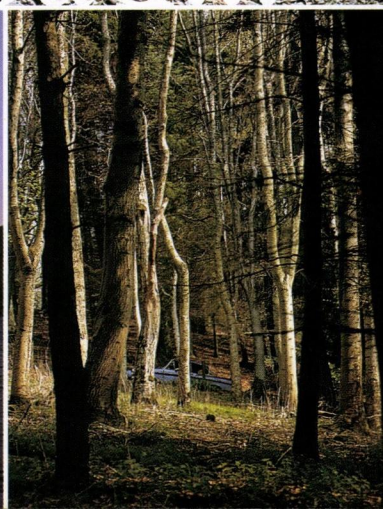


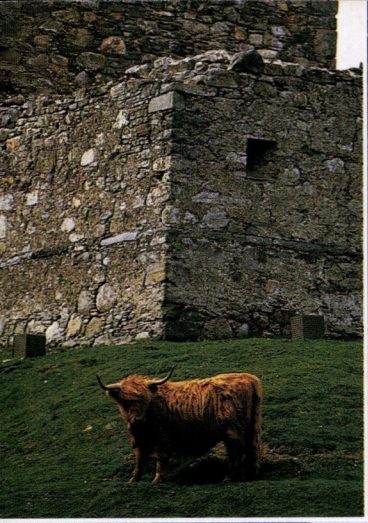


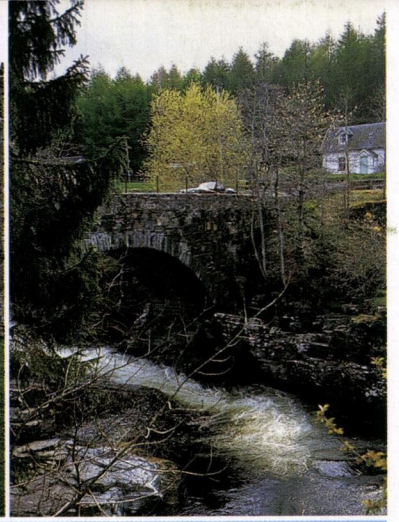
# Take the High Road...
















***IF THE CLASSIC MALTS RALLY OF SCOTLAND SOUNDS LIKE A FUN RUN AROUND SOME DISTILLERIES, THINK AGAIN. AS ANDREW FRANKEL DISCOVERED, THERE'S RATHER MORE TO IT THAN MEETS THE EYE***

Looking back, it seems odd that the reasons I decided to take part in the Historic Endurance Rally Organisation's third Classic Malts rally in Scotland have nothing to do with those which will make me do it again. Sitting in air-conditioned splendour as we thundered north, the brother's Bentley anchored to the back of a colossal Toyota Land Cruiser Amazon (don't let anyone tell you there's a better car for such purposes), my motives were simple. To cruise around in an old family friend, meet like-minded people, indulge in a light-hearted competition and sample the finest liquor in the land.

You have no idea how much I underestimated this event. At scrutineering, located at the Glenkinchie distillery south of Edinburgh, all was lighthearted and classless. The 120-car entry covered a huge range. One couple in a Rolls-Royce Phantom VI had a chauffeur in a tender car who stayed behind each morning to pack, then raced ahead to check out the evening's accomodation. And there were two blokes in a Morris Eight picked up for a tenner in 1967.

But soon the serious crews started appearing. Teams of rally-prepared Triumphs and Healeys came complete with strange-looking instruments bolted to the dashboards with convincing electronic readouts. All we had was a speedometer guaranteed to read within 10mph of true and an odometer we discovered was a handy 24 per cent fast. We bought a stopwatch.

In our class was another 4½-litre Bentley and two Alvises, one a beautiful 12/50, the other a famous Brooklands Double Twelve referred to reverentially as 'The Green Car'. Our numbers were reduced by one on the first day when the other Bentley was run off the road, causing enough damage for it to be unsafe to continue. As for the Alvises, both were so well driven by such experienced crews we rarely did anything but eat their dust.

Even so, we thought we had done well enough on day one considering the tiny lanes through which we had to thread the car with its ever more dubious brakes. The competition is split into three sections: there's a road route from one place to another where the only imperative is not to be more than an hour late at a check; there are handling tests more suited to karts than vintage Bentleys, where pace and accuracy are the key. Finally, there is the regularity. Here you have to adopt a certain speed and maintain it down public roads, come what may. The tulip map on your lap is the only indication of what's to come and there are hidden checks everywhere. Clock in a single second early or late ➳

photography by Ben Redgrove

and you are penalised. Some of these runs went on for over an hour. The driver gets physically tired as the Bentley is some lump to haul over switchbacked mountain passes – but it is nothing compared to the mental torture suffered by the navigator. Everything depends on he who sits in the left hand seat; the driver simply executes instructions. Jonathan and I shared duties and each once suffered neural melt down costing us points, which would have been critical had we been doing at all well. In the event, it couldn't have mattered less.

As the rally curled for 1500 miles around Scotland, from Edinburgh past Inverness to Brora, across to Cape Wrath, down to Skye, on to Oban and back to the capital, we became aware of several things which, at the time, surprised us.

First is the truth that the north west of Scotland is the most beautiful place in Europe. From Durness to Ullapool, it seemed there was an award-winning location around every corner. Second, this rally was a serious event taken on by serious people. There were those taking part for the recreation, but we learned the amount you got out of each day was proportional to what you put in.

It was six days before we saw Edinburgh again. During that time we had blundered our way up the Rest And Be Thankful hillclimb, passed the extinct Findo Gask circuit, trotted around Knockhill and sampled some of the finest malts on earth. Some cars crashed and a third Alvis burned just a minute behind us. But we had seen some fine machines. Jaguars were everywhere; there was a Sunbeam Tiger which won (as it had on the two previous years), a Dino 246GT, Lotus Europa and a Denzel driven with verve by the grandson of its creator.

And then there was David Ingram and Norman Gault on board a MkII Jaguar. Last year's event was David's first ever historic rally. This year they returned to finish as one of just five crews to be awarded coveted Gold Medals.

We clung only to Bronze awards. Still, we scraped into the top quarter of the field and, of the 30-odd historic rally rookies, we were third. Sadly doing alright on this event is far from alright. We are hooked. Hooked by the competition, the scenery, company, cars, HERO's organisation and, yes, the whisky too.

It's not cheap: the entry costs £2350, the accomodation ranges from four star to B&B and you will have to buy most of your meals yourself. But it's worth it, worth it all just for the sight of the finish, seen by all bar 17 crews.

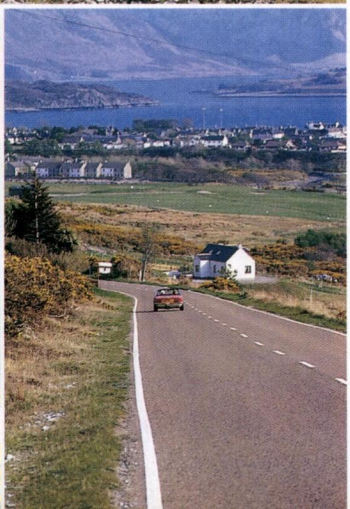
As Jonathan and I rejoined the 'Cruiser and made our way south again, Bentley in one piece behind us, the talk was of little other than ways we can improve next year. We'll never get a Gold: the car is too cumbersome, its crew too dim-witted and the competition too hot for that. But a silver? Just maybe. M









**CLOCKWISE FROM TOP LEFT:** TEAM OF TRIUMPHS WON THE TROPHY FOR THE BEST MARQUE TEAM. MOST CAME FULLY RALLY-PREPARED;

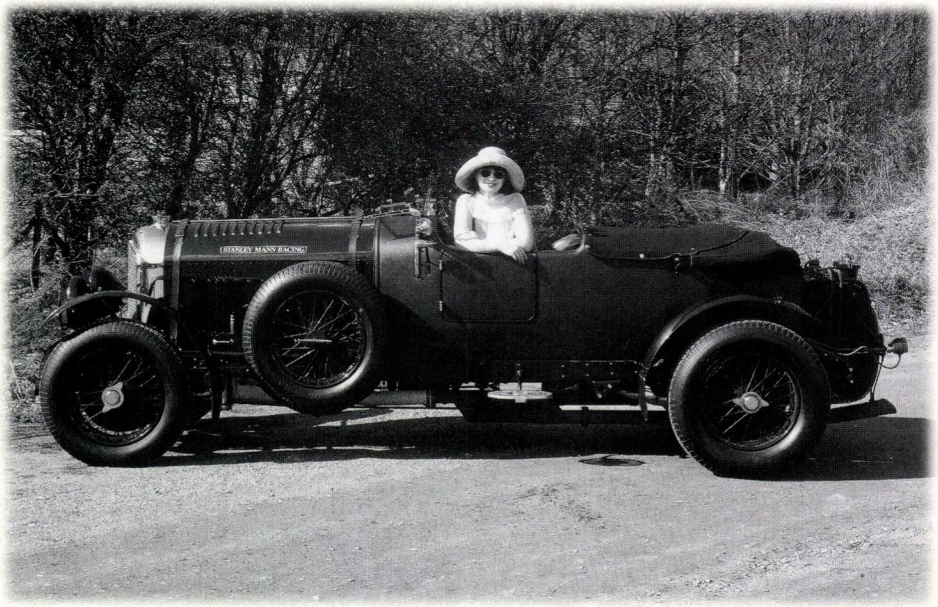
MORRIS EIGHT DRIVEN FLAT OUT (50MPH) FOR 1500 MILES. COST A TENNER BACK IN THE '60S AND HUMBLED MORE POWERFUL MACHINES IN TIGHT HANDLING TESTS. RIGHTLY RECEIVED SPECIAL AWARD FOR TRIUMPHING IN FACE OF ADVERSITY;

FRANKELS' BENTLEY AMID TYPICAL LOCAL SCENERY, MILES FROM ANYWHERE EN ROUTE TO ANOTHER DISTILLERY.

LOTUS ELAN SPRINT ONE OF JUST FIVE CARS TO BE AWARDED GOLD MEDALS AT END OF RALLY. OTHERS WENT TO LOTUS CORTINA, WOLSELEY HORNET, JAGUAR 3.8 MKII AND, THE OVERALL WINNER, A SUNBEAM TIGER.

FRANKEL BROTHERS LOOK SUITABLY AND IDIOTICALLY HAPPY AFTER REACHING THE FINISH AT THE END OF 1500 MILES ON THE ROAD. BENTLEY PROVED A LOYAL COMPANION, COPING ADMIRABLY WITH SIX DAYS OF BEING POUNDED OVER OFTEN VERY POOR ROAD SURFACES. ONLY FAULTS WERE AN OCCASIONAL BUT ALWAYS ENGROSSING PARTIAL BRAKE FAILURE AND A MYSTERY MISFIRE ON THE LAST DAY WHICH THREATENED TO RETIRE THE CAR WITH 200 MILES TO GO, ONLY TO ALL BUT DISAPPEAR. APPETITE FOR OIL WAS, HOWEVER, INSATIABLE REQUIRING TOP UPS AT EVERY FUEL STOP AND AT THE START AND END OF EACH DAY

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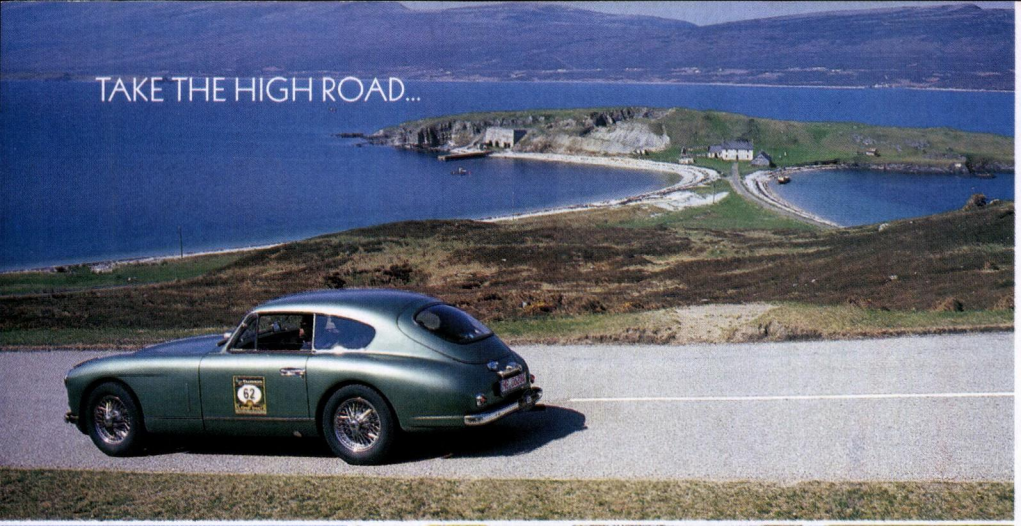
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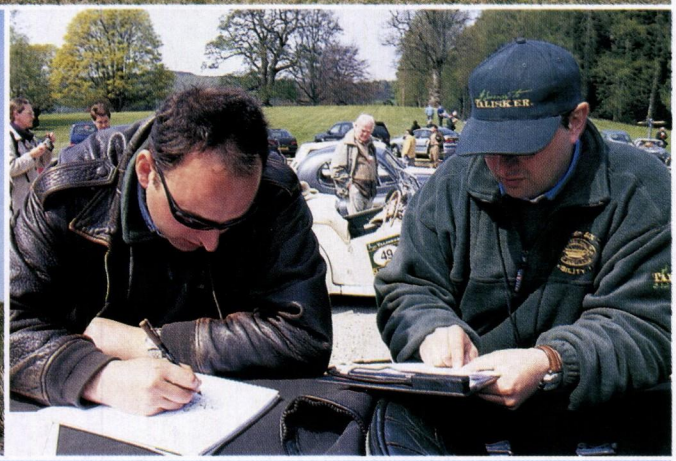
***Insuring the important things in life***

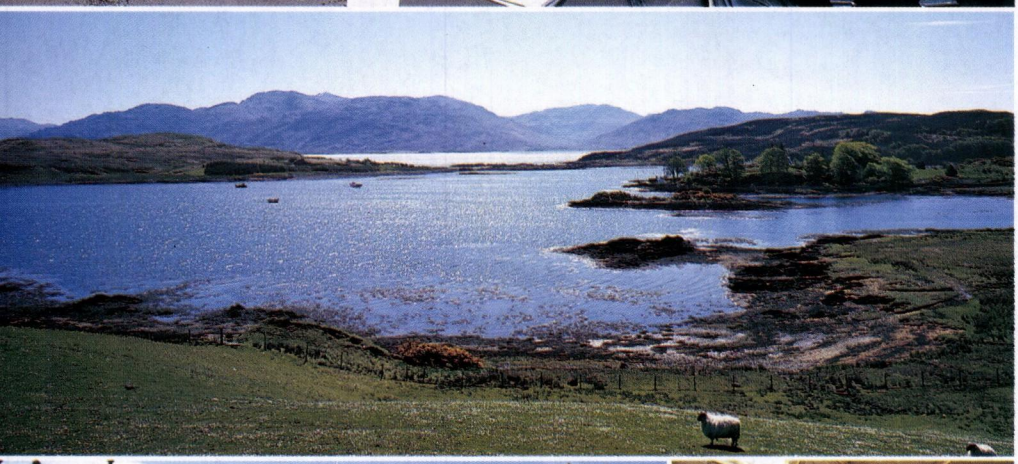
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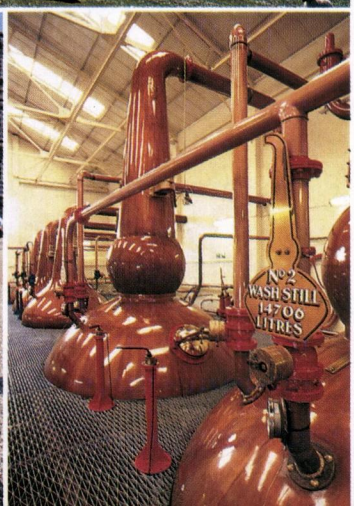







**CLOCKWISE FROM TOP LEFT:** Beautiful Aston Martin DB2/4 illustrative of range and quality of 120-car entry which also included a Maserati Vignale Spyder, Alfa Romeo GTA, Gilbern Invader, Ford Corsair, Jaguar SS100, Allard M2X and a Rolls-Royce Silver Cloud III.

Frankels hard at work, trying desperately to update road book to take into account an odometer that was 24 per cent fast.

In the north-west of Scotland on a clear spring day, scenery such as this is around every corner...

Talisker distillery on Skye one of the highlights of the tour. Unique distillation process creates inimitable taste. Drinking only took place after driving.

Winning Sunbeam Tiger of Jane Wignall and Fred Bent collects third consecutive gold medal at prizegiving at Hopetoun House.

'The Green Car', a famed Alvis Silver Eagle, Brooklands Double Twelve competitor and winner of the 1938 Irish Grand Prix still being driven to within an inch of its life by Chris Podger. Quick enough on the driving tests to remove any chance of Gold medal status for the considerably more cumbersome Bentley of the Frankel team.



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**CLOCKWISE FROM TOP LEFT:** RALLY-PREPARED MINI COOPER THE PERFECT DEVICE FOR SUCH AN EVENT: QUICK, STRONG AND, ABOVE ALL, EXTREMELY AGILE ON MARGINAL ROAD SURFACES, NARROW LANES AND IN THE VICIOUS MANOEUVRABILITY CONTESTS.

LOVELY WHITE BMW 328 WAS BY FAR THE QUICKEST OF THE PRE-WAR CONTIGENT, CAPABLE OF MAINTAINING THE PACE OF A FAST, MODERN ROAD CAR ACROSS ALL TERRAIN. OWNER ALSO HAS A VINTAGE BENTLEY... SENSIBLE FELLOW LEFT IT AT HOME.

LOTUS CORTINA CREW WERE AMONG THE FEW WHO HELD ONTO GOLD MEDALS FROM BEGINNING TO END. HERE IT IS IN TYPICAL CLASSIC MALTS CONDITIONS, GOING LIKE HELL ON ANOTHER MOUNTAIN PASS, ABOVE THE CLOUDS.

BENTLEY HEADS OFF ON ANOTHER OF THE REGULARITY TRIALS, GUARANTEED TO TAX THE SKILLS OF THE DRIVER AND MELT THE BRAIN OF THE NAVIGATOR. INSUFFICIENT AND RATHER INACCURATE INSTRUMENTS PROVIDED PERFECT COVER FOR INADEQUACIES OF THE CREW. YOU TRY READING A MAP, A ROAD BOOK, A STOP-WATCH, A SPEEDOMETER AND AN ODOMETER AT THE SAME TIME, WHILE SIMULTANEOUSLY TRYING TO WRITE, DO MATHS AND SHOUT INSTRUCTIONS TO A DOUBTING DRIVER ALL FROM THE PASSENGER SEAT OF A CAR TRYING TO SHAKE ITSELF AND YOU TO PIECES ON ROADS FOR WHICH IT WAS NOT DESIGNED

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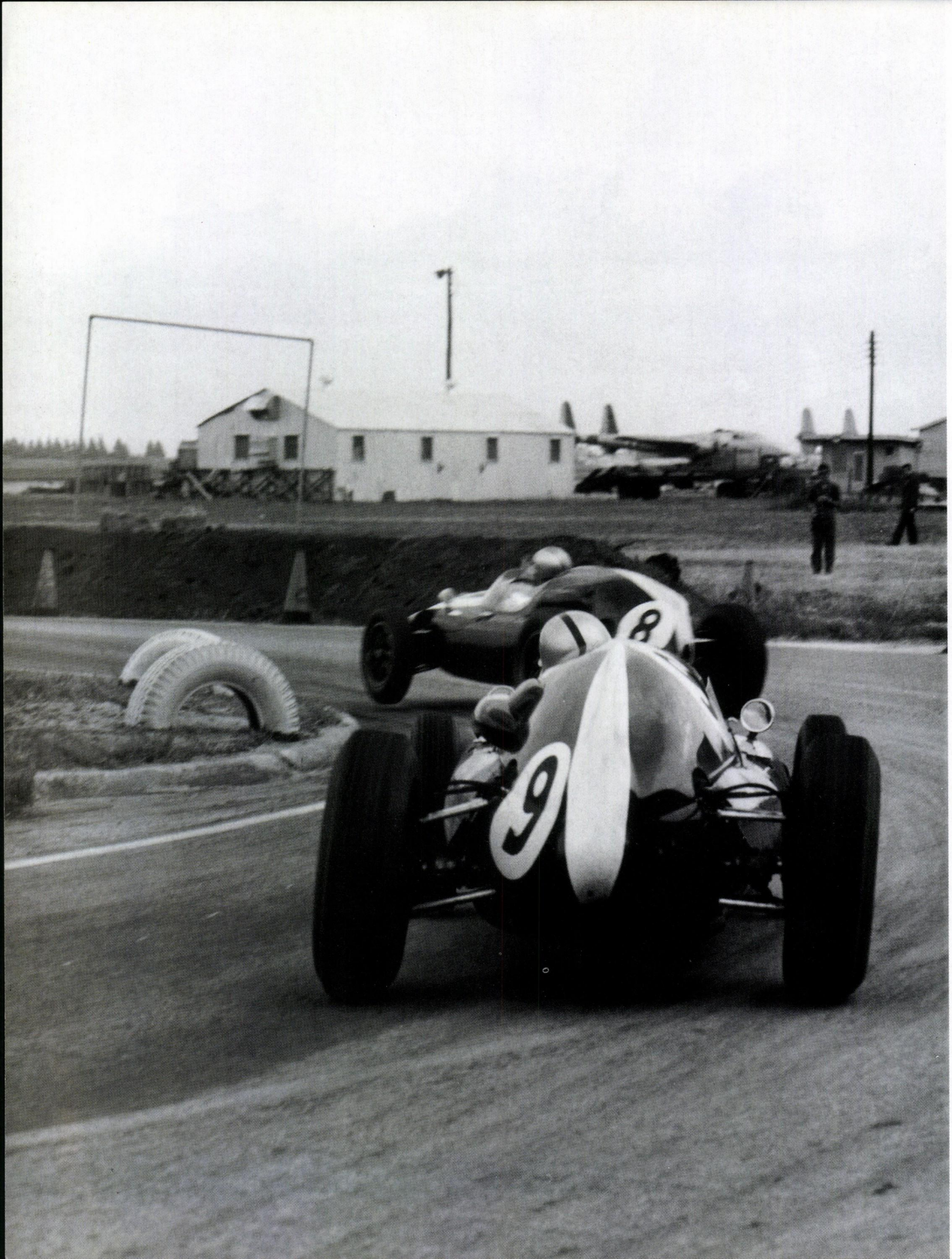
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# Remembering Bruce

***ON JUNE 2, 1970, INTERNATIONAL MOTORSPORT LOST ONE OF ITS BIGGEST STARS AND ONE OF ITS FINEST GENTLEMEN, WHEN BRUCE McLAREN PERISHED IN A TESTING ACCIDENT AT GOODWOOD. MARK HUGHES TALKED TO THOSE WHO KNEW HIM BEST, AS A DRIVER, TEAM OWNER, PARTNER AND FRIEND.***


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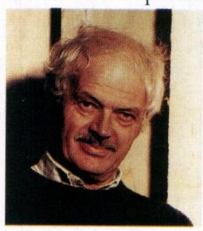
and let you get on with it. He had charisma and he generated a lot of enthusiasm and loyalty. The whole thing was kind of a neat deal.

***Left: Bruce leads the 1967 Can-Am field at Riverside. He won, on his way to the title. Below: Mike Barney. Bottom: USRRC's 1965 Canada GP at Mosport; Bruce's prototype M1B (right) passes an M1A***

MIKE BARNEY (MECHANIC FOR BRUCE AT COOPER AND MCLAREN)
He was probably the best-natured driver I've ever had anything to do with. He liked things right – especially after he formed his own team; he was harder then than he'd been at Cooper – but there were never any tantrums or unpleasantness.

He drove us hard but we didn't mind, because of the sort of bloke he was. For one thing, he pushed himself hard, and for another he was still thoughtful towards you. When I got married, he thought to get extra tickets for America and Mexico so my wife could come out.

I will admit, though, there were times when you'd wish he was just a driver. Me and Wally Willmot were building the BRM V12-engined car, and had it on axle stands in the dead of night. Bruce decided to help by putting the oil in the tank and he kept on tipping it in but the level wouldn't come up and eventually we saw he was pouring it all over his feet because there was a great big plug not screwed in at the bottom. We just roared. We said: 'You go home, leave us alone.'



EOIN YOUNG (BRUCE'S SECRETARY)
At heart, Bruce was quite a downbeat character. It was my impression that he would rather sit and watch TV than go out on the town, though he had ➳

TYLER ALEXANDER (TEAM MANAGER)
He was just a great natural leader. He wasn't a flamboyant guy at all, but he was very determined to do something with himself and the team was an extension of that. He engendered terrific loyalty – some people have it and some don't.




Although he had a happy-go-lucky attitude on the surface, underneath he was quite a tough business guy. He was tough when necessary and we'd have some pretty hard arguments, but you always got an answer at the end. Plus, he would be there with you when you were doing the jobs, helping solve the problems. He was dedicated in a way that all the really top team owners are; working hours didn't mean much to him. What was required was what was required and that spread through the whole team. First and foremost, Bruce was into looking after and developing the team. As a racer, he was no Rindt, but he was pretty quick. He could race with any of them when he had a mind to, and he enjoyed driving the cars, but he was always more interested in the design and mechanical parts of the car.

***Left: Bruce chases Jack Brabham at Sebring. The leader faltered on the last lap, and Bruce scored his first Grand Prix win. The result brought Cooper the 1959 Constructors Cup. Above: Tyler Alexander***

McLaren was a very special place to work, if you were the right sort of person for it. If someone knocked on the door with a toolbox in their hands and said they were from New Zealand, they had a job. We had quite a few very, very good people come in that way. The other thing was that although he said 'well, this is what I want to do' he'd go away, attend to other problems



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***Right: McLaren, along with his fellow Cooper drivers, had no answer to the V6 Ferraris on the long straights of Reims in 1959. He finished fifth behind three Dinos and team-mate Brabham. Below: Eoin Young***

his moments. Denny [Hulme] was similar. Just quiet Kiwi blokes – there's plenty of them here. It's a bit of a trait.

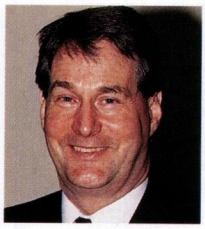
I don't recall him being tough. We had this good cop/bad cop thing at the factory. He'd come and say so and so hasn't delivered and I'd get on the phone and really give the guy some shit. Bruce would phone up later and you'd hear him say: 'Oh, I'm terribly sorry, I didn't know he was going to do that. Gosh. What can I do to help?' And he'd have the part by the end of the day. I never did see him angry, though I'm sure he got terse.

I think the whole thing worked because Bruce had been given the perfect grounding by Jack Brabham and Cooper, and he was the sort of guy who could quietly apply what he'd learned – he was very studious. He was young, a nice guy and the team became the centre of the New Zealand racing community in England. It was Alistair Caldwell who said if you arrived at the door from New Zealand you were in because you'd already passed a 10,000-mile initiative test.

So you had this team, generally all in their 20s, significantly younger than other teams, bonded also by the Kiwi thing. Plus you had Bruce working alongside, often the last to leave. So of course there was a big team spirit.



He had a clear vision of where he wanted to take the team. He really wanted to make that Indy Ford engine work because he desperately wanted to get Ford into Formula One. He could see the amount of money they were spending in sportscars, that people like Shelby were getting – armies of huge lorries from the States, mega money for the time. He liked the Ford people, they liked him. He worked and worked at getting them in. The irony is that the decision and funding eventually came from Ford Europe and it went through Cosworth and Lotus.



I remember the day like it was yesterday. I'd arrived in the *Autocar* office and Martin Lewis said, 'Have you heard about your mate?' Then he just blurted it out that Bruce had been killed. I'd never had a brother but it was just as if someone had said, 'your brother's been killed.' I caught the train straight back home, in a trance.

ROBIN HERD (DESIGNER OF FIRST FORMULA ONE MCLAREN)

There was something in Bruce's personality that just drew talented people around him like a magnet. The group that was at McLaren when I joined was, by some margin, the most talented group of individuals I've ever encountered in motor racing. The whole thing just radiated from Bruce.

He was the smiling front man who got it all together in the first place, but it wouldn't have worked so well without Teddy Mayer; he used to tell me his main job was to protect Bruce from himself and that if he had turned his back for more than ten minutes, Bruce would've given the company away.

Bruce had this likeable exterior but the racer's ego was in there – nicely hidden, but definitely there. He was ➳




***Above: Robin Herd. Left: Howden Ganley in a McLaren M10B on his way to third in a Formula 5000 race at Brands Hatch in 1970. The race was won by another M10B driven by Peter Gethin***

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couldn't do and he commanded a lot of respect for that, but he was so nice with it. He laughed and joked and kept everyone's humour up, which is very important when you're on your third all-nighter.

I can't say enough good about him, basically. He was just one of those magical people. It was wonderful to have known him.

***Left: Bruce McLaren raced in 12 Monaco Grands Prix, scoring points in eight of them. In 1962 (shown here), he won when Graham Hill's BRM went sick with eight laps to go. Below: Patty McLaren***

PATTY MCLAREN (BRUCE'S WIFE)

He was very calm, it took a lot to make him cross. I certainly never saw him lose his temper. He had a wonderful nature really.

Eoin [Young] introduced us at a party in Timaru. I was working at the time and Bruce was racing. We had a courtship by post because Bruce went off to England shortly afterwards. I saw him again the following year and the year after that we got engaged and I went to England with him. We had quite a whirlwind courtship really, in that we didn't see a great deal of each other.

He wasn't a great one for DIY around the house. That would have to wait until his father came to pay us a visit. I think Bruce saved all that sort of stuff for the workshop.



He adored our daughter, of course, but it didn't change what the team meant to him. You could see how much satisfaction he got out of building the team up, and I was involvedin it myself. He was very excited about the road car project at the time of his death; that was going to be the next big thing. M

a lovely guy, don't get me wrong, but he could feel strongly about things.



He understood the engineering side of things more than any driver I've met. There are drivers who can tell you what the car is doing very well, but without necessarily understanding why. He perhaps didn't have a particularly linear mind but he had ideas which I could then bring into a structured format. He was a very good conceptual engineer.

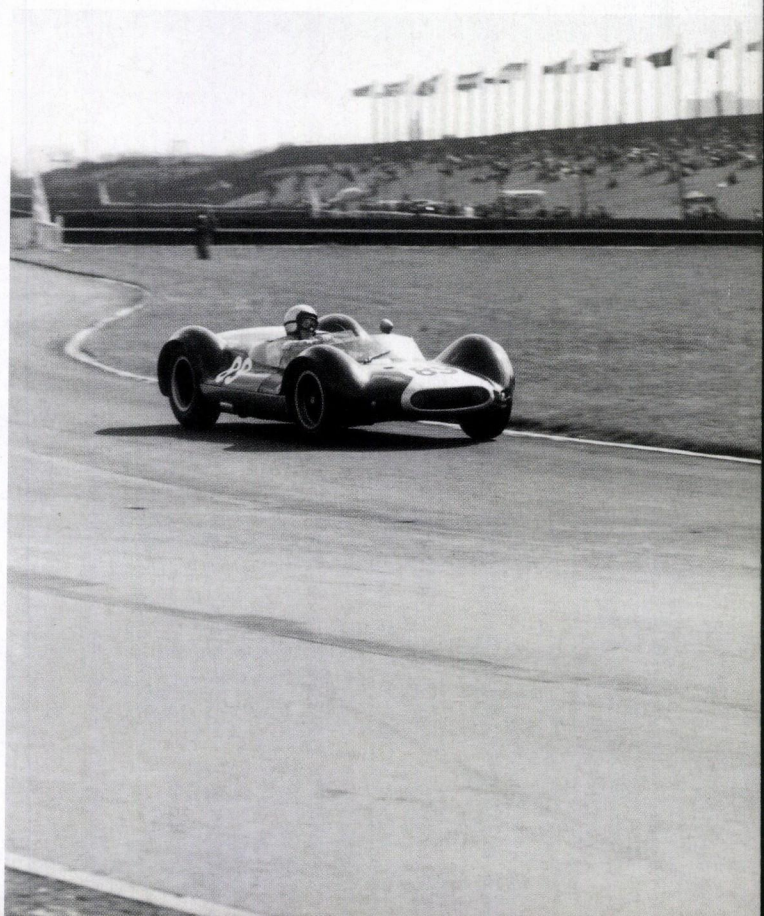
HOWDEN GANLEY (MECHANIC AND GRAND PRIX DRIVER FOR MCLAREN)

Bruce was a fantastic leader. If he'd come into the workshop one morning and said: 'OK guys, what we're going to do today is march across the Sahara,' most of us would've said: 'OK, Bruce. If that's what you think we should do, that's what we'll do.'

Yet at the same time, he wasn't over-bearing. If you had ideas he'd just let you go off and do them. I joined as a gofer, and one of my first jobs was to nip round to Coopers to get some tubing because they needed some axle stands. I did that, then when I got back I decided I'd just weld them up. Bruce and the others saw these and asked how I'd got them and when I told them I'd welded them up myself, I became a fabricator!

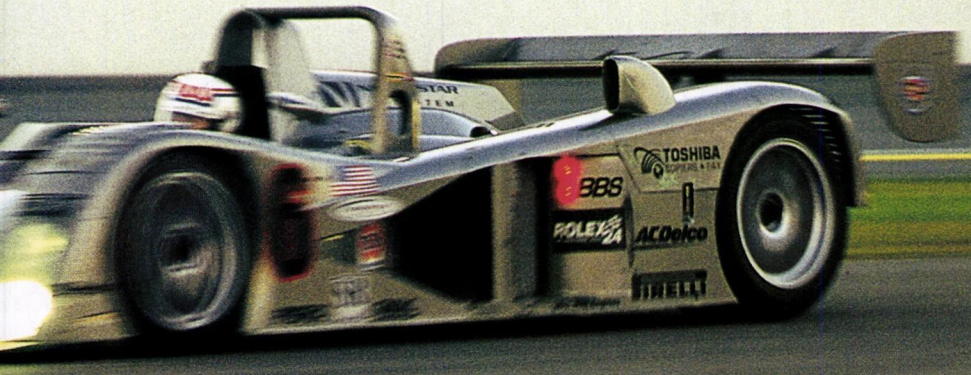
***Above: Howden Ganley. Right: Driving a Zerex Special powered by a 2.7-litre Climax, Bruce won the 1964 Aintree 200, beating Jim Clark in a Lotus 30. McLaren had bought his car from Roger Penske***

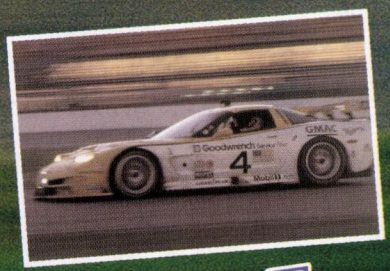
We worked incredible hours with very little equipment in retrospect, but Bruce could do everything himself, if it came to it. You knew that while you might be able to make a wishbone, so could he – and he could drive the car and design it. There was nothing he




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# LOTUS 79

***THE LOTUS 79 WAS THE BEST EXAMPLE OF THE SORT OF RACING CAR THAT GARY ANDERSON LIKES BEST: BRAVE, INNOVATIVE, SIMPLE AND CAPABLE OF MAKING ITS RIVALS LOOK LIKE ALSO-RANS STRAIGHT OUT OF THE BOX***

GARY ANDERSON
Technical Director, Jaguar Racing



THE LOTUS 79, THE FIRST REAL GROUND EFFECT CAR, was a very, very good package, the first realisation that aerodynamics were becoming crucial and that you could make ground effects work. Everybody then began rushing around cutting and shutting existing designs. But of course you can't add ground effect if it's not in the existing concept.

When the 79 arrived, everybody was panicked into producing their own skirted ground effect car, not having realised what the 78 was pointing to the year before. Lotus had a year of investigation before anyone twigged, and it's the same today. A lot of people have something which next year will make them much better. By the time someone picks it up, they're behind. If we're not now looking at the 2002 car, we're behind, because the 2001 car is already under way and, good or bad, we're committed to it.

Peter Wright was very involved with the 79; hats off to him and Chapman, that they were prepared to do something so radical. I've always appreciated designers like Gordon Murray, for instance, who do something different. You need real confidence for that. Of course it's a bit limiting now because of the regulations. The envelope is set for you; everybody ends up with almost identical designs and only detail differences. It gets pretty boring just altering the radius on the leading edge of a wing.

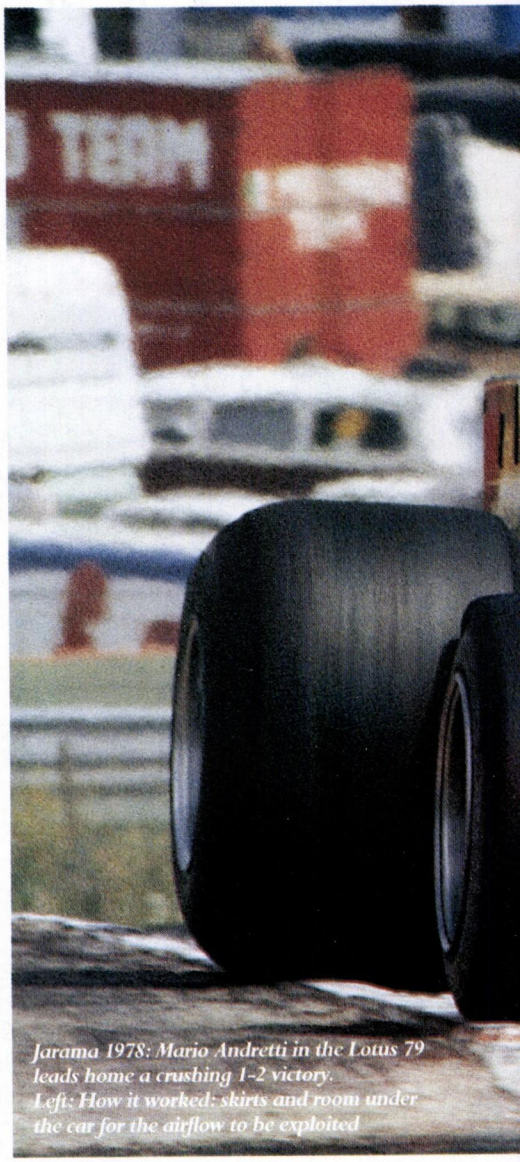
I was at McLaren when the 79 was revealed; we were at Ricard testing, and Teddy Mayer and I had a chat that night and decided that unless we did something fast we'd get left behind. We revised an M26 to give us a reasonable step forward, but really it needed to have been done as a concept package; there were too many compromises with the tanks at the side etc. But with the manpower we had, there was no question of a new car in mid-season. It was an interesting time; who was going to pick the ball up quickest?

That's when Brabham came up with the fan car; if you didn't have a ground-effect concept, what else could you do? I was actually at Brabham for a day and a half during its development – I had been there before, but when I returned the way the company had changed didn't suit me so I went back to McLaren. At the time, they had built this device with surface-cooling on the side of the monocoque, which Niki Lauda drove, but it didn't work. First they ran with radiators in the nose, and then someone suggested they fitted a radiator with a fan at the back of the monocoque, and the fan got bigger and the radiator got smaller and the skirts arrived... So Gordon's defence that it was an auxiliary cooling device wasn't a complete fabrication.

The feeling in the pitlane was it was a brilliant solution. At McLaren we soon had one specced-out with twin fans; it would probably never have left the pit-road, but by the time people had laughed at the Brabham, saw it racing and winning and began to think how to better it, it was banned. Although a lot of effort had gone in to it, I believe that was the right thing to do, because everybody would have had a bigger and better one in a short time. And because Bernie ran Brabham, it was possible to ban it; if it had been Lotus or McLaren it would have been more difficult, but Bernie was prepared to accept it. He'd shown what could happen, and was happy enough to have that notch on his bedpost.

Now if you could attach the main body of the 79 to the back end of the fan car for low-speed downforce you'd really have something. At speed you would switch the fan off for maximum engine performance, and allow the fixed aerodynamics to work; you'd have a rocketship on your hands. If only the regulations could be opened up, with a simple set of goalposts at the end of the pitlane – if you can drive through that hole, you can do what you want with engines, suspension, aerodynamics...

With the aerodynamics knowledge we have now, there would be a substantial jump in speeds if you




*Jarama 1978: Mario Andretti in the Lotus 79 leads home a crushing 1-2 victory. Left: How it worked: skirts and room under the car for the airflow to be exploited*






LAT

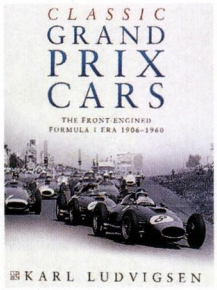
could build a ground effects car. You'd immediately find yourself 2-3sec on the average track, and if you went on to, say, active suspension, lap times would be maybe 5sec quicker. Mind you, I think next year with the arrival of tyre competition, you'll see 2sec coming just from the tyres, even with four grooves.

There wasn't any great attempt to conceal how the 79 worked; it was still a sport then, and they were proud of their idea. It was a good package – quite simple, did its job, wasn't complex. Williams went that same simple route afterwards, and won by not trying to be too flash; their ground-effect cars were simple and worked well. Many others put too much emphasis on the ground effect and the cars were too hard to drive, too sensitive to the road.

I remember seeing the Ligier passing the pits at Monza, and it had so much ground effect it began porpoising; sucking itself down too far, breaking the suction and bobbing up again. To control it they added so much damping that when this happened, it would take the front wheels off the ground; really a lack of understanding at the time of just how much downforce you could actually create. Even Lotus over-exploited the aerodynamics for the 80. That was never going to work, a total wing-section car with the skirts coming back through the wheels – too complex for the technology of the time. We were mainly using road car tunnels like MIRA; rolling roads weren't seen as necessary until the late '70s. I don't know how Lotus managed at that time, but since the 79 probably doubled downforce in one jump, any minor improvements weren't so significant. Now we're looking for a one per cent gain...

With today's facilities, you could make the Lotus 80 work; but in 20 years time we'll be saying the same thing about today. In the '70s, we thought we were King Kong; we had it sussed. But racing stays the same. I went to Nürburgring in '73 with Brabham, looking after a BT42. I drove the truck and looked after the car on my own for the weekend; we finished fifth, loaded the car up and headed for Austria. I went back there last weekend with 60 people and crates of electronics, and it doesn't change anything; you end up with two cars shunted and no result...

**Gary Anderson was talking to Gordon Cruickshank** M



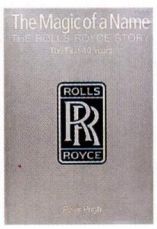

CLASSIC GRAND PRIX CARS
*BY KARL LUDVIGSEN*
*ISBN 0-7509-2189-7*

*Published by Sutton Publishing, £19.99*

This is a thoughtful work from motoring historian Karl Ludvigsen, less glossy than his biographies of Stewart and Fangio but no less interesting. It charts the development of the front-engined GP car from its birth in 1906 to its final victory, when Moss won at at Oulton Park in 1961 in the Ferguson P99.

Most interestingly, Ludvigsen has gone in at a fundamental, mechanical level, explaining the state of the art of such items as cams, tappets and dampers through the eras. Each chapter covers a decade of racing and highlights a luminary of the time, be it a driver like Christian Lautenschlager or a constructor such as Ettore Bugatti. And each chapter comes complete with a contemporary report, usually plundered from the pages of *Autocar*, of one of the most significant or representative races of the era.

The result is a satisfying, if sprawling work, worth the money for anyone wanting a detailed overview of the early history of GP racing. The mechanical details do not always sit easily with such political analysis as "Why and How the Nazis Backed Grand Prix Racing" and the book can seem disjointed, but it's an impressive work and good value too. **AF**



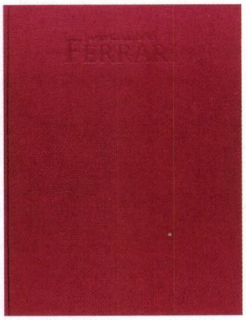

THE MAGIC OF A NAME
*BY PETER PUGH ISBN 1-84046-151-9.*

*Published by Icon Books UK, £30.00*

I can still remember how enthralled I was to read Harold Nockolds' *Magic of a Name*, the first proper history of the Rolls-Royce motor car, back in 1938, with its inset colour plates by Roy Nockolds. Since then innumerable books about Rolls-Royce, and R-R-built Bentley cars, have flooded the market from various publishers. Most are magnificent, which is how R-R owners regard their cars, but for me the only indispensable follow up has been *The Rolls-Royce Motor Car* by Anthony Bird and Ian Hallows, backed up by John Fasal's essential *The Rolls-Royce Twenty* and *The Edwardian Rolls-Royce.*

Now we have yet another contribution to the history of "The World's Best Car", using the same name as Nockold's great work, but it is actually a completely new book. Embracing the Company's first 40 years and all its great and memorable achievements in the field of aviation engines and many other top technological advances and triumphs, it should become as essential to R-R history as the ones I have named from the past – and just what this once so-British company so fully deserves.

This volume, so well researched and written, takes us from the marque's birth up until 1945; the next will continue the story. **WB**



JEREMY CLARKSON ON FERRARI
*BY JEREMY CLARKSON ISBN 1-902989-05-8*

*Published by Lancaster, £245.00*
*run limited to 1500 copies*

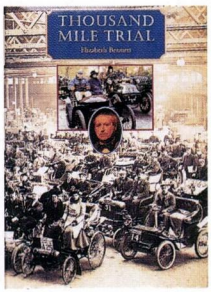
This is puzzling. And worrying. Jeremy Clarkson is one of the finest writers in this business today; he is intelligent, amusing, incisive and convincing even when, on occasion, he is wrong. Yet he has lent his name to one of the better candidates for the most disappointing book I have ever reviewed.

First, the good bits. This limited edition work is properly bound, comes in a sturdy case and is printed on paper in keeping with the price. It contains a comprehensive history of almost all Ferrari's road cars, even those racers that could be used in public. There are useful technical specifications too.

The first problem is the vast bulk of this book doesn't read like Clarkson at all. Sure, each chapter is opened with some suitably erudite and amusing prose but the actual car histories are bewilderingly lacking in his trademark style and humour. Keith Bluemel is credited as its technical editor and you, like me, will draw your own conclusions from that.

But even this issue pales besides the photography which I would regard as unacceptably poor in a book costing a tenth of the price. Many of the shots seem to be little more than snaps; some, staggeringly, are not even truly in focus while others appear to be poor quality duplicates blown up far beyond their modest capabilities. More than this, too many of the photographs – even those which are sharp and well composed – are just plain boring.

What could have been a landmark celebration from a gifted writer of the most hallowed marque of all has turned into, at best, an overpriced and entirely missed opportunity. At worst, it is a cynical exploitation of two famous names that fails to come within a light year of doing justice to either. **AF**




THOUSAND MILE TRIAL
BY ELIZABETH BENNETT
ISBN: 0-9537930-0-1

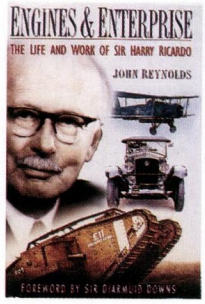
*Published by Elizabeth Bennett, £35.00*

Mrs Elizabeth Bennett, besides editing the VCC's Gazette, has most industriously produced what will without doubt become the standard work on the innovative 1900 Thousand-Mile Trial, which put motor cars before the public.

The event went round England and into Scotland, so the adventures *en route* were many. This is no ordinary history book, however. The standard is of the highest class, the number of contemporary illustrations, always so difficult to find from such a pioneer period, quite remarkable.

Amazingly the entire account is there, from the opening preliminaries to a full reproduction of the programme, the results, and much more besides. Indeed, a landmark volume, which is also in itself a landmark for the veteran car movement as a whole, presented in top quality and style which makes it entirely suitable for these accolades. No one who is remotely interested in early automotive history or veteran cars in general can fail to be impressed, or not be glad to own a copy.

*Thousand Mile Trial* is available for £35 plus £10 P&P (Europe £16, rest of world £25) for the 376-page 8 ½ x12in hardback edition. Even in standard form it is of well bound and high quality construction which needs quite a strong arm to lift, while numbered limited edition leather-bound copies cost £200 each. Orders to the author at Lanrick, Back Lane, Cross-in-Hand, Heathfield, E Sussex TN21 0ND. The website (and I wish I knew what this is!): *www.1000miletrial.com* **WB**



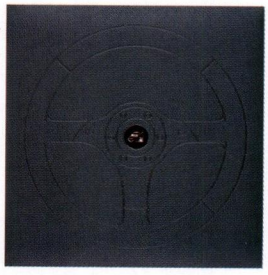

ENGINES & ENTERPRISE
*BY JOHN REYNOLDS*
*ISBN 0-7509-1712-1.*

*Published by Sutton Publishing, £20.00*

Here we have the full account of the life and work of the celebrated engineer Sir Harry Ricardo, who has long deserved a more detailed book than his own *Memories and Machines*, written when he was 83 and published in 1968. This longer book about Sir Harry's variable career is most welcome.

The motoring aspect is well to the fore, Ricardo having researched so many important projects, apart from his association with the Dolphin car and the racing Triumph-Ricardo motorcycles, and his design of the 1922 TT Vauxhall cars with advanced twin-cam engines. This new book about Ricardo's early life, war-time undertakings and the formation of the still active company, Ricardo Consulting Engineers, is as important a contribution to the bookshelf as was Sir Harry's own *The High Speed Internal Combustion Engine*, in 1922.

Ricardo's fuel research before the Vickers Vimy's first non-stop Atlantic flight, his design work on the first diesel engine for Citroën and his role in the evolution of the Alfa Romeo 158 are just some of it. Many more successes blend with his off-duty moments, supported by good and some 'new' pictures. **WB**



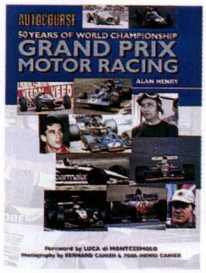
DRIVING AMBITION
*BY DOUG NYE. ISBN n/a*

*Published by Virgin, £425.00*

If you buy a new Mercedes you can visit the factory to pick it up. Now we have a book with the same personal involvement. Order the Limited Edition of Driving Ambition and you can collect it from the McLaren Cars base, and have a look at a real F1. But ironically, you'll learn more about the car by reading the book than you will from close up viewing.

We have already admired the extraordinary depth of detail afforded by the records kept by McLaren of their unsurpassed road car. Now, for £425, you can have the 'director's cut' – more pages, larger size, extra photographs, leather-look binding (only the first 100 get Connolly hide, and if you don't drive an F1, you can't have one), three fold-out technical illustrations, and a velour-lined slip-case big enough to fit a spare wheel in. Oh, and a metal 'chassis plate' showing which one out of the 1000 copies you have bought, and a data plate listing the F1's various race and record achievements. And did I mention the gloves? It comes with white cotton gloves to prevent you smearing its crisp pages with the grime of real life. Each copy is signed by Ron Dennis, Gordon Murray, Mansour Ojjeh and Creighton Brown.

Goodies apart, there are 400 extra photographs on 170 new pages, added technical drawing overlays, and facsimiles of Gordon Murray's project notes tipped in. The sections on testing and racing have been expanded, and this time we have the story of developing the long-tail GT version to combat the quasi-prototype Porsche GT1. As mad indulgences go this is one of the more compelling: the ultimate tribute to the ultimate road car. **GC**




AUTOCOURSE 50 YEARS OF WORLD CHAMPIONSHIP GRAND PRIX MOTOR-RACING
*BY ALAN HENRY*
*ISBN 1-874557-78-0*

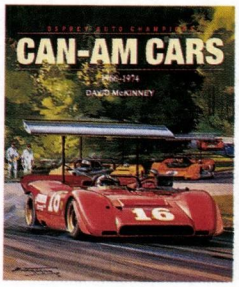
*Published by Hazleton, £40.00*

There are no big surprises here, no sleeved tricks, just a straight-forward chronology of the World Championship. If ever there was a book to judge by its cover, this is it.

It is also exactly as it should be. Too often works such as this try too hard to supply the surprise and delight features and miss their true purpose in the process. An *Autocourse* book was never likely to make that mistake, and certainly not when it has been penned by Alan Henry: there is no more reliable scribbler in the business.

Straightforward it might be, but it is not basic. Henry's words are as authoritative and entertaining as usual, the layouts simple and classy while the photographs, supplied by the Cahier father and son team as well as our own LAT archive are both well chosen and engrossing.

Criticisms? I could have lived happily without the panels telling me what else was going on in the world at any given time, particularly as the space needed could have been used for more photography or relevant words; also, had it come with more and better designed information in the appendix of statistics, it would have some claim to being a definitive reference work. But these are quibbles. It's a fine book, good value even at £40 and if you need the ultimate bluffer's guide to the history of F1, I don't suppose you'll easily do better than this. **AF**



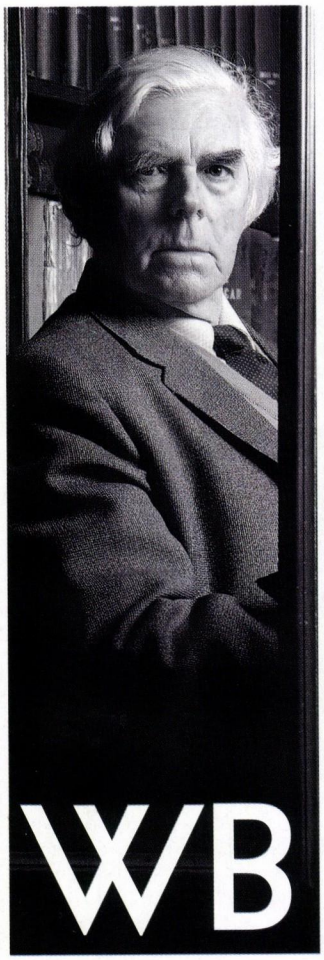

CAN-AM CARS
*BY DAVID MCKINNEY*
*ISBN 1-874557-78-0*

*Published by Osprey, £14.99*

A series which had no minimum weight, and no maximum engine size... would that such a championship existed today. But such was the legendary Can-Am series, a championship where, as the author rightly points out, aerofoils and proper ground-effect were introduced to the motorsport world. Formula One has claimed credit for these startling innovations for too long.

In this book, McKinney describes the great years of Can-Am and its machinery, and this he does well. However, all the chapters take the form of a dispassionate report and the technical descriptions of the cars involved bring little relief. If, as all real fans will, you are looking for anecdotes from drivers, team bosses and mechanics, or a flavour of how it was to drive one of these monsters, this is sadly not the book for you. The photographs too (with one or two notable exceptions) lack the 'wow' factor. This seems particularly unfortunate, when the subject matter in front of the lens is some of the most dramatic machinery in motor racing history.

Can-Am Cars 1966-1974 is a very informative read and one that will perform useful service in the MOTOR SPORT offices as an effective reference book. But in failing to capture the unrivalled excitement of the brutal, brilliant Can-Am era and focusing instead purely on their technology and results, a considerable opportunity has been missed. **DM**




# Rover's early sales drive

MR TOWERS, SAVIOUR OF ROVER AND hopefully its future Guardian Angel, has, I believe, said plans for survival include not spending on developing new models too soon. Perhaps some astute accountant can explain how the billions we are told it takes to create a new car, which then has to be built and sold at cost to the agents, ever earns anything for its makers.

Which reminds me of how in 1925, wanting to move more effectively from small car production – the happy Eight and water-cooled Nine – than it could with the out-dated 14hp in this field, Rover fell for the 14/45 which had taken Peter August Poppe eight years to design after he had left the well-known White & Poppe firm of engine makers. The concept was exciting. The 2132cc four-cylinder engine had inclined overhead valves in machined hemi combustion chambers, with central sparking plugs, as in the best racers.

A camshaft in the side of the head, driven by worm gears from the back of the engine, operated the inlet valves with rockers and the exhaust valves via push-rods running horizontally through tunnels in the head to prod their rockers. Thus twin camshafts were obviated.

Oil was pumped through from a three-gallon sump to all conceivable parts of the engine, gudgeon pins included, and also to the single-plate clutch, its spigot bearing, and maintained the level in the gearbox and the steering box. Fine, on paper. But the power output was a mere 20bhp per litre, the substantial chassis heavy, so that the Rover 14/45 would not do much more than 52mph in saloon form, and that after a long struggle, and only 16 to 20mpg. Each car was sold to the agents at a loss and guarantee claims filled the Birmingham workshop. It was also expensive, at £565 for the 1926 Weymann saloon.

So a car difficult to sell. Rover did what it could. The low gear ratios at least made the 14/45 a good hill climber. So Rover undertook 150 RAC-observed ascents and descents virtually non-stop of the Welsh terror Bwlch-y-Groes, for which single performance Rover won the Dewar Trophy, for best show of the year. Sports two- and four-seater sports models were listed, the former at £650, one of which was timed to lap Brooklands at 83.94mph and do the flying-start mile at 85.49mph. And for the first since 1907 one if not two racing Rovers were built.

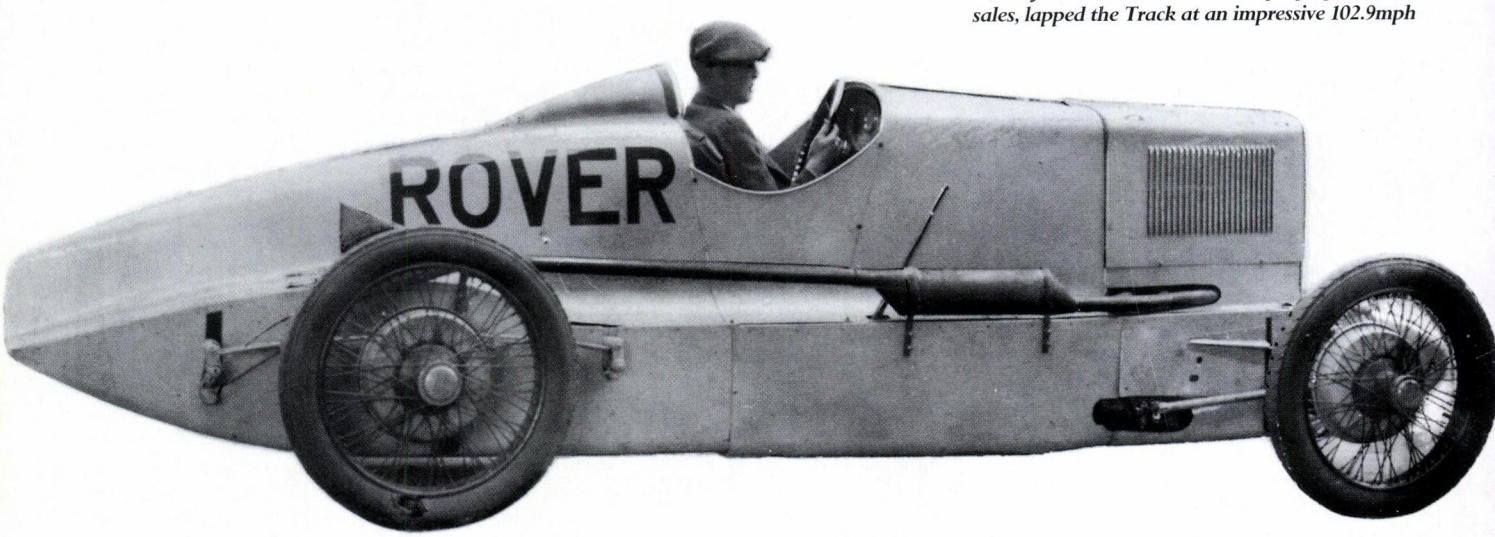
In a presumably desperate attempt to make the 14/45 more saleable, the bore had been increased from 75mm to 80mm (2426cc with a 120mm stroke) and this 16/50 sold better, although on factory test it was passed if it did a mere 54mph. The sports two-seater cost £750 by 1927.

A less expensive model was needed, and the 2-litre six-cylinder car was Rover's answer, priced at £368, against £770 for the 16/50 saloon; the Rover engine shop, under Mr P Samerton, worked night and day to get the first 30 2-litres to the agents.

Before this, an attempt was made to publicise the 16/50 with a racing version. The larger engine was put into a lightened 14/45 chassis and with ⅛in larger valves, a 7:1 c r and two Stromberg carburettors fed by twin Autovacs, it gave some 92bhp. Differential and reverse gear were omitted, as was the dynamo, but with the starting handle under the dumb-iron cowling the battery-fed starter was retained. Also, the axle ratio was raised. With a narrow, if rather high, single-seater body the dry weight of the car was 21cwt.

At the Track in 1926 Earling Poppe was third in 'Odin', the yellow Rover, then collected three second places. with a best lap at 102.9mph, and another third in 1927. A far cry from the 55/60 mph saloons.

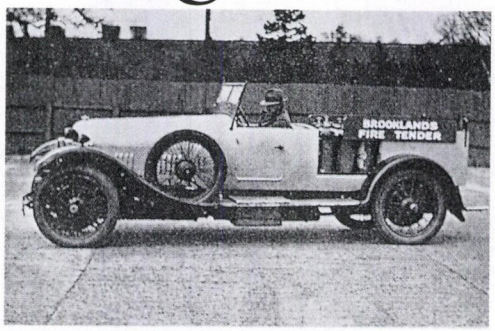
***Odin, the yellow 1926 Rover built to prop up road car sales, lapped the Track at an impressive 102.9mph***



# Bentley's fire-engine

MILESTONE MINIATURES LTD OF WEST END, REDRUTH, Cornwall TR15 2SA have a very appealing model of the 3-litre Bentley fire-engine which the BARC had from 1935, its open body painted in the club's black and yellow and filled with Pyrene fire-extinguishers. It was said to be able to reach any part of the Track within 1½ minutes.

Originally it was a Park Ward all-weather coupé, and it was delivered to W E Hedley in October 1924. The brightly painted miniature, fractionally under 4in long, is an excellent reminder of those long-ago Brooklands days, and should appeal to members of the Brooklands Society, Bentley DC, The Benjafield Club, VSCC and the Brooklands Museum etc. It costs £115 ready-built and mounted on a display plinth.




***The 1924 Bentley 3-litre fire-engine used at Brooklands***

# Jack's Wheels

A FEW COPIES OF THE LATE JACK POUNCY'S *JACK'S WHEELS* ARE available and fans of Brooklands, or trials of the MCC kind, should not neglect it. I enjoyed the description of how Pouncy and his team went for records at Brooklands with a Baker-Villiers, although he had ridden there only once before and a co-driver never. This recalls how young Grose used to ride in races with his two-stroke 175cc Excelsior-Villiers, taken from London to the Track in a Chevrolet van. He would retire again and again with the deflector top of the piston burnt through and a Villiers rep would then call with a new piston and discuss mixture strengths etc, I believe to no avail. The book costs £12.50 post-free from the MCC's John Aley, 29 Whitsand Bay View, Portwrinkle, Torpoint, Cornwall PL11 3DB.

# Irish copies

TWO MORE OF THE WORTHWHILE DREOLIN ALBUMS OF motoring history are now available. No7, *The Cork Motor Races* 1936-38, is by Wilford Fitzsimmons. The reports are of great interest; so many British drivers did well on the Cork circuit – in 1936 Tongue, Powys-Lybbe and Dobson were 1,2,3. Race results are well tabulated and the pictures interesting. Will Fitzsimmons has fine memories – do you know why the scrutineers inspected drivers' shoes?

I hope other Irish races such as Leinster, the Curragh, County Down etc will be covered by these albums, of which No3 is about the Irish GPs and No6 the Dundrod TTs. All for £4.50 each for 32 pages and plenty of pictures, from Dreolin Ltd, Tankardstown, Garristown, County Meath, Ireland.

# Rosemeyer memorial

ON THE DAY BEFORE THE MUCH anticipated VSCC Richard Seaman and Flockhart Trophies race meeting at Donington Park, a memorial to the great Bernd Rosemeyer was unveiled by the son of the driver, who most famously won the Donington GP for Auto-Union in 1937.

The granite slab has been erected by the entrance to Tom Wheatcroft's collection of historic racing cars. The Seaman/Flockhart race was won by David Morris (ERA R11B) at 80.66mph from Ludovic Lindsay (ERA R5B) and John Ure (ERA R9B). The Christies Patrick Lindsay race went to Barrie Baxter (Maserati 4CM) at 76.14mph, followed by Julian Bronson (Riley) and B Cannell (Alvis), and Sir John Venables-Llewelyn (Type 51 Bugatti) was first in the Seaman/Williams race completed at some 72.10mph, ahead of R Baker (Hispano-Delage) and Alexander Boswell (Bequet-Delage).




***Tom Wheatcroft, Rosemeyer Jnr***

The Seaman/Flockhart race itself resulted was a victory for A Smith (Cooper T43) at 79.98mph, second was Spencer Flack in his Cooper-Bristol while Barrie Williams' Connaught was third.

The other races were won by S Davidmann (Riley), M Painter (MG), R Cobden (Riley), C Maclean (Riley), A Garner (Lister-Jaguar) and B Riches (Riley-Alvis). The anticipated Auto-Union, very sadly, did not materialise...

## miscellany

THE REMAINING SHELSLEY WALSH Hill-Climb dates include the VSCC meeting and MAC Club climbs on July 8/9, the Championship Meeting on August 12/13, and the Midland Championship on September 23/24. Bookings:MAC, 01886 812 211. The lease for our oldest surviving hill-climb runs out in 2002 and one must hope it will be renewed. The Shelsley Walsh Trust Ltd has been formed in the hope of attracting Lottery funds, which would help in the raising of £500,000 of the cost of the proposed improvements.

* * *

NIGEL PLANT HAS BECOME THE seventh owner of a Brooklands-model Riley, Reg No WK 6652, which was originally that of the Riley Engine Co, logbook signed by Percy Riley, who entered it for the 1928 and 1929 Ulster TTs. Around 1934 it was sold to Henry Hodgson, who ran it successfully in sand races and at Donington. Nigel would like to find any photographs of his Riley between those periods and what it was used for between the Riley Engine Co's ownership and 1928. Letters can be forwarded.

* * *

HAVING REALISED AERO-ENGINED cars are being built in Britain, a Swedish reader tells me there was at least one such in Sweden, the Mercedes-Reo. It was built in 1933 by Allan Westerblom. The choice of bus chassis was no disgrace, for the White Triplex which took the LSR to 207.5mph in 1928 used a truck chassis. The 14.9- litre 1918 Mercedes engine was probably one of at least 40 the Swedish Air Force bought in 1919 for locally-built Albatross aeroplanes, which were scrapped in the 1930s. Westerblom raced on an improbable 1000-metre horse-trotting track and came fourth out of eleven starters, beaten only by two Bugattis and a Chrysler Special. The car has since disappeared.




*In 1939, Brooklands' last season, a 1901 Panhard, 1901 MMC Daimler and 1899 Locomobile provide three-abreast excitement on the Campbell circuit*

# A bit of fun with the 'Old Crocks'

THE THEME OF THE BROOKLANDS REUNION ON 2 JULY will be Aston Martins and veteran cars. Both are appropriate, because Aston Martins were prominent at the Track from 1921 until it closed for racing in 1939 and several veteran car races took place there.

By 1930 the *Daily Sketch*, which in 1927 and 1929 had staged a Brighton Run for cars at least 21 years old (*The Autocar* having taken this over in 1928), was permitted to hold an 'Old Crocks' event at Brooklands. It was not a race, the ancients being sent off in groups, the winner being the one to make up most on its handicap; they had to have been made before 20 October 1904, which a panel of eight famous old gentleman was asked to enforce – but how?

But the following year an actual race was staged, for pre-1906 cars, the paper putting up £65 prize money with free entry and two heats being run on August Bank Holiday Saturday, the Final on the Monday. It was just a bit of fun, arguably with just a touch of the educational. The course was two laps, about 2½ miles, of the Mountain circuit and 32 cars took part. It was won by a 1903 Rover bought from an exasperated Scot for 30/-.

This was repeated in 1932, when 27 cars, now pre-1905, started and a 1906 Wolseley used as a hen-roost won. Racing driver Dick Shuttleworth drove his 1903 4-litre De Dietrich, which had lapped at 43.65mph in 1930. It had been in the family since 1905. He had endowed it with a 'Paris-Madrid' racing body and, it was said, aluminium pistons. It had started 4min 35sec before his mother's 1900 Peugeot. Other racing drivers who joined in this frolic to amuse the spectators were Dick Nash (1903 Oldsmobile) and Richard Marker (1907 Crowden), while Kent Karslake, MOTOR SPORT's celebrated contributor, was on his 1904 De Dion. We noted that "many entrants, with more pedantry than courtesy, had altered the number-cards from 'Old Crock' to 'Veteran Car'. Some had to push up the mild gradient to the banking turn but only the 1901 Gladiator retired.

The entertainment was revived in 1939. With the war clouds thick about them, the veterans again had a couple of August races, won at 18.62mph by a 1903 De Dion which had lain in an orchard for years, and by a 1901 Ariel Tricycle, which averaged 22.79mph.



*A minor hiccup during the 1930 handicap event, with cars labelled 'Old Crocks'*

# Fiery fate

THANKS TO A READER WHO SENT ME A COPY of an item from *The Bromley Record* for February 1909, the sad fate of some famed old racing cars is known. Some 14 cars of A Huntley Walker, well-known racing motorist, were destroyed in a fire at his country home in Kent, in 1908. They included his 90hp Darracq intended for the 1909 French GP which was never run, two 120hp racing Darracqs, one the winner of the 1905 Vanderbilt Cup race, the other a GP car, an 80hp Darracq, two touring Napiers, two Mercedes tourers, four Weigels and another two unspecified tourers.

Mr Walker had raced a Darracq at the first Brooklands Meeting in 1907 and remained loyal to them, looking after the team which finished 1, 2, 3 in the 1924 JCC 200 Mile Race.

# Trader tales

AS A CHANGE FROM READING ABOUT RACING, you may like Geoff Owen's *Turning Back the Clock – the life and times of a motor trader*, covering his memories from leaving school in 1945 to the present day. I found it very readable and revealing. With the Rover debacle one item is worth quoting: "In 1958 the British Motor Corporation boasted a net slice of 43 per cent of the total home market. By January 1963 the share had dropped to 39 per cent as uncertain delivery times, third-rate quality and dated designs all began to have their effect on the buying public. The long slide had begun." See how the salesmen and sales managers tried to cope! It is a soft-cover 256-page Fitzjames Press MRP imprint (£7.99, ISBN 0 948358 06 8).

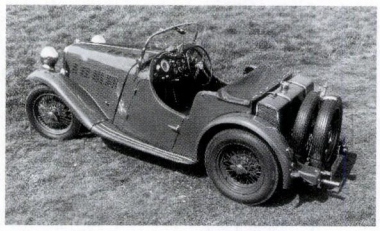
# Cars in Books

A READER HAS KINDLY SENT ME A BOOK FOR this feature. It is *Gilt-Edged*, by Merlin Minshall (Panther, 1977). Described as the inspiration for the James Bond character 007, Minshall recounts how he was a spy in WWI, was Ian Fleming's boss in WW2, was sucked into Nazi espionage and seduced by a lovely but lethal German agent, met Field-Marshall Göring, and other celebrities such as Sir Winston Churchill. The index shows such names as Sir Malcolm Campbell, Ettore Bugatti, Count Lurani, and Dr Porsche.

A book of high adventure by a writer who knew many other celebrated authors, confirmed by none other than the Foreword contributor, Len Deighton, the well-known crime writer. There was a section headed 'The Racing Driver', in which I learned that his first hope was to win the Monte Carlo Rally. For this he had a new 1½-litre Singer Special "that had nearly won Le Mans". Accompanied by a girl with no navigating experience, Merlin M set off from Umea in 1935, "with only 95 hours and 59 seconds to get to Monte Carlo". On his journey the scent of Chanel No5 and Castrol R filled the car. The map of the entire route is said to have been on rollers "driven off the transmission shaft" - an improvement on Jenks having to hand-wind his on the 1955 Mille Miglia! The Singer's headlamps turned with the front wheels – Merlin's own invention, copied, he says, by Citroën in 1960...

After several adventures they arrived at Monte Carlo without loss of marks, which only six others had done. "I felt I had as good as won". Alas, the French discounted the Copenhagen control and he was placed fifth: "I did not win the Rally, not that year". But the Singer, the book explains, was first in the 1500cc class, first of the British entrants, and took the *confort* prize.

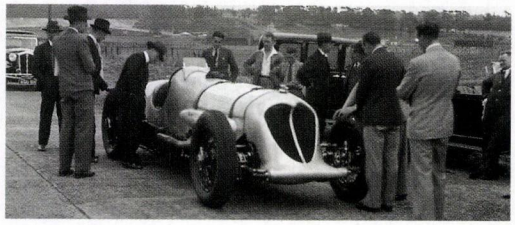
The book goes on to talk of competing in the world's longest car race, the Mussolini Cup, after Minshall had become "fairly well-known as a regular and successful competitor in many long-distance road races – the Hungarian National Road Race, the Liège-Rome-Liège, a second Monte Carlo Rally, the Mille Miglia and the 24 Hours at Le Mans."



***Minshall's Monte choice: a Singer Special***

In the 4000-mile Mussolini event, the little Singer "was a sensation", beating all the works cars, listed as Aston Martin, MG, Frazer Nash and Riley, Minshall receiving his Cup from Il Duce, after coping with overturned cars, flames and bodies lying across his path (four died). After which he "became known as one of the ace British drivers of the late Thirties and found myself offered cars to drive at Le Mans and Brooklands and in the annual slaughterhouse of those days, the notorious Mille Miglia". Thus Merlin Minshall's story, autobiography, not fiction, which does not quite tie-in with my records...

## miscellany



THE BROOKLANDS MUSEUM has a very full fixture list, visits covering many clubs. The Napier-Railton (above) was due to be unleashed on June 8 and the speed trials along the runway take place on October 7. The exhibits now include a display of Raleigh bicycles and a Formula One room, and there have been coach outings to Twickenham and to a horse race meeting, which Locke-King never thought of!

* * *

THE SEPARATE Brooklands Society has its Annual Reunion there on July 2 and has its own *Brooklands Society Gazette*, orientated towards Brooklands history. The Society's secretary in Len Battyll (01428 645 742).

* * *

FROM JULY 20 THE NEW secretary of the VSCC will be Capt Stuart Pringle, Neil Murray retiring after a long and much appreciated tenure of this position.

* * *

AT THE VSCC'S WISCOMBE Park hillclimb on May 14, Spencer Flack made FTD up the scenic Devon venue in the 1952 Cooper-Bristol in a record 45.89sec. Fastest time by a pre-war car was 47.00sec by ERA R8C driven by Bruce Spollon, and John Giles' 1928 AC/GN was fastest vintage car, in 50.92sec.

THE CAMPBELL TROPHY for top showing in the VSCC Scottish Trial was won by Jack Fort (1935 A7), the McCosh Trophy for runner-up by Paul Cassidy (1935 Riley 9), and although no Class 1A standard cars managed to complete the course, nine A7s were in the awards list.

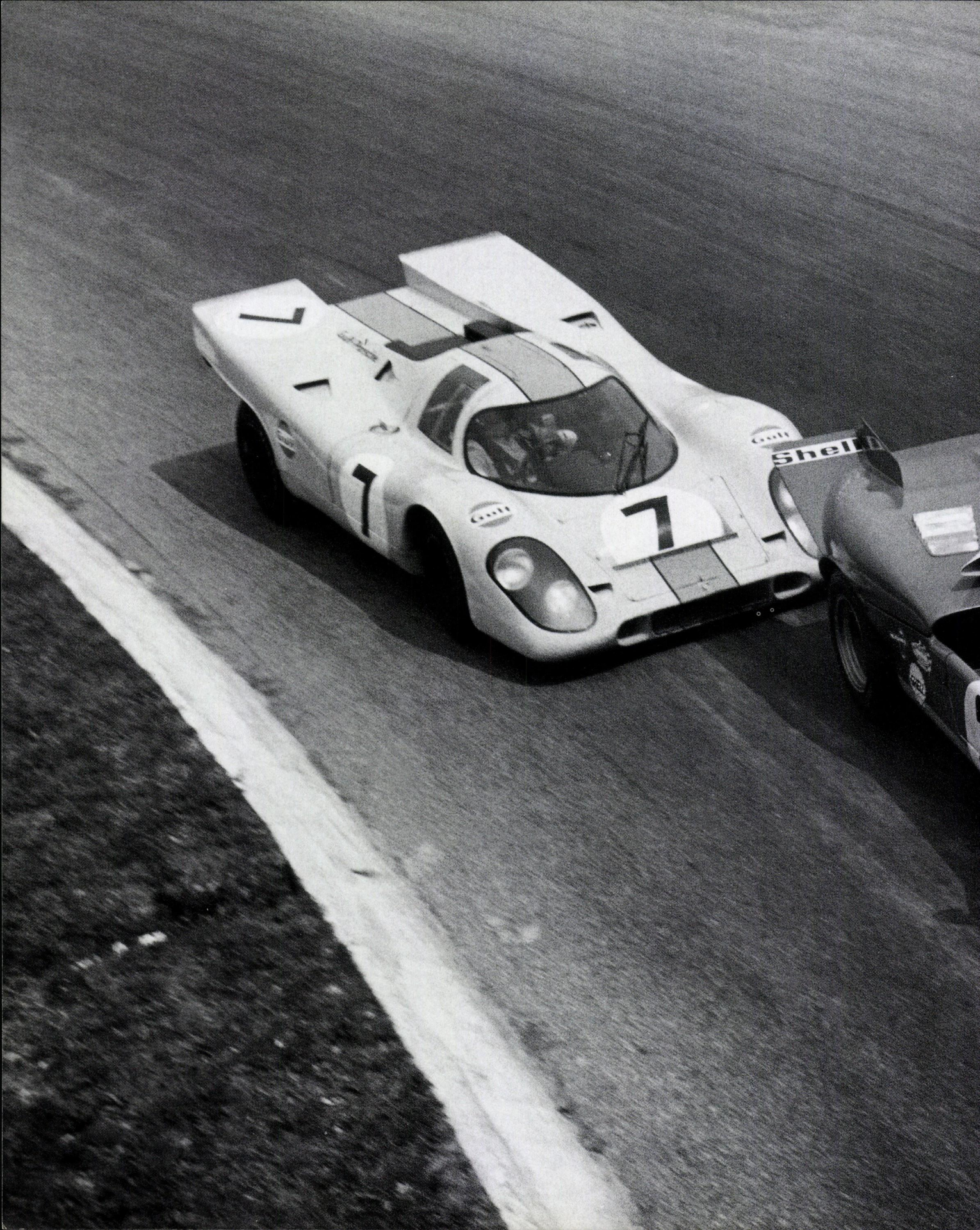
* * *

IN THE VSCC'S BOWLAND Rally (April 29) best showing was made by Richard Brown's 1935 Daimler, and the Team Award went to a trio of 12/50 Alvis cars. FTD at the Curborough speed trials was made by James Baxter (Frazer Nash), in 36.98sec.

* * *

ANOTHER FULL FIXTURE LIST is that of the Shuttleworth Trust, whose Old Warden Aerodrome near Biggleswade is one of the few active grass ones remaining. Apart from a full flying season with old aeroplanes predominating, Old Warden has days when cars from the museum take part, centred around the collection racing driver Richard Shuttleworth started before the war, and the VSCC has its picnic day on August 28.

There are also model aircraft days, notably on July 8/9, when I am told 1950s 30-in-span models with dope-burning engines doing 15,000rpm fly at 120mph.


7
gulf
Shell




# PARTING SHOT

1970 MONZA 1000KMS
The Porsche 917 of Pedro Rodriguez
follows the Ferrari 512S of John Surtees

LAT Photographic

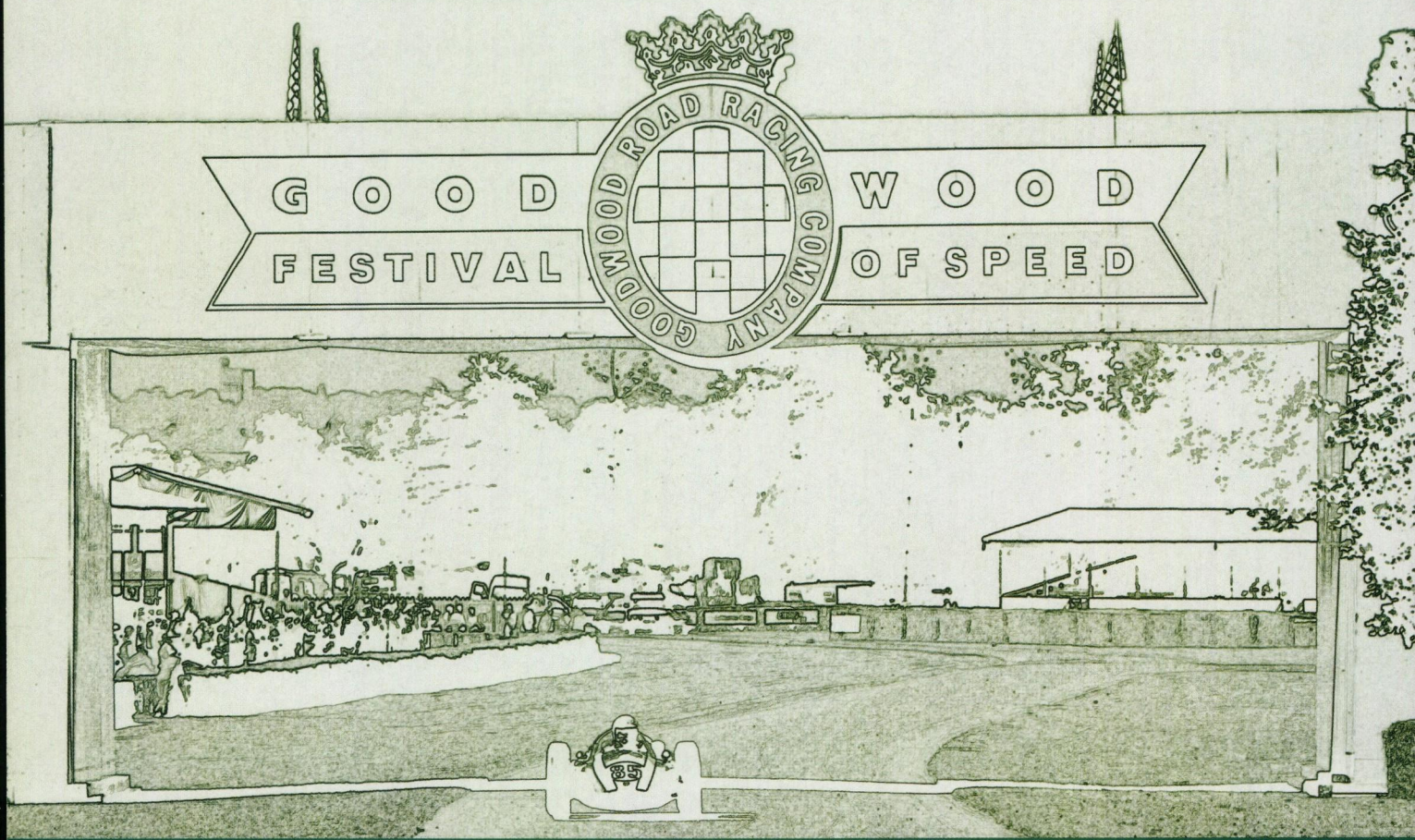
# RADIO GOODWOOD

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# *RECORD TIMING...*

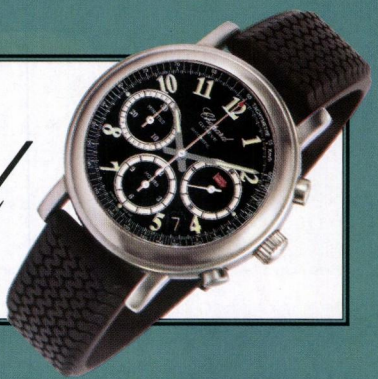
## Le Mans - The Jacky Ickx Story

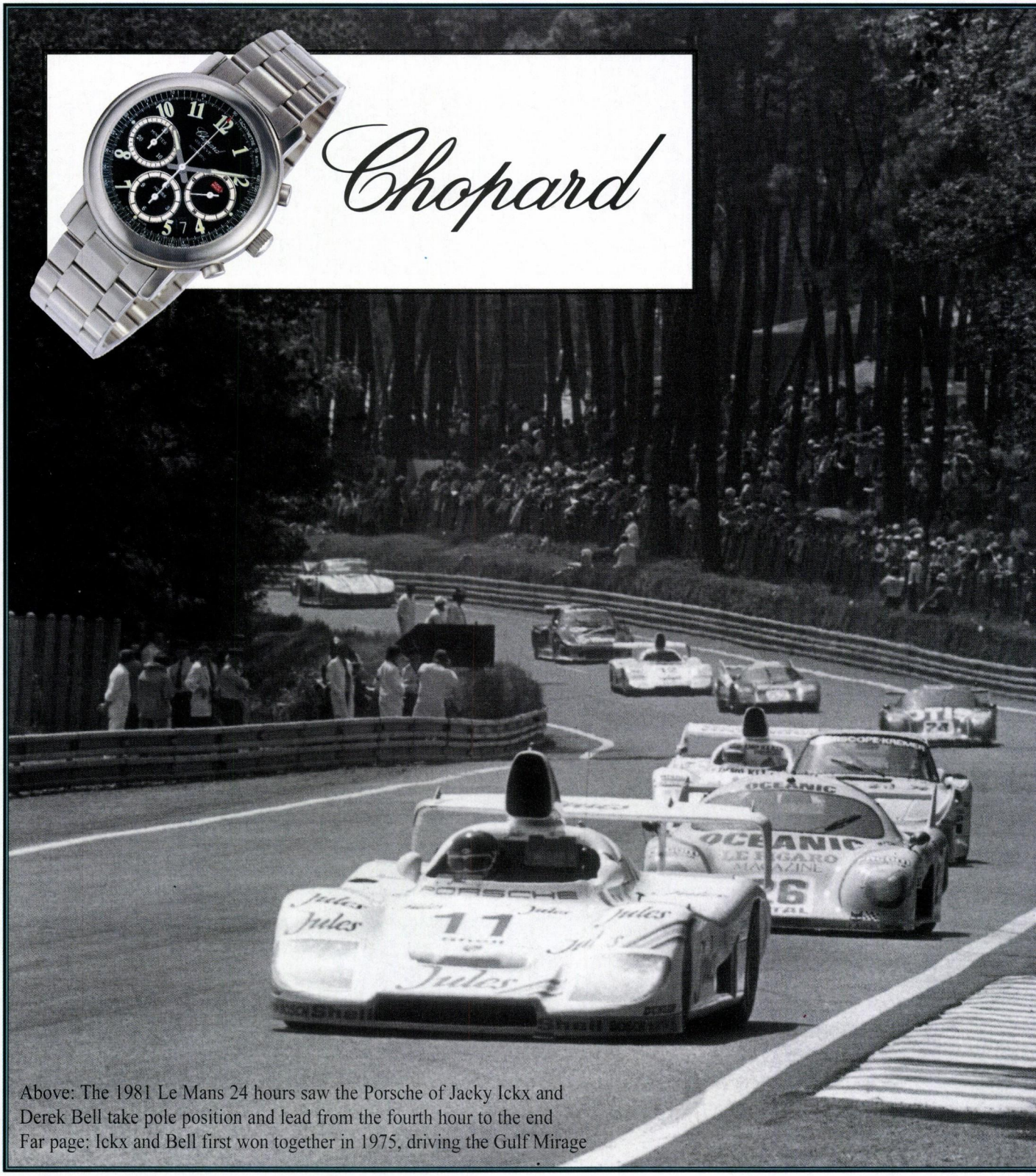
### Memories courtesy of Chopard



Jacky Ickx (right) and Jackie Oliver scored one of the greatest motorsport victories at Le Mans in 1969

*Chopard*






Above: The 1981 Le Mans 24 hours saw the Porsche of Jacky Ickx and Derek Bell take pole position and lead from the fourth hour to the end
Far page: Ickx and Bell first won together in 1975, driving the Gulf Mirage

# Ickx Gets Six

Jacky Ickx's finest of six victories at Le Mans was probably his first, when he won by a mere 15 yards in 1969.

He made his own protest against the outdated Le Mans type start by strolling across the road and taking his time doing up his Gulf Ford GT40's seatbelts. He got away last, but he and co-driver Jackie Oliver soon hauled the previous year's winning car into contention. The final laps came down to a wheel-to-wheel duel with the Porsche 908 of Hans Hermann and Gérard Larrousse, with the Belgian maintaining the upper hand in a sensational finish. Later, of course, he would make amends to Porsche with a quartet of victories…

Ickx's next win came in 1975, in the race dubbed the 'Economy Run' because of regulation changes. This time Ickx shared a Cosworth-powered Gulf Mirage GR8 with Derek Bell, and they took the lead from team-mates Vern Schuppan and Jean-Pierre Jaussaud after the first fuel stops. They survived a rainstorm and, with two hours to go, a cracked exhaust, to bring an all-British car home first for the first time since 1959.

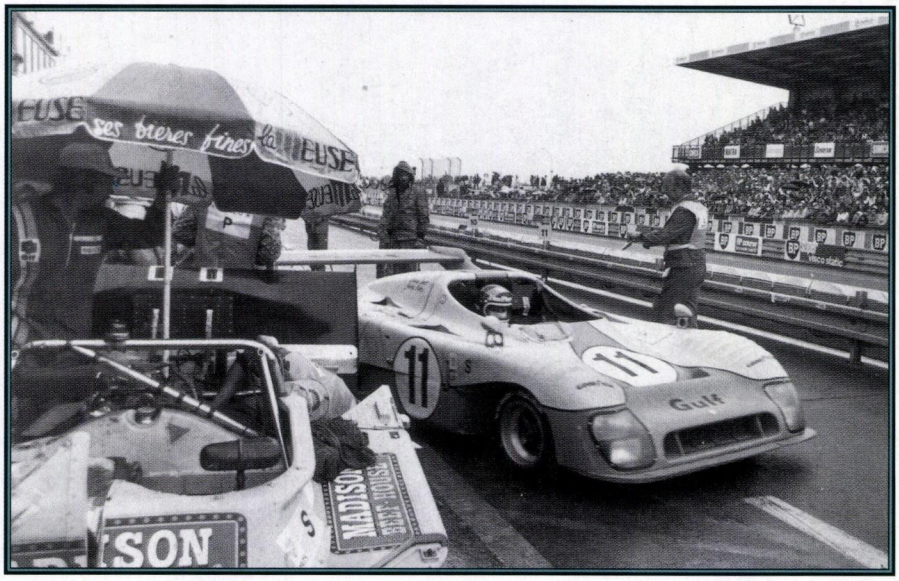
Ickx's first Porsche victory was his hat-trick, scored in 1976, when he shared a 2.1-litre turbocharged Martini Porsche 936/76 with Dutchman Gijs van Lennep. They took the lead from the fleet Alpine Renaults, and gradually built an impressive 16-lap lead. That was decimated by a long stop to replace a cracked exhaust, but still they finished eight laps ahead!

A fabulous drive was required from Ickx in 1977 in order to notch up his fourth triumph. Recovered from breaking his ankle the previous year after crashing an F1 Ensign at Watkins Glen, he won this one the hard way. Henri Pescarolo over-revved their 936, so Jacky switched to the Jurgen Barth/Hurley Haywood sister car. At one stage they were as low as 15th place, but Ickx set a new lap record of 141mph and clawed back into the lead when the three Alpine Renaults ran into trouble. With only an hour to go, the Porsche then blew a piston and remained stationary in its pit for an agonising 50 minutes, before Barth limped it home to an unexpected and dramatic victory.

In 1978 and 1980, further victories were denied by mechanical problems as Ickx finished a close second, but victory number five came in 1981. From pole position he and Bell took a firm lead in the fourth hour in their 2.6-litre turbocharged 936/81, and never surrendered it.

The third success with Bell came in 1982, in a Rothmans Porsche 956. They were fastest in practice again, and withstood strong challenges in the race from Rondeau and Ford. When they wilted, the 956 ran out the comfortable victor. The only drama was a puncture on Sunday morning, but it happened at the Ford chicane so Ickx was simply able to drive into the pits for a replacement. The triumph completed the Belgian star's remarkable half dozen Le Mans successes.






Chopard



Chopard

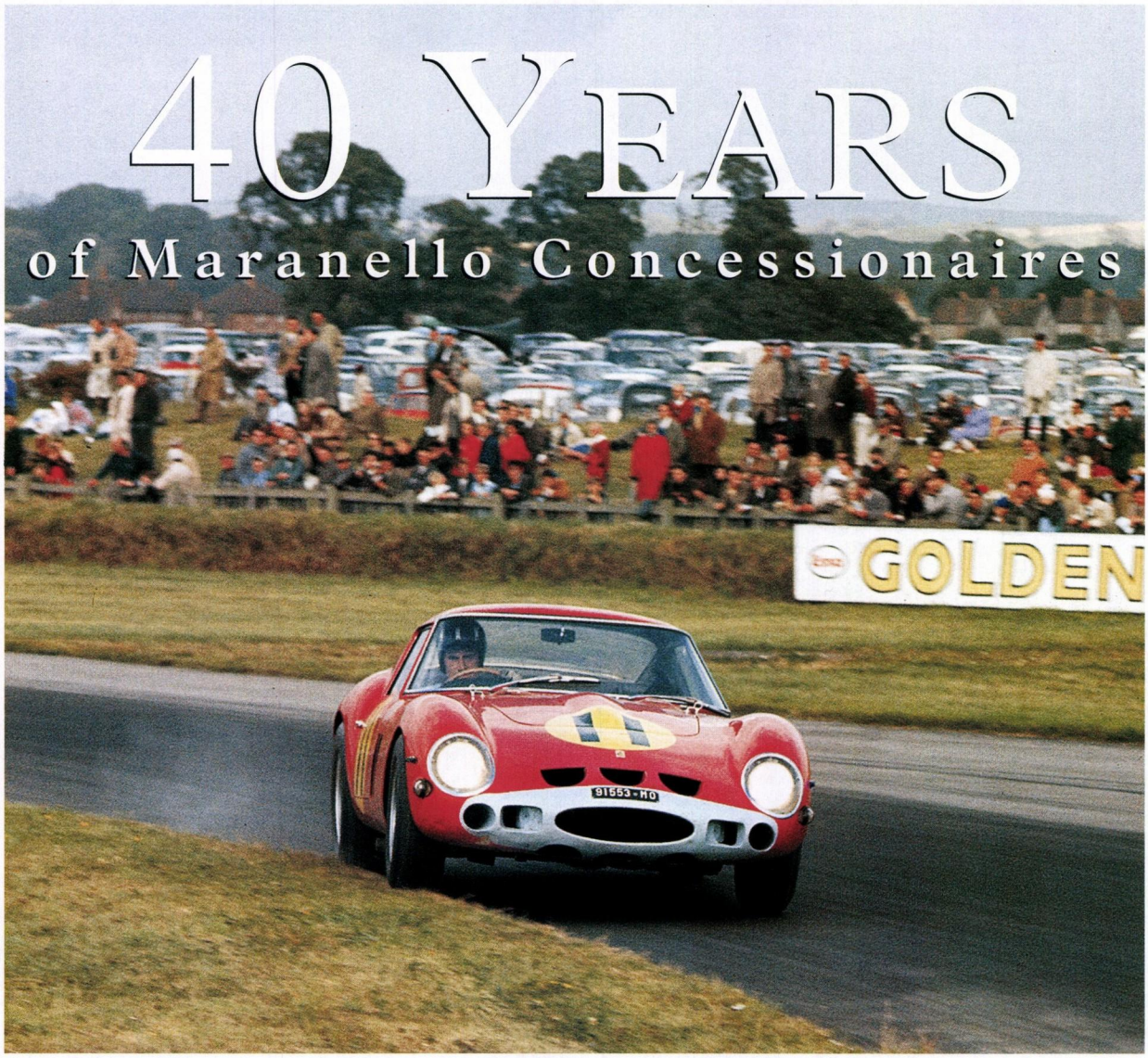
## « Mille Miglia »
## The sporting spirit by Chopard




1000 MIGLIA Jacky Ickx is regular participant in the Mille Miglia race which is sponsored by Chopard since 1988. A long friendship, a common enthusiasm for cars, the quality and accuracy, prompted Karl-Friedrich Scheufele, Vice-President of Chopard, and Jacky Ickx to join forces to produce the Mille Miglia Jacky Ickx version. Mille Miglia chronograph 'Jacky Ickx special edition', numbered and limited to 1000 items only. Automatic movement visible through a sapphire glass case-back with Jacky Ickx signature. Rubber strap with Dunlop racing tyre design. Silver engine turned dial. Date indicator, tachometer, hour and 30-minute counters. Independent small second hand. Ref. 16/8388. Exclusively available throughout the world from the Chopard Boutiques. In London: 14A New Bond Street, Tel 207/409 31 40 - In New York: 725 Madison Avenue, Tel 212/218 7222 or 1 800 CHOPARD.

# 40 YEARS

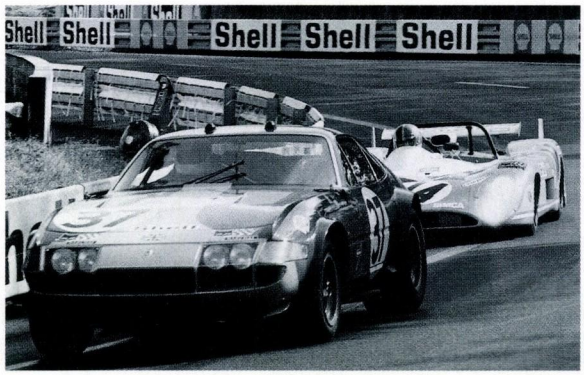
## of Maranello Concessionaires




# 1960 - 2000

MARANELLO
CONCESSIONAIRES

1960
2000




Le Mans finale 1972, 365 GTB/4C, 15681,
of Westbury/Hine that retired in the 8th hour

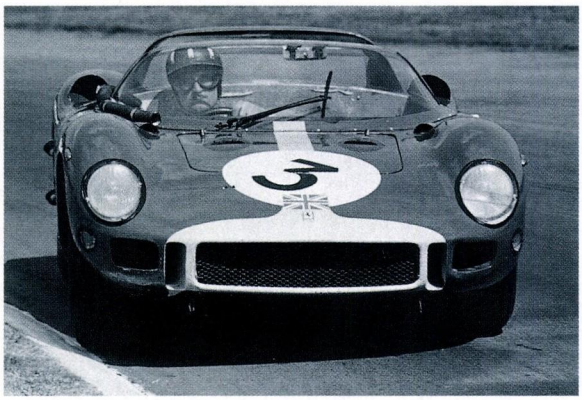
During the 1950s Ferrari representation in the British market had been low key and sporadic. In the early part of the decade there was a concessionaire, Brooklands of Bond Street, and in the latter years Mike Hawthorn's TT Garage acted as the sales outlet for the U.K. market. In 1958 when he won the World Drivers Championship, he arranged for two 250 GT Pininfarina coupes to be displayed at the London Motor Show. He sold one of them to an Irish client,

## Colonel Hoare fell in love with the new Ferrari 250GT

but had difficulty in finding a purchaser for the second example. A few people had shown interest, notably three personal friends, Gawaine Bailey, Colonel Ronnie Hoare, and Tommy Sopwith. At the suggestion of Mike Hawthorn, they all test drove the car after the show, and although Colonel Hoare fell in love with it, Tommy Sopwith became the proud new owner.

Colonel Hoare had bought a new Mercedes 300 SL Roadster from Tommy Sopwith, and being singularly unimpressed with its roadholding, he took it back to complain. He tried Tommy Sopwith's own 300SL, only to find it equally underwhelming, and so decided that he would have to get rid of the car before it got rid of him. As luck would have it, Tommy Sopwith was falling out of love with his Ferrari, as he couldn't keep it running on all cylinders. An exchange deal was struck. Late one evening Colonel Hoare drove happily back to his Bournemouth home in his first Ferrari, running strongly on all twelve cylinders.

However, it was to be a short honeymoon period, as the problem of intermittent running on all cylinders manifested itself very quickly. The Colonel soon became very adept at changing sparking plugs. Late one dark evening the engine developed its tendency to drop onto less than twelve cylinders, and he stopped to investigate which were the offending sparking plugs, leaving the engine running to carry out the "spit" test on the exhaust manifold branches. Upon opening the bonnet he was treated to a *son et lumiere*, as the HT leads from the distributors to the plugs arced to their metal guide tubes. The following day all the leads were replaced with aviation quality ones, and in the ensuing 25,000 miles that he drove the car there was no




Goodwood Tourist Trophy 1964. 330P 0818 Graham Hill drives to first




Le Mans 1964, the Ireland/Maggs 250 GTO, 4399 GT, now with a
□64 style body on its way to 3rd in class, and 6th overall

recurrence of the problem. His love affair with Ferrari had started.

After Mike Hawthorn died in a road accident on the Guildford By-Pass in January 1959, the trading relationship between TT Garage's new owner John Adams and Ferrari had not been pursued. Colonel Hoare was so impressed with his car that he knew there must be others like him in Great Britain who could afford and appreciate the V12-engined Ferrari. He was already in the motor trade through his F. English Ltd Ford dealership in Bournemouth, and approached John Adams to enquire whether he intended to retain the Ferrari franchise, or if he had any objection to an approach being made to Ferrari to reintroduce the marque to the British market. John Adams sanctioned an approach to Ferrari on the understanding that TT Garage would be a Ferrari agent, subject to the approach being successful.

Colonel Hoare then drafted a proposal to Ferrari, explaining how he intended the operation to work from within his established Ford dealership premises in Bournemouth, and sent it to Enzo Ferrari. The proposal obviously interested him, as he sent an invitation for Colonel Hoare to meet his commercial manager, Girolomo Gardini, at the 1960 Brussels Salon. The meeting









went well, and Colonel Hoare must have impressed Gardini, as he received an invitation to meet Enzo Ferrari in Modena.

The Colonel recalled that he was asked how many Ferraris he thought that he could sell in a year. Thinking quickly, he knew that he would run two, one as a personal car and another as a demonstrator, and that he could probably sell one to Gawaine Bailey. Reasoning that there must be at least one more sale possible, he responded with 'four'. Enzo Ferrari thought that was marvellous, for that was the total number sold in Great Britain in the preceding ten years. The concession was granted and Maranello Concessionaires Ltd was incorporated on 1st April 1960, although it didn't become operational until the July. For the first six years it operated out of two allocated bays at the Bournemouth premises, with a London service centre being opened in Wellesley Road, Chiswick in 1964.

The first Ferrari was ordered in February 1960, and delivery taken by the Colonel in July. A pale blue right hand drive 250 GT SWB Berlinetta, chassis number 1993GT, it was used by him for a while before being sold to David Clarke, who would go on to found Graypaul Motors Ltd, now a long time




The Pike/Courage 275 GTB/C on its way to class victory and eighth overall at Le Mans in 1966



Pit stop activity for the 250 GTO, 3647GT, of John Surtees in the 1962 Tourist Trophy at Goodwood

official Ferrari dealer. In fact the Colonel exceeded his original sales estimate to Ferrari by fifty per cent, as during the first year Maranello Concessionaires sold a total of six cars.

Although the Ferrari name was well known to motor sport enthusiasts, Colonel Hoare had to let the public at large know that there was now an official Ferrari presence in the United Kingdom, and that cars were available for sale with a service organisation to back them up. His resources were limited, and he knew that a blanket national advertising campaign would be prohibitively expensive., so he opted for a two-part plan. Part one was to place Ferrari before the general public, by taking a stand at the London Motor Show. Part two was to put a Ferrari on the racing circuits of Great Britain. Motor racing was one of the Colonel's passions. He had competed himself before and after World War II, and co-ran the United Racing Stable Formula 2 team in 1957. It was only logical for him to have his own racing team.

Prior to getting the racing operation off the ground, the Colonel sold two alloy-bodied 250 GT SWB competition cars whose racing careers preceded those of his own team. The first of these was a silver left hand drive car, chassis number 2009GT, sold to Graham Whitehead, and the second the dark blue chassis number 2119GT, in which Stirling Moss won the 1960 Tourist Trophy at Goodwood, famously listening to the race commentary on the car radio on his way to victory. He went on to win the Redex Trophy at Brands Hatch, before the car was shipped to the Bahamas for the Speed Week meeting, where he took victory in the Nassau Tourist Trophy. It was this car that

## Six Ferraris were sold in the UK in the first year

would form the basis for Maranello Concessionaires' competition debut the following season, having been taken back in part-exchange for the second Rob Walker/Stirling Moss 250 GT SWB, chassis number 2735GT, that was delivered to them at Le Mans in 1961.

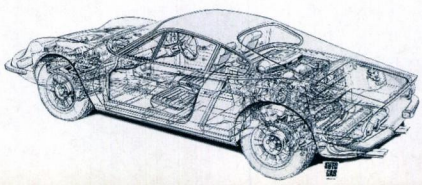
At the time that Colonel Hoare was thinking about setting up the racing operation, his long time friend Tommy Sopwith was actively doing the same thing, running a pair of Jaguar 3.8 models in saloon car racing. As the



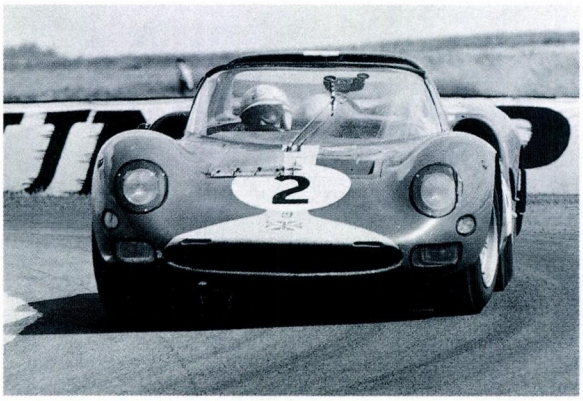
Mike Parkes in the Dino 246 SP, 0790, en route to victory in the 1962 Guards Trophy at Brands Hatch in August 1962











365 P2, 0826. Reims 12 Hours, July 1965. J.Surtees/M.Parkes finish 2nd

calendar for the national GT and saloon car races followed almost the same pattern, they decided on a joint venture to run the 250 GT SWB. Tommy Sopwith had the operation in place and a pair of drivers, whilst the Colonel would provide the GT car with mechanics and spares. They would race under the Equipe Endeavour banner of the Sopwith team, with the man responsible for a lot of development work on the Hillman Imp, Mike Parkes, as driver.

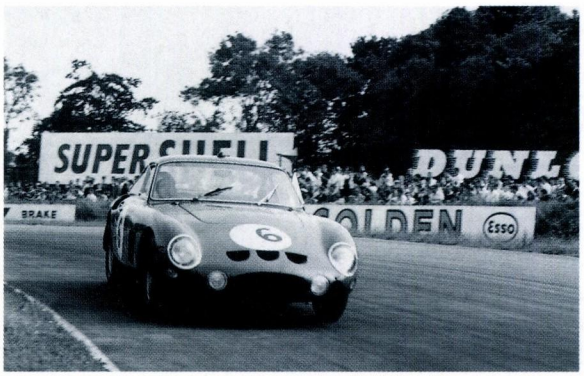
The debut race for the Equipe Endeavour/Maranello Concessionaires team was in the GT race at Snetterton on 25 March 1961, where Mike Parkes gave the team a win and equal fastest lap on their maiden outing. He followed this up with a win at Goodwood a week later. The team raced only once more with 2119GT, at Brands Hatch in June, where Mike Parkes won. The final two races of their season were with a second hand left hand drive 1961 competition 250 GT SWB, chassis number 2417GT, bought from the factory. Mike Parkes scored a victory at Snetterton, and a second place in the Tourist Trophy at Goodwood, behind Stirling Moss with Rob Walker's new 250 GT SWB chassis number 2735GT. Four wins, a second, a fourth and a retirement in seven races: a promising start by any standard, and one that certainly had the desired effect of getting Ferrari noticed. This campaign was probably unwittingly aided by their main adversary Jaguar, whose stunning new 'E' Type drew crowds to the circuits like bees round a honey pot.

1962 was the year that Ferrari produced their answer to the 'E' Type in aesthetic terms, as although the 3 litre V12 250 GT SWB had proved to more than a match for the 3.8 litre straight six of the 'E' Type in performance , the

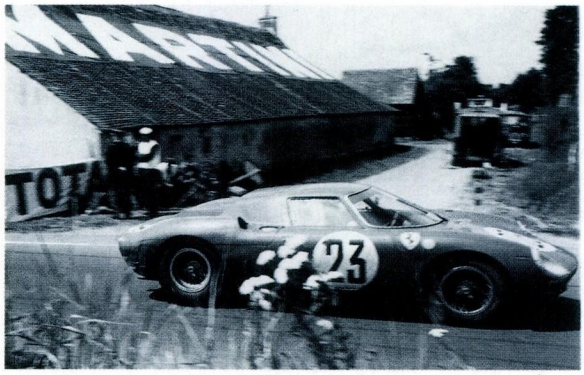
## The 250 GT was more than a match for the E-Type

'E' Type won the beauty contest. The answer was of course the sensational 250 GTO, a car that has become one of the most revered Ferraris of all time. However, before the GTO joined the Maranello Concessionaires ranks, the 250 GT SWB 2417GT was given a final fling in an early season race at Oulton Park. It was the first Maranello Concessionaires victory of the 1962 season, and the finale of their racing with the 250 GT SWB model.

The first pair of GTOs destined for the UK were for the UDT-Laystall team,




Lorenzo Bandini in the 330 LM Berlinetta 4725SA on his way to class victory in the 1963 Guards Trophy at Brands Hatch.



250LM, during the 1965 Le Mans 24 Hour Race running as high as 6th, driven by Bianchi/Salmon before it retired with gearbox problems

chassis number 3505GT, to be driven by Stirling Moss, and the Equipe Endeavour/Maranello Concessionaires example, chassis number 3589GT, for Mike Parkes. The cars were driven from Maranello by Colonel Hoare and Innes Ireland, arriving in Bournemouth on Good Friday. They were serviced and ready for the Easter Monday meeting at Goodwood. As history recalls, Stirling Moss had his career-ending accident in the Formula 1 race, Innes Ireland taking over his Lotus 19 for the Sports and GT race while the UDT 250 GTO languished in the paddock. Mike Parkes took his new dark blue steed to a GT class victory and second overall behind Innes Ireland in the Lotus 19. In June 1962 a second 250 GTO, chassis number 3647GT, joined the Maranello Concessionaires racing stable to be driven by John Surtees. Through the remainder of the season these two cars recorded a number of victories and podium finishes. 1962 was also the year that the team entered onto the international stage, when they entered the Paris 1000 km race at Montlhery. Parkes and Surtees took 3647GT to second overall against opposition that included another seven GTOs, with only the Rodriguez brothers'car heading them at the finish.

MARANELLO
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The 250 GTO was the mainstay of their 1963 racing programme, 3589GT having been sold at the end of 1962. A new red car, chassis number 4399GT was acquired, while the white John Coombs example (3729GT) was also used after 3647GT was sold early in the year. Ferrari thought that it would be a good idea if Maranello Concessionaires raced at Le Mans in the GT category, as the 24 Hour race has always been very popular with British motor sport enthusiasts. The Colonel bought a 4 litre 330 LM Berlinetta, chassis number 4725SA, specifically for this race, and was rewarded by being the only one of the three examples entered to finish the race, driven by Mike Salmon and Jack Sears to fifth overall and third in their category. Only one other continental trip was made, and that was to Monza in September for the Coppa Inter Europa, where Mike Parkes finished second in 4399GT by a couple of cars lengths, after swopping places with the Aston Martin Project 214 of Roy Salvadori for three hours. At the Tourist Trophy at Goodwood in September, 4399GT was driven to victory by Graham Hill, and for the first time it sported a Cambridge blue band on its nose. Strangely enough, it did not wear this colour scheme for the final two races of the season, having reverted to plain



John Surtees climbs aboard 250GTO, as Innes Ireland makes a fast getaway in the UDT-Laystall entered example, in the 1962 TT at Goodwood



Nurburgring 1000km 1965, Graham Hill in the works loaned 275P that was in contention for 2nd place until the electrics failed

red. However, although it didn't appear until nearly three years into their racing programme, the red and Cambridge blue colour scheme has come to be regarded as Maranello Concessionaires team colours.

Maranello Concessionaires had not only established a successful Ferrari road car market in the United Kingdom, but also established their reputation as a successful racing team with the factory. Thus in 1964 they were

## Hill and Bonnier took the 250LM to its finest victory

offered the loan of a works prepared and maintained sports prototype at a fixed rate for the season, with the option to purchase at the season end. The car that they received was a 330P, chassis number 0818, finished in red with a Cambridge blue stripe. This was raced mainly by Graham Hill, backed up by Jo Bonnier in long distance races, their best international results being a win in the Paris 1000 km races, with second place in the Le Mans 24 Hour race and a victory for Graham Hill in the Tourist Trophy at Goodwood. Their 250 GTO chassis number 4399GT was rebodied to the '64 style over the winter, and continued to be a formidable tool in the GT category. One of the new 250 LM mid-engined models was also purchased, Graham Hill and Jo Bonnier taking it to what Colonel Hoare regarded as one of his team's most satisfying victories at the 12 Hours of Reims after a race-long duel with the similar NART-entered car of Surtees/Bandini. The trusty GTO 4399GT finished third with Parkes/Scarfiotti at the wheel.

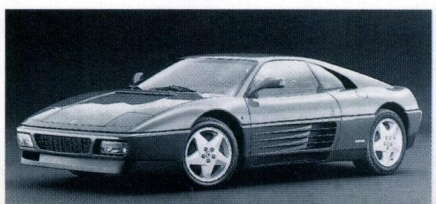
The 1965 season passed in a blur or retirements, the best results being second places at Reims and Zeltweg. In 1966 the decision was made to concentrate on the 2 litre category with a Dino 206S, although this proved to be a rather fragile jewel: a class win and sixth overall in the Spa 1000 km was their best result. For the 1967 season the team had a 250 LM, chassis number 6167, and a 412 P, chassis number 0854, with which to do battle in a programme that had mainly reverted to home territory, apart from the Spa 1000 km and Le Mans. Richard Attwood and Lucien Bianchi finished 3rd in the opening race at Spa in the 412P, although it retired at Le Mans and was seventh at Brands Hatch in its only other outing. The 250 LM recorded three third places, and a win in the



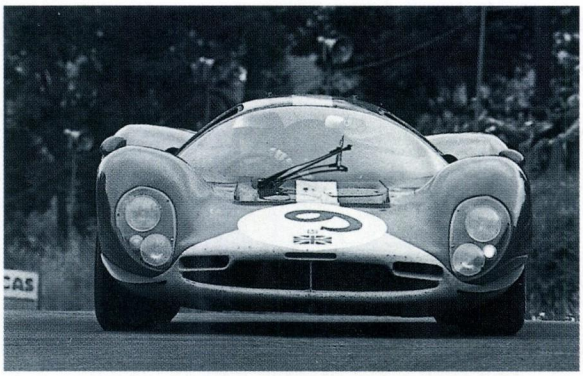
Le Mans 1963, the Sears/Salmon 330 LM Berlinetta, 4725 SA on its way to 3rd in class and 5th overall

MARANELLO
CONCESSIONAIRES









412P 0854 at Brands Hatch B.O.A.C. 500 6 hours, July 1967. Richard Atwood & David Piper finished 7th

hands of Richard Attwood, plus a second place for Mike Parkes.

When Ferrari withdrew from sports prototype racing at the end of the year, it left the concessionaire teams with no suitable cars to continue racing. The increasing complexity and specialist nature of cars at this level sent costs spiralling if one wished to remain competitive. Colonel Hoare decided that his racing programme over the past six years had achieved its objectives of putting the Ferrari name firmly on the UK map and carrying the name of Maranello Concessionaires across the world. It was time to call it a day.

There was only one further foray into international motor racing in 1972. The factory's Assistenza Clienti had built a small series of competition prepared 365 GTB/4C 'Daytonas'. Maranello Concessionaires purchased one of these to race in the GT category at Le Mans that year. Unfortunately it was an inauspicious finale to the team's racing career, as it retired at one third distance with reported piston failure.

Back in1967, business was expanding on the commercial front, and the operation had outgrown its allotted space at Bournemouth and the small premises at Chiswick. A 21 year lease was taken from Shell on Tower Garage on the Egham By-Pass, and the whole operation was moved under a single roof. Since then Egham and its environs have been the home of Ferrari in the United Kingdom. Tower Garage is a listed building and now houses the showrooms and workshops of Maranello Sales Ltd.

The 1970 introduction of the Dino 246 model to the UK saw a rapid expansion in business and the formation of a national dealer network in 1972. Some 400 cars were sold in 1973, and the Tower Garage premises were bursting at the seams. A new HQ building incorporating a workshop and stores was opened at nearby Thorpe in January 1974. Today this is almost solely occupied by the massively expanded spare parts department. Further expansion came in 1975 when they were appointed concessionaires for Australia, and later for the Far East through wholly-owned subsidiary companies.

By the late 1980s the Colonel's health was failing. He decided to sell the business to the TKM Group, under whom a new technical centre and headquarters building was constructed close to the existing one at Thorpe. This was officially opened in September 1991, with the original Egham premises at Tower Garage being totally refurbished at the same time. Unfortunately the Colonel didn't live to see this, as he died at his home in Monaco in 1989.




Maserati□s partnership with Ferrari is a perfect thoroughbred family



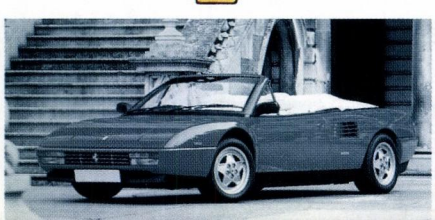

Maranello Sales headquarters is a focal point both for Ferrari enthusiasts and lovers of architecture

Then, in early 1992, the TKM Group was acquired by the Inchcape Group, an independent world leader in automotive retailing and distribution business. The trading title became Ferrari UK, although the registered name remains as it was in 1960: Maranello Concessionaires Ltd. The business continued to flourish under the new ownership, with substantial investment in people and technology providing a continual increase in new car registrations during the 1990s. By the end of the decade the UK Ferrari market had become the third largest in the world , with around 450 cars sold in 1999, and the awarding of the concession for the Middle East market in 1996.

There was further international expansion in May 1998, with the purchase of one of their '60s racetrack adversaries, the famed Garage Francorchamps in Belgium, one of the world's oldest Ferrari concessionaires. When Ferrari purchased 50% of the Maserati shares from the parent Fiat Group in 1997 (with the option to purchase the remaining 50% taken up in 1999), it was logical that the sales of the two marques should eventually be through common outlets, although the two brands would be aimed at different market

MARANELLO
CONCESSIONAIRES









Maranello Sales offers excellent facilities for the modern Ferrari owner

sectors, and retain their own identities. Maranello Concessionaires was one of the first concessionaires to take up the Maserati franchise in June 1998. Once the infrastructure had been established and put in place, they were able to offer the Maserati marque to their existing Ferrari dealer network. A large number of them took up the option, and have installed dedicated Maserati sales areas in their showrooms. Naturally, wholly-owned Maranello Sales Ltd were at the forefront. The Tower Garage premises were completely refurbished and upgraded in 1999 to incorporate the new family member.

One unwavering aspect of the company's philosophy has been the importance of service and availability of spare parts. The continuous upgrading and increase in capacity of the latter has resulted in a total of 35,000 different lines being carried, to a total value of £5 million at any one time. Even with the relatively short period of Maserati connection, this marque's spare parts inventory runs to nearly 3500 items with a total value of £350,000. Maranello Concessionaires are the appointed world distributor for Ferrari production car parts that are no longer supplied by the factory, for cars greater than ten years old. There is an ongoing programme to remanufacture obsolete parts

**Up to 35,000 different spares are carried, valued at £5m**

under the Marpart label, part of the commitment to do everything possible to service the needs of earlier model owners.

In recent years there has been a return to racing roots, with support of drivers in the 348, F355 and now 360 Modena Challenge series, both in the United Kingdom and Belgium, where separate national teams are run. Support has been provided for a number of years to the Ferrari Owners Club's Maranello Challenge series, catering for both standard and modified cars. In 1998 a special organisation for Ferrari owners was formed under the title Club Fiorano, headed by former Grand Prix driver Peter Gethin, to provide owners with numerous exclusive facilities, not least of which is the opportunity to use their cars on some of the finest tracks in Europe .

With a firmly established presence both in the UK and now Belgium, with rumours of tantalising new models, and the projection of the revitalised Maserati marque, the future looks bright for Maranello Concessionaires.

## Ferraris Raced By Maranello Concessionaires Between 1961 And 1972

1961
250 GT SWB Berlinetta Chassis # 2119GT, Colour - Indigo Blue
250 GT SWB Berlinetta Chassis # 2417GT, Colour - Red

1962
250 GT SWB Berlinetta Chassis # 2417GT, Colour - Red
250 GTO Berlinetta Chassis # 3589GT, Colour - Dark Blue then Dk Blue/White
250 GTO Berlinetta Chassis # 3647GT, Colour - Red
Dino 246SP Sports Prototype Chassis # 0790, Colour - Red

1963
250 GTO Berlinetta Chassis # 3647GT, Colour - Red
250 GTO Berlinetta Chassis # 3729GT, Colour - White
250 GTO Berlinetta Chassis # 4399GT, Colour - Red then Red/Camb' Blue
330 LM Berlinetta Chassis # 4725SA, Colour - Red
330 P Sports Prototype Chassis # 0814 Colour - Red

1964
250 GTO Berlinetta Chassis # 4399GT('64 Body),Colour - Red then Red/Camb' Bl.
275 P Sports Prototype Chassis # 0818, Colour - Red/Camb' Blue
330 P Sports Prototype Chassis # 0818, Colour - Red/Camb' Blue
250 LM Berlinetta Chassis # 5895, Colour - Red/Camb' Blue
250 LM Berlinetta Chassis # 5907, Colour - Red then Red/Camb' Blue

1965
250 GTO Berlinetta Chassis # 4399GT('64 Body), Colour - Red Camb' Blue
250 LM Berlinetta Chassis # 5895, Colour - Red then Red/Camb' Blue
275 P2 Sports Prototype Chassis # 0830?, Colour - Red/Camb' Blue
330 P Sports Prototype Chassis # 0818, Colour - Red/Camb' Blue
365 P2 Sports Prototype Chassis # 0826, Colour - Red/Camb' Blue

1966
Dino 206 S Sports Prototype Chassis # 002, Colour - Red/Camb' Blue
Dino 206 S Sports Prototype Chassis # 006, Colour - Red/Camb' Blue
Dino 206 S Sports Prototype Chassis # 010, Colour - Red/Camb' Blue
Dino 206 S Sports Prototype Chassis # 012, Colour - Red/Camb' Blue
275 GTB/C Berlinetta Chassis # 9035, Colour - Red/Camb' Blue
365 P2/3 Sports Prototype Chassis # 0826, Colour - Red/Camb' Blue

1967
250 LM Berlinetta Chassis # 6167, Colour - Red/Camb' Blue
412 P Sports Prototype Chassis # 0854, Colour - Red/Camb' Blue

1972
365 GTB/4C "Daytona" Chassis # 15681, Colour - Red/Camb' Blue

MARANELLO
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# Authorised UK Ferrari Dealers for Sales and Service

**CHARLES HURST LIMITED**
62 Boucher Road
Balmoral
Belfast
BT12 6LR
Tel: 02890-381721
Fax: 02890-662355

**EVANS HALSHAW**
Lichfield Road
Waterlinks
Aston
Birmingham
B6 5RQ
Tel: 0121-624-7000
Fax: 0121-624-7160

**FIVE OAKS GARAGE**
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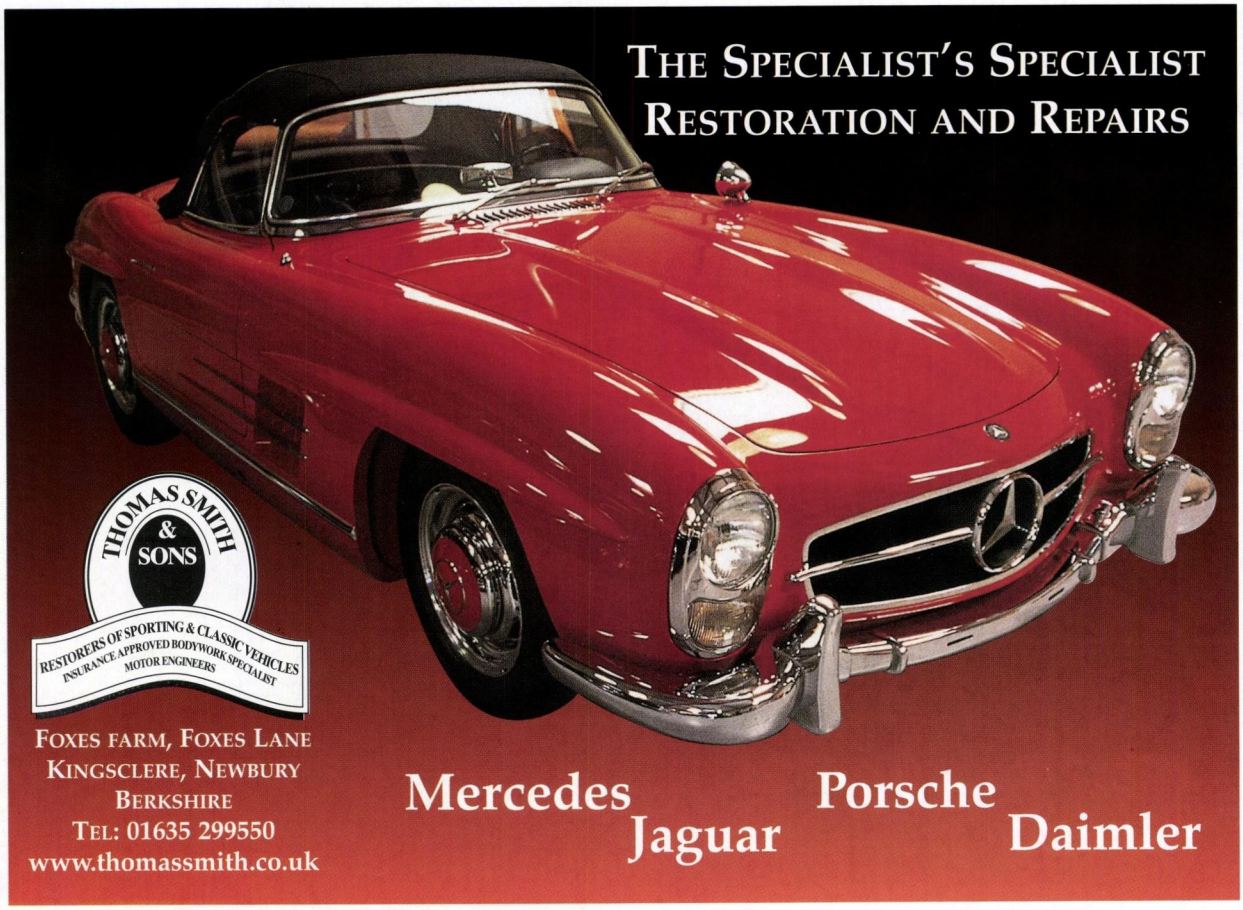
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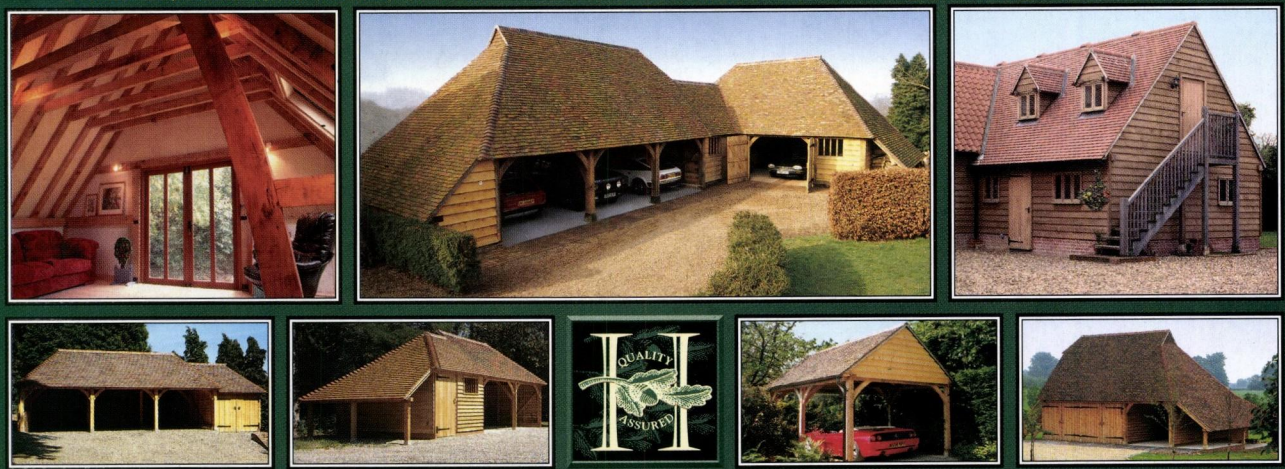
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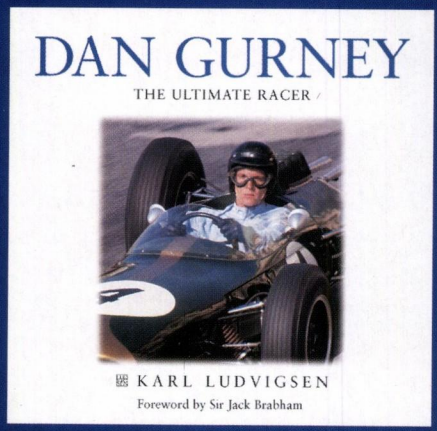
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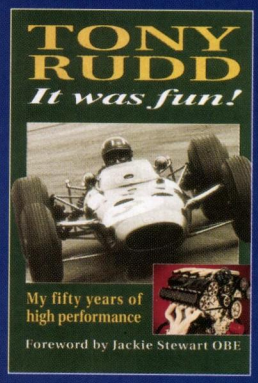
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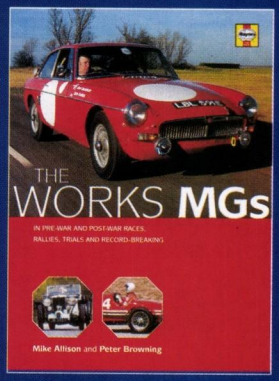



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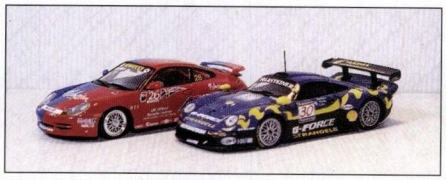



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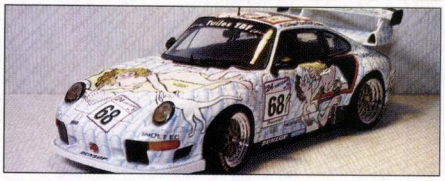
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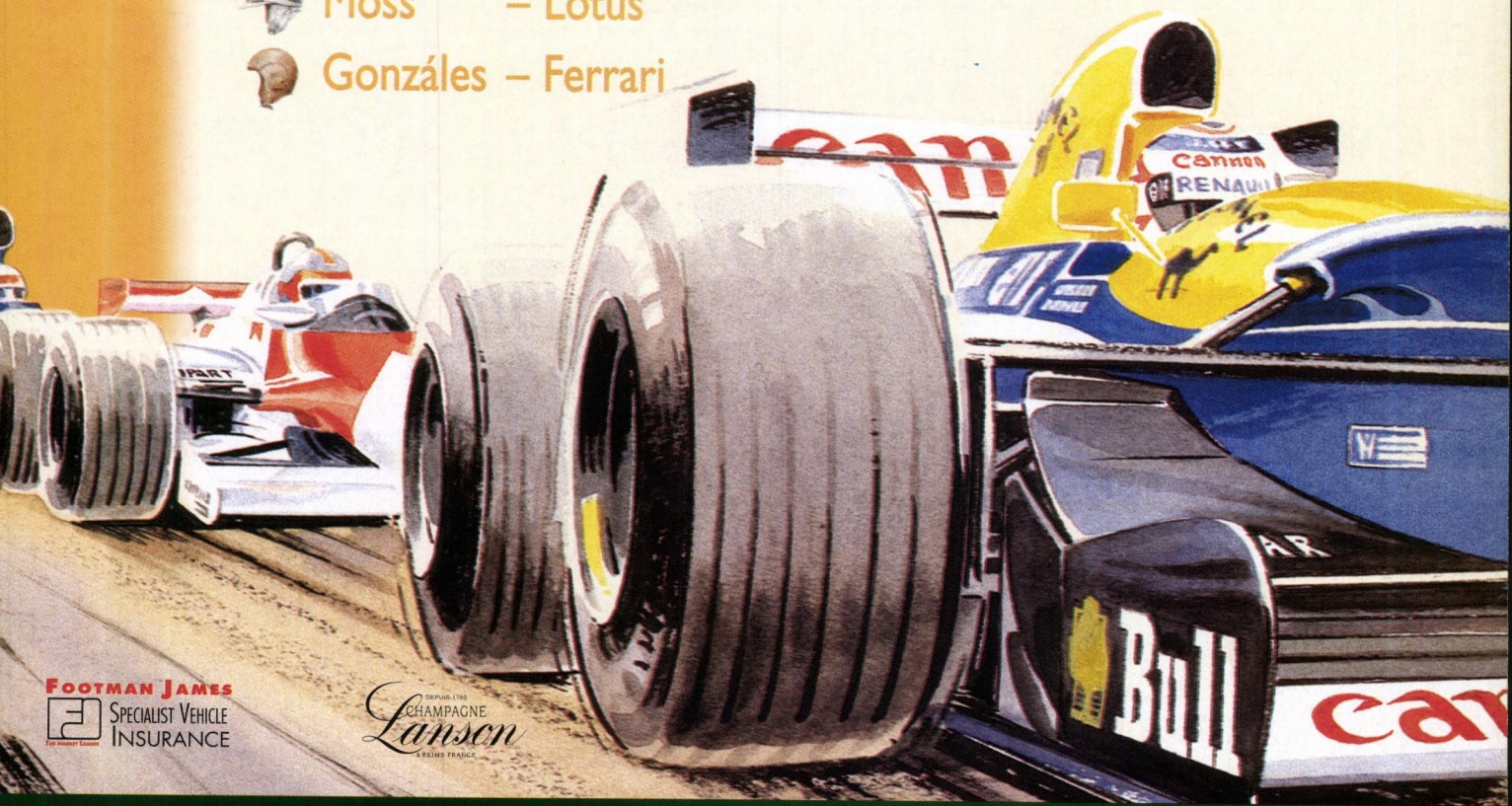
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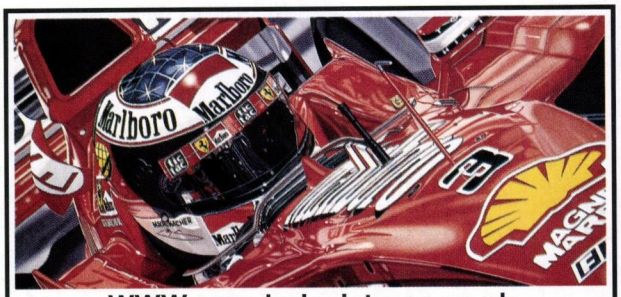
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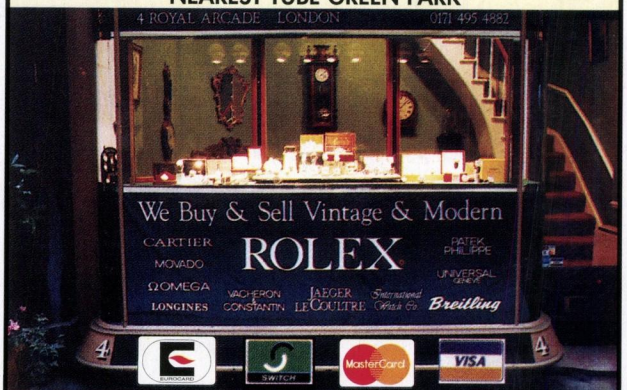
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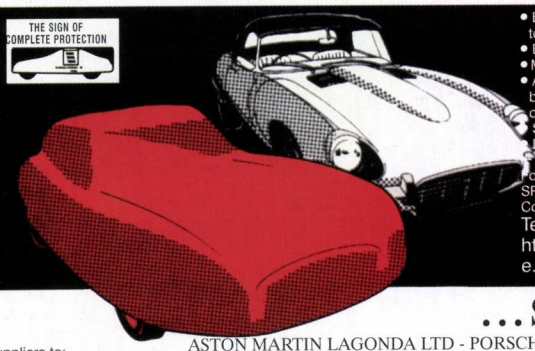
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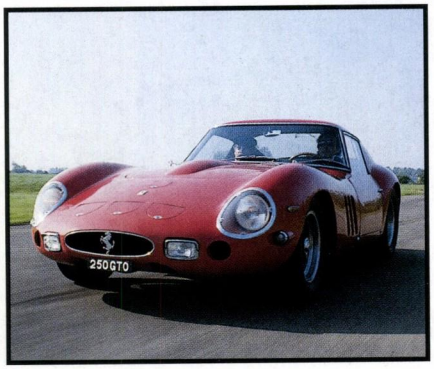
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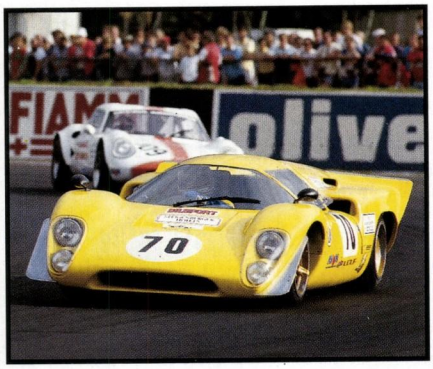



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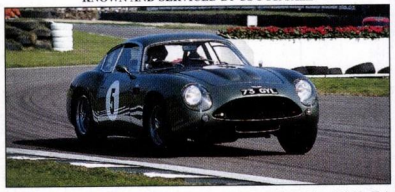
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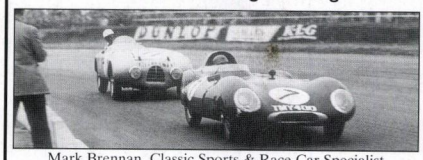
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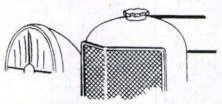
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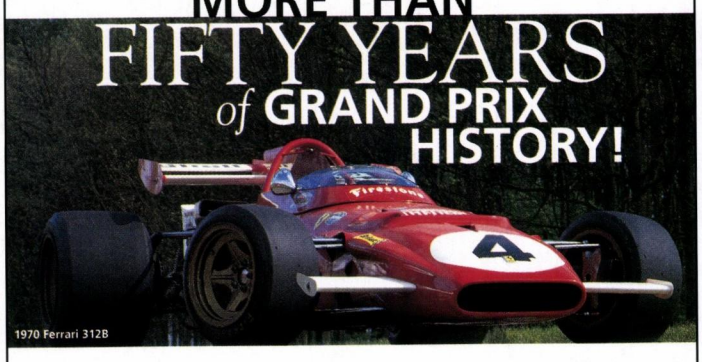
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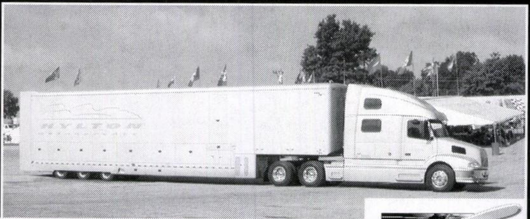
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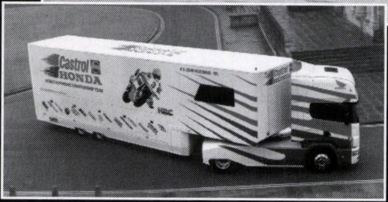
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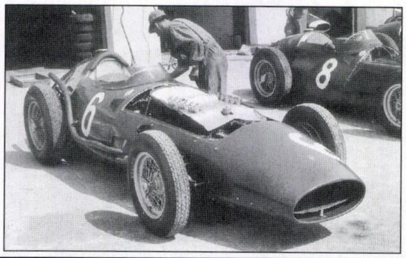
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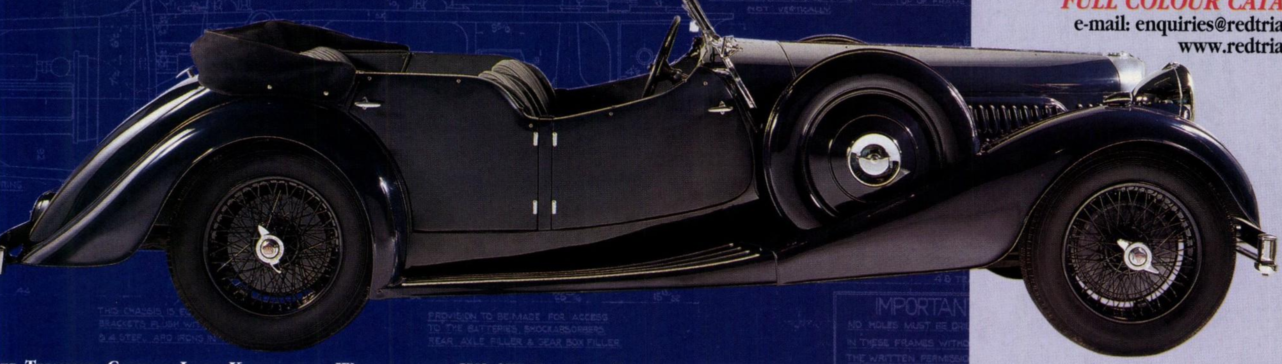
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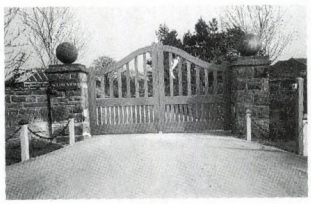
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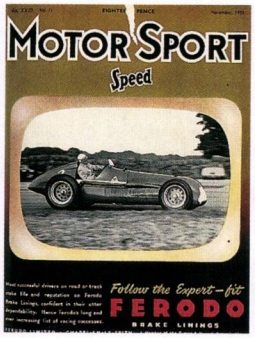



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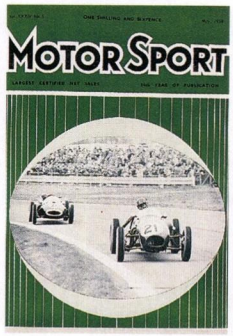

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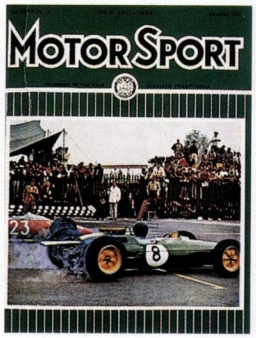
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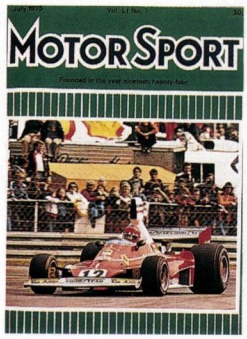
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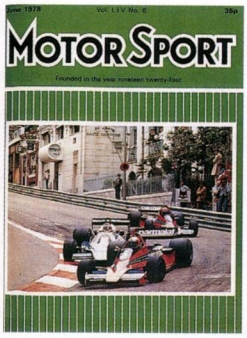



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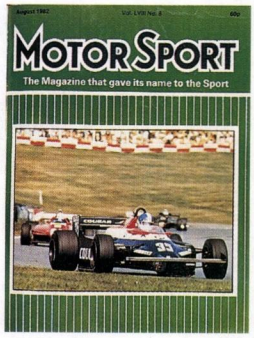


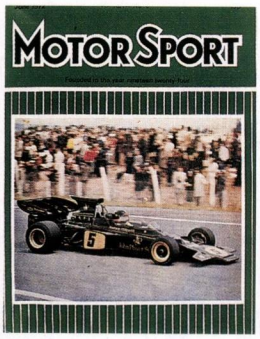




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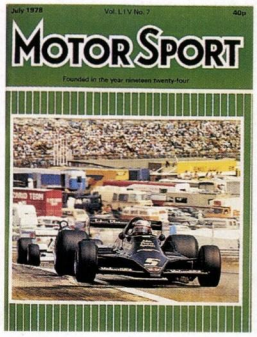




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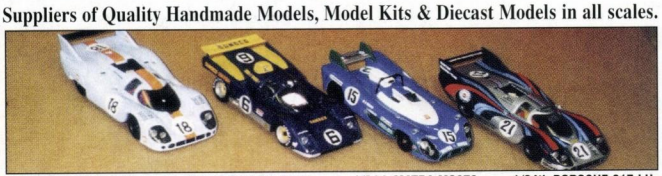
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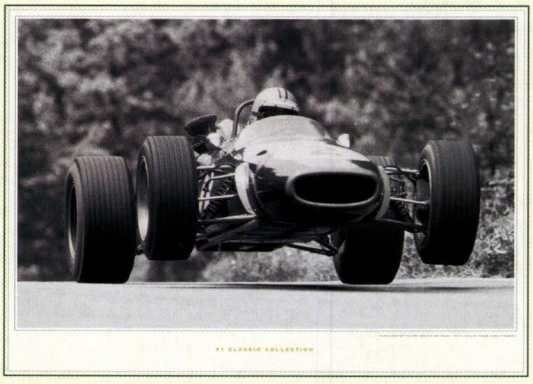
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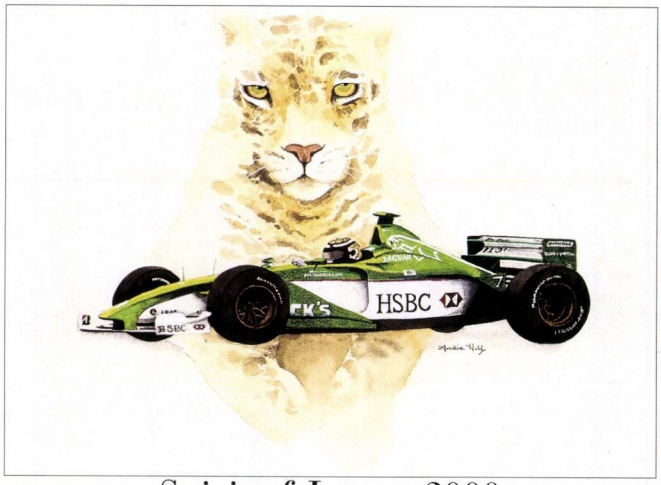
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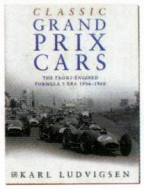

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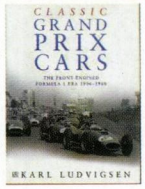
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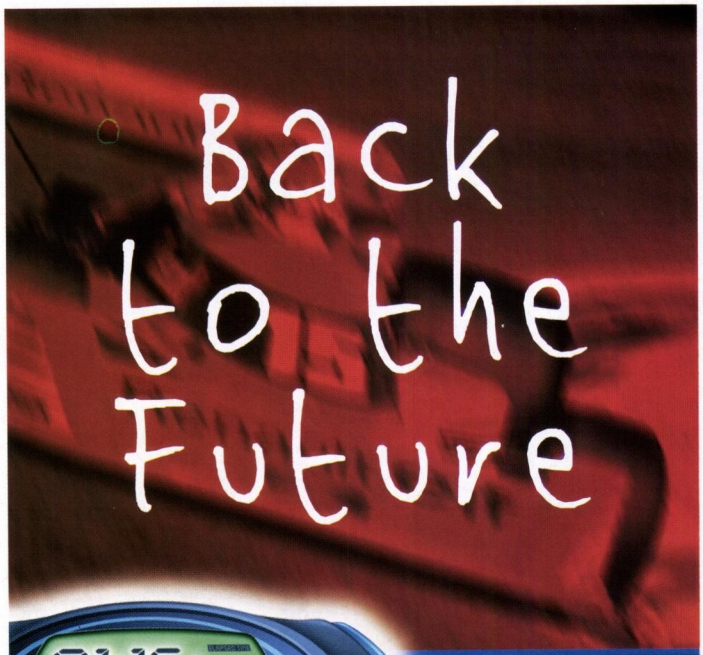
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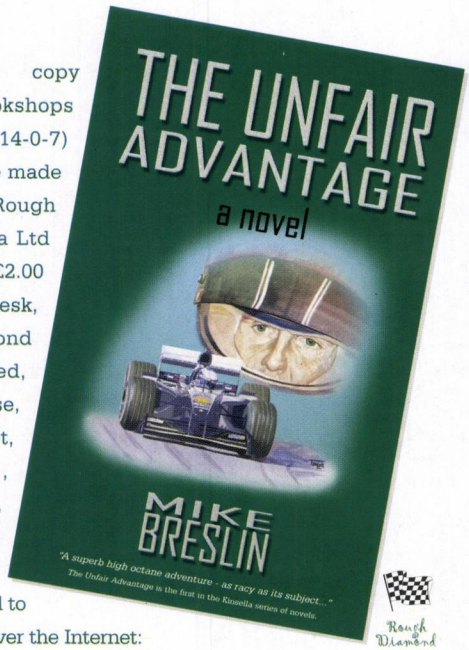
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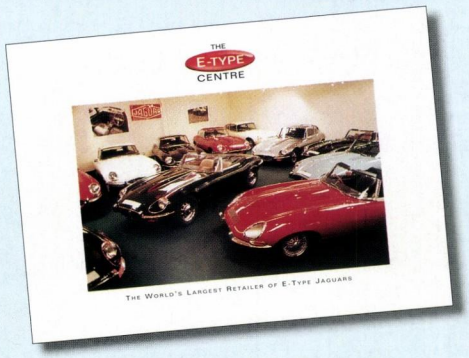
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## C

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**CATERHAM 1700 SUPERSPRINT 1991.** H-reg, factory built, white De-Dion cockpit, 5 speed, recent 135 bhp John Noble engine, leather, full weather equipment, Prisoner alloys, phone for full details. £10,250 ono. Tel. 01623 798932 or 0410 149909 (Notts).

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**CATERHAM SUPERLITE,** 1997 R, without carbon fibre, with weather gear, yellow paint, clean, 15,000 miles, garaged, FSH, very quick, £16,995. Tel: OXford 01865 341563.

**CATERHAM 7,** 1992, 1800 Ford Zetec, 155 bhp, LSD, harnesses, full weather gear, De Dion rear axle, BRG, side exhaust, vgc, sensible offers. Tel: 01278 641701.

**COBRA REPLICA PILGRIM SUMO,** Ford V6 2.8, 4 speed, blue, grey interior, black hood, s/s exhaust, roll bar, excellent condition, £7,995. Fax: 00-3219 331666 Belgium.

## D

**DAIMLER V8 250 SALOON,** CWW, PAS, 48,000 miles, auto, good condition, offers. Tel: 0143 5812591.

**DAX COBRA,** professionally built, V12, 5 speed Getrag gearbox, limited slip diff, racing clutch, independent build report on request, £16,750 ono. Tel: 0161 665 2905.

## E

**ELVA BMW Mk7S,** 64, full FIA docs, ready to race, BGP 50.000. Fon (Germany). Tel: +49 171 483 5555, fax: +49 241 22556.

## F

**FERRARI 308 GT4,** 1974, Bianco with full cream leather, sunroof, a/c, alloy wheels, s/s exhaust, tinted windows, only 32k miles, £16,250 ono. Tel: 01202 742344 or 0973 411658.

**FERRARI DINO 246GT,** 1971, Giallo fly, black interior, huge history file, excellent condition throughout, £39,950 ono. Tel: 01803 215300.

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**FERRARI F40,** 1989, Rosso Corsa, only 3,800 miles, simply outstanding, recent service, cam belt, £144,500 offers, part-exchange possible, genuine callers only please, N/C. Tel: 020 7381 1511 or mobile: 0958 951 351.

**FERRARI TESTAROSSA,** 1989, red/nero, 11,000 miles, Grey Paul maintained, full history, £39,950. Tel: Midlands 01827 383620 evenings, 07971 113520 day.

## G

**GINETTA G15,** 1972, 1120çc Hartwell race engine, ring/e-mail for full spec, £10,500. Tel: John Currie 07974 081249 (UK), E-mail: johncurrie99@hotmail.com

**GINETTA G33,** 1993, 5,600 miles, FSH, 3.9 litre Rover Conolly interior, full weather equipment, 120 made, this is the best, MoT 2001, 0-60 5.0 sec, 150 mph, reluctant sale, as featured on 'Top Gear', £11,995. Tel: H 01482 634527, O 01482 658877.

## H

**HONDA Z COUPE,** 1972, totally rebuilt, concours condition, 33,000 miles, £4,500 ono. 50 mpg, 80 mph, full history. Tel: 01592 840825 (Kinross) Scotland.

## J

**JAGUAR MKII 3.4,** 1962, o/d, w/w, 85,000 genuine miles, ground-up professional rebuild, immaculate, full MoT, Carmen, £15,750. Tel: 0385 395327.

**JAGUAR MK2 2.4,** 1964 model, black, red leather, history, MoT, tax, mach. restoration, suspension, clutch, s/s exhaust, unleaded, £10,995 ono. Tel: 0208 3614553.

**JAGUAR E-TYPE 4.2 FHC,** 1969, Carmen red/black interior, correct, restored E-Type with history. Drives as beautifully as she looks, £18,950 ono. Tel: 01803 215300.

**JAGUAR XK150,** 1960, red leather interior, in very good condition, BRG, right hand drive, must sell. TEl: 00353 88 2604072 or 00353 66 9768401.

**JAGUAR E-TYPE SERIES III ROADSTER,** manual UK car, Heritage certificate, low mileage, original unrestored car in as new condition, hard top, history, £32,000 ovno. Tel: 01737 832180 evenings, 01372 724344 days or 07802 174279.

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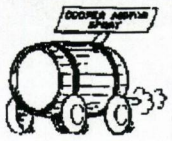
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**JAGUAR XK 120 ROADSTER.** Competition/road usable. LHD, E-type head. Triple 2" SU's, Syncro gearbox. Modified suspension, alloys etc. Tretrimmed in Tan leather with competition seats. £18,950. Tel Peter Byrne (020) 8467 6916 (A) or peter.byrne3@virgin.net

**JAGUAR XK 120 ROADSTER, 1952.** Silver/red upholstery. Owned 13 years. Vgc. Well maintained and reliable. £24,950. Tel. 01277 260147 Essex.

**JAGUAR XK140 REPLICA.** Carmen Red, black interior, new Jag 4.2 running gear, stunning vehicle, taxed, MoT. £15,000. (01455) 828401. P/x possible.

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## L

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**LAMBORGHINI JALPA 1987.** RHD, Dark Metallic Blue with cream leather and dark blue piping. 23,000 miles. full service history by Lamborghini until recently when maintained by 'Colin Clark Engineering'. Silhouette wheels. Solid valve conversion, only 2 previous owners. Former concours winner. Mint condition. Car to be viewed at Colin Clark Engineering. £27,500. Tel 0208 444 2246 (Lodnon) anytime.

**LOTUS EXCELL SE CELEBRATION MODEL.** 1991/4. Only 26,000 miles. 2.2 litre, Dark Green Metallic with full tan leather. Full spec including air-con. laser line alarm and stacking CD. Recently serviced and MoT'd. Immaculate throughout. £10,995. Tel. 01792 873359.

**LOTUS SUPER 7 1969.** G-reg. British Racing Green. Full engine rebuild. 1600 Kent engine, twin 40 Webers, new tyres, alloys. Never used in wet weather for last 15 years. MoT 2001, tax exempt £12,950. Tel. 01889 508444 eves or 0850 363121.

**LAMBORGHINI COUNTACH 5000S,** 1985, only 6,800 miles, 1 of 323, 5 litres, LHD, gunmetal grey/black, owned since 1988, simply outstanding, £44,500 offers, part exchange possible, genuine callers only please, N/C. Tel: 020 7381 1511 or mobile: 0958 951 351.

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**LOTUS ELAN DHC,** 1969, red, 2,000 miles since professional rebuild, new body, chassis, engine, gearbox, suspension, steering, brakes. Genuine sale, very reliable, 12 months MoT, tax, N.U. agreed value £23,000, asking £17,000. Tel: 01480 880159.

**LOTUS ELISE,** 1997, factory sport 190 kit, Lotus Racing green, magnolia leather, RFK, driving lights, 8,500 miles, outstanding condition, £19,995 ono. Tel: 01636 626340 or 0976 707395.

**LOTUS EUROPA SPECIAL,** 1973, Regency red, oatmeal trim, 100% restored, £20,000 spent, always garaged, 350R forces sale, £9,995. Tel: 07966 207865, 0207 6100500.

## M

**MASERATI MERAK 2.0 GT,** 1978, silver, LHD, one owner, 5,000 km, air conditioning, Boneschi interior, visible in Milan. Tel: 0039 0226 410777 or 0039 333 3527080, £14,500.

**MERCEDES 230 CE,** 1983, beautiful condition with service history etc, all electrics and ABS, new MoT, taxed, £5,000. Tel: 0208 9867452.

**MERCEDES BENZ 450SL 1979.** Charcoal Grey/Cream. Hard/soft tops. New tyres & exhaust. Full Mercedes Benz service history. 31,000 miles. Fully documented. £10,950 ono. Tel. Eve 01243 586067.

**MERCEDES 280 FHC.** 1968, G-reg, 92,000 miles, elegant and desirable classic. Pillarless coupe, Metallic Gold/Black leather, automatic, always garaged, owned by me for the last 21 years, original '280' reg no VML 280G. Cost the same as a DB6 in 1968. Been to all the best places! £13,750. Tel. 020 8546 1618 or 07836 291791 (London).

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**MERCEDES 300 SL CLASSIC 1989.** Almondine red. Full beige leather rear seats. Immobiliser, 75,000 miles. FMBSH. Immaculate condition £15,500. Tel. 01608 810594 Oxon.

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**MERCEDES 280SL AUTO,** 1969, soft/hard top, blue, CD, radio, alarm, electric aerial, excellent condition, £23,500. Tel: 020 87672130 eve, 020 73678050 (day). Private.

**MERCEDES 350SL,** 1972, light green, full engine rebuild and body restoration 1998, rare manual, excellent condition, £11,500. Tel: 020 8642 8084.

**MERCEDES STUTTGART 260,** 1930, rolling chassis, 2,600 mm wheelbase without engine and gearbox, good condition, best offer. Fax: 0041 22 349 7901.

**MGA 1600,** glacier blue, 1960, Texas car, rust free, excellent body and mechanics, £8,950. Tel: 01520 733478 or email: jp@kld.co.uk

**MGB ROADSTER,** 1972, o/d, teal blue, black leather, 500 dry miles since rebuild on Heritage shell, too many new parts to list, phone for details, £9,700. Tel: 01386 792343.

**MG MIDGETS!** Small selection of properly restored Midgets. Some with new Heritage bodies. £3,955-£6,495. Mike Authers Classics, Abingdon. Tel. 01235 834664.

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**MGB ROADSTER 1964.** Rare Mk 1, show condition, BRG, wires, tonneau, o/drive (valued at £9,500). £8,250 ono. Tel. 0-1628 783 194 or 0973 619243.

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**MERCEDES 450 SLC AUTO LHD.** 1973 white, dark blue int, excellent bodywork, fuel injection just overhauled. 90,000 miles, PAS electric windows/sunroof. £3,500. 020 8977 1946.

**MERCEDES BENZ 1989 300 CE.** Silver Green, Metallic cream, leather interior. 77k with full Merc service history. E/w ESR, radio/CD, elec seats, superb car. Part ex only. £9,750. Tel: 01455 828401.

**MINI 1275 COOPER S MK1,** 1964, Tartan red with black roof, 46,000 miles, unrestored, untouched original, immaculate condition, Heritage certificate, £8,500. Also 1959 850 available. Tel: 0410 731866 or 01273 687974.

**MORGAN 4/4 2 STR,** 1985, red, 17,000 miles only, immaculate condition, £11,250. Tel: 01531 670229 Herefordshire.

## P

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**PORSCHE 911 3.0L,** 1982, blue, 57,000 miles, good history, MoT January 01, pristine condition throughout, £14,500 ono. Tel: 01522 573625 (d) or 01522 888058 (e).

**PORSCHE 911 3.3 TURBO COUPE,** 1980, in immaculate moss green, black leather, recent full body restoration and engine rebuild, new Turbo, tyres, wheels, oil pipes etc, etc. A stunning example of an 80's supercar, £22,995. Tel: 01932 828545 or 0860 912217. Brooklands, Weybridge.

**PORSCHE 356C CARRERA 2,** 1964, 39,500 km, exceptional price, 680.000 FF. Fax: 0033 468852767, tel: 0033 468851725.

**PORSCHE 911S TARGA,** 1974, 2.7 engine, yellow, 35,000 genuine miles, three owners, 16 years with current owner, very clean example, £15,995. Tel: 01924 378958 or fax: 01924 365 655.

**PORSCHE 911 3.2 CARRERA SPORTS TARGA,** E reg., silver, black leather, FPSH, e/windows, e/seats, MoT May 2001, new clutch, sports seats, £17,500. Tel: 01890 882413.

**PONTIAC FIREBIRD FORMULA V8,** 1994, 5-7 ltr T-tops, fully loaded, green metallic, British owned, top of range model, ex-California car, imported recently, absolutely superb throughout, real eye-catcher, £10,995 ono. Tel: 07970 868255 or tex/fax: 01323 842356.

**PORSCHE 911 CARRERA 3.2 CABRIOLET,** 1985/6, Grand Prix white with full burgundy leather, electric seats, sport wheels, Blaupunkt radio, Scorpion alarm, FPSH, clutch and gearbox modified by AFN Porsche. Original UK car, always garaged, 55,000 miles from new, only one owner since 2,000 miles (1986). A fantastic car in superb condition, £23,750. Tel: 020 7602 6788, fax: 020 7603 0927. Serious enquiries only please.

**PORSCHE 968.** LHD, U.S. spec. 1992, Gleaming White/Grey leather trim. Tiptronic. A/C cruise control, Dubai import with modified tailgate. Low mileage. £16,000. 5 minutes from Junc. 4. M42. Tel. (01564) 702231 or 07713 168420.

**PORSCHE 356B ROADSTER,** 1961, LHD, black w/red interior, totally restored 1997, only 6,000 dry miles since, immaculate, £35,000 ovno. Tel: 020 7607, 0467 260 460.

**PORSCHE 911,** 1965, rally car, 9th overall in 99 Tour Auto, current leaders of Europe 356/911 cup, top condition, full FIA docs, lots of parts, GBP 42.000. Fon (Germany) +49 171 483 5555, fax: +49 241 22556.

## R

**RELIANT SCIMITER GTC,** 1986, one owner, genuine 51,600 miles, alloy wheels, hard/soft top, unleaded petrol, last GTC Reliant made, offers over £9,600. Tel: 01252 6177144.

**ROLLS ROYCE,** 1928, 20hp Fabric Bodied Saloon by H.J. Mulliner. Side and rear mounted spares, pretty, lightweight with lots of character and a pleasure to drive, £21,500. The Real Car Co. Tel: 01248 602649, www.realcar.co.uk

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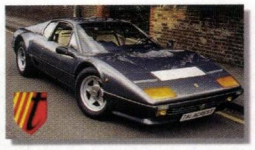
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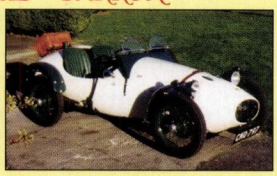
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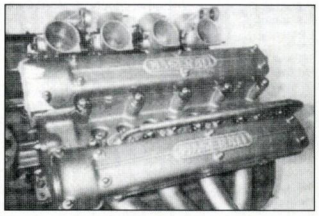
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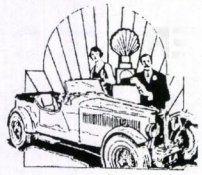
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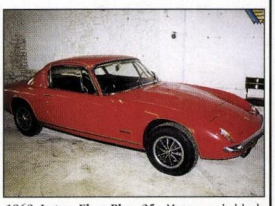
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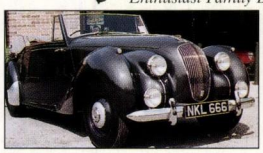
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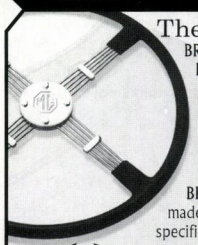
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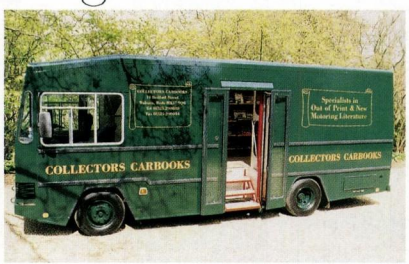
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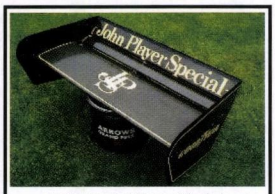
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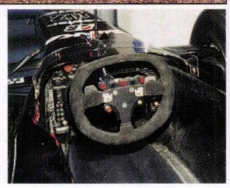
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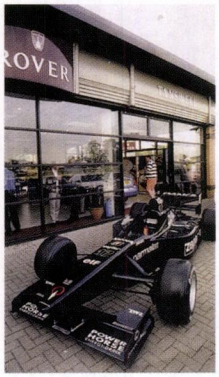

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Dear Gerry,

On our return home both Hildegard and I wish to put on record our appreciation for the hospitality and the service we received at your 'Very Individual Hostelry'.

The food was delicious, your wine excellent and I for one, if not necessarily Hildegard, was very appreciative of your favorite brandy and the delicious Havanas. It was lovely to breathe the healthy refreshing atmosphere of cigar smoke not contaminated by ***Political Correctness*** (a.k.a. **Pernicious Cretinism)** which unfortunately is so prevalent in today's Blairite Britain. A truly memorable experience.

Please convey our thanks and our regards also to Daphne and Roger for look ing after us so well the evening you were in London.

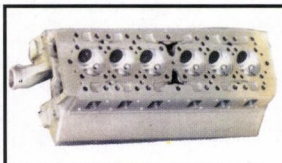
The one thing we both regretted was not to have signed your 'Guest Book' with our comments. I hope that this note will go someway towards rectifying our unforgivable omission.

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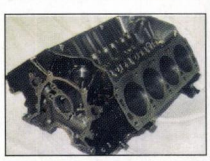
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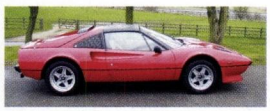
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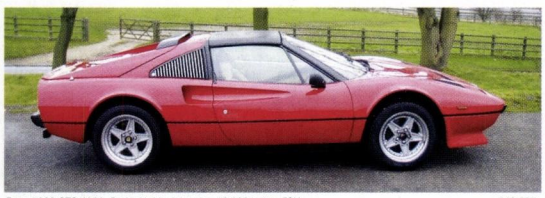
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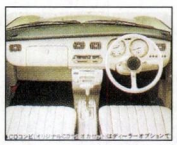
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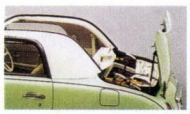
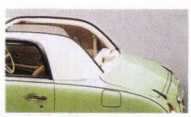
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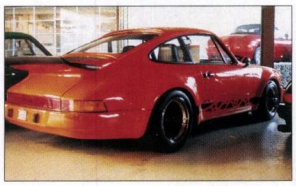
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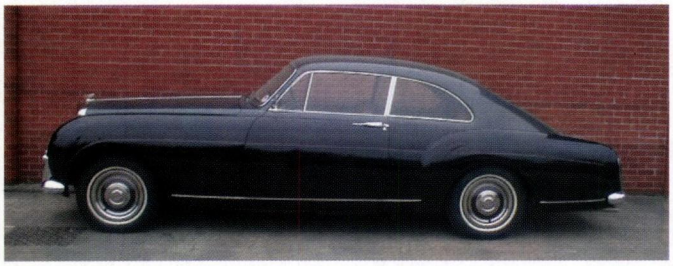
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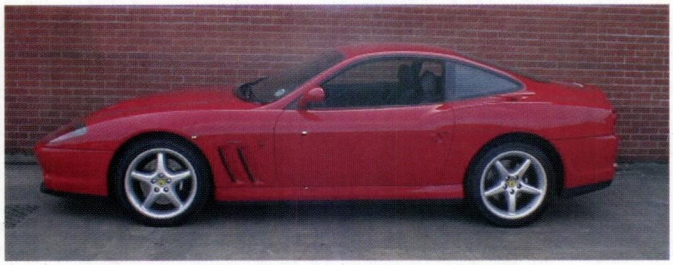
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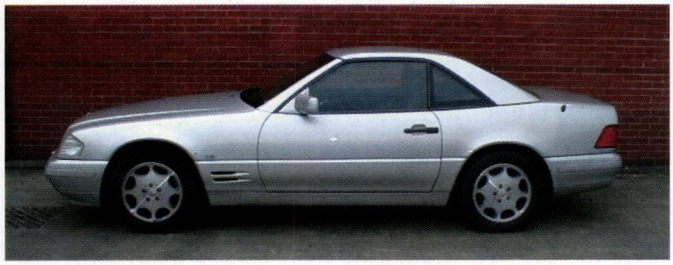
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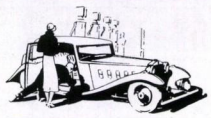
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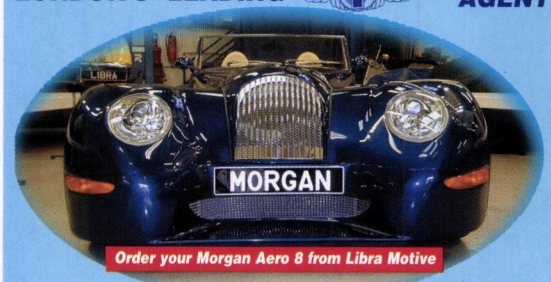
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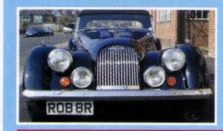
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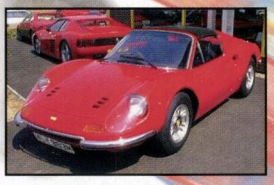
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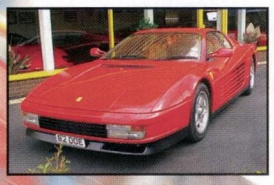
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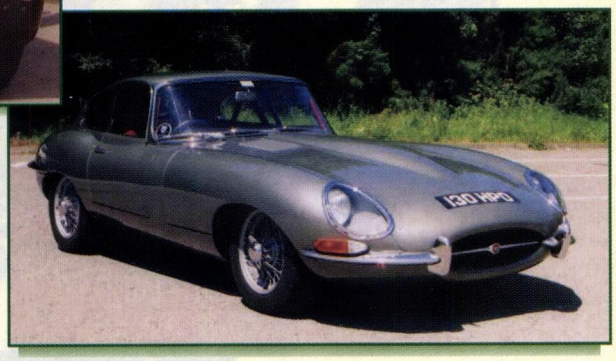



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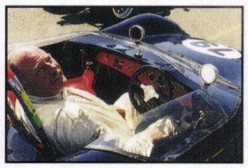
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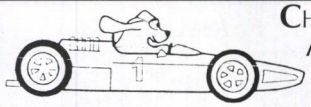
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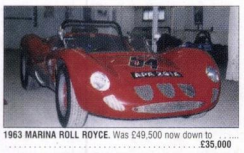
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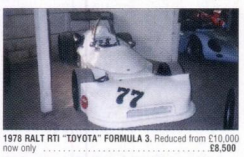
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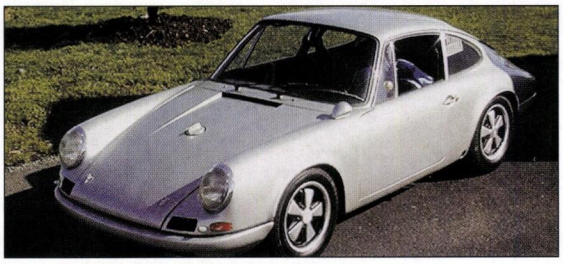
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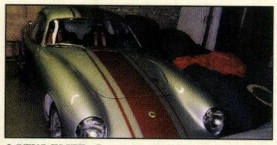
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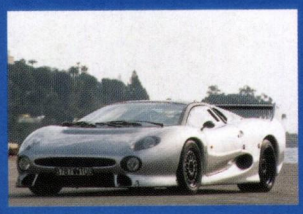
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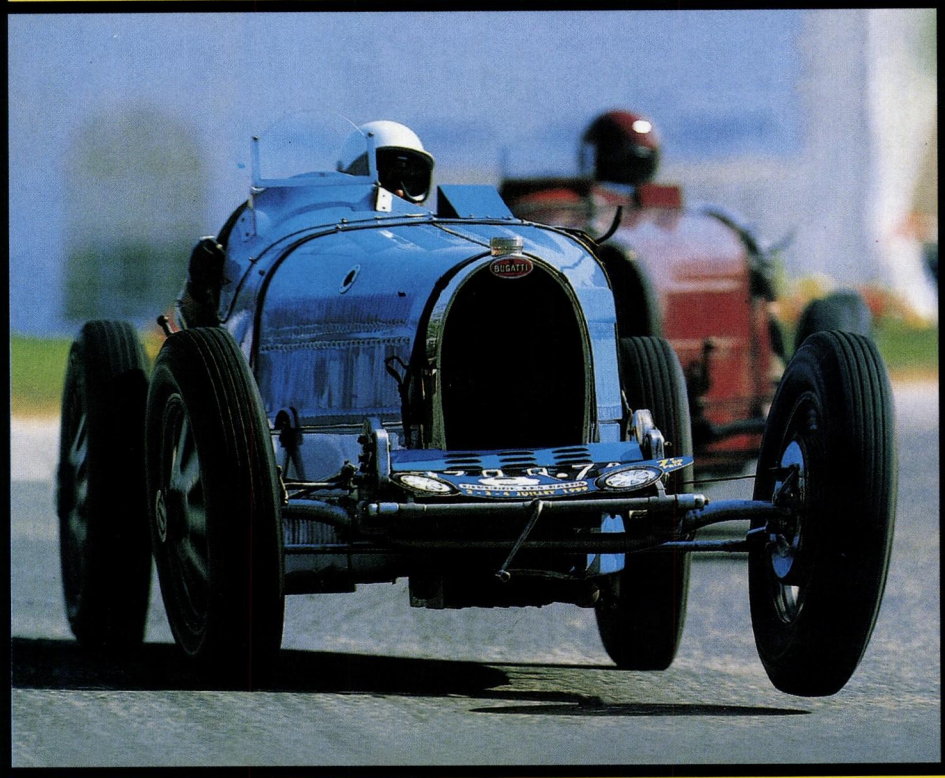



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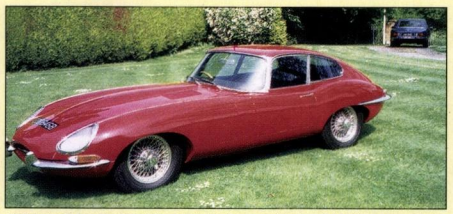
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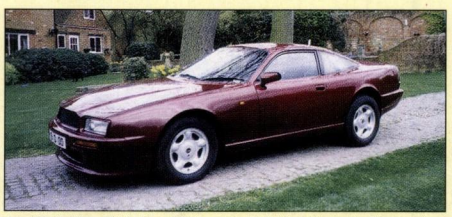
**1979 Aston Martin V8 Vantage.** Finished in chichester blue with magnolia hide and fitted with manual transmission and air conditioning. It has been in the same ownership since 1982 and is in excellent condition with comprehensive service history . . . . . **£29,950**



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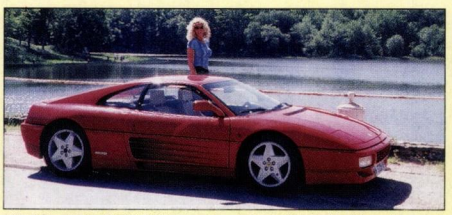
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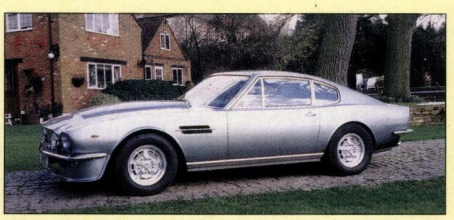
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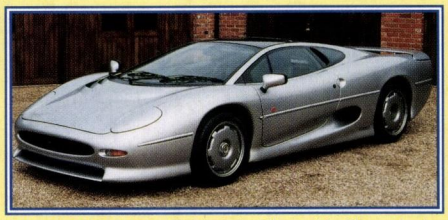
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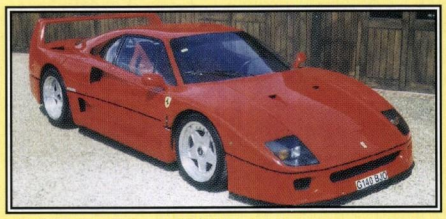
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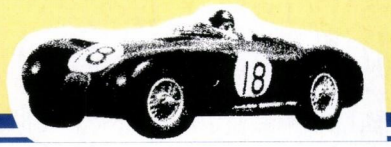
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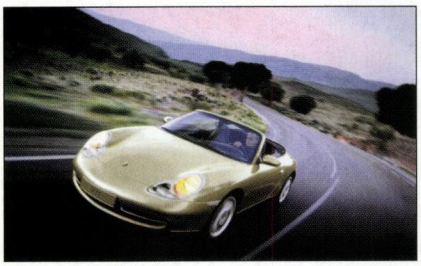
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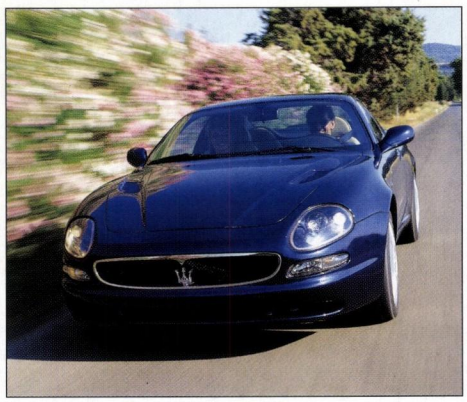
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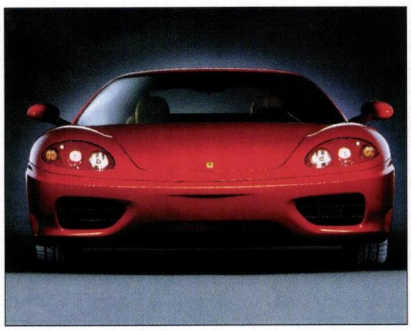
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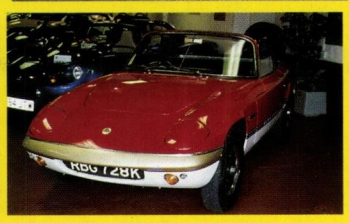
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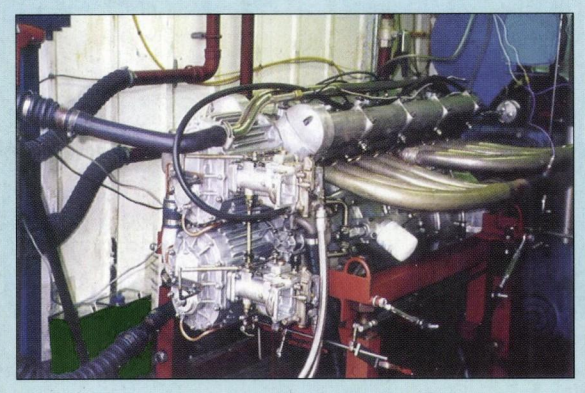
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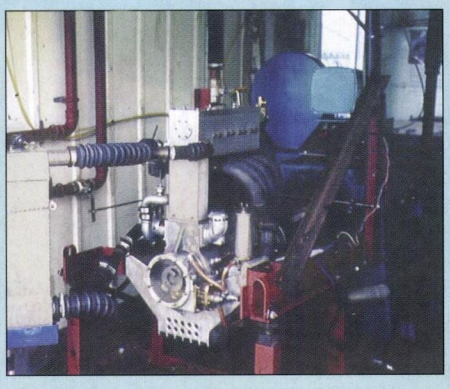
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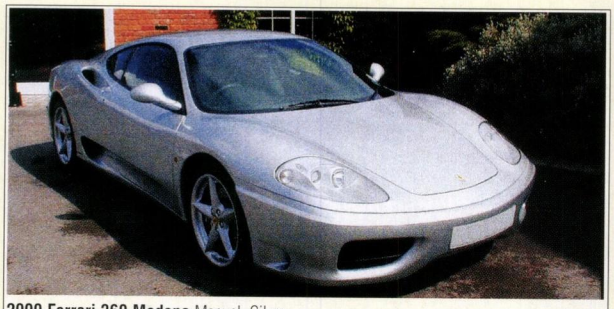
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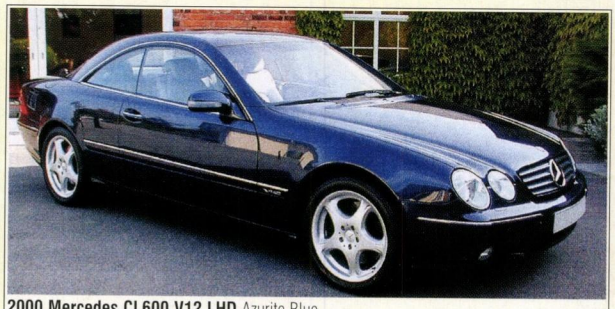
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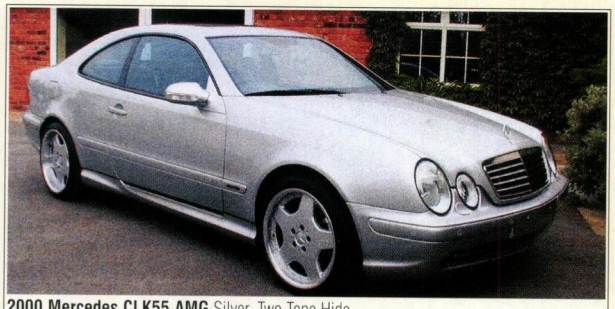
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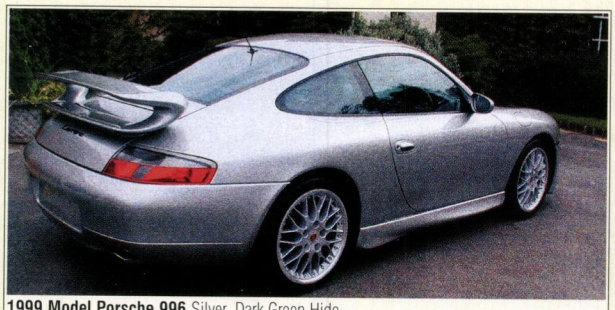
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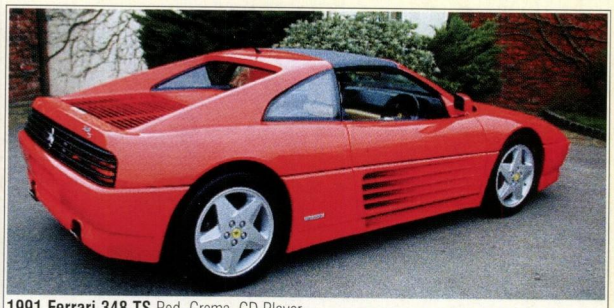
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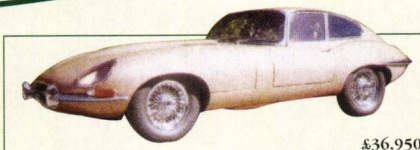
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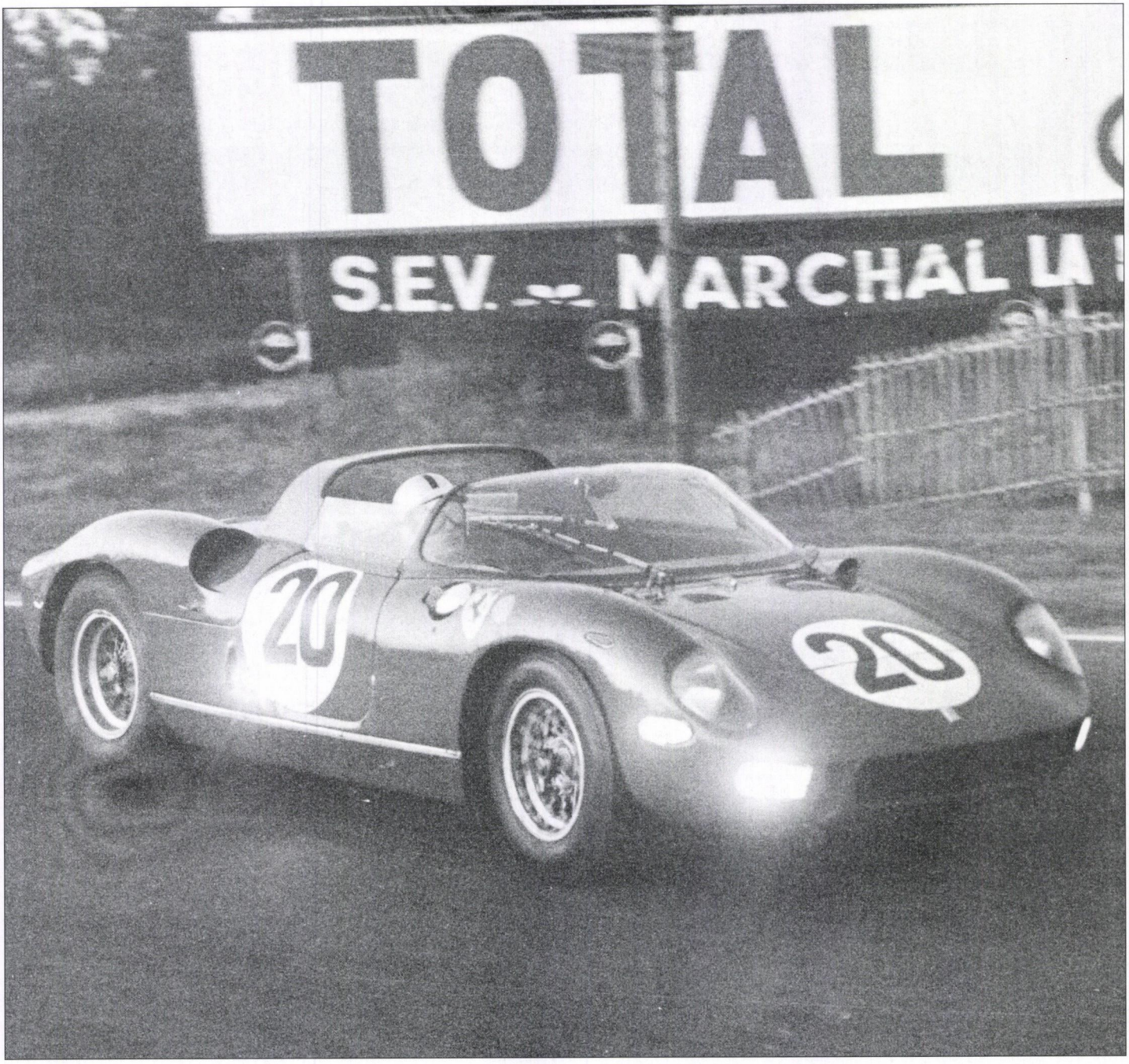
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**JAGUAR XK 140 ROADSTER, RHD** – Dark Blue/Grey hide and Dark Blue carpets, 16" chromed wire wheels, power steering, front disc brakes, J.D. Sport 5 speed gearbox. Subject of a total chassis of restoration to very high standards, unused since. Stunning.

**JAGUAR XK 140 ROADSTER RHD** – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

**JAGUAR XK 150 'S' 3.4 LITRE DROPHEAD, RHD**. – Cotswold Blue/Dark Blue hide and carpets, Dark Blue hood, 16" chromed wire wheels, matching numbers, subject of a total chassis-off restoration with zero miles since, original right hand drive. Very rare, excellent example.

**JAGUAR XK 150 3.4 LITRE S.E. DROPHEAD, RHD**. – Dark Blue/Blue hide and carpets, 16" chromed wire wheels, matching numbers, original right hand drive, 2 owners from new, last owner since 1961, 70,000 miles since new, very rare 9-1 compression engine, early alloy centre dash model, one of the most original, unspoilt XKs you are ever likely to see. Very, very rare.

**JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD**. – Black/Red hide and carpets, colour coded 16" wire wheels, full matching numbers and original factory colour specification, two owners and a genuine 72,000 miles from new. This is the most original genuine right hand drive XK 150 'S' 3.8 Litre fixed head you will ever see, it is a credit to its second owner who had owned the car since 1961. It is in the most original and beautiful condition throughout. Very, very rare.

**JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD**. – Black/Red hide and carpets, 16" chromed wire wheels, original right hand drive, total chassis-off restoration 10 years ago to a very good standard, nicely mellowed useable car. The rarest of all XK Jaguars.

**JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD**. – British Racing Green/Green hide and carpets, 16" chromed wire wheels, matching numbers, original right hand drive, one of 44 cars built, a superb 40,000 genuine mile car which has been the subject of a very light restoration, all original panels, original hood and tonneau, etc. A wonderful original car. Unrepeatable.

**JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD**. – Dark Blue/Grey hide, Dark Blue carpets, Dark Blue hood and tonneau, 16" chromed wire wheels, all matching numbers, subject of a total chassis-off restoration six years ago to a very high standard, uprated brakes fitted. Superb example.

**JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD** – Opalescent Silver/Red hide and carpets, chromed wire wheels, subject of a total restoration five years ago to a very high standard, now nicely mellowed. Excellent example.

**JAGUAR XJ6 4.2 LITRE COUPÉ AUTOMATIC** – Red/black hide and carpets, chrome pressed wheels, 16,000 miles and two owners from new, recently fitted with new stainless steel exhaust and Harvey Bailey suspension. Wonderful original example.

**THE J.D. SPORT MARK II SALOON** – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish.
The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again . . . !

**J.D. SPORT MK II SALOON 4.0 LITRE 5 SPEED MANUAL** – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, X300 4 LITRE JAGUAR engine, electric windows, power steering, electric sunroof, central locking, CD player, remote adjustable seats, air conditioning etc. 1,000 miles only. Superb specification.

**JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE** – Opalescent Silver/Red hide and carpets, competition chromed wire wheels, full syncromesh gearbox, J.D. Sport brakes and rack and pinion steering. Subject of a total restoration four years ago and covered 5,000 miles since. Excellent specification. Superb.

**JAGUAR MARK II 3.8 LITRE SALOON, AUTOMATIC** – Opalescent Light Blue/Dark Blue Hide with Grey carpets, chromed wire wheels, an excellent J.D. Classics modified car, updates include: late automatic gearbox, rack and pinion steering, air conditioning, J.D. Sport vented disc brake conversion, J.D. Sport front seats with arm rest and all leather interior, multi change CD player, telephone, J.D. Sport alloy radiator, etc. Superb example.

**JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE** – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full syncromesh gearbox, J.D. Sport modifications include fast road engine, suspension, exhaust system, brakes, alloy radiator, seats, etc. Alpine stereo system, tinted glass, fully restored by ourselves three years ago. Very low mileage since. Superb detail throughout.

**JAGUAR MARK I 3.4 LITRE SALOON, SPECIAL EQUIPMENT** – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for one of our directors 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

**J.D. SPORT 'S' TYPE SALOON, 4.5 LITRE, 5 SPEED MANUAL.** – Opalescent Silver/Dark Blue hide and carpets, chromed wire wheels, J.D. Sport 330 BHP fuel injected engine, modified plenum chamber and management system, hand made stainless steel exhaust system, alloy radiator, solid billet alloy machined reservoirs, full J.D. Sport suspension including in-car remote adjustable shock absorbers, remote in-car adjustable power rack and pinion steering, climate control, electric steel sunroof, power windows, central locking, electric heated seats with memory, navigation system, telephone, high quality sound system, full leather interior, etc., etc. Built to our own usual impeccable finish. The ultimate S type saloon.

**J.D. CLASSICS C-TYPE ALL ALUMINIUM 1953 LE MANS SPECIFICATION BODYWORK** – Torsion bar suspension, correct type chassis, body dimensions etc, complete rolling chassis and body minus engine and gearbox. We have been producing our 'C' types for the past 4 years at the rate of 2 cars per year. This is the first part completed car to be offered. We can complete this car to your final specification if you wish.

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# STILL CRAZY AFTER ALL THESE YEARS




Clutton Album

In 1934 a group of young men formed a club –
The Vintage Sports-Car Club –
with the peculiar aim of racing old cars.




Roger McDonald

66 years later this simple idea has become a world-wide passion, but still the best place to see great cars doing what they do best – in a friendly, informal atmosphere – is a VSCC meeting. And there is none better than the garden party that is VSCC Prescott.

**PRESCOTT SPEED WEEKEND –**
**SATURDAY AND SUNDAY 5TH AND 6TH AUGUST**

in association with MOTOR SPORT

Prescott is off the A435 between Gotherington and Gretton, Gloucestershire.
Public admission is £5 on Saturday and £10 on Sunday.
For more information call the VSCC on 01608 644777, Tuesday to Friday, 9.00am to 5.00pm.

THE VINTAGE SPORTS-CAR CLUB

THE CLUB THAT SPARKED A PASSION

# History in the Making

**Ted Ward reports.**

**In 1990 after many years of working in motorsport sponsorship, Javan Smith decided he'd had enough of the stress and strain of the corporate world.**



It was time for a radical change in his career. A gift of a beautiful 1/8th scale promotional model of a Formula Three Reynard helped to prompt his decision to embark on a new venture to build scale model formula racing cars for the current teams and their sponsors.

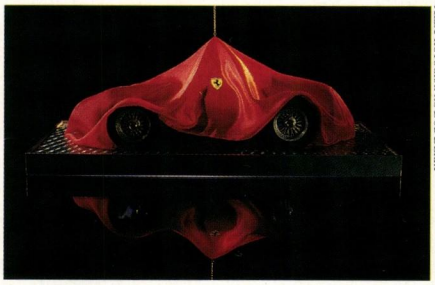
His first attempt to create an accurate scale model was a painstakingly slow process, taking over twelve months to produce. Javan was successful in selling a good number of models to the teams and sponsors, but his enthusiasm wasn't with modern racing cars. Javan remarked "I suppose it was my age but creating models of the 1990 single-seater racing cars may have been commercially rewarding but my heart lay with the racing and sports-racing cars of the 1950's and 60's".

Javan decided to try his hand at building himself a 1/8th scale example of his favourite sports racing car ever, the "D" type Jaguar.

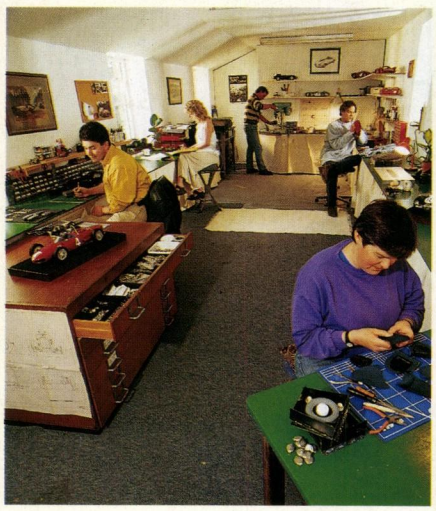
The completed model generated a huge response friends and acquaintances began to ask if he would build examples of the "D" for their private collections. For the second time in its illustrious history the "D" Type was a huge success and Presentation Models was born. Over the next ten years Presentation Models went from strength to strength; today the company is recognised the world over for its range of exquisite, one-eighth scale historic grand prix and sports racing cars.

Javan has since relinquished his control of the company and his son Brendan now runs Presentation Models. Brendan and his team of James and Jamie assisted by Gill and Linda continue to build the company's established range of models. They take great pride in announcing the launch of the first in an exciting new series of four Limited Edition 1/8th scale historic Formula One Racing Cars, aptly named "The Monoposto Collection". Strictly limited to 100 examples world wide the collection will become the company's flagship, taking the level of detail, finish and quality of presentation to new heights.

The company's aim is not to produce a feat of engineering but to create a beautiful object of art, which captures both the essence of an era together with the magnificence of the car. The first car in "The Monoposto Collection" is widely considered to be the most stunning and certainly successful Ferrari of all time, the 1952 Ascari Monoposto 500 Ferrari. The introduction of this new series of four Limited Edition Models has already created an immense response from established clients around the world. More than 50 of the 100 Ferrari 500 models to be built during the pre-launch phase have already been ordered. This positive response indicates the company is well on course and has excellent potential for the future, thanks to Javan Smith's original concept and the expertise and commitment of the current team.



All Photographs Bob Berry



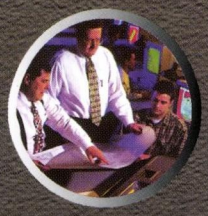


*Above Left: The exquisite hand built wheel from a C-Type Jaguar. Above Right: The 1/8th scale Ascari Monoposto 500 Ferrari due for launch in August. Far Left: A day at the office for the craftsmen and women of Presentation Models. Left: The team (left to right) Linda, James, Gill, Brendan and Jamie.*

**For more information on the Monoposto Collection please contact Brendan or James**

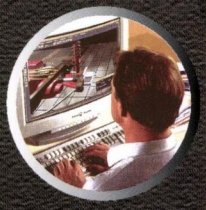
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The Monoposto COLLECTION

















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