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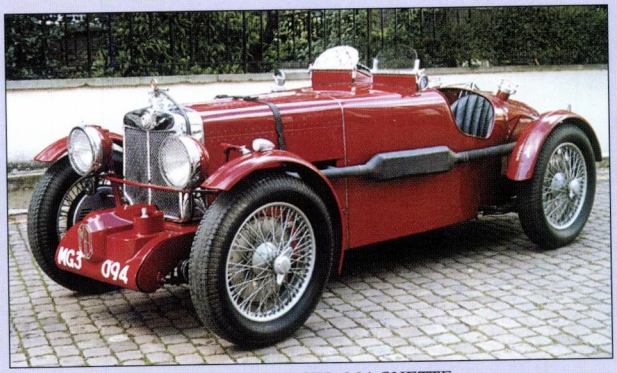
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EXPERTS IN THE ACQUISITION AND SALE OF THE WORLD'S MOST IMPORTANT MOTOR CARS



1953 ASTON MARTIN DB2 DROPHEAD COUPE

Having been enjoyed by only four owners throughout its life, this excellent example of this British sports car is in excellent, original condition. The blue coachwork and complementary interior have recently received sympathetic restoration where necessary. One of only 49 drophead coupes produced, this remains a rare and usable model from this famous English marque.



1934 MG K TYPE SUPERCHARGED MAGNETTE

One of the most exciting two seater six cylinder supercharged British sports cars of its period, this K type, supplied new by University Motors in 1934 has been a regular sight in Historic motor racing events around the country. Featuring all the correct performance parts of the period, it remains a very competitive VSCC entry or a highly entertaining road car.



1960 FERRARI 250GT COUPE SPECIALE

This unique and stylish Pininfarina two seater coupe was built to the personal order of a wealthy Italian Industrialist with coachwork to his own specification, including covered headlamps and split bumpers. Now UK registered and finished in forest green, this remains a stylish and eminantly usable 1960's V12 front engined road going Ferrari. Regrettably few personally commissioned Ferraris with unique features were ever built during this period so this car is one of the rarest front engined V-12 cars to exist.



1955 MERCEDES-BENZ 300SL GULLWING - RIGHT HAND DRIVE

This is the 'Jumbo Goddard' right hand drive Gullwing Mercedes and is one of only a handful of these 1950s supercars in right hand drive specification and thus is extra ordinarily rare and desirable. The car has recently competed in the gruelling Italia-Classica, for which it was prepared by the reknowned specialist CKL Developments.

1931 Alfa Romeo 6C 1750 Gran Sport
1930 Alfa Romeo 6C 1750 Gran Sport
1939 Alfa Romeo 6C 2500 Supersport
1931 Alfa Romeo 8C 2300 Long Chassis
1931/6 Alvis Silver Eagle Special
1966 Aston Martin DB6 Volante
1956 Austin Healey 100/6
1960 Austin Healey Ex Works 3000 Ex Swedish midnight sun rally and Tour of Corsica
1926 Bentley 3 Litre Open two seater
1929 Bentley 4 1/2 Litre VDP style tourer
1937 Bentley 4 1/4 litre Gurney Nutting 3 position DHC. Unique
1930 Bentley Speed Six
1933 Bugatti Type 59 G.P. Replica
1937 Cord 812 Convertible Phaeton
1937 Delahaye 135 Competition 2 seater
1950 Delahaye 175S Ex Jean Trevoux & Louis Chiron
1962 Ferrari 250 GT SWB
1959 Ferrari 250GT LWB California Spyder
1960 Ferrari 250GT Speciale
1970 Ferrari 365 GTC
1931 Invicta Low Chassis S Type
1936 Lagonda LG45
1934 Lagonda M45 Team car type tourer
1960 Lotus 18 2 1/2 litre Grand Prix Ex Jim Hall
1955 Lotus Mark X Ex Cliff Davis Goodwood car, FIA papers
1955 Mercedes-Benz 300SL Gullwing
1934 MG Supercharged K type Magnette
1967 Porsche 910 Ex Gerhard Mitter, Mugello 500kms winning
1954 Rolls-Royce Silver Dawn
1949 Veritas Meteor Streamliner
1973 Vollstedt Offenhauser Indy car

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LE MANS CLASSIC
21-22 September 2002

editorial



A DOZEN OF STIRLING'S DRIVES were nominated. Yet no-one thought to mention his stunning performance at Aintree in 1957 – a typical recovery from early dramas – that opened the British floodgates in grand prix racing.

Experts, what do they know?

I mean to say, not a single Ronnie Peterson drive made it into our Top 100. One of the jury stuck Superswede's 1974 victory in Monaco towards the tail-end of his personal Top 10. Another had the wit to vote for 'Ronnie hammering through Woodcote, in anything'. Bah!

But that, actually, is the joy of such lists. Wins, points, places and titles are objective. The bulk of everything else that makes motorsport so fascinating is subjective: histories and memories, and the opinions that spring therefrom.

I mean to say, who, for instance, would rate Ayrton Senna's drive at Donington in 1993 as the best ever? All he had to do was beat Alain Prost, never that keen on the wet, Damon Hill, in only his third start for Williams, and a traction control-less Michael Schumacher.

Okay, so that first lap was sensational. But Rubens Barrichello's Jordan went from 12th to fourth at the same time. And very few remember that.

Some of those who do will point out that he benefited from JJ Lehto's warm-up lap crisis and the collision between Karl Wendlinger and Michael Andretti. They'll also note that his car was fitted with traction control, whereas two of those he passed – Johnny Herbert's Lotus and Riccardo Patrese's Benetton – were not.

Others who remember will point out that the Ferraris of Gerhard Berger and Jean Alesi did – and that Rubens passed them on that lap, too. They will also stress that the Brazilian was not yet 21 and in only his third grand prix.

There are always plenty of objective facts with which to pepper such arguments. Yet these debates will rage ceaselessly. For there is no right answer. A fact you might agree with once you have perused this month's offering. I look forward to the resultant mailbag.

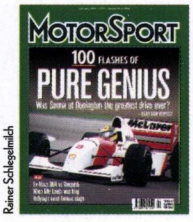
I might, however, be able to take some sting out of your poised pens.

Of course Roger Clark's 1972 RAC Rally win was mentioned in dispatches. As was Eugenio Castellotti's epic 1956 Mille Miglia victory. As was Luigi Fagioli working wonders with a standard Lancia Aurelia in the 1952 event. As was Elisabeth Junek's temporary lead of the 1928 Targa Florio. As was Pedro Rodriguez's mind-bending win in the 1971 Österreichring 1000Km.

Nor was Johnny Claes forgotten. Nor was Andrea de Cesaris. Nor David Kennedy. Nor Hap Sharp. Not even Jack 'Gelignite' Murray.

That was the subjective bit. What followed was a scrupulous tallying and collation of the ratings you can mull over on pages 23-51. All totally objective.

All subject to debate.



Rainer Schlegelmilch

Ayrton Senna heads for victory in the 1993 European GP at Donington Park

Vol LXXVIII No 1 JANUARY 2002

CONTENTS

SEVENTY-NINTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



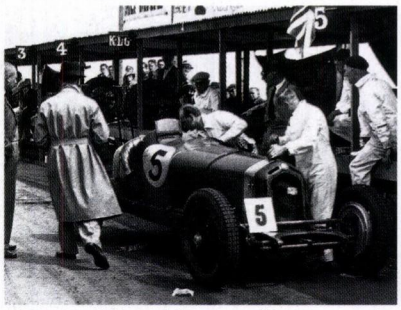
What were the 100 greatest drives of all time? *We asked the experts, and though there is no accounting for taste, we've tried to justify their choices in our definitive list. Get ready to grumble. Page 23*



Aston thrillers *Let loose in ex-Moss DB4 GT and the all-new 460bhp Vanquish. Page 66*



Lauda and prouder *The great man's era, as captured by Rainer Schlegelmilch. Page 54*



Fast and Luis *The young Mr Fontes made a startling impact in the mid-1930s. Page 72*

MATTERS OF MOMENT 4
LETTERS 6
MODERN TIMES/*Simon Taylor* 12
SUBSCRIPTIONS 14
LEGENDS/*Nigel Roebuck* 16
NEXT MONTH 20

THE 100 GREATEST DRIVES 23
Drives 100-51 24
Drives 50-11 28
Drives 10-1 42

The Car I Wish I'd Designed: Ted Cutting 52
The Lauda Era in Pictures/*Rainer Schlegelmilch* 54
The One that Got Away: Björn Waldegård 62
DB4 GT vs Vanquish/*David Malsher* ... 66
Luis Fontes/*Bill Boddy* 72
TrackTests: Col de Turini/*John Davenport* 78

REVIEWS 89
BILL BODDY 92
PARTING SHOT 98



Max Mini attack *Blowing the bloody doors off over the Col de Turini – and other stages. Page 78*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

BRITISH MOTORSPORT UNDER THE COSH

AS WE WENT TO PRESS, BRITISH MOTORSPORT WAS facing a three-way state of emergency:

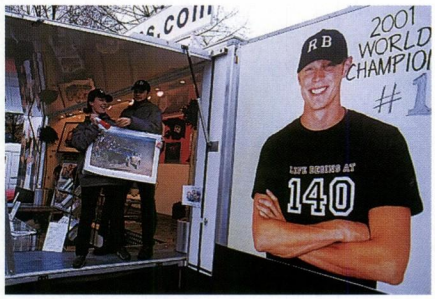
Silverstone was threatened with the removal of its 2002 grand prix to Paul Ricard in France. Britain's round of the World Rally Championship was being reviewed following an accident involving spectators and a competing car. And our latest world champion was embroiled in a contractual wrangle that could force him onto the sidelines for 2002.

All of the above might have been resolved by the time you read this – gridlocked Silverstone's fate was to be confirmed when the FIA World Council met in Monaco on December 14 – but there are longer-term ramifications.

Being at the hub of global motorsport has its attendant problems. Our events have to be whiter than white, better than the best. It's vital we don't become complacent. For though motorsport would not be where it is today without us, that needn't mean it will always lean on us so heavily. Minardi's recent Malaysian deal shows how developing countries are hungry for some of motorsport's cake.

And although power-brokers Bernie Ecclestone and Max Mosley are British, that doesn't mean they will automatically favour us. If anything, political niceties force them to be tougher on Britain than on other countries.

And although Formula One teams like Williams are, to us, intrinsically British, to the rest of the world they are a global product, a position their brand managers promote and exploit.



Above: Peugeot and Subaru fight over Burns…
Below: …Paul Ricard and Silverstone for a GP

Television is strengthening the sport's financial clout – and weakening our grip on the sport.

TV changes everything. A modern world rally, with its squeaky-clean centralised service halts and tight-knit routes, are alien to anyone who spent five days charging along country lanes in England, Scotland and Wales in an attempt to keep up with an RAC Rally of the early 1980s. Trouble is, we can reminisce about the past, but we cannot live in it.

Plain and simple, rallying must get itself on the gogglebox if it's to flourish. And its new deal with Channel 4 (an hour's coverage each night of each event) will achieve that. And that's why Subaru don't want 'their' world champions Richard Burns and (co-driver) Robert Reid parading in front of the cameras dressed baseball cap to boots in Peugeot togs. It's also why the series organisers, more than ever, don't want cars flying into crowds, which is exactly what Carlos Sainz's Ford did on Rally GB.

Coverage can be double edged. Especially when the stakes are so high. Manufacturers (of which few can be British!) and their millions are flooding in, making noises about running their own Formula One series in the post-Ecclestone era. They still, in general, rely on British expertise and our flexible working hours, but the mix is becoming increasingly international, increasingly homogenised.

It's evolutionary rather than revolutionary, though. British motorsport, we are sure, will emerge from the other end changed, but stronger for it. Which is vital because, as the BTCC has shown, as WRC will surely confirm, manufacturers come and go. For their motivation is driven by screen-time and market share – not by a love of the sport. While their VIPs are helicoptered into Silverstone, it's the grassroot fans who are stuck in traffic. The same fans who attend club meetings at Mallory. The same club meetings that nurture the next generation of drivers, designers, mechanics, etc.

On such foundations are empires built.

Paul Fearnley



all: LAT

FORMULA 5000 BOOM PREDICTED

THE F5000 REVIVAL MOVEMENT IS confidently predicting strong grids for an eight-race programme across Europe in 2002. Having had 23 cars take part in the 2001 programme, the FORCE team believes that up to 45 cars are due to compete next season.

Former champion Bob Evans is one of the drivers looking to contest the series, having had his F5000 enthusiasm rekindled by the MOTOR SPORT track test earlier this year. His former entrant Alan McKechnie is planning to help him get back into racing.



Ex-champ Evans plans return with old team

Definitely due to return to the circuits is the Chevron B24 Peter Gethin took to victory in the 1973 Race of Champions. Anthony Taylor has acquired the car and is converting it from Can-Am trim to original specification.

The FORCE F5000 season kicks off at Nogaro, France, on April 21, and will include races at Mondello Park, Brands Hatch and Silverstone.

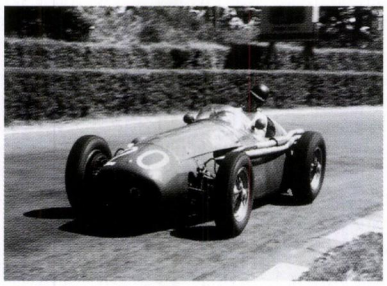
obituary

Bruce Halford

ONE OF THE LEADING PRIVATEER RACERS OF the 1950s, Bruce Halford, has died after a long illness. He was 70.

The Torquay-based driver made his competition debut in 1954 at the wheel of a Riley TT Sprite. Just two years later, he started his first GP, at Silverstone, in a Maserati 250F. By which time his converted Royal Blue coach was a familiar sight in European paddocks. With a top speed of 38mph, it required a great force of will to get this over the Alps: Torquay to Syracuse was three days of hard slog!

Halford raced the ex-Bira Maserati for two seasons, tackling six world championship grands prix, before successfully switching to the Mo Gomm-bodied 'Flat Iron' Lister-Jaguar in 1958.



Halford races Maserati 250F at Pescara, 1957

The following season, he was back in single-seaters, having persuaded Colin Chapman to part with a year-old Lotus 16. He loved the look of it, and preferred its handling to that of the 250F, but it proved unreliable. He tackled 17 races with it in 1959. And finished just one.

In 1960, he contested his final two GPs, failing to qualify a Cooper at Monaco, but recording his best finish, (eighth) at Reims, even though his Cooper was not running at the finish.

That same season he drove the last D-type to run at Le Mans. He and Ron Flockhart were third at one point, but eventually retired with engine problems.

His 'first' career came to a halt at the same race the following year. He crashed the Ecurie Ecosse Cooper Monaco at Dunlop Curve and was thrown out. His injuries might have been worse, but they were enough to make up his mind.

He returned to the sport in the late 1970s, and enjoyed a very successful 'historic' career in a Lotus 16 until the mid-80s.

MORGAN AT LE MANS

THE BEST-KNOWN RACING MORGAN is set to return to the circuits in 2002 after a complete restoration.

The Plus 4, TOK 258, that won the Le Mans 2-litre GT class in 1962 is now scheduled to return to France this September for the Le Mans Classique.

Driven at Le Mans by Chris Lawrence and Richard Shepherd-Barron, it also won the GP de Spa three-hour GT race in 1963, and enjoyed a 16 -year career.

After many years in storage, the car is now being restored by Rick Bourne at Brands Hatch Morgans.

It's hoped that Lawrence will drive the car in September to mark the 40th anniversary of its most famous victory.

SPANISH SWITCH FOR TGP

THE FIA THOROUGHBRED GRAND PRIX Car Championship will make its Jarama debut in April as part of the centenary celebrations for the Spanish motorsport governing body.

The 2002 TGP calendar will kick off at Jarama over the weekend of April 13-14 as part of a two-year deal linked to the celebrations of the Real Automovil Club de España (RACE).

Jarama hosted the Spanish GP for most of the 1970s (below, 1979), so it will be a homecoming for many of the cars in the TGP series.

In recent seasons, TGP has raced at Barcelona, but that fixture has been dropped in favour of the Madrid track.

The International Supersports Cup is also believed to be in negotiation with RACE about the meeting.



news in brief

THE INTERNATIONAL SUPERSPORTS Cup is poised to return to its former glory following the news that the rival German- and British-based series will join forces for 2002. The new management team is headed by German racer Silvio Kalb.

* * *

ALTHOUGH DETAILS ARE YET to be confirmed, a classic race meeting is likely to be run at Rockingham over the weekend of May 25/26 next year. An enhanced repeat of the British sportscar weekend held in 2001 in conjunction with the MG Car Club is one option.

* * *

FRANK FENNEL'S MERCEDES 300SE won the inaugural Rally of the Tests revival, which took place last month. The Irishman held off a strong challenge from Geoff Awde's MGA.

* * *

PETER HACKETT IS COMPILING a register and history of all PRS Formula Ford cars produced in the late 1970s and early '80s. If you have any information, call him on 0161 480 0594 (eves).

* * *

THE SUCCESSFUL FERRARI celebration meeting held at Brands Hatch in July is set to be repeated over the opening weekend of August 2002.

* * *

THE INTREPID MORGAN three-wheeler pilot Gary Caroline has been confirmed as the winner of the 2001 MOTOR SPORT Trophy by the VSCC. Caroline outscored John Ure and Stuart Harper to clinch the award.

* * *

THERE ARE PLANS AFOOT TO stage a race revival meeting at the Mount Panorama circuit, Australia, in Easter 2003.

* * *

WE REGRET TO RECORD THE death of Frank Stroud, the owner for 40 years of Chater's Motoring Bookshop.

LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-Mail (please include address):** motorsport@haynet.com

The Editor reserves the right to edit all letters

THE DREYFUS AFFAIR

SIR,

In your November issue, William Cash states that the defeat of Mercedes-Benz by Delahaye at Pau in 1938 was 'One of the greatest upsets in motor-racing history'. Not only is this a ludicrous claim, but his story also contains a number of errors.

Mercedes-Benz certainly expected to win, for the Pau GP was a minor event which they regarded as a useful shakedown for the new 3-litre W154s before the season proper got under way. When they were beaten by René Dreyfus, Mercedes were not very pleased with themselves, but regarded it as a hiccup and nothing to be worried about.

Mr Cash describes Adolf (not Adolph) Huhnlein as 'team boss' of Mercedes-Benz. He was no such thing. He was a career soldier whom Hitler had put in charge of motorsport; his job was to oversee the organisation of all events that took place in Germany, from motorcycle trials to grands prix.

He also describes him as a 'ruthlessly professional Hitler puppet' and 'humourless'. But when I was writing *Racing The Silver Arrows*, Mercedes technical director Rudolf Uhlenhaut told me Huhnlein was "a decent fellow, but we didn't take him seriously".

Mr Cash states that Huhnlein 'had chosen to unveil the latest silver Mercedes racing car to the world' at Pau. This is untrue. Uhlenhaut made it clear that Huhnlein had nothing to do with the racing programme of Mercedes (or Auto Union). The decision to compete at Pau, and elsewhere, was taken by team manager Alfred Neubauer, in consultation with the Daimler-Benz Board of Directors.

I have seen no evidence that Huhnlein was present at Pau. He seldom attended foreign events, and when he did so – to Monaco in 1935 and Berne and Donington in 1938, for example – photographs show him in civilian clothes. The Nazi uniform was saved for German events.

Mr Cash claims that Uhlenhaut chose a supercharged 3-litre engine in 1938 (rather than the alternative, an unsupercharged 4.5-litre) because 'his engineers had been secretly developing supercharged aero-engines for the reborn Luftwaffe'. In fact, the decision was taken because Mercedes had been racing supercharged engines since the mid-1920s and were fully conversant with them.

A month after their Pau victory, Mercedes put Delahaye (and everything else) in their place at Tripoli. They finished 1-2-3, with Dreyfus way back in seventh – almost 26 minutes behind.

The result of the 1938 Pau GP was a fluke, not one of the greatest upsets in motor-racing history.

I AM, YOURS ETC,

CHRIS NIXON, TWICKENHAM, MIDDX

FRONTIERES MAN

SIR,

Your article on the Chimay circuit (December issue) brought back memories of that same 1972 meeting. Although you didn't mention Formula Ford, there was an FF race there that year, and I took my Crosslé Mk20 and stayed in a nearby village above a butcher's shop.

There was no circuit map with your article, and I recalled setting off for first practice having no idea which way the road went. I drew a diagram for my logbook afterwards and enclose a copy (below).

It was such a joy to find oneself driving a single-seater on the public road, that for the first couple of laps, I drove round admiring the scenery. As soon as one pressed on a bit, though, it became clear this was a place that demanded respect.

The road was narrow and lined with telegraph poles, trees, ditches and buildings. The most daunting part was the rush down into the outskirts of Chimay. You tore through several winding sweeps, at 130mph plus, between tall buildings barely removed from the road's edge, with the dodgy still-curving braking area coming up fast (marked by a zebra crossing at a petrol station).

The circuit's long straights made for superb slip-streaming. Danny Sullivan was in this race and no doubt the experience served him well years later in oval racing. On the downhill run after the chapel I could get 600 extra revs in a good tow off Danny and others, an increase of nearly 15mph.

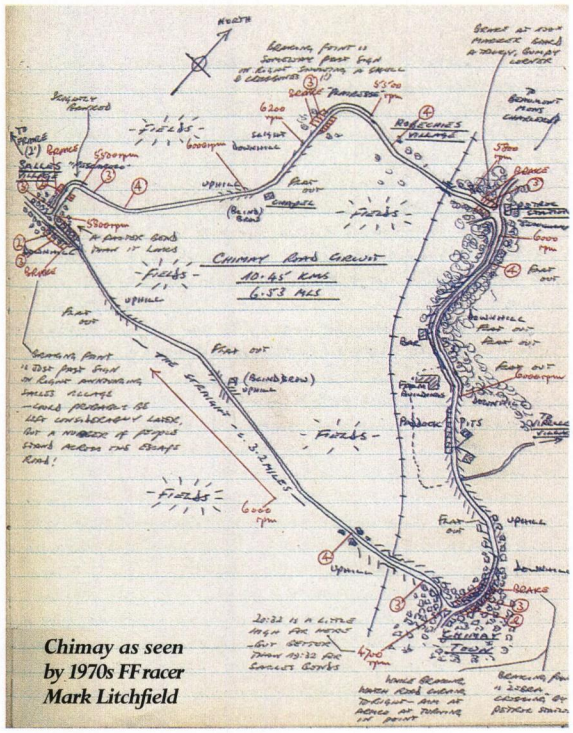
The track was not without its problems, however. During practice, I had to swerve for a dog that was trotting along the track. Another driver was surprised to encounter an old man on his bicycle. The braking for the downhill approach to the corner in Salles might have been left later were it not for the spectators lined across the escape road. The paddock was a sticky, muddy field. The loos were even worse than the old Nürburgring ones.

But everyone was friendly and the organisers were carrying on a great tradition.

It was sad that, largely I think due to a saloon car fatality that year, the circuit was changed and later races were not the same. Apart from the Targa Florio course, which went on for a few more years, Chimay was the last real road circuit and I feel privileged to have driven on it.

I AM, YOURS ETC,

MARK LITCHFIELD, BOXLEY, KENT



Chimay as seen by 1970s FF racer Mark Litchfield

* * * *

CAPITOL MAGAZINE!

SIR,

Just a note to say that the October edition of MOTOR SPORT, with the special section on '200mph Heroes' and the 'Truck or Treat?' photo spread, was first-rate.

Your staff did an excellent job. Please pass on these good words.

I AM, YOURS ETC,

RAY LUSTIG, THE WASHINGTON POST

* * * *

CHARISMARIO!

SIR,

As a lifelong follower of Mario Andretti, I was disappointed to have to miss his book-signing in London. In the hope that Mario still might sign a particular piece of memorabilia, I contacted the excellent staff at Sports Pages bookshop.

To my amazement, within the hour, David Bull (the book's publisher) called and said Mario was happy to meet me on Saturday evening at his hotel.

So it was I travelled to London and enjoyed a surreal few minutes waiting in the lobby of a hotel as my all-time sporting hero came down to to see me. Having gone around the world and endured huge crowds clamouring to get a glimpse of their favourite driver, this was an amazing turnaround.

I was as star-struck as I expected to be and forgot most of the questions I had planned. No matter.

I wonder how many other sportsmen, let alone the current batch of F1 stars, would be so gracious as to put themselves out in such a manner?

I AM, YOURS ETC,

MARK FRANCIS, SALISBURY, WILTS

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LETTERS FROM READERS

BURSTING THE BUBBLY

SIR,

The article in your November issue about Dario Resta describes Jules Goux as drinking champagne on his way to victory in the 1913 Indianapolis 500-mile race. This is not true. The allegation was thoroughly investigated at the time and determined to be false – but seems to have become a racing legend.

The race was run under the auspices and control of the AAA Contest Board, whose Rule 68A explicitly stated that, 'The use of intoxicants by officials, drivers, mechanics, attendants, etc. is strictly prohibited during any contest under penalty of disqualification'. This was in effect from the founding of AAA in 1902 until it quit being involved in racing at the end of 1955, and was strictly adhered to over that entire time.

The allegations against Goux, made by local reporters, were immediately investigated by David Beecroft, the on-site AAA Contest Board member responsible for the conduct of the event. His report, dated June 4, 1913, to the AAA Contest Board Chairman, William Schimpf in New York, contained the following reference:

'Mr W L Esterly [an assistant to Beecroft], who was our man in charge of the European pits, and who was physically present during every pit visit made by Mr Goux, stated emphatically that only water was drunk by the driver and that no alcohol was in the pit area at any time.

'His observations were confirmed by Mr A F Pardington [the race's Referee], who had gone to the Peugeot pit upon hearing reports of alcohol being imbibed there. He stated that he personally checked the bottled refreshments in the pit by smelling open bottles and randomly tasting sealed containers – and found only water.

'Mr Goux was then brought into the meeting and asked about the allegation. He stated clearly that he understood the prohibition about intoxicants while the race was in progress, had nothing to drink, save water, during the course of the race, and furthermore would never personally consume alcoholic beverages during the race, nor would he condone anyone else doing it.

'Our conclusion is that the allegations were without merit.'

Englishman W F Bradley, who lived in the US from 1907 to 1914 as the American correspondent for *Autocar*, was the AAA Contest Board European Liaison 1908-36. In a letter to me dated March 22, 1962, he stated: 'It surprises me that current racing writers and historians should have fallen for the ridiculous newspaper story.

'Never, in all my experience, have I seen champagne served to drivers during a race. There was nothing stronger than water in the Peugeot pits.'

I hope this helps to clear up the matter.

I AM, YOURS ETC,

JOEL FINN, ROXBURY, CONNECTICUT



The sublime in the ridiculous: Jimmy Clark in a Goggomobil

A DAY IN THE LIFE

SIR,

I was delighted to see the fine and timely articles on Jo Siffert by Nigel Roebuck and Andrew Frankel (November issue).

The first motor race I watched was the British GP in 1968, aged 13. I was hooked, and Siffert's win made enough impact on me for him to become my boyhood hero. The walls of my bedroom were covered with posters of him in the wide variety of cars in which he was so successful.

Though I saw him race on numerous occasions, I didn't get to meet him until the Victory Race at Brands Hatch in 1971.

It was indeed a beautiful day, more like Monza in early September than rural Kent in late October. In those days it was easy to wander around the paddock getting the top drivers' autographs and photographing the cars close up. In awe, I duly got Seppi's signature and he posed for several photos. These may well be the last portraits of him.

Thrilled with my achievement, I set off for a good vantage point. I chose the approach to Hawthorn's Bend (a fast right-hander).

On the 16th lap, I watched Siffert come down the hill to my right. His car suddenly darted left and hit the bank, it was launched into the air and flew over our heads, landing just to my left in a ball of flame. It landed upside down and he was trapped in the inferno. I can still recall the heat on my face.

As if this wasn't bad enough, the marshals' lamentably inadequate extinguishers failed to work. They made heroic efforts to get close, but to no avail.

From the initial screaming and panic, a strange stillness set in, interrupted a couple of times by an almighty bang: the tyres exploding. We watched that horrible plume of black smoke deface the clear blue sky.

The photos I took of this disaster were on the same roll of film as Seppi's smiling optimistic face. All very traumatic, to say the least.

But as heroes go, I still don't think I could have done better.

I AM, YOURS ETC,

DAVID WHITTAKER, CHARLBURY, OXON

ALL A GOG

SIR,

As usual, I thoroughly enjoyed reading the latest (December) issue of MOTOR SPORT, but I'd like to point out that the photograph of the Elites in the feature about Colin Chapman's driving is not that of Colin and Jim Clark in the 1958 Boxing Day Brands Hatch meeting. Jim's Elite (or, rather, mine) was white and none of the pre-production Elites had bumpers, so this was of a later year's race. And apart from a race at Sebring, they didn't race against each others in Elites on any other occasion.

However, it was Bill Boddy's story about Laurie Bond's three-wheeler which amused me the most. In the mid 1950s there was, of course, a plethora of a three-wheeled bubble-cars, which were not exactly the most inspiring wheels to drive.

But there was a four-wheel microcar which really was a miniature three-box copy of a full-sized car – the Goggomobil.

I had the misfortune to demolish not only my DKW Sonderklasse but, equally comprehensively, my right knee. I had my leg in plaster for four or five months and, because I lived on my own, needed something to get me about. I spotted the 'Goggo' and realised the seat was so nearly level with the floor that I could, with it right back, sit in with my leg straight out and move my whole body back and forward to operate the pedals.

It had a 360cc air-cooled two-stroke twin in the rear 'box', driving the rear wheels through a lovely unsynchronised four-speed crash gearbox without reverse. If you wanted to back up, you switched the engine off and turned the key the other way, which started the engine rotating the opposite way – giving you four gears in reverse. It was good for 60mph, handled remarkably well and – long before the Mini arrived – was a hoot to drive.

I leant it one day to Jim Clark for an MG Car Club driving test. He cleaned up. He could handbrake turn in a box only inches wider than the car's length, which was somewhat quicker than everyone else who had to change gear! And he was incredibly quick in reverse 'top'.

On another occasion, I was at a Young Farmers' Club meeting and – on my crutches – let everyone leave the hall before me. Imagine my chagrin when I got out to the car park to find it empty – except for the Goggo, hanging from the railings! Ever tried lifting a car off the top of railings with one leg in plaster? It's not exactly easy.

Jim and some of his friends had scarpered and were waiting up the road, with their lights out, to see what I would do. They must have been close enough to hear me swearing, because eventually they came back, roaring their heads off, to lift it off.

I've often thought it was a pity they stopped making this pocket rocket.

I AM, YOURS ETC,

IAN SCOTT WATSON, GREENLAW, BERWICKSHIRE

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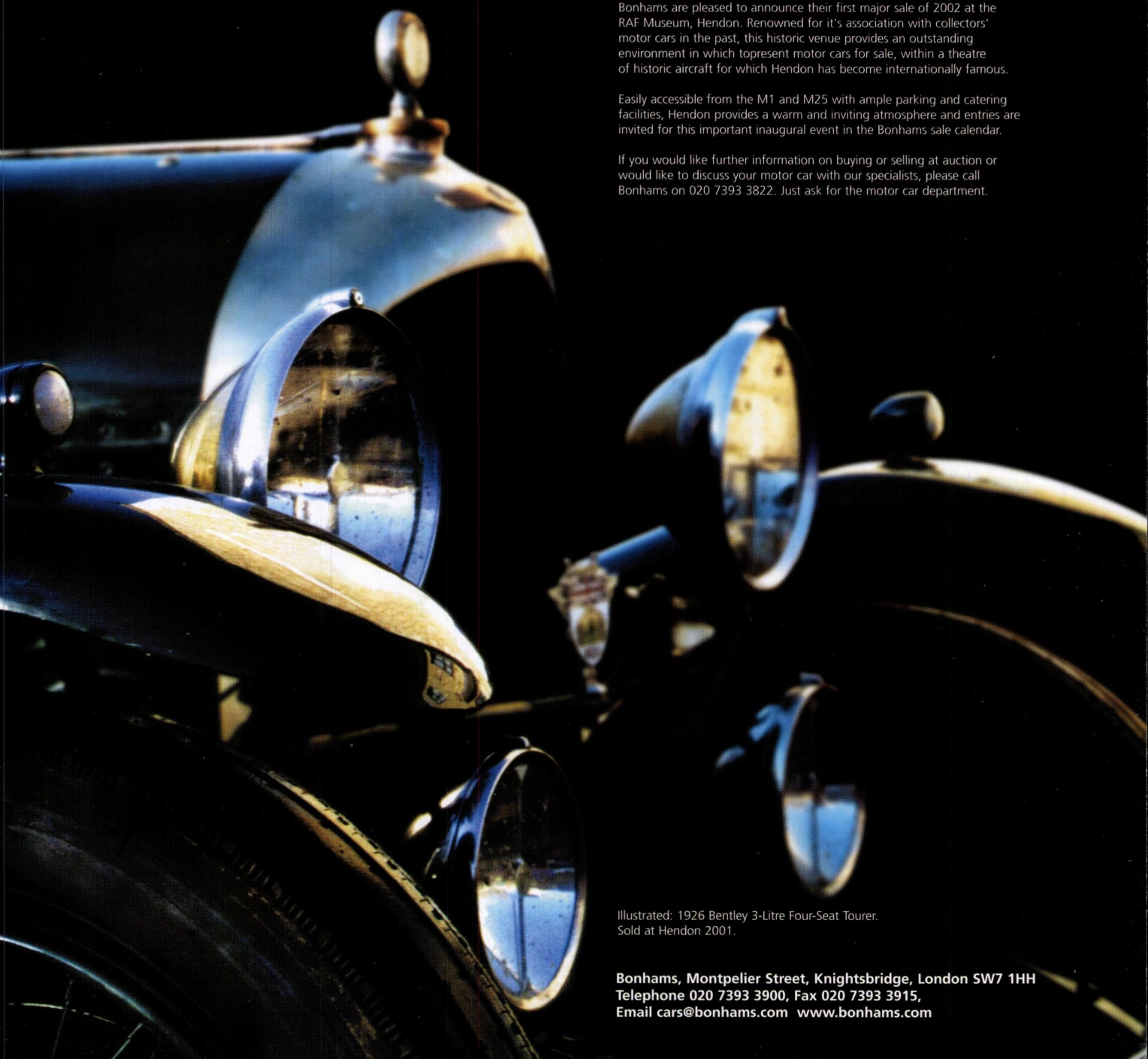
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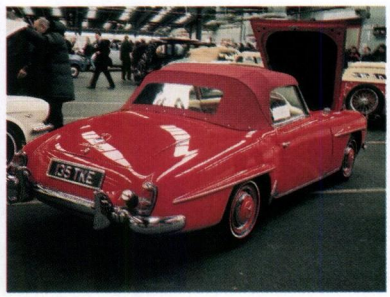
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Two more of these double-header sales are planned for 2002. BCA is also expanding in the west country: encouraged







1917 Hudson Super Six Phaeton sold for £15,515; Mercedes-Benz 190SL was £23,808; 1904 Pierce-Arrow Motorette fetched £24,075







1936 MG TA found new owner for £10,807 at Blackbushe, Austin-Healey 100/4 was £15,515, and delightful '29 Singer Porlock at Bridgwater, £7490

British Car Auctions

CLASSIC AND HISTORIC







Sunbeam Tiger Mk1 sold well for £13,696; Armstrong-Siddley Whitley fetched £6420; ex-Lord Lucan Bentley R-Type Continental was £19,528

2002 auction programme

Monday February 11	BCA Blackbushe, Surrey	**Motor Vehicles 1pm**
Monday April 8	BCA Bridgwater, Somerset	**Motor Vehicles 1pm**
		Motorcycles 4.30pm
Monday June 17	BCA Blackbushe, Surrey	**Motor Vehicles 6pm**
Monday August 5	BCA Bridgwater, Somerset	**Motorcycles 4.30pm**
		Motor Vehicles 6pm
Monday October 7	BCA Blackbushe, Surrey	**Motor Vehicles 1pm**
Monday December 2	BCA Bridgwater, Somerset	**Motor Vehicles 1pm**

by response from both buyers and sellers, which brought many undiscovered cars to market, BCA will be holding three classic auctions at its Bridgwater centre in 2002. This beautiful rural location is just minutes off junction 23 of the M5, and offers all the amenities of a BCA sale in a more intimate setting; the local character gives a different, more relaxed atmosphere.

As with all BCA auctions, there is ample opportunity to view the vehicles and documents beforehand. A typical Blackbushe sale will offer around 75 collector's vehicles, and BCA always offers a wide range of classic choices to suit every pocket.

BCA charges just 7 per cent commission to both buyers and sellers on the hammer price: that's less than half the amount charged by London auction houses. This way, BCA offers buyers the most car for their money – and guarantees sellers the most money for their car.

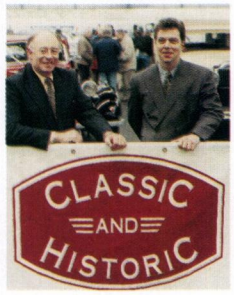
Valution days



More of these extremely useful days are planned for the coming year. "It's a service we are pleased to offer," said head of the Classic Division, Robin Lawton. "More than a dozen owners brought their classics to Bridgwater to be evaluated. Eight or nine entered their cars for sale, and we sold most, including this Healey 3000."

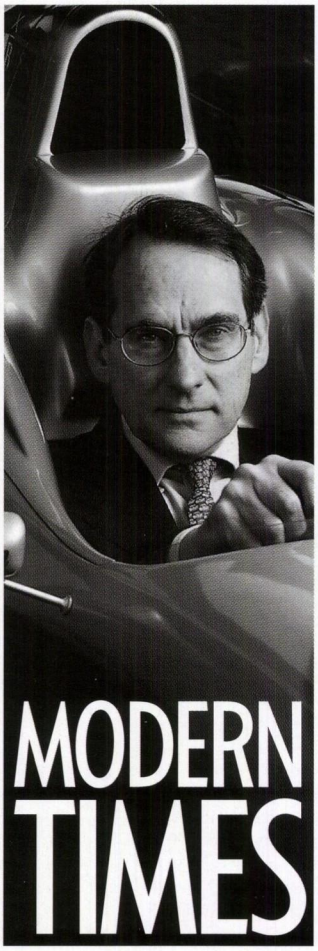
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BCA is among the UK's longest established vehicle auctioneers having been set up in 1946. It held the first auction sale of veteran and vintage cars at Beaulieu in the early '60s, and developed this specialised market through the '70s at Frimley, a stone's throw from Blackbushe. Now the company is Europe's leading vehicle auctioneer, with a £2.2 billion turnover and handling more than 1.2 million vehicles a year from its centres across the UK and Europe. BCA's Classic and Historic Division was set up in 1987, and offers one of the lowest commission and buyer's premium rates among specialist vehicle auctioneers – just 7 per cent for buyers and sellers, subject to VAT, with a minimum charge of £150. Its 'open' policy on documentation and car histories, and knowledgeable, helpful experts mean absolute security and simplicity whether buying or selling – and its staff are always on hand to give advice. All cars have been checked to make sure there is no outstanding finance, guaranteeing peace of mind for buyers. For sellers, entry fees are straightforward too: £100 for cars valued at £15,000 or less, giving a half-page exposure in the informative, full-colour catalogue, or £150 for cars above this figure, or those which merit a full page. Each catalogue admits two people.



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British Car Auctions



MODERN TIMES

FORMULA ONE'S BAN ON ALL TESTING until January has given the off-season a different look. No race this year to be the first team to clock up a hesitant handful of laps around a fog-bound Silverstone in an unpainted 2002 car. And the hotels at Jerez de la Frontera and Sabadell, normally busy during December with test team personnel as their drivers grind round the Jerez and Barcelona circuits from dawn till dusk, are empty.

Michael Schumacher has been devoting himself to his family with all the relentless application that he brings to developing a new suspension set-up. Brother Ralf is spending time with his new baby, whom he has called David. When I met with the other David, Coulthard, in early December, he and girlfriend Simone were just back from a three-week holiday in the sun. In previous years he'd be off to Spain for some serious testing, but he told me his plans up to Christmas involved nothing more exciting than public appearances for his sponsors and relentless work on his fitness.

Of course, behind closed doors the winter scramble to prepare for Australia, looming in the first week-end in March, has been going on unabated. The wealthier teams have been running new components to destruction on sophisticated test rigs, and for everyone the schedule to get new engines and chassis built up has been as frantic as ever. Alain Prost has had the additional struggle to stay afloat as his team's towering debts force it into receivership, while Arrows grind through legal proceedings over claims of unpaid sponsorship money.

The testing ban, intended to reduce costs and pressure on their personnel, has probably achieved nothing of the sort. And, despite dire warnings of the effects of a world recession on the health of F1, the parallel rise of technology and expenditure gallops on unabated. New cars and engines will perform better than old, lap times will continue to diminish, and costs will continue to escalate. Whether the actual racing will be any better is debateable. But those who love F1's technological inventiveness will have plenty to feast on in 2002.

Two-way telemetry will now be allowed, so that the teams can utilise 'handshake' software on the move to fine-tune car and engine settings – the fuel mapping, say, or the differential – rather than telling the driver over the radio to do it from within the car. Yet more complexity and yet more expense: although I gather there will be codes in place to ensure that teams won't be able to tap into each others' cars and interfere with their rivals' settings mid-race!

Renault, having bravely introduced their revolutionary wide-angle V10 in 2001 (and handed Benetton a pretty miserable season while they developed it on the hoof) are now working on an electro-magnetic valve operation system which will render camshafts obsolete. The word from France is that the camshaft-less set-up is currently bulky and rather heavy, and weight high up on an F1 engine is not a good thing. They went for the wide-angle in the first place to lower the engine's weight in the car. So we're unlikely to see this development on the grids until 2003, but Renault are determined to devote the necessary budget to make it happen.

Meanwhile, Ferrari's design team have gone to expensive lengths in the quest for a little more rear-end rigidity by building their 2002 engine and gearbox as one complex unit. However, Ross Brawn has stoutly denied that they have been working on a new type of clutchless gearbox. If the new car isn't ready in time for Melbourne, the team will run its 2001 version. This is not the sensational





Vanwall's untried 'streamliner' was taken to Reims in 1957. It wasn't raced



Jochen Mass, Tom Pryce and Carlos Pace, 1975 Dutch GP. A DFV-powered McLaren, Shadow and Brabham all won F1 races in that season

both LAT

news the Italian press would have us believe: the F2001 worked so well last season that they can afford not to field the new one until they're happy with its reliability as well as its speed.

Back when test teams hadn't been invented, the big teams frequently turned up at races with a new generation car which was run in practice and then, if it wasn't quick enough, was quietly put back in the van.

The lovers of technology will hate me for saying it, but I have a theory that the simpler and more straightforward the cars, the closer the racing. Certainly, the cheaper the cars, the easier it is for the midfield and back-of-the-grid teams to stay in the hunt.

For the last two years, every F1 race on the calendar has been won by a Ferrari, a McLaren or a Williams. Contrast this with 1975. This was the reign of the DFV 'kit-car': almost everyone apart from Ferrari used the Cosworth engine, and most of the cars differed little from each other. Technically, it was not a vintage era. But in that year's 14 rounds, seven different teams scored victories.

We know the difficulties of reining in the prancing horse of high-tech development. Max Mosley has tried to do it in the name of safety, with scant success. But I'd do it in the name of making driving talent matter more.

My fantasy is a gridful of cars all developing 800bhp, with manual-change transmissions, steel brakes, no aerodynamic aids, and a maximum tyre width of eight inches – one inch of width per hundred horsepower.

I'm not being entirely serious, of course, because I've no wish to return F1 to the fatal dangers of days gone by: but that's the sort of power/rim width ratio the 1930s Mercedes and Auto Union drivers had to deal with, using vastly inferior tyre technology.

It's fun to debate who'd be quick in cars like that, and who wouldn't, around Monaco, or Suzuka, or Spa in the wet. Schumacher would still be the best: Häkkinen, Villeneuve and Montoya would shine; Alesi would be hugely brave; Jos Verstappen might surprise a few people.

A simpler F1 might be anathema to the top teams, but it would be appreciated by the people paying the bills. Worldwide, Ford is currently running at a loss, and Bill Ford, the new boss who ousted race fan Jac Nasser, may yet find himself very tempted to shut down the Jaguar F1 facility: with a single stroke of the pen, he could probably save £80 million per year (including Irvine's salary).

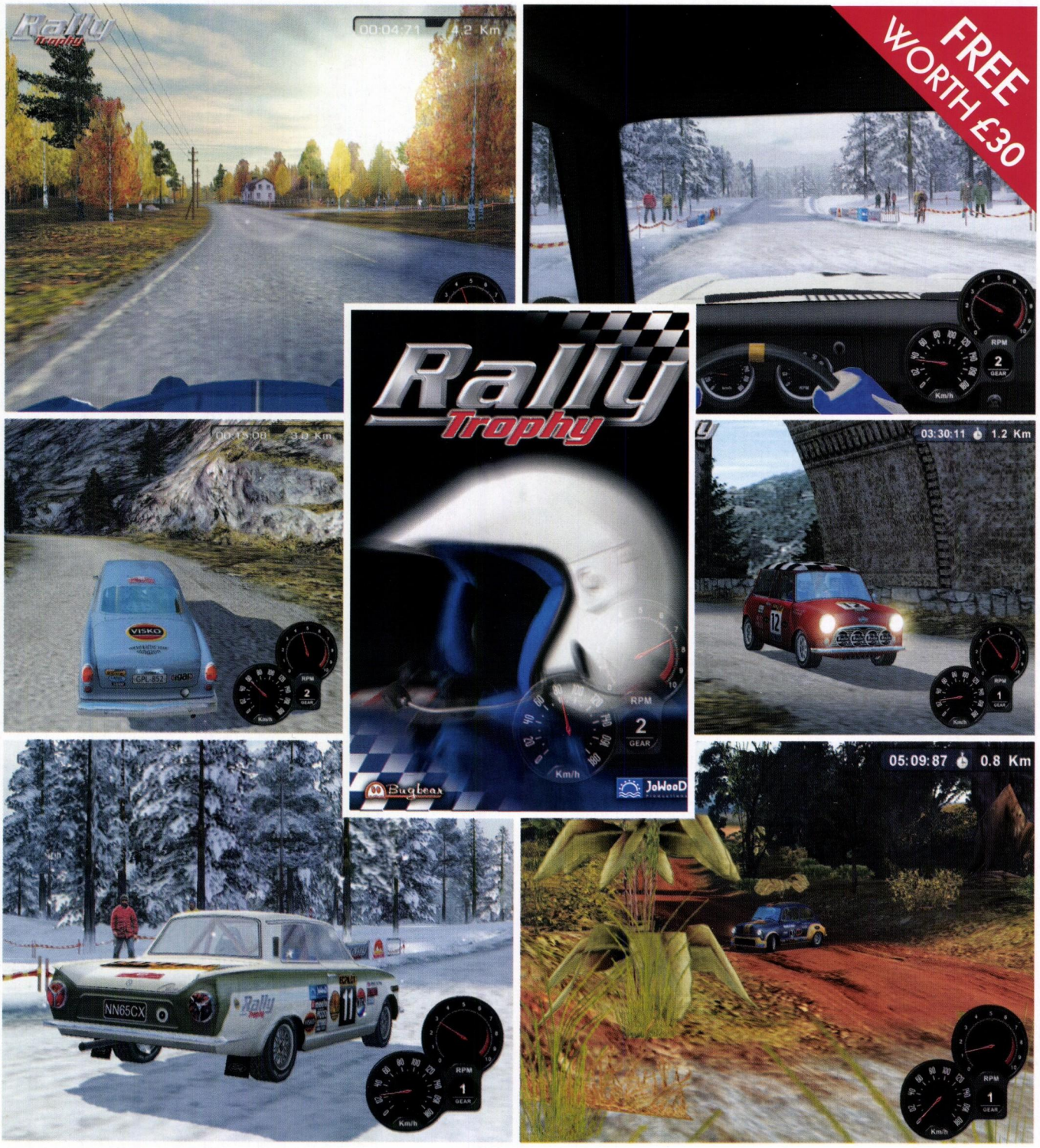
You can't turn the clock back, of course, and I'd be the first to concede that a large slice of Formula One's glamour comes from the technical sophistication of it all. But the vicious circle that connects winning with expenditure continues to turn, and continues to widen the gap between the rich teams and the rest. It will be no surprise to me if 2002 is the third year running when only Ferrari, Williams and McLaren win a race.

Somehow, in the harsher environment of the early 21st century, the brakes must be applied to F1's costs, and the brave way to do it is not by fiddling with the details of the existing rules, but by a radical rethink of the formula.

CART is technically cruder than F1, but the racing is closer and more unpredictable. An engine without cams may be an intriguing prospect, and handshake software is all very clever stuff. But I go to a motor race for the racing. What battles might we have seen in 2001 if, say, Alonso's Minardi had had the same horsepower as Ralf's Williams? M

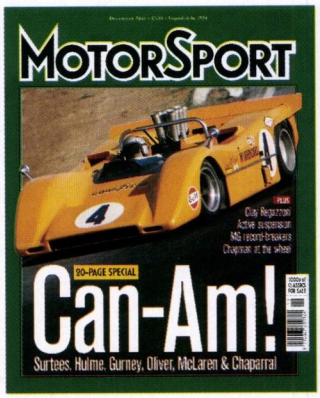
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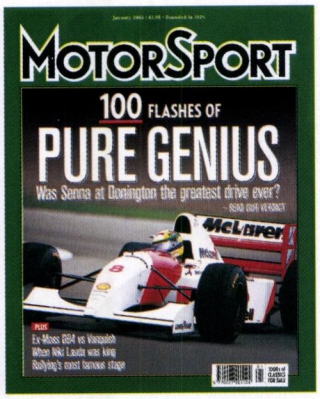
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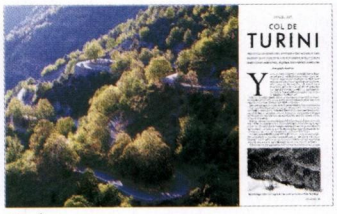
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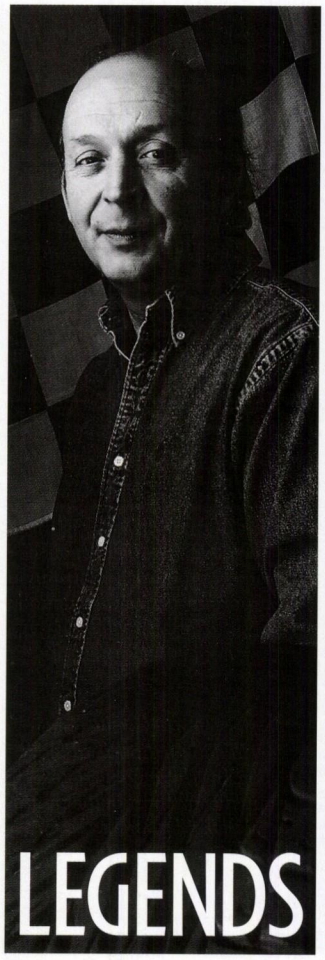
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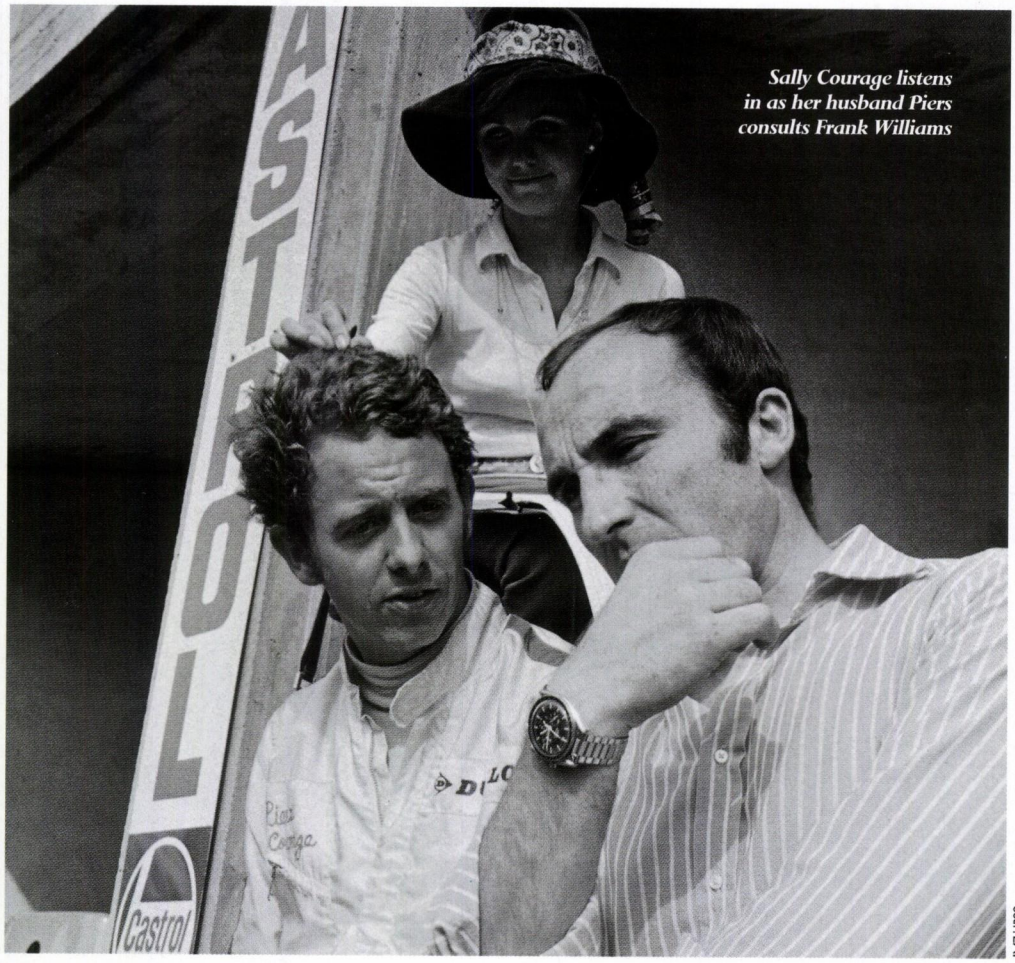


And even more



And great stories, too!





Sally Courage listens in as her husband Piers consults Frank Williams

both: LAT

PIERS COURAGE

FITNESS IS ALL-CONSUMING IN FORMULA One, I know, but still there is something depressing about the *uniformity* of drivers' tastes today. Favourite drink: mineral water; favourite food: pasta.

An exception was Taki Inoue, a rich Footwork renta-driver in 1995, who listed Romanée-Conti, the most fabled of red Burgundies. Jabby Crombac spotted this in a press release and became audibly excited: "Nigel, we have a gentleman in our midst!"

Look back 30 or so years, and there would have been nothing outlandish about Mr Inoue's favourite tipple. Most of the drivers might have been hard pressed to afford Romanée-Conti, but very few would have expressed a preference for designer water.

Even in the 1960s, Piers Courage was something of an anachronism, a throwback to the days of Birkin. No surprise that he fell in love with motor racing after someone at Eton lent him a copy of Rex Hayes's *The Vanishing Litres*.

I never knew Courage, and the more I come to know of him, the more I regret it. As a spectator, I was at Zandvoort on June 21, 1970, the day of his death, and remember the relief we felt when they announced that all was well. It hadn't looked that way, for Courage was missing, and in the distance a huge waft of black smoke billowed into the gloomy sky.

Half an hour later the announcer explained there had been 'a mistake'.

"We have to tell you," he said, "that Piers Courage died in his car."

Courage was driving a de Tomaso run by Frank Williams Racing Cars.

"In every respect," says Frank, "life got very tough the next day. I can't say I considered getting out of the business, but after Piers died, it was a matter of going racing for different reasons. I was devastated. All of his contemporaries came to the funeral, which says a lot about the bloke.

"When I talk about Piers, I have to be careful not to make it sound like a eulogy. He viewed almost everything he did with an amused eye. He was very good at a dinner party, because he could sit with strangers and talk to them about anything. He had a great sense of humour, and delighted in telling stories against himself.

"I mention this because I'd come from a poor background and didn't have anything like his self-confidence – I was mesmerised by this performance he would put on! And, rightly or wrongly, much impressed by it."

Piers, indeed, came from a privileged background. The eldest son of the chairman of Courage Breweries, he knew nothing beyond vast wealth, until deciding one day to pursue a career in motor racing.

"Piers was desperately keen to

succeed as a driver," says Williams, "but his background rather worked against him. People assumed he could not be tough enough, and also that he had access to family money, which was not the case. He was like the rest of us – broke."

Courage began racing in 1963 with a Lotus 7, in which he proved quick, but somewhat erratic. An example of his laconic humour: "At Aintree, the motor-racing circuit runs parallel, in places, with the horse-racing circuit, and I sampled them both. Quite inadvertently, of course."

The following year he decided to tackle F3, in the celebrated days of 'the continental circus'.

"It was a very hand-to-mouth existence, I can tell you," says Frank, "a matter of setting off to East Germany or Sicily or somewhere, towing the car behind his old Ford Zephyr. He used to crash fairly regularly in '64, and you'd probably doubt me if I told you we used to try and straighten out the chassis by pushing it against a wall with another car! But we did."

Courage admitted as much: "We had very little idea of how to set the cars up, and the technique was just to go as fast as you could for as long as the car held together. We were our own mechanics, and always arrived on the grid worn out and filthy."

For all that, Williams recalled that certain standards had to be kept up.

"Even when he was penniless, Piers was always very much the English gent. We'd share the driving, towing to and from the races, and he'd sleep on the back seat – but always in his pyjamas! We'd stop on an *autobahn* at first light, and Piers would head off to the gents with his toothbrush, still in his pyjamas. The locals thought that strange, but I'm sure he never noticed."

It would be easy to get the impression that Courage was a dilettante but, according to Frank, he was dedicated to his career.

"Piers may not have been a great test driver, but he was good at working with an engineer. In '69, it was essentially just him and me, after all, and I relied on him almost totally for guidance.

"It was a lovely year, that, with a Brabham chassis, Cosworth engines, and Dunlop tyres. Given the relative paucity of opposition that season, you usually got points if you finished. We were second at Monaco, second at Watkins Glen, and so on.

"That year Piers really found himself as a racing driver. He'd done F1 before, with the Parnell BRMs, but it hadn't worked out very well. For 1968, he suggested that we do F2 together, with a Brabham I had hanging around. He got his confidence back with that, and then we did F1 the following year."

Over the winter of 1967-68, Piers decided to put together a team for the Tasman Series, running an F2 McLaren, with loans from his father and bank manager. Usually, he was hard pressed to keep up with Jimmy Clark's Lotus and Chris Amon's Ferrari, but at Longford, a road circuit in Tasmania, appalling weather worked his way. The little McLaren, on Dunlop 'wets', was ideal for the task at hand.

Race morning was totally chaotic. The circuit at one point crossed over a wooden railway bridge, which was set afire by vandals, then put out. Then a downpour waterlogged the circuit, and the drivers began to debate the wisdom of starting the race at all at this, a track lethal even in perfect weather.

An added complication was that the race, if it were to go ahead, had to be over by a given time, because the track also went over a level crossing.

Courage described it thus: "Even the most feckless racing driver is unwilling to compete with an express train travelling at right angles to himself. This was the only time I have known the timing of a race to be governed by Bradshaw." And he won the race, too, with Clark second.

For 1970, Williams reached agreement with de Tomaso to run a new Dallara-designed car and, of course, hoped Courage would drive it.

"These days, Formula One drivers are very ... commercially-minded, but Piers didn't view racing quite like that – he wasn't out to make as much as he could while he could.

"He got an offer from Ferrari, but he'd already agreed to drive for me, and never thought of going back on his word, although he well knew what Ferrari would do for his career. For the drivers of today it would have been no contest, I'm sure.

"The de Tomaso was terrible at first, but after the first race he sat down with Dallara, and it was a two-hour debrief, which was unheard of in those days. The second car was a huge improvement, and by midseason we were becoming competitive."

There was always a perception that Courage personified his name too much for his own good.

"Piers was very brave, certainly," Frank agrees, "but very skilful, too. He wasn't as good as Jochen – whom I regard as the best there's ever been – but he was still very much a top driver by 1970."

An unusual one, however.

"It seems to me that one of the advantages of a privileged education, like Piers had, is that, even if you're not going to be a brilliant physicist or whatever, they try and instill into you the importance in life of history, literature, the world around you.

"I think of Piers, for example, whenever I hear Beethoven's Sixth Symphony – the Pastoral – because it was his favourite piece of music. And I took to travelling with books of poetry, to be ready for him! Even so, he could always outquote me, which maddened me.

"Racing was a lot of fun then, like being on a high all the time. Everything was coming along strongly. Ford had just bought out de Tomaso, so we had high hopes of more finance and technical backing. We seemed to have it made – and here was this society golden boy driving for the team! Good-looking, devastatingly charming, title, beautiful wife...

"Sally was just like him – nutty as a fruitcake! I particularly recall one afternoon with them, in Monaco in 1970. We were sitting in a little, cheap cafe, with everyone stopping by to say hello. I remember thinking that this life was so beautiful and happy for them that it just couldn't go on.

"I wasn't thinking in terms of his getting killed, or anything of the kind; just that their life was almost too good to be true." M



Courage in the Williams-run Brabham was a force in 1969, finishing second at Monaco (above) and at the 'Glen

MotorSport

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JANUARY

4-6 Kruse, Fort Lauderdale Beach, Florida USA. Tel: 001 219 925 5600
6 RTS, at The Restoration Show, Royal Norfolk Showground, Norwich. Tel: 01280 821821
11-13 Kruse, 31st Scottsdale Desert Classic Auction, Scottsdale, Arizona, USA. Tel: 001 219 925 5600
12-20 Barrett-Jackson, Westworld, Scottsdale, Arizona, USA. Tel: 001 480 421-6694
18 RM Auctions Inc, Phoenix, Arizona, USA. Tel: 001 519 352-4575
25 Bonhams, Italian Marques, Cavallino Classic, Palm Beach, Florida, USA. Tel: 020 7393 3900
27 Wemyss Sydney Collectors' Cars & Automobilia

FEBRUARY

5 Barons, Sandown Park, Esher, Surrey. Tel: 02380-840081
11 BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555
11 Poulain le Fur, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607
12 Christie's, Retromobile, Paris, FRANCE. Tel: 020-7389 2851
16 Bonhams, BEN charity auction of Motorsport Memorabilia. Tel: 020 7393 3900
20 H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630
23 & 24 Keith McCormick, Convention Centre, Palm Springs, California, USA. Tel: 001 760 320 3290
25 Bonhams, RAF Museum, Hendon, London. Tel: 020 7393 3900

MARCH

TBA Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600
4 Coys 'Fine Motor Cars', Business Design Centre, Islington, London. Tel: 020-7584 7444
5 Poulain le Fur, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607
9 RM Auctions Inc, Ritz-Carlton, Amelia Island, Florida, USA. Tel: 001 519 352-4575
11 Barons, Sandown Park, Esher, Surrey. Tel: 02380-840081
11 Bonhams, Geneva Salon, Switzerland. Tel: 020 7393 3900
25 Christie's, Jack Barclay Showrooms, Nine Elms, London SW8. Tel: 020-7389 2851

APRIL

TBA Bonhams, East Coast, USA. Tel: 020 7393 3900
4-7 Coys, Essen, Germany. Tel: 020-7584 7444
6 Cheffins: King's Bush Centre, London Rd, Godmanchester, Huntingdon, Cambs. Tel: 01223-358731
8 BCA, Cars & Motorcycles, Bridgwater Auction Centre, Bristol Rd, Bridgwater, Somerset. Tel: 01252 878555
10 H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630
14 Wemyss Melbourne Collectors' Cars & Model Cars
19-21 The Auction, Imperial Palace Hotel, Las Vegas, Nevada, USA. Tel: 001 702 794 3174
22 Bonhams, RAF Museum, Hendon, London. Tel: 020 7393 3900
22 Poulain le Fur, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607
26 Husseys, The Auction Centre, Matford Park Road, Marsh Barton, Exeter. Tel: 01392 425481
27 & 28 Bonhams, Motorcycles, International Classic Motorcycle Show, Stafford. Tel: 020 7393 3900
27 Cheffins: Steam engines, vintage and classic tractors, Sutton, Near Ely, Cambs. Tel: 01223 358731
30 Barons, Sandown Park, Esher, Surrey. Tel: 02380-840081
30 Coys, Business Design Centre, Islington, London. Tel: 020-7584 7444

MAY

11 Bonhams, Aston Martins, Newport Pagnell. Tel: 020 7393 3900
17-19 Coys 'Legende et Passion', Monaco. Tel: 020 7584 7444
18 Bonhams, Monte Carlo, MONACO. Tel: 020 7393 3900
18 Christie's, Tarrytown, New York. Tel: 020-7389 2851
18 Cheffins: Cars & Automobilia, in association with the Civil Service Motoring Association, Brands Hatch, Kent. Tel: 01223-358731

JUNE

5 H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630
6 Bonhams, Great Yorkshire Showground, Harrogate. Tel: 020 7393 3900
10 Barons, Sandown Park, Esher, Surrey. Tel: 02380-840081
10 Christie's, Jack Barclay Showrooms, Nine Elms, London SW8. Tel: 020-7389 2851
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NATIONAL AUCTION CALENDAR

DRIVE A BARGAIN For first news of what's coming up where and when visit the new website of The Collector's Car Auction List.
Auction Preview Fax-U-Back: 09067 110066 Calls cost 50p per minute. For more information call us on 020 8534 3883.

22 Bonhams, Rolls-Royce & Bentley, RREC Annual Rally, Towcester Racecourse, Northants. Tel: 020 7393 3900

22 Cheffins: Vintage & Classic Cars, Motorcycles & Automobilia, Shuttleworth Park, near Biggleswade, Beds: Tel: 01223-358731

29 Wemyss Perth Collectors' Cars & Automobilia

JULY

8 Poulain le Fur, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607

12 & 13 Bonhams, Goodwood Festival of Speed, Goodwood, West Sussex. Tel: 020 7393 3900

14 Wemyss Canberra Collectors' Cars & Automobilia

22 Coys 'The jaguar Legend', London. Tel: 020-7584 7444

23 Barons, Sandown Park, Esher, Surrey. Tel: 02380-840081

24 H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

25 Bonhams, Summer Vintage, National Motor Museum, Beaulieu, Hants. Tel: 020 7393 3900

AUGUST

5 BCA, Cars & Motorcycles, Bridgwater Auction Centre, Bristol Rd, Bridgwater, Somerset. Tel: 01252 878555

10 Bonhams, Oldtimer Grand Prix, Nurburgring, GERMANY. Tel: 020 7393 3900

14 - 18 The Auction, The Lodge, Pebble Beach, California, USA. Tel: 001 702 794 3174

17 Bonhams, Quail Lodge, Monterey, California, USA. Tel: 020 7393 3900

18 Barons, Sandown Park, Esher, Surrey. Tel: 02380 840081

18 Christie's, Pebble Beach, California, USA. Tel: 020 7389 2851

24 Cheffins: Steam engines, vintage and classic tractors, Great Yorkshire Showground, Harrogate, Yorkshire. Tel: 01223 358731

25 Wemyss Brisbane Collectors' Cars & Model Cars

SEPTEMBER

TBA Bonhams, Paris, France. Tel: 020 7393 3900.

6 - 8 Bonhams, Beaulieu Autojumble, National Motor Museum, Beaulieu, Hants. Tel: 020 7393 3900

6 - 8 Bonhams, Goodwood Revival Race Meeting, Goodwood, West Sussex. Tel: 020 7393 3900

21 Cheffins: Vintage & Classic Cars, Motorcycles & Automobilia, Shuttleworth Park, near Biggleswade, Beds: Tel: 01223 358731

21 - 22 Coys, Le Mans, France. Tel: 020-7584 7444

22 Alford Auction, Grampian Transport Museum, Alford Aberdeenshire. Tel: 019755-62292

25 H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

26 Husseys, The Auction Centre, Matford Park Road, Marsh Barton, Exeter. Tel: 01392 425481

OCTOBER

3 Coys 'Spirit of Motoring', Royal Horticultural Halls, Westminster, London SW1. Tel: 020-7584 7444

5 Greens, Three Counties Showground, Malvern, Worcs. Tel: 01684 575902

7 BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555

8 Barons, Sandown Park, Esher, Surrey. Tel: 02380-840081

11 Bonhams, Hershey, Pennsylvania, USA. Tel: 020 7393 3900

11 The Hershey Auction, presented by Don Williams and Richie Clyne, Hershey Lodge Convention Centre, Pennsylvania, USA. Tel: 001 702 794 3174

13 Wemyss Sydney Collectors' Cars & Scooters

19 & 20 Bonhams, Motorcycles, Classic & Motorcycle Mechanics Show, Stafford. Tel: 020 7393 3900

26 Cheffins: Steam engines, vintage and classic tractors, Sutton, Near Ely, Cambs. Tel: 01223 358731

NOVEMBER

12 Barons, Sandown Pk, Esher, Surrey. Tel: 02380 840081

14 Bonhams, Great Yorkshire Showground, Harrogate. Tel: 020 7393 3900

23 Cheffins: Cars, Motorcycles & Automobilia, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01223 358731

27 H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

DECEMBER

2 BCA, Bridgwater Auction Centre, Bristol Rd, Bridgwater, Somerset. Tel: 01252 878555

2 Bonhams, Olympia, London. Tel: 020 7393 3900

3 Christie's, Jack Barclay Showrooms, Nine Elms, London SW8. Tel: 020 7389 2851

5 Coys 'True Greats', Royal Horticultural Halls, Westminster, London SW1. Tel: 020-7584 7444

8 Wemyss Perth Collectors' Cars & Watches

15 Barons, Sandown Park, Esher, Surrey. Tel: 02380 840081

20 Bonhams, Ferraris, Gstaad, SWITZERLAND. Tel: 020 7393 3900

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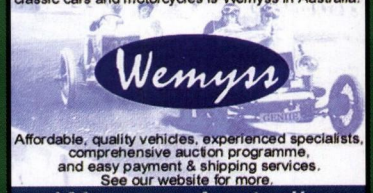
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NEXT MONTH

On sale 18 January

In the February edition...

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THE YEAR FI WENT CRAZY



LAT

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Race by race with Keke Rosberg
The tragedies and the politics
Final fling of Cosworth's DFV

PLUS

Alpine A110: France's ultimate rally car
Watkins Glen road course revisited
Racing Moskviches. No, really

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A Very Merry Christmas & Happy New Year

Teletext on ITV p297

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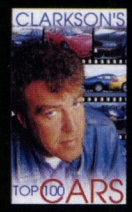
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100

GREATEST DRIVES

REMEMBER SENNA AT DONINGTON PARK IN 1993? RAN AWAY WITH IT IN THE POURING RAIN. ONE OF THE BEST DRIVES EVER. YES, BUT HOW DOES IT COMPARE WITH, SAY, MOSS AT MONACO IN 1961? CHECK OUR RATINGS TO FIND OUT



LAT

Thanks to the jury:

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Simon Arron
Jaimes Baker
Roger Bell
Andrew Benson
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Rob Walker
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Stewart Williams
Barry Wiseman
Eoin Young
John Zimmerman

100

BERND ROSEMEYER 1937 RECORD WEEK

Setting 17 records in just three days – 252.45mph for the Flying Mile and 211.80mph for the Flying 10 Miles – Auto Union's star had blown Mercedes away. And all on a two-lane concrete road!

99

JOHNNY HERBERT 1989 BRAZILIAN GP

He hadn't raced for 10 months, since he'd mangled his feet and ankles at Brands, yet he outqualified and outraced Alessandro Nannini, his Benetton team-mate, to finish fourth on his F1 debut.

98

ERIK CARLSSON 1963 SPA-SOFIA-LIEGE

'Mr Saab' considers this his finest drive. With only a three-cylinder 841cc two-stroke under his right foot, he finished just 15min behind the winning Mercedes after 3300 miles of flat-out motoring.

97

JIM CLARK 1962 GERMAN GP

This race is remembered for a lead battle between Graham Hill, John Surtees and Dan Gurney. But a delayed Clark (his mistake at the start) was gaining by three seconds a lap. He finished fourth.

96

PIETRO BORDINO 1923 ITALIAN GP

Racing with a broken arm, one-handing it through the corners while his mechanic changed gear, he led his Fiat colleagues – until he could stand the pain no longer and retired at halfway.

95

STIRLING MOSS 1959 'RING 1000KMS

He had to persuade Aston to send a car. They sent the four-year-old DBR1 prototype. Co-driver Jack Fairman put it in a ditch – and manhandled it out. Moss charged to victory as only he could.

94

JJ LEHTO 1995 LE MANS

Co-drivers Masanori Sekiya and Yannick Dalmas were quick in the McLaren F1, but JJ was the man. His night-time double stint in the rain, lapping 15sec quicker than the rest, was the key to this win.

93

IVAN CAPELLI 1990 FRENCH GP

He had failed to qualify at the previous race, but revised aerodynamics catapulted his Leyton House to the front at Paul Ricard, and Ivan came as close as he would ever come to a GP win.

92

ALAN KULWICKI 1992 HOOTERS 500

Running his own team. Running in only fourth gear. Running out of gas. But running just enough laps in the lead for a five-point bonus, his second place in this finale made him NASCAR champ.

91

ALAN MOFFAT 1970 BATHURST 500

Bracing himself against his Ford Falcon's door and transmission tunnel because of broken seat mounts, he finished bruised, battered and bloodied – and as the event's first solo winner.

90

JOHNNY THOMSON 1957 LANGHORNE 100

A championship 100-miler completed in less than an hour was dirt track racing's 'four-minute mile'. There seemed an invisible barrier. Until 'Hurtling' Johnny Thomson broke it on this hellish track.

89

ALESSANDRO CAGNO 1906 TARGA FLORIO

Vincenzo Lancia's Fiat was favourite to win the first running of this great Sicilian road race, but Cagno's Itala took seven minutes out of him on the first of three 92-mile laps, and eventually won by 33min.

88

ACHILLE VARZI 1931 TARGA FLORIO

Bugatti chose not to enter, which so annoyed their number one that he entered his own, painted it red and took on the Alfas. Had it not poured down late on, his mudguard-less car would have won.





98 Erik Carlsson won many rallies in his career, but he rates the second place on the '63 Spa-Sofia-Liège as his best drive (above).
99 Johnny Herbert made light of his injuries on his F1 debut (left)



84 Stig Blomqvist's Skoda Felicia finishes third on the RAC Rally of 1996 (left). He is perhaps the greatest-ever exponent of fwd.
82 Juan Montoya pits during the Michigan 500 of 2000 (below)



87

JIM CLARK 1966 RAC RALLY

Sure, he put his Lotus Cortina through the ringer, eventually bent it like a banana, but not before he'd set three fastest times against the likes of Timo Mäkinen and Vic Elford – on his first forest foray.

86

HENRI TOIVONEN 1985 RAC RALLY

He'd had just 30 miles of testing before giving the 450bhp Lancia Delta S4 its WRC debut. "Perhaps I will get used to it," he grumbled. He did, too, surviving two laps of Kielder and a roll to win.

85

PARNELLI JONES 1970 TRANSAM FINALE

Leading easily. Title assured. Backmarkers collide and take him off. Miles behind now. Mustang now handling oddly. Smacking kerbs to get it to turn in. Fighting back. And winning. Title secured.

84

STIG BLOMQVIST 1996 RAC RALLY

The Forest Commission does not allow studded tyres on its roads. Its roads are often sheet ice in November. While the 4WDs slipped and slided, the Swede's 1600cc Skoda skimmed to third.

83

JIM CLARK 1962 NURBURGRING 1000KMS

The Scot's 103bhp Lotus 23 led the big bangers through the drizzle by 27sec after lap one. After three laps, he was more than a minute ahead. 'Drunk' on exhaust fumes, he slid off on lap seven.

82

JUAN MONTOYA 2000 MICHIGAN 500

There'd been 44 lead changes, but it boiled down to Juan's Reynard and the Lola of Michael Andretti. They passed and repassed eight times. Then Juan caught a backmarker's tow and won. By 0.04sec.

81

PAT MOSS 1960 LIEGE-ROME-LIEGE

This was a real iron man enduro, a 96-hour blind across Europe. The Big Healey was the epitome of a hairy-chested British sportscar. And Stirling's sister, guided by Ann Wisdom, drove it to victory.

80

JIM CLARK 1963 BELGIAN GP

He hated the place. He dominated the place. As lightning scarred the sky and team bosses pleaded to get the race stopped, Clark's Lotus lapped everybody. He backed off – and won by 5min.

79

JOHN WATSON 1982 UNITED STATES GP

Reinvigorated inner confidence and a good call on compounds meant qualifying 17th was no hindrance to 'Wattie' in Detroit. His McLaren went from fifth to second in one lap of brilliance.

78

ALLAN McNISH 1998 LE MANS

A perfect Le Mans drive. Running hard, but not overtaxing the Porsche 911 GT1, he soaked up all the pressure, made no mistakes and managed to keep quicker rivals at arm's length. Flawless.

77

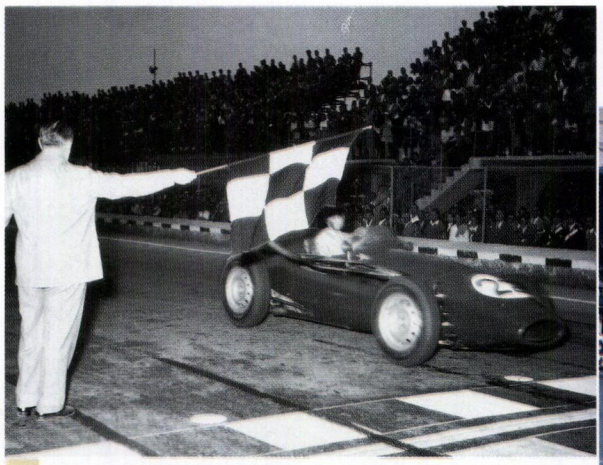
SOHEIL AYARI 1997 MACAU GP

Launched at 160mph and hit the barriers. Had suspension riveted to gearbox before the restart. Crossed line in first heat with fuel pump split in two. Won second heat – and race on aggregate.

76

WALTER RÖHRL 1987 PIKES PEAK

He had never seen the 12.4-mile, 156-corner hillclimb before. No matter. His 'Batmobile' Audi S1 Sport lowered the record by a cool 21.4sec, and beat Ari Vatanen's Peugeot by 15.



Adriano Cimarosti

72 It was dusk when he took the flag (left), but Tony Brooks' win in Syracuse proved that British manufacturers had seen the light.
75 Jean-Pierre Beltoise registers BRM's final GP victory (below)



75

JEAN-PIERRE BELTOISE 1972 MONACO GP

A rugged racer with restricted movement in one arm, driving a BRM around a wet Monaco. Not an ideal combination, and no match for a Jacky Ickx-mounted Ferrari, surely? This time it was.

74

TIM BIRKIN 1930 LE MANS

On lap four, having just thrown a tyre tread, his 'Blower' Bentley took to the grass at 130mph to frighten the life out of Mercedes' Rudi Caracciola and take the lead. A futile, but glorious, gesture.

73

LOUIS ROSIER 1950 LE MANS

At the wheel for all but a handful of laps, driven by his son, the canny Frenchman won by a lap. His Lago Talbot had been six laps ahead, but this was lost while he changed a broken rocker.

72

TONY BROOKS 1955 SYRACUSE GP

His first drive in a Connaught. His first Formula One race. And yet the young Manchester man studying for his dentistry exams drove like an old master to defeat Luigi Musso in a works Maserati.

71

KEKE ROSBERG 1984 UNITED STATES GP

Williams' FW09 was a wayward beast, its early Honda turbo an uncivilised monster. But while others in better cars smote the Dallas concrete, Keke's skill and indomitable spirit won through.

70

ANTHONY DAVIDSON 2000 FF FESTIVAL

Running the second half of the 25-lap final with bent rear suspension, damage caused by an overeager rival, he held his nerve to win at the slowest possible speed – not easy in Formula Ford.

69

MICHAEL VERGERS 1996 FF FESTIVAL

He hadn't driven a Formula Ford all season. He started with a 10sec penalty. He finished 10.5sec behind the winner, in the pouring rain, after passing about 60 cars in heats, semi and final.

68

MICHAEL SCHUMACHER 1997 BELGIAN GP

Talent *and* brains. An extra reconnaissance lap of a rainsoaked Spa convinced him intermediates were the way to go. Once in front, he stretched his lead by 6sec, 11, 6, and 5 on successive laps. Game over.

67

TAZIO NUVOLARI 1936 COPPA CIANO

Having retired his 12-cylinder Alfa Romeo with transmission failure on lap one, he jumped into an older 8C and tore lumps from the lap record. The crowd went crazy – and Auto Union wilted.

66

FRANK LOCKHART 1926 INDIANAPOLIS 500

This hotshot driver-engineer only got his rookie chance when a rival fell ill. He qualified his Miller 20th, but was leading by lap 60. Not even a long break for rain could put him off his stride.

65

MIKA HAKKINEN 2000 BELGIAN GP

At the pinnacle of a late-race charge, Mika closed on Michael Schumacher. At 190mph, approaching a backmarker, he watched his rival commit left, then swept right, passed the pair of them and won.

64

JUAN MONTOYA 2000 INDIANAPOLIS 500

The reigning CART champion made light work of a one-race foray into the Indy Racing League. Poleman Greg Ray crashed trying to keep up with Montoya's G-Force, which led 167 of the 200 laps.

63

JACQUES VILLENEUVE 1995 INDY 500

Docked two laps passing the pace car under caution, he charged from 24th, timed his pitstops to perfection, and was second with 10 laps to go. Scott Goodyear goofed the final restart. JV didn't.

62

GILLES VILLENEUVE 1976 TROIS-RIVIERES

Quebec supported its favourite son morally – and financially – for his FAtlantic race against GP stars James Hunt and Patrick Depailler. He repaid them with a spectacular pole and a consummate win.

61

JUAN FANGIO 1953 MILLE MIGLIA

He wasn't keen on the event, so his mood can be imagined when his Alfa lost its steering on one wheel at halfway. In a gruelling effort that recalled his early trans-Andean drives, he finished second.

60

STIRLING MOSS 1954 ITALIAN GP

Unfazed by dicing with Juan Fangio and Alberto Ascari, the Englishman proved he was ready for a works F1 drive with a cool, calm drive. Had his Maserati not dumped its oil, he would have won.

59

NICOLA LARINI 1993 'RING DTM

The last important all-out sprint race on the mighty Nordschleife saw a little Italian weave his magic in an Alfa. Doing his best Nuvolari impression, Larini dominated both 4-lap heats in his 4WD machine.

58

STIRLING MOSS 1958 ARGENTINE GP

His little Cooper was giving away 600cc to the Ferraris and Maseratis, but he worked his way to the front. The rest waited for his tyre stop. But it never came. The future had arrived.

57

JOHNNY HERBERT 1991 LE MANS

Little Mazda has beaten the might of Peugeot, Jaguar, Porsche and Mercedes. A dehydrated, food-poisoned Herbert falls into his father's arms after a two-hour final stint. The stuff of legend.

56

ANDY GREEN 1998 LAND SPEED RECORD

He had shattered the Sound Barrier two days previously, but had exceeded the mandatory one-hour turnaround by 50sec. So he went out and did it all again. Opposite lock at 770mph!

55

ALEX ZANARDI 1998 LONG BEACH GP

First-lap mêlée bent his suspension and put him a lap down. But he charged. And fresh tyres on his last stop gave him vital impetus. He passed the leader on the penultimate lap.

54

GRAHAM HILL 1965 MONACO GP

'Mr Monaco' secured his BRM hat-trick in the absence of Clark (at Indy), but this was no cakewalk – a 45sec straight-on saw to that. His fastest lap was eight-tenths quicker than pole.

53

MARIO ANDRETTI 1967 DAYTONA 500

His tail-out technique wasn't right; it couldn't last the whole race, said the NASCAR establishment. But Mario thrashed his rivals, withstood a fudged final pitstop and ran out a comfortable winner.

52

STIRLING MOSS 1961 GERMAN GP

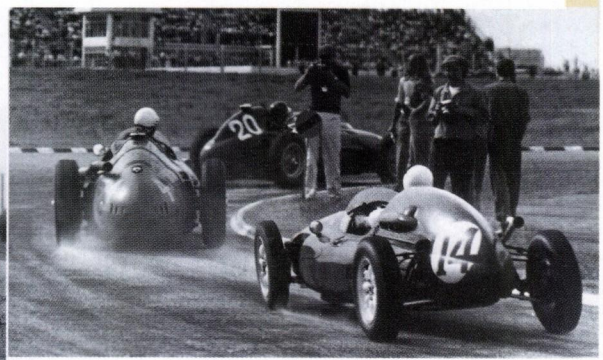
He had discovered his Lotus could run the softer 'wet' Dunlops in the dry and made use of the extra grip to fend off the faster Ferraris. And just when wear was becoming critical – it rained.

51

HAMILTON/ROLT 1953 LE MANS

Ranged against the might of Ferrari, Alfa and Lancia, this unfancied Jaguar pair put in a superb sustained performance, proving the event was becoming a sprint as opposed to a reliability slog.





Adriano Cimarosti

58 Stirling Moss about to turn Formula One on its head by taking the 1958 Argentine GP spoils in a mid-engined Cooper (above).
51 Hamilton and Rolt savour a hard-fought Le Mans win (left)

50



RICK MEARS 1991 INDIANAPOLIS 500

HE WAS 15SEC BEHIND MICHAEL ANDRETTI WITH 20 LAPS to go. Then a last splash-'n'-dash for the lead Lola put Michael right behind Rick's Penske in the queue.

On the restart, Andretti shocked everyone by passing Mears round the outside into Turn One. Rick sensationally replicated the move on the very next lap, and some devastating closing laps sealed his fourth Brickyard win.

Michael Jordan: *"The greatest pass in Indy 500 history. Rick was driving the car so hard in those final stages that his right-rear tyre was leaving a long arc of rubber going through the turns."*

Indy 500 Photos

49

TAZIO NUVOLARI 1947 MILLE MIGLIA

HE WAS 54 YEARS OLD. HE LOOKED OLDER. THE FLYING Mantuan was a sick man. But his spirit was still strong.

At the wheel of a tiny 1100cc Cisitalia, he was within sight of victory when his car was swamped by rainwater. He lost 15min in the subsequent delay. And missed the win by 16 – after 16 hours and 1100 miles of driving.

The crowd lifted their exhausted hero from the car.

Ian Marshall: *"He was way past his best – on his last legs, almost – yet he was still capable of such an amazing performance. It's a shame that year's race was slightly longer than normal."*



Adriano Cimarosti

48



JUAN FANGIO 1955 ARGENTINE GP

IN WHAT WAS RECKONED TO BE THE HOTTEST CONDITIONS OF any grand prix, only two drivers completed the distance single-handed. Both were Argentinian.

The difference was that Fangio won and Maserati's Roberto Mieres finished five laps down in fifth.

Fangio explained that he'd imagined himself to be sat waist deep in snow – as opposed to a roasting hot Mercedes.

Peter Higham: *"If you look at the results, you will see that it took three drivers each to bring the second- and third-placed cars home. Even Froilàn Gonzàlez found the going too tough!"*

47

JACKIE STEWART 1973 ITALIAN GP

THE SHORT-WHEELBASE TYRRELL 006 WAS NOT BEST SUITED to the faster tracks, and Stewart was only sixth-fastest in qualifying at Monza. But he starred in the race after a puncture forced him into an early pitstop.

He scythed through the field, recording a fastest lap eight-tenths under his qualifying time, and finished fourth, to secure his third, and last, world title.

Alan Henry: *"A duplicate of Jimmy Clark's performance in the Lotus 49 at Monza in 1967 – albeit at the wheel of significantly less competitive car. A terrific performance."*





The 1986 Paris-Dakar winning 959

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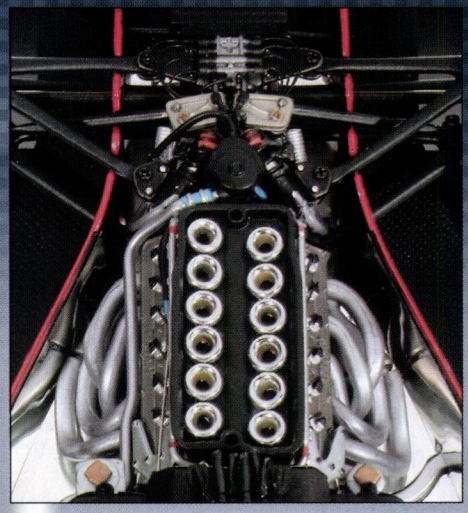
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1990 Ferrari 641/2 1:18

Winner, Portuguese Grand Prix driven by Nigel Mansell.

Qualifying for the Portuguese Grand Prix at Estoril was as close as any Grand Prix in history, when Mansell took pole position only 0.02 seconds ahead of Prost, and Prost put his Ferrari on the outside front row only 0.04 seconds ahead of third man Ayrton Senna! Exoto's highly detailed Die Cast models are an enthusiasts dream, unsurpassed for attention to detail and accuracy. Special features include a removable cowling, showcasing an unprecedented level of detail: fully wired and plumbed V12 engine coupled to individually cast exhaust headers, photo-etched water and oil cooling radiators, fully detailed cockpit with fabric seat covering and fabric seat belts, further photo-etched hardware, water pipes, hydraulic hoses, electrical wires and much more.

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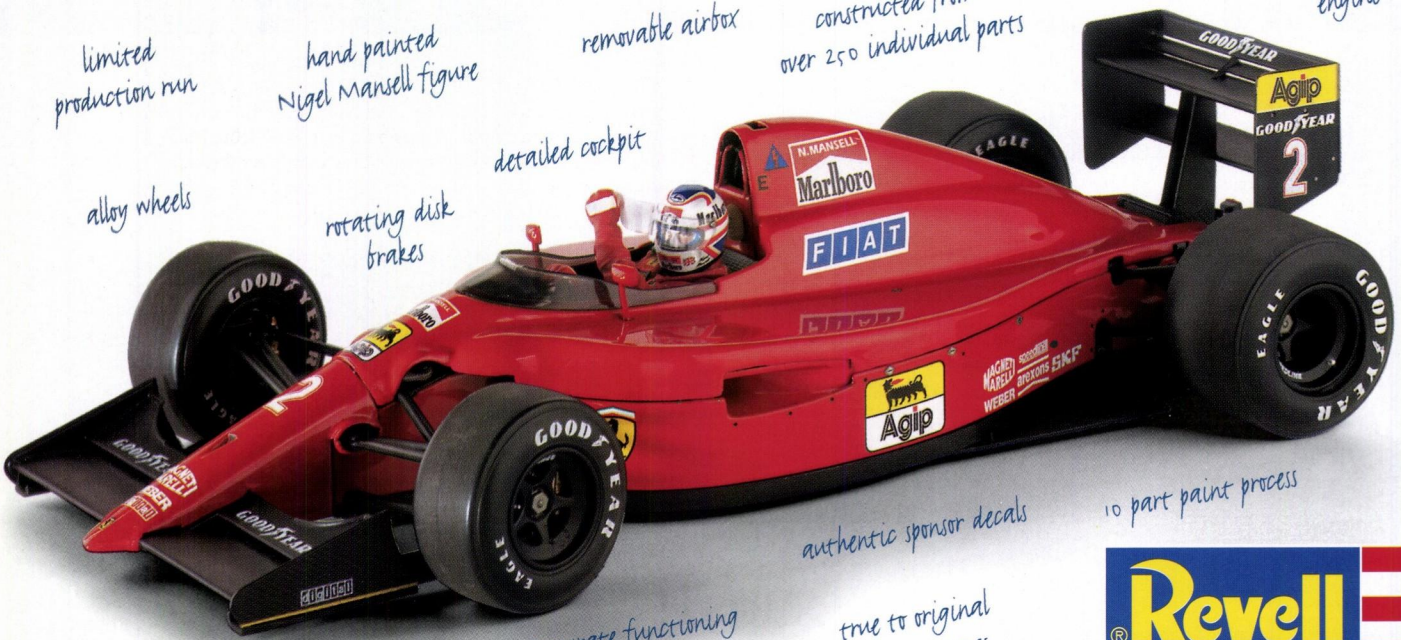
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46



JIM CLARK 1965 INDIANAPOLIS 500

HE WAS ROBBED BY OFFICIALDOM, LOCAL STREET SMARTS AND his naivety in 1963. He was let down by Dunlop in 1964. It was, though, only a matter of time before Clark and Lotus won at the Brickyard. It was.

Using the style that served him so well at Spa, he led all but five of the 200 laps. He'd worked harder for less, but this, without doubt, was his most significant victory.

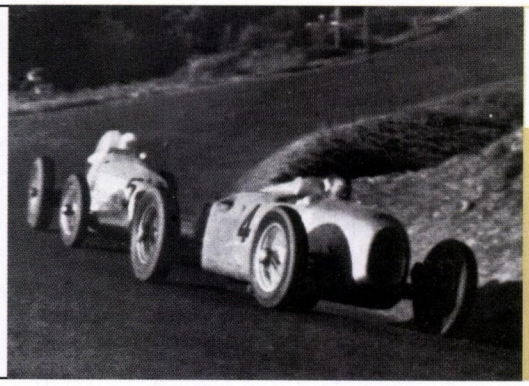
Roger Bell: *"Unfazed by two previous unsuccessful missions to tame Indy, he finally came good in 1965. It signalled the final nail in the coffin for the front-engined roadsters."*

BERND ROSEMEYER 1935 EIFELRENNEN

IT WAS ONLY HIS SECOND EVER MOTOR RACE – AND IT WAS on a circuit he'd never seen.

Rosemeyer and Auto Union had dared to challenge the might of Rudolf Caracciola and Mercedes-Benz – around the 14-mile Nürburgring. Second place behind the old master was just reward, but not before the youngster had defiantly passed him on the pit straight.

Chris Nixon: *"His first race was at Avus, a track where no great skill was required. His next was at the Nürburgring. He'd never raced there before – not even, as a lot of people think, on a motorbike."*



Chris Nixon Photos

45

44



JEAN ALESI 1990 USA GP

IN HIS NINTH GRAND PRIX, ALESI WAS STILL ROCKING THE Establishment. With last year's Tyrrell 018, he qualified fourth in Phoenix and jumped into the lead at the start.

Ayrton Senna caught and passed him on lap 33, but Jean dived past at the very next corner. Senna kept him locked out when retaking the lead a lap later, but Alesi finished in a remarkable second place.

Jim Holder: *"What a way to make your mark in F1. To outfox Senna, in an inferior car, was sensational. It signalled the start of what should have been something very special indeed."*

DAMON HILL 1994 JAPANESE GP

SUZUKA'S MONSOON HAD MICHAEL SCHUMACHER WRITTEN all over it; this two-part race (it was redflagged after 15 laps) had Ross Brawn masterstroke written all over it. But Hill and Williams matched their every move. And more.

Hill and Schumacher would travel to the Adelaide title-decider separated by a single point. And Schumacher now knew his rival was no pushover.

Tom Clarkson: *"For the first time Damon really took the fight to Schumacher. Psychologically, Damon turned the corner that day – he still talks about Suzuka '94 seven years later."*



43

42



PETER GETHIN 1971 ITALIAN GP

AFTER A CLASSIC NOSE-TO-TAIL BATTLE AT MONZA (PRE-CHICANES, remember) the Englishman stuck the nose of his BRM P160 in front by mere inches to win the closest – and fastest – grand prix in history.

Amazingly, the five-way slipstreamer would have produced a first-time winner whoever crossed the line ahead.

Paul Lawrence: *"I grew up on slipstreaming – watching 1-litre F3 races during the early 1970s – and this particular race has got to be the slipstreamer to end all slipstreamers. An epic."*

41



JOHN WATSON 1983 US GP WEST

DETROIT THE PREVIOUS SEASON HAD BEEN BUT A MERE WARM-UP to this Long Beach extravaganza. The McLarens qualified 22nd and 23rd, but stealthily made their way through the field.

On lap 33, 'Wattie' dived past team-mate Niki Lauda at the end of Shoreline Drive, banged wheels and snatched third.

Twelve laps later he was in a lead he'd never cede.

Laurence Foster: *"John has always said he was one of the best overtakers in the business and, on this evidence, he has a point. Long Beach was not exactly a forgiving circuit. Very impressive."*

HANNU MIKKOLA 1970 WORLD CUP RALLY

ARGUABLY THE HIGHEST-FLYING FINN OF THEM ALL, MIKKOLA must have rung the neck of Ford Escort FEV 1H during this intercontinental marathon.

Living on a diet of warm Coca-Cola and hard boiled eggs, he embarked on a journey four times the length of a typical modern WRC event with gusto, flair and incredible speed.

Russell Bulgin: *"Consider the facts of the Andes section alone: 560 miles in 12hr 20min, at altitudes of up to 15,000ft. He had a very basic car, which he must have driven absolutely flat-out. Fantastic!"*



40

HENRI TOIVONEN 1980 RAC RALLY

NOTHING COULD TOUCH FORD'S ESCORT. IT HAD WON EVERY RAC from 1972 to '79, and Mikkola was clear favourite to secure a hat-trick. He had a trouble-free run – to second place.

He proffered no excuses. He had simply been outpaced by a 22-year-old. This was an RAC of yore – five days, through the night – yet Toivonen was flawless.

Andrew Golby: *"Henri was the youngest-ever winner of probably the most unpredictable of rallies. He was finally armed with a good car and showed the old hands how to do it – consummately."*



39

38



NIGEL MANSELL 1989 HUNGARIAN GP

UNABLE TO GET HIS FERRARI TO HANDLE ON QUALIFIERS, NIGEL spent Saturday perfecting a race set-up. Wise move.

From 12th on the grid at the tight, narrow Hungaroring, he passed four cars on lap one, was up to fourth by lap 30, took Alain Prost on lap 41, homed in on Senna, boxed him in behind a tail-ender, passed him – and disappeared.

David Malsher: *"Not renowned for his tactical acumen, this drive was worthy of Prost. With a perfect set-up, he conserved his tyres, performed clean, precise passing manoeuvres, and made Senna look slow-witted."*

37



Malcolm Jeal

EMIL LEVASSOR 1895 PARIS-BORDEAUX-PARIS

WIDELY REGARDED AS THE FIRST OUT-AND-OUT MOTOR RACE as opposed to a reliability trial, the cars were allowed 100 hours to cover the 750 miles. Levassor's Panhard-Levassor needed just over 48 of them, averaging 15mph in the process.

He drove the entire distance himself, his co-driver having spent much of it asleep – also a remarkable feat in its own way.

Bill Boddy: *"Anyone who spends nearly 49 hours at the controls of a tiller-steered, solid-tyred, top-heavy car, over unmade, potholed roads, gets my vote. Racing at its most primitive."*

ARI VATANEN 1985 MONTE CARLO RALLY

THE LANKY FINN WAS THE MAN TO BEAT IN THE WRC. HIS GP B Peugeot had swept all before it at the end of 1984. And on the opening event of '85, the Monte – arguably the calendar's trickiest event, he prevailed again – by over 5min.

And all this after he had been penalised 8min following an 'early check-in' blunder by his co-driver, Terry Harryman.

John Davenport: *"This is the sort of drive navigators dream about. It was a nightmare to begin with, when Terry made his mistake, but Ari just set about pulling back the time. He did it, too. Against Walter Röhrl."*



36

GEORGES BOILLOT 1914 FRENCH GP

PEUGEOT'S STAR FACED A WELL-DRILLED MERCEDES SQUAD: MAX Sailer was the hare, until a rod broke on lap six; Louis Wagner was the hound, harrying the ill-handling Peugeot; Christian Lautenschlager was the fox, sneaking up on the Pug to win.

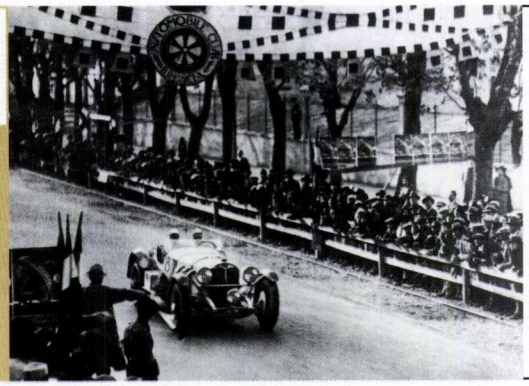
The heroic Boillot eventually retired because of a broken valve on lap 18 of 20 around the 23-mile Lyon circuit.

Bill Mason: *"Such a dramatic drive – especially when you consider the very delicate political situation. Boillot was a great character, and it was apt that his was the last great drive before World War One."*



35

34



RUDI CARACCIOLA 1931 MILLE MIGLIA

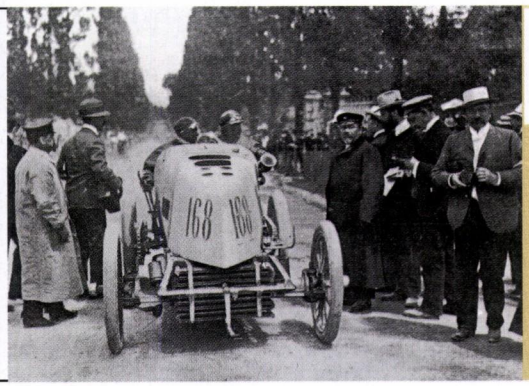
JUST ONE OF MANY REMARKABLE PERFORMANCES 'CARATSCH' put up in a Mercedes SSK– a real he-man's car.

He refused to be drawn into a dogfight with a bevy of Alfas, but his irresistible pace forced Nuvolari to drive harder than he wanted to given his tyre problems.

The big Merc proved the immovable obstacle and won at 62.84mph.The Mille Miglia's first 'foreign' conqueror.

Paul Frère: *"Yes, the new Alfa Romeos 8Cs had tyre troubles, but anyone who has ever driven a Mercedes of the SS/SSK series will know just what an heroic drive this was."*

33



FERNAND GABRIEL 1903 PARIS-MADRID

IF TOMORROW YOU AVERAGED 65MPH FOR THE 342 MILES from Paris to Bordeaux, you would consider the trip to be a success. Gabriel's Mors achieved this 98 years ago.

This race – and the town-to-town era – came to an end at its halfway point because of a series of devastating fatal accidents. But not before the gladiatorial Gabriel had laid it on the line one more time.

Rob Walker: *"A fantastic performance. I know little about this driver, but he must have been quite something. I think this was the race they steered by looking up at the treetops, so thick was the dust!"*

32



JOCHEN RINDT 1970 MONACO GP

THE LOTUS 49 HAD HAD ITS DAY, BUT HE WAS HEARTILY SICK of its successor. So he qualified the 'old nail' eighth. And sulked. A sniff of victory, though, snapped him out of it.

He was still 1.5sec behind Jack Brabham entering the final lap. But when your pursuer sets the fastest lap on the last lap, with a time eight-tenths quicker than pole, in a two-year-old car, anything, clearly, can happen. And it did.

Paul Fearnley: *"I love the almost disinterested start to this drive. And then that stunning climax. The sheer two-facedness of it! It's a performance that oozes charisma."*

31



KEKE ROSBERG 1985 BRITISH GP QUALIFYING

THE WILLIAMS FW10B-HONDA WAS JUST BEGINNING TO show its teeth, and Keke was in a special kind of mood at Silverstone. He stubbed out his cigarette, climbed in and put his foot down. Two laps later, he had bagged pole with what remains F1's quickest lap: 160.925mph.

Back at the pits, the team discovered one of his front tyres had a slow puncture. Keke simply lit another cigarette.

David Addison: *"When that car came past, you could tell it was travelling at a different speed to the others. The car's poise was so dramatic; it looked so animate. Incredible. As was Keke's lap time."*

30



TIMO MAKINEN 1965 MONTE CARLO

THE ORIGINAL FLYING FINN VANQUISHED ALL BEFORE HIM ON one of the world's toughest events.

People recall with affection the '64 event, when Paddy Hopkirk gave the Mini its first win, yet Mäkinen's drive was against stiffer opposition and without the handicapping format that had benefited Hopkirk. He simply blew them all away in a car that seemed, on paper, totally unsuitable.

Stuart Turner: *"He demolished the field. My most cherished motorsport memory is of seeing him plough through the snow into a service point, and then waiting, and waiting, for the next car to turn up."*

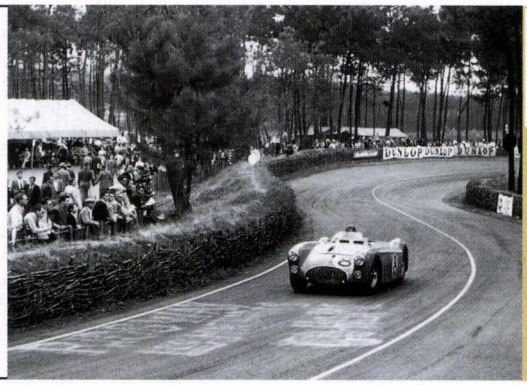
29

PIERRE LEVEGH 1952 LE MANS

THIS 42-YEAR-OLD PARIS GARAGE OWNER TOOK FIRST STINT, while co-driver Marchand awaited his turn. He was still waiting 23 hours later.

Levegh felt unable to hand over the Talbot to his partner because its rev-counter wasn't working. On the verge of a memorable victory, however, an earlier over-rev caught up with him when the engine ran a big-end.

Duncan Rabagliati: *"I suppose he could be blamed for losing the victory through tiredness, but you would need a hard heart to criticise him for thinking he could complete that last half-hour."*



28



GILLES VILLENEUVE 1981 MONACO GP

GILLES' QUALIFIED HIS POWERFUL BUT TURBO-LAGGED AND unwieldy Ferrari 126CK second behind an underweight Brabham. Team-mate Didier Pironi was 17th.

Having let Jones' far quicker Williams through in the race, Gilles was repaid the compliment when AJ hit fuel vaporisation trouble in the closing stages and left just enough room for the Ferrari to pass for an unfeasible win.

Roger Stansfield: *"A typically ballsy Villeneuve performance in a car that simply shouldn't have allowed it. He was super-quick and precise despite the shortcomings of the tractoresque Ferrari."*

27

STEFAN BELLOF 1984 MONACO GP

SENNA'S TOLEMAN CATCHING THE MCLAREN OF PROST STOLE all the headlines. But people now recognise Bellof's third place as a work of genius, too.

Yes, he had a Cosworth in his Tyrrell, easier to manage in the teeming conditions than a turbo, but his Goodyears were no match for the Michelins worn by Prost and Senna. And Stefan was catching them both.

Matt James: *"Bellof's drive is overlooked even now. He was a special talent, blessed with immense car control, and it would have been fascinating to see the outcome had the race not been stopped."*



Almo's fire still burns





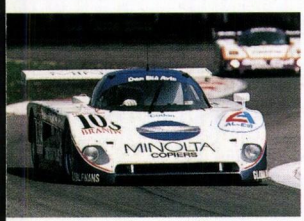
Almo (left) with Count Agusta

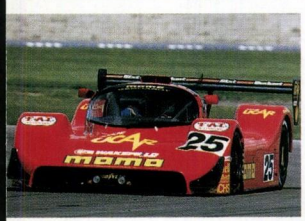






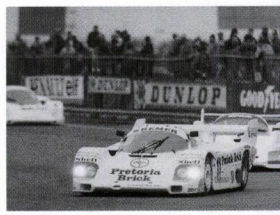








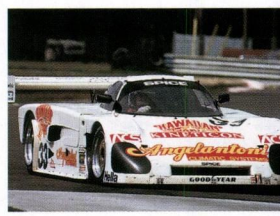


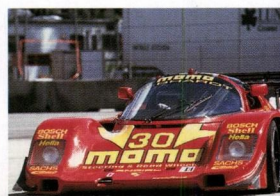












ALMO COPPELLI IS A RACING LEGEND WHO HAS EXPERIENCED MOST VERSIONS OF MOTORSPORT AT ALL LEVELS, from starting in Formula Ford, moving on to Group C cars, and then GTs. He has occupied the roles of driver, manager and team owner and is now turning his considerable talents to historic motorsport.

In 1978, a new Italian driver broke into the motor-racing world behind the wheel of a works Tiga. This first season in motor racing led to the start of two passionate love affairs for Almo, one for motor sport, and the other for this country. "England is the best place to be," says Almo. "I have loved England ever since I first lived here with Andrea de Cesaris."

That first season of motor racing resulted in Almo finishing third in the Dunlop 'Star of Tomorrow' competition and moving on to Formula Three in Italy. This was one of several successful seasons in single-seaters and led to drives in numerous races including 11 Le Mans – many for Kremer Motorsport – and three Daytona 24 Hours.

1984 saw Almo accept a new challenge in the form of Group C2 cars. Driving for Alba Giannini in his first season, Almo won the C2 world title. In 1989 he was just beaten to first place in the championship, this time driving for the works Spice team.

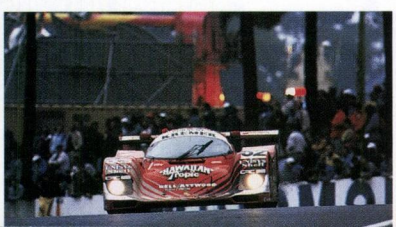
A year later, Almo started racing Group C1 cars. Throughout the period 1990-93, Almo worked for many of the leading teams including Momo-Audi Gebhardt in a Porsche 962, Spice USA and Lancia-Ferrari. During this time, Almo raced in the Interserie championship and achieved third place. He also drove in IMSA Camel Lights, achieving a third place at the Sebring 12 Hours race driving a works Spice-Buick.

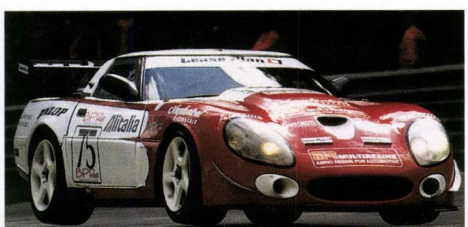
1994 saw Almo start to drive for the works Venturi Team in GT racing and the following year he started his own race team as managing director, driver and team manager with his friend Count Agusta. "The Count came to me and said, 'Why don't we start our own race team?' I agreed and we set up Agusta Racing in my spiritual home of England. It gave me a whole new perspective on racing, I became responsible for everything – from the loo paper to race strategy, and of course, driving the car." The team ran two cars for two years, and then one the following season, competing in both the BPR and American championships. Almo also went to Le Mans with Agusta during this time, setting class lap records in 1995 and '96 driving Callaway Corvette LM600s. In 1995 Almo came third in his class at Daytona, again driving a 'Vette. The following year Almo carried on this success by winning the US S2 World Challenge Championship, and in '98 he took second place in his class at Le Mans, driving a Kremer Porsche Spyder K7.

Today Almo can be found in his adopted country, based at Silverstone. There he has been biding his time and looking at his options. When asked what his aims are for the next few years, Almo extends his arms and indicates his new Silverstone base. "I have been working on this property a long time now, and finally I feel it is ready for the public." The walls are covered in murals with the rear wall dominated with a scene from the days of Almo's Agusta Racing career. In addition to these, the building is decorated with posters of Almo's 11 Le Mans races.From here, Almo plans to sell modern and historic race cars, and some road cars too. He even talks about a possible racing future for himself, with half an eye on the new Historic Group C Championship. "I have driven many Group C cars over the years," he says, "and to have someone with 20 years experience certainly helps the customer." When asked about a possible management career running a race team he says: "Image is everything! If someone came to me and offered me a car, or asked me to start my own team, I would. Public relations, managing my own team and promoting it – these are all things I do well."

Certainly it wouldn't be a surprise to see Almo back on a race circuit very soon.

To contact Almo, tel: 07714 704000





26



MICHAEL SCHUMACHER 1996 SPANISH GP

FERRARI'S F310 WAS NOT AS GOOD AS THE BENETTON-RENAULT Schumacher had driven in 1995, and not on the same planet as the 1996 Williams-Renaults. But in Barcelona, it rained.

Despite nearly stalling at the start, Schuey clawed back to third by lap five, outbraked Alesi's Benetton, sat it out with Jacques Villeneuve's Williams and was leading by lap 13. *Fin.*

Matt Bishop: *"It's not often that one man makes the task that all his rivals are struggling over look hugely easy. But that's what Michael did. He won by more than a mile and we knew we had a genius on our hands."*

25



MICHAEL SCHUMACHER 1995 BELGIAN GP

FROM 16TH ON THE GRID, HE WAS SECOND BY LAP 15. LEADER Damon Hill's Williams pitted for dry tyres. So did Schuey. But when the rain returned to Spa, Damon pitted for wets, while Michael's Benetton stayed out – and found grip even on slicks.

A wheel-banging battle ensued. Then the track dried and Michael's gamble was vindicated. He'd humiliated his rivals.

Jaimes Baker: *"Typical Schumacher performance, this one, where he out-thought and outdrove everybody. His speed on dry tyres in the wet was staggering, and to move from 16th to first was a fitting reward."*

MIKE HAWTHORN 1953 FRENCH GP

IN HIS FIRST THREE STARTS FOR SCUDERIA FERRARI, HAWTHORN, a young, bow-tied Englishman, twice finished fourth and once just out of a then-points finish in sixth.

Then came the switchback, flat-out rush at Reims – a chance to show what he was really made of. He beat Fangio by a few feet in a slipstreaming thriller.

Michael Turner: *"A terrific performance for a young man feeling his way into Formula One – and Ferrari. The tenacity and opportunism Mike showed in such company as Fangio, González, Ascari* et al *was great."*



24

MICHAEL SCHUMACHER 1998 HUNGARIAN GP

RUNNING THIRD BEHIND THE MCLARENS, MICHAEL PUT IN SOME stunning laps after his first stop, to get ahead of David Coulthard.

Ferrari had switched strategies, and he repeated the process after his second stop to jump the other McLaren of Häkkinen.

Brawn then asked him for 25sec in 19 laps before his third stop. He replied with a 29sec lead – despite a half-spin!

James Allen: *"One of the most staggering performances in recent years. The perfect modern-style Formula One race. I have never seen Michael look happier after a race. The best Schuey/Ferrari win, for sure."*



23

22



DAVE COYNE 1990 FORMULA FORD FESTIVAL

A YELLOW FLAG INFRINGEMENT MEANT THE MAN FROM CAMBERLEY started his heat from the back – and with a 10sec penalty. He finished seventh. He then finished ninth in his quarter-final.

His Brands Hatch weekend ignited during a 14-lap semi-final, which his Swift won from 18th. This thrilling effort even outshone his brilliant defensive victory drive in the final.

Simon Arron: *"One of the greatest pieces of defensive and strategic race car driving ever. Third placed Jean-Christophe Boullion was still fuming about it when he reached the dizzy heights of F1 in 1995."*

21



JOHNNY HERBERT 1985 F FORD FESTIVAL

HIS WEEKEND STARTED BADLY, A PRACTICE ACCIDENT DEMOTING his Quest to the rear of the grid for its heat. But matters got progressively better thereafter.

A sixth in that heat, a fourth in his quarter-final and a second in his semi- put him on the front row for the final. Despite the presence of Damon Hill and Mark Blundell, he led all the way.

Richard Heseltine: *"Johnny's drive in the unfancied Quest was the best ever performance at the Festival. His charge marked him out as a future world champion, which sadly wasn't to be. But this was his day of days."*

AYRTON SENNA 1988 JAPANESE GP

AFTER STALLING AT THE START, HE BUMP-STARTED THE ENGINE on Suzuka's downsloping grid, and sliced through the field in incisive but absolutely fair fashion to reach second place.

Then, as drizzle fell, he homed in on McLaren team-mate Prost, pressured him into missing a gearshift, nipped past and headed for his eighth win of the year – and the championship.

Peter Innes: *"At the time I was at my most impressionable (mid teens!) and craved a new hero. Well, I got one that day. An incredible fightback from 14th to first in tricky conditions. And under massive pressure, too."*



20

COLIN McRAE 1995 RAC RALLY

THE BATTLE FOR WORLD RALLY HONOURS BETWEEN MCRAE AND his Subaru team-mate Carlos Sainz had raged all season long.

At the final event, the RAC, McRae knew that nothing short of victory at home would do. He blew the Spaniard away.

It was the Scot's second straight win on an event so tough that, until he came along, no Brit had won it for 18 years.

Martin Sharp: *"I remember seeing Carlos on the Yorkshire leg. Those dark eyes of his are very expressive, and you could tell that he knew he was fighting against something he couldn't really fight against."*



19

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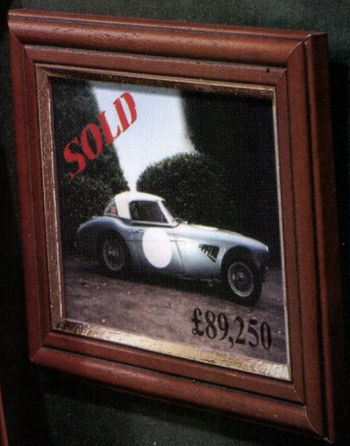
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18



NIKI LAUDA 1976 ITALIAN GP

HE SHOULDN'T HAVE BEEN THERE. HE SHOULDN'T HAVE EVEN been alive. Enzo Ferrari had 'replaced' him with Carlos Reutemann. But a month after receiving the last rites, Niki was at Monza, outqualifying Clay Regazzoni *and* Carlos, and racing his Ferrari to fourth place.

As he peeled the balaclava from his raw, bleeding face, Lauda became a deserving legend.

John Zimmerman: *"He came back from the dead, basically, didn't he. This has surely got to be the bravest drive in the history of motorsport. The determination of the man!"*

MICHAEL SCHUMACHER 1994 SPANISH GP

AS CAN BE SEEN FROM THE PICTURE, SCHUMACHER WAS GOING to walk this race. His lead grew by 1.5sec per lap, until lap 23, when his gearbox got stuck in fifth.

After investigating several new lines, especially through Barcelona's absurdly tight post-Imola chicanes, he lost only 2sec per lap, and even managed to pull away from a pitstop without stalling. F1's most glorious second place.

Steve Sutcliffe: *"This was the first time I looked at Michael and thought he was really special. How many people could make a car do what he did with it stuck in fifth? It just shouldn't have happened."*



17

16



BERND ROSEMEYER 1936 EIFELRENNEN

NUVOLARI WAS HELL-BENT ON REPEATING HIS GERMAN GP success of 1935. It was raining and his nimble Alfa Romeo was leading. But Rosemeyer was catching and, on lap six of 10, his Auto Union took the lead.

It was now that the fog descended, so thickly that the pits couldn't be seen from the stands. Yet Rosemeyer's pace never slackened, lapping 40sec faster than even Nuvolari.

Adriano Cimarosti: *"I am sure he took some risks to be so fast, but I have spoken to Mercedes driver Manfred von Brauchitsch about it, and he reckons that Rosemeyer seemed to have an extra sense."*

Audi

JACKY ICKX 1969 LE MANS

HE WALKED ACROSS THE TRACK IN PROTEST OF THE DANGERS inherent with the race's traditional run-and-jump start. Plus, there was no rush, the Porsches and Matras were much quicker than his old Ford GT40.

Twenty-three hours later, he was involved in the most famous dice in Le Mans history, passing and repassing Hans Herrmann's Porsche, before winning by 0.07 of a mile.

Michael Cotton: *"To be on the tips of your toes, straining every nerve, as you're waiting for them to come round on the next lap is not something that's supposed to happen after 24 hours. But it did."*



15

14



AYRTON SENNA 1984 MONACO GP

THE SIGNS OF SUPERSTARDOM WERE THERE, BUT MONACO was the race where Senna proved to *every* F1 follower that one day he would be The Man.

As rain fell, he dispensed with the established stars and left mere mortals in his wake. In a Toleman, he was catching Prost in a McLaren. Had the race been halted two laps later, he would have won in only his fifth GP.

Henry Hope-Frost: *"As a 13-year-old with more fever than sense, 3 June 1984 was a great day. It still irritates that Ickx (another hero!) stopped it. I pretend that Senna won and Bellof was second."*

AYRTON SENNA 1985 PORTUGAL GP

SENNA'S FIRST GP WIN WAS ALWAYS LIKELY TO BE IN THE RAIN. Turbo cars were sods to drive on a wet track, but you would never have guessed it had you watched Ayrton that day in Estoril. He was near perfection.

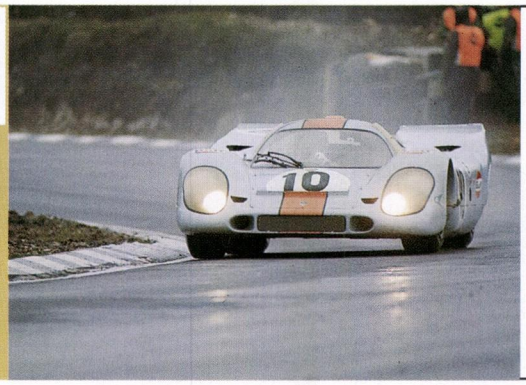
From the first of his 65 pole positions, he left everyone behind, lapping all but Michele Alboreto's Ferrari. Those in equal and better cars had been thrashed.

Bruce Jones: *"He was the first special talent I'd seen in Formula Ford. He looked so calm that day while the stars screwed up. You felt sure he'd make a mistake, but instead he just got stronger."*



13

12



PEDRO RODRIGUEZ 1970 BOAC 1000

THE LITTLE MEXICAN'S PERFORMANCE IN PORSCHE'S BEAUTIFUL and dominant 917K was simply out of this world that day.

In horrendous conditions at Brands, Pedro lapped what seemed like days quicker than anyone else. His winning margin was five laps. Consider that at one point he was black-flagged and given a ticking-off for overdriving, and the margin seems even more ridiculous.

Maurice Hamilton: *"He was such a gutsy driver and, on that day, he was head and shoulders better than the rest. It also helps that he was driving a 917, which was such a wonderful car."*

RENE ARNOUX 1979 FRENCH GP

IT TAKES TWO TO TANGO. AND ANY DRIVER WHO CAN GO toe-to-toe with Gilles Villeneuve must be a bit tasty.

René fluffed his front-row start and dropped to 14th, but was ninth at the end of that lap. He gradually worked his way through the field and eventually passed Gilles for second. We should all be thankful that his V6 turbo chose this precise moment to play up...

Gordon Cruickshank: *"The careless abandon and disregard for any form of safety from these feuding aces was almost medieval. To see it played out on television was, for me, utterly spectacular."*



11

10



GILLES VILLENEUVE
1979 FRENCH GP

WHEN VILLENEUVE BURST BETWEEN THE front-row Renaults at the start, no-one expected his lead to last for long. Yet it took pole-sitter Jean-Pierre Jabouille until lap 46 to pass the sliding Ferrari.

His team-mate Arnoux, now homed in on Villeneuve at 1.5sec per lap, having dropped to midfield at the start.

With five laps to go, René set fastest lap, a second quicker than anyone else, and passed Villeneuve for second at the start of the penultimate lap.

But an intermittent fuel metering problem kept his Renault within range of Gilles – who went for it.

A sidepod-thumping, wheel-banging, heart-in-mouth automotive fist fight ensued over those final two laps.

Gilles prevailed, by 0.24sec. But it was we spectators who were the real winners.

Eric Verdon-Roe: *"The most gripping few minutes of motor racing I have ever witnessed. To see racing that close, at that level, at that speed, was absolutely staggering."*

9

GILLES VILLENEUVE
1981 SPANISH GP

AT THIS STRATOSPHERE OF GREAT DRIVES, we find ones only three or four men in the sport's history could have done – in that car, on that day. Gilles' performance in Spain is one such.

More remarkable than his charge from eighth to third at the opening corner was the pass he pulled on Reutemann's far superior Williams around the outside of the same corner at the start of lap two.

This meant Gilles was in prime position to inherit the lead when Jones threw his Williams off the track.

How the Ferrari star staved off the remaining aces, driving much quicker cars, without making a race-losing error in a lurching 126CK on wrecked Michelins is beyond many people's comprehension.

How far ahead might he have been in a Williams or Ligier? It's a scary thought.

Anthony Rowlinson: *"This race defied some people's view that Villeneuve was a rock ape. He made no mistakes, and exploited to perfection his car's only strength – straightline speed."*



8



STIRLING MOSS
1961 MONACO GP

EXAMPLES OF MOSS CHARGING THROUGH to victory following an early delay are 10 a penny. He could reel them off with a bewitching insouciance. He revelled in adversity. But this did not mean he was averse to leading from start to finish.

He didn't manage the latter in this race – Richie Ginther's Ferrari, with its 30bhp advantage, set the pace for 14 laps – but the pressure the American and his teammates exerted for the remaining 86 laps means Moss reckons this his greatest drive.

He was at the peak of his powers. Out-of-date cars with bhp deficits were hurdles to be cleared – with relish. His old Lotus lined up on pole position, but he was worried about Ferrari race pace. And with good reason. An inspired Ginther set fastest lap on lap 84 to close within a second. Stirling matched it next time around.

It was that sort of performance.

Nigel Roebuck: *"Fantastic concentration and sustained effort. From lap 66 to the finish, his every lap was faster than his pole time."*

TAZIO NUVOLARI
1935 GERMAN GP

ALFA ROMEO STUNNED THE RACING WORLD with its svelte monoposto Tipo B in 1932. Three years later it had middle-aged spread and was no match for its German rivals. Yet its talismanic driver conjured out of it one more stunning performance.

He ran third initially. But dropped back to sixth. On lap nine of 22, he upped his pace and passed Mercedes' Luigi Fagioli and Manfred von Brauchitsch to be second. Then, just before the half-distance fuel-and-tyre halt, he passed Caracciola to lead.

This incredible effort was squandered by a chaotic two-minute pitstop – and he re-emerged fifth. But still inspired.

Fagioli, Rosemeyer and Caracciola fell under his spell. As did von Brauchitsch – even though he was holding a big lead.

Nuvolari closed. The pressure built. And a Mercedes rear tyre burst. On the last lap. The unimaginable was now fact.

Mark Hughes: *"To beat just one of those top guys in the German machines would have been 'rabbit out of the hat' stuff. He beat nine of them."*



7

6



JIM CLARK 1967 ITALIAN GP

IT WAS THE USUAL SLIPSTREAMING BATTLE, the Brabhams of Brabham and Denny Hulme tenaciously clinging to the faster Lotuses of Graham Hill and Clark.

On lap 13, though, Clark pitted with a punctured rear tyre. He lost a lap, the tow, and any chance of victory.

He didn't seem to think so. The pre-chicane Monza was not exactly the biggest challenge, and his DFV meant Clark had the most powerful engine, but his progress without the aid of a tow was miraculous.

Leader Hill's DFV let go with nine laps to go, which meant Brabham and Surtees' Honda were battling for the victory. As was Clark! He took the lead, too, on lap 61 of lap 67, having regained almost two minutes in 45 laps.

It would've been his most memorable win had not fuel starvation let Surtees and Brabham to sweep by – on lap 67.

Eric Dymock: *"It was a demonstration of how one driver can overwhelm the others by dint of his sheer virtuosity. He summoned a reserve of skill that astounded even him."*

NIGEL MANSELL 1987 BRITISH GP

NELSON PIQUET LEADS. SERENELY. HAVING been overshadowed by his team-mate so far this season, Nelson beat him to pole yesterday, and is now heading for his first win of '87 – in Nigel's backyard.

After 35 laps, 'Red Five' disappears from his mirrors and heads into the pits. 'Why? These tyres are fine.'

His crew hang out a board showing 'Nigel 30'. Easy. New lap record from Nigel on lap 37? 'Okay: here's another. Beat that!'

Nigel does. Again and again. The board shows Nelson's lead is being gobbled up at a second – sometimes two – per lap.

Ten laps to go. Suddenly there's a blue-and-yellow Williams in the mirror.

Two laps to go. Down Hangar Straight. He's in the left mirror. 'No way!' But he's on the right! He's alongside. Big, hard squeeze into Stowe. But he's gone.

Marcus Simmons: *"My dad and I were the only ones at Club cheering on Nelson. But there was no denying that Nigel overcame impossible odds. It was the most exciting race I've ever seen."*



5

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Guarà	Yellow	Cream hide	2001	Demonstration car		**£51,000**
Guarà	Blue scura	Cream leather	2002	Black carpets, black alacantara dash		**List Price**
Guarà	Silver	Cherry leather	2002	Black alacantara dash		**List Price**
Other Marques						
Ferrari 550 M	Rosso corsa	Tan hide	2000	FFSH One owner	6,000 miles	**£110,000**
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Autokraft Cobra 427	Black w/white racing stripes	Black leather	1983	Full aluminium body and weather kit Excellent condition	4,000 miles	**£65,000**



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4



JACKIE STEWART 1968 GERMAN GP

IT IS ONE OF RACING'S BIGGER DICHOTOMIES: JACKIE STEWART, safety crusader; Jackie Stewart, conqueror of Clermont-Ferrand, Montjuich Park – and the Nürburgring. Even his most vehement of detractors could not take anything away from his on-track performances.

He arrived in Germany nursing one of the few injuries of his racing career, a fractured wrist (right), and there was some suggestion he might not even drive the Matra in this race.

His practice was limited and he started from the inside of the third row, once the organisers had reverted to a 3-2-3 grid as opposed to the track's more usual 4-3-4 – a sop to the horrendous conditions.

Stewart, who had the wrist-sparing steering damper removed moments before the start so he would have better feel for locking brakes, knew he had to be leading before entering the long, lap-ending straight.

He was third into the first corner, picked off Chris Amon's Ferrari at Adenau, and Graham Hill's Lotus exiting the Karussell. And that was the last anyone saw of him, his blue car enveloped in a ball of spray that was cloaked by thick mountain mist.

The Scot had been expected to do well in the conditions given that he and the impressive Dunlop 226 compound had dominated the wet Dutch GP at Zandvoort six weeks earlier. But nobody had expected him to win by over four minutes.

At the finish, he declared himself a coward in the wet.

A very brave, supremely talented coward.

John Blunsden: *"It was just a supreme display of application – especially when you remember that Jackie was a reluctant starter in that race. It was terrifying waiting for him to come round each time. He would come past us and there would be silence. Nothing. The rest were so far behind that it was eerie. Jackie was just so smooth in the car and that was the basis of his genius."*

Tony Jardine: *"He pulverised the opposition in disgusting conditions that not even a rally driver would have contemplated. How far behind was Graham Hill? Absolutely incredible!"*



3



AYRTON SENNA 1993 EUROPEAN GP

A ROBUST MICHAEL SCHUMACHER ELBOWED HIM WIDE ONTO A kerb and he slipped to fifth. His McLaren-Ford lacked power compared with the Williams-Renaults – he simply had to make the most of the torrential conditions.

He simply did.

Schumacher's Benetton was dispatched on the exit of Redgate, and Sauber's Karl Wendlinger could only watch agape as Senna ran around the outside down through Craner Curves, cleaving a torrent in the process. Damon Hill was monstered, then slain, at McLeans. Prost survived until Melbourne Hairpin.

It's little surprise that Senna's mesmerising opening lap at a rainswept Donington Park grabbed the headlines. But there were 76 laps that day – and he shone on every one of them.

It was a crazy, maybe the craziest, wet-dry-wet day of pit-stops – Senna made five (one aborted because of an unready crew) to Hill's six and Prost's seven – yet the Brazilian always appeared to make the right call.

He didn't, but his awesome talent, at one stage lapping faster on slicks in the rain than Prost on wets, made it seem that way.

The opposition could have been stronger: Prost, increasingly cautious in the wet, was struggling with a 'sticky' downshift; Hill was finding his feet in a front-line team; Schumacher's Benetton, admittedly without traction control, beached itself early on. But no-one would have beaten Senna that day.

Everyone else looked pedestrian while he drove off with it.

Rob Aherne: *"I watched the race on television and the cameras took a long time to pick up on what Senna was doing on that opening lap. All you could see was this red-and-white blur in the background. And I can remember him getting on the power so early, and the car getting bent out of shape like it wasn't supposed to with traction control."*

Andrew Benson: *"It had everything: a great driver in a car not the best humiliating his rivals in unpredictable conditions. It's almost worth being number one just for his move on Wendlinger. To then pass both Williams and go on to lap the field, well, what can you say?"*







STIRLING MOSS 1955 MILLE MIGLIA

FOREIGNERS DIDN'T WIN THE MILLE MIGLIA. LOCAL KNOWLEDGE was too vital a factor in this 1000-mile Italian road race.

But Moss not only won it, he set a record average speed in the process – a staggering 97.95mph. He did so thanks to months of assiduous practice, the fabulously fast and rock-solid reliable Mercedes-Benz 300SLR, Jenks' assiduous, ground-breaking 15ft 6in 'loo' roll of pace notes – and his God-given ability.

He led at Rome, the midway point, a position, legend had it, that was a guarantee of ultimate failure. He crossed the sinuous Raticosa and Futa Passes in an hour (a personal goal), and won the prize for the fastest time between Cremona and Brescia, the final leg of the race. He never let up for a second.

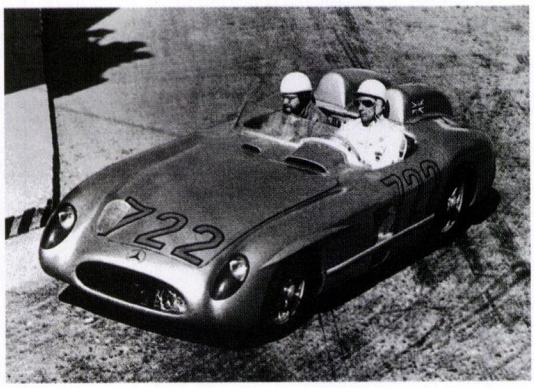
He thumped a straw bale in Verona, flew for 300ft over a mischarted 170mph brow on the Adriatic coast, almost hit some petrol pumps entering Pescara and burst through straw bales exiting the same town. He spun, too, on the Radicofani Pass.

He had not expected to win. He hadn't even expected to be the leading Mercedes. And his performance verged on the carefree. This was not the measured, rounded Moss of Monaco 1961; this was the young Moss, giving it his all, revelling in his own reactions. The lessons in the wheel tracks of Fangio had only just begun, don't forget.

But even Fangio was no match for his precocious team-mate on this late-April day. There had been lots of indicators of Moss' immense talent, but this was the day it was cast-iron confirmed.

Simon Taylor: *"I was lucky enough to be driven around the route by Stirling in a 300SLR in 1995, and it was only then that the sheer enormity of the task struck me. It was a race that required much more versatility than did a grand prix, and it's significant that he should be able to outdrive Fangio so conclusively."*

James Elliott: *"Every time I see the facts and figures of this race, what strikes me is the winning average speed – it's astounding given the length of the race and the conditions. The only other sporting figure that stands comparison is Donald Bradman's test batting average."*



Mercedes-Benz



2

1



JUAN MANUEL FANGIO 1957 GERMAN GP

IT HAD ALL THE MAKINGS OF A GREAT RACE: A PROUD OLD master threatened by a pride of young lions; the world's most fantastic circuit; divergent strategies. It was boxer versus puncher, volleyer versus baseliner.

At 46 years of age, Fangio was on the verge of a fifth world title, having won in Argentina, Monaco and France. The latter performance, at Rouen, had been a masterclass of oversteer, a rebuking reminder to the pretenders that he was still the real deal.

The modest man from Balcarce, as always, appeared peerless, appeared calm. He was, though, working harder than at any other time in his career – Moss, Peter Collins, Hawthorn, Brooks and Musso saw to that.

The signs were there from the start of the year. Moss, in a sister Maserati 250F, led and set fastest lap in Argentina. Moss, Collins and Hawthorn burst to the front in Monaco, only to trip over themselves early on, leaving Brooks to keep Fangio honest to the 100-lap end. Musso set fastest lap at Rouen, and then won the non-championship Reims GP in a year-old car, while Fangio spun off in pursuit. At Aintree, Fangio was off colour, was never in the hunt, and was forced out mid-race with engine trouble.

That British GP had seen Anthony Vanwall's bottle-shaped, bottle-green racers finally defeat those "bloody red cars!" But they were nowhere at the Nürburgring, too-stiff springs pounding their drivers into double vision and nausea, if not outright submission.

This race would be Maserati versus Ferrari.

Fangio put the lissome 250F on pole, chopping 16sec off his 1956 mark. He knew, however, that the Maser did not have the fuel capacity to run non-stop for 300 miles, and that its Pirellis were not as durable as Ferrari's Engleberts. And so he set off on half tanks.

As he had in Monaco, he let the Brit pack squabble among themselves in the early stages, before moving ahead on the third lap. He then tried all he knew, at least all he thought he knew, and had eked out a 28sec gap by the time he pitted on lap 11. Hawthorn and Collins flashed past into a 30sec lead.

According to Fangio's friend Marcello Giambertone, who was in the pits that day, the plan was to take the next two laps easy in order to lull the leaders into a false sense of security. Can this be true? Did Fangio have so much performance to spare? The rival cars were now on the same fuel load, and Collins had bettered Fangio's lap record while the Argentinian was on his out-lap.

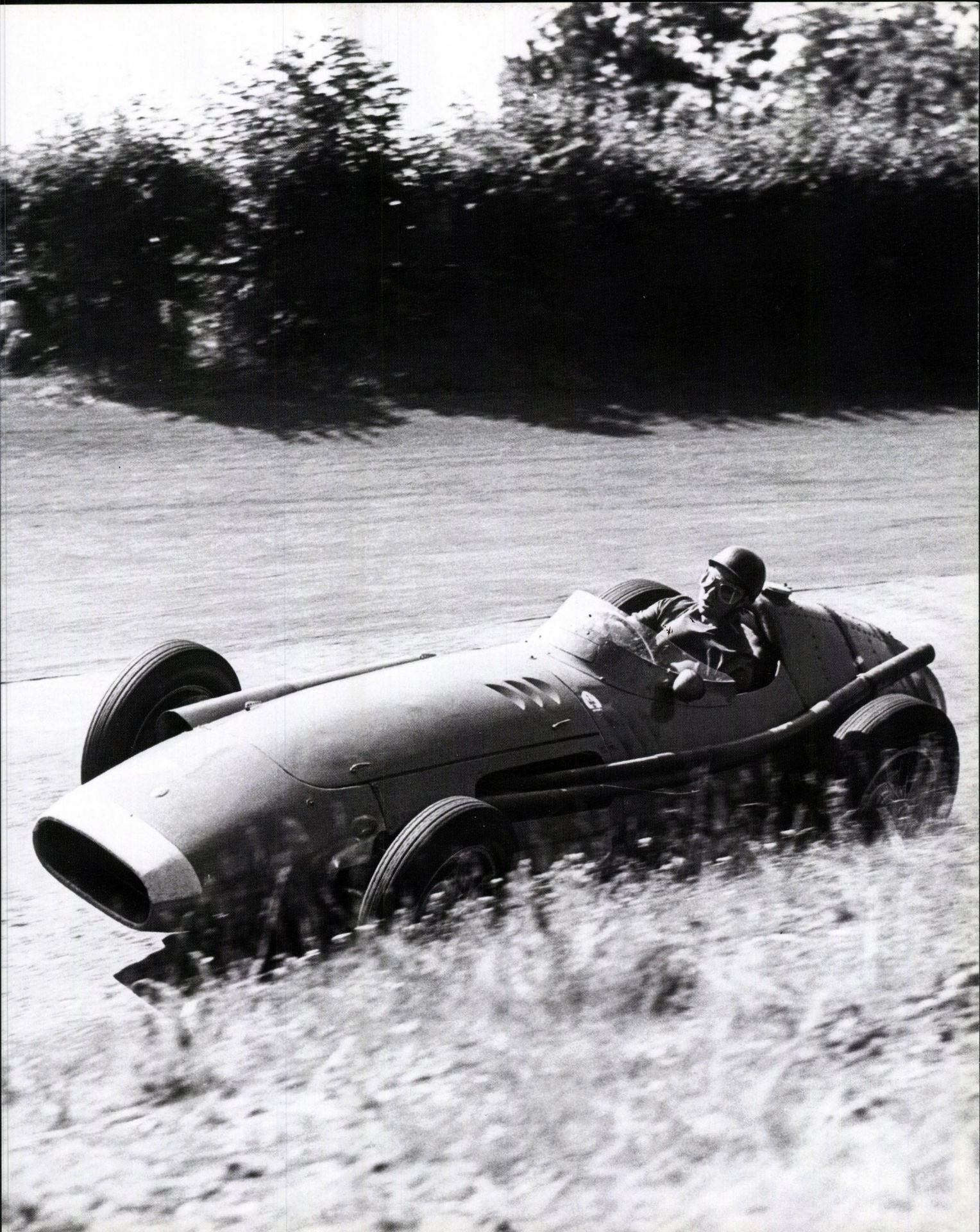
Had he underestimated the Englishmen?

Perhaps. What is certain is that he had underestimated his own capabilities. By his own admission, over the next 10 laps, Fangio reached within himself and discovered an untapped reserve. By staying up a gear, he ripped shreds from the lap record and tore into the leaders' advantage. On lap 18, he was three-tenths under his stunning pole time. On lap 20, he was eight seconds under it! And on the penultimate lap, 21, he was in among them.

Still they refused to give up, he and Collins passing and repassing (above). But by Hatzenbach, Fangio had reassumed a lead he would hold to the end.

His last championship GP win had been his greatest.

Andrew Frankel: *"What gets me about this drive is that Fangio clearly used the length of the circuit, the long gap between the pit signals, to his advantage. It took a long time for Hawthorn and Collins to realise he was a threat. He timed everything perfectly."*
Preston Lerner: *"Talk about balls-out: 10 lap records in 22 laps, including one that absolutely smashed his pole position time. And all on the most fearsome circuit ever built."*
Paul Frère: *"A dream of a lap record."*



MERCEDES 300SLR

THE MAN WE MUST THANK FOR THE BEAUTIFUL AND SUCCESSFUL DBR1 HAS A HIGH REGARD FOR THE CAR HE WANTED TO BEAT. FATE DENIED A HEAD-TO-HEAD, BUT HE KNOWS THE BATTLE WOULD HAVE BEEN TOUGH

TED CUTTING
Aston Martin Designer, 1955-64



Chris Nixon Photos

YOU MAY BE WONDERING BY THE TIME YOU FINISH reading the article why I chose this car. It's true, I have some concerns about it, things I would do differently, for every car is flawed. But that doesn't stop it from being a masterpiece of engineering. The 300SLR was the best of its time: fast, reliable and, most important of all for a racing car, successful.

It was the brother of Mercedes' W196 GP car. In fact, the official works names for them were W196 Rennwagen (F1 car) and W196 Sportwagen (sports-car). In many ways, though, the 300SLR was better. They had learned a lot with the GP racer that they ran in 1954, and incorporated these lessons into the 300SLR, which made its debut in 1955. It was their second bite at the cherry.

Its engine is 500cc larger than the 2.5-litre F1 unit, but there is much more to their differences than an altered bore and stroke. The GP engine featured welded-up, sheet-steel water jackets, which is how they did it before WWII. The 300SLR's power plant is all cast, with a one-piece block and head, like Bentley, and I would say this was superior to the F1 engine. It only had one joint, where the cylinder barrel entered the crankcase, and it's an oil joint at that, not a water joint; the GP engine had two joints. The 300SLR engine was certainly very strong.

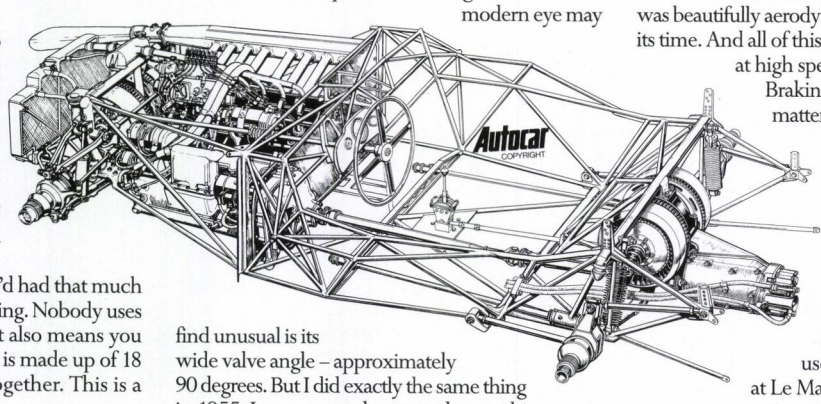
And very expensive. I wish we'd had that much money at Aston. It's all-roller bearing. Nobody uses these now as they are so costly. It also means you have to use a Hürth crank, which is made up of 18 threaded pieces to hold them together. This is a no-expense-spared engine.

That said, it was perhaps a surprise they chose to build a straight-eight. They had assessed a V8 and a V12, but decided that this was the best bet. Straight-eight engines have long, whippy crankshafts, with poor torsional vibration characteristics. To cure this, Mercedes took the power from the centre of the engine. This means there are two four-cylinder cranks, much stiffer and stronger.

One thing I do not approve of, however, is its desmodromic valve gear. Nobody uses this today. Not because it is too expensive, but because it is inefficient. The system is mechanical and so does away with valve spring breakages. It can also cope with very high acceleration and deceleration forces. But the big problem is that it doesn't put the valve back on its seat properly. It relies on the gas pressure to do that. This means that the edge of the valve must have got very hot. My guess is that they would have changed valves after every race, especially given that wear-rate is higher with desmodromic because it has more faces-to-pieces operating.

There were big advances in camshaft design just after WWII, multi-sine wave cams replacing three-arc cams to provide much smoother operation of valves. This mainly stemmed from American and British engineers, and I imagine the Germans had not got on top of it by this time.

Another aspect of the engine which the modern eye may find unusual is its wide valve angle – approximately 90 degrees. But I did exactly the same thing in 1955. I was once taken to task over this by Keith Duckworth, the master, who explained his narrow-angle-four-valve engines was the best way to do it. Wide angles, he said, create horrible combustion chamber shapes and do not generate enough swirl effect. But he had years of extra technology to draw upon: the 300SLR engine was the best of its time.



They claimed 290bhp at 7600rpm for it, running at an incredibly high 12:1 compression ratio. Even by 1960, we couldn't run any higher than 10.25:1 – and that was only with the very best fuel we could find. A very tall piston is required to generate high compressions in engines with such wide valve angles, and I can only think that the Mercedes engine did not breathe very well at high revs. And if its volumetric efficiency is only 75 per cent at maximum revs, then its effective compression ratio is reduced.

Engines were almost the be-all-and-end-all in this period. British chassis design was only just coming to the fore. But there are plenty more praiseworthy aspects to the 300SLR than just its engine.

Stirling Moss always commented how smoothly the car rode, almost like a big Yank. It had very good suspension. Its swing-axle rear end certainly gave it better traction, and was much better on bumpy surfaces, than its live-axled or De Dion rivals. It was not a swing axle in the true sense: it had two links locating each half-axle fore and aft. The only thing I would have changed is the centre line pivot point of the half-axles. I would have had two pivot points, the left-hand one operating on the right-hand wheel and vice versa. This would give longer arms, which would allow more scope to play with roll-centres.

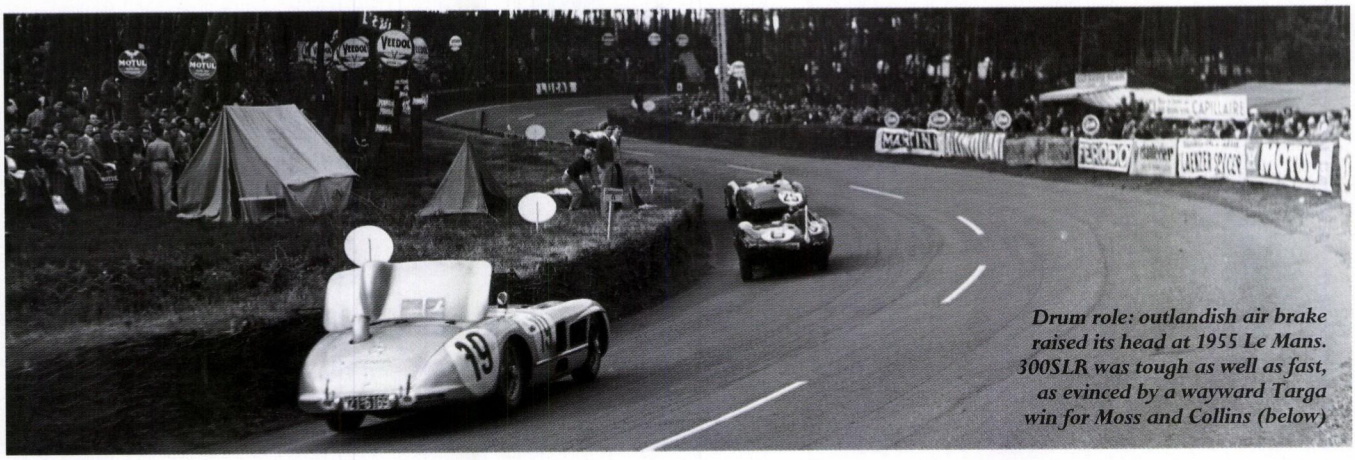
The gearbox is a jewel, far better than anything we had at Aston Martin. It's a transaxle, which means the car had excellent weight distribution. The body was beautifully aerodynamic, extremely efficient for its time. And all of this served to make it very stable at high speeds.

Braking must have been a different matter. Drums were already old hat in Britain, but Mercedes did not wish to use discs. They put their drums inboard to reduce unsprung weight, but this means the car was longer than it had to be. I would have put disc brakes outboard and made the car shorter. Of course, Mercedes used those amazing air brakes at Le Mans in 1955. They were fascinating to watch, and very effective, but I think necessity was the mother of invention on this occasion. Let's face it, squirting oil, via 'trumpet valves' on the dash, into the drums to cure a grabbing brake is hardly hi-tech – or ideal.

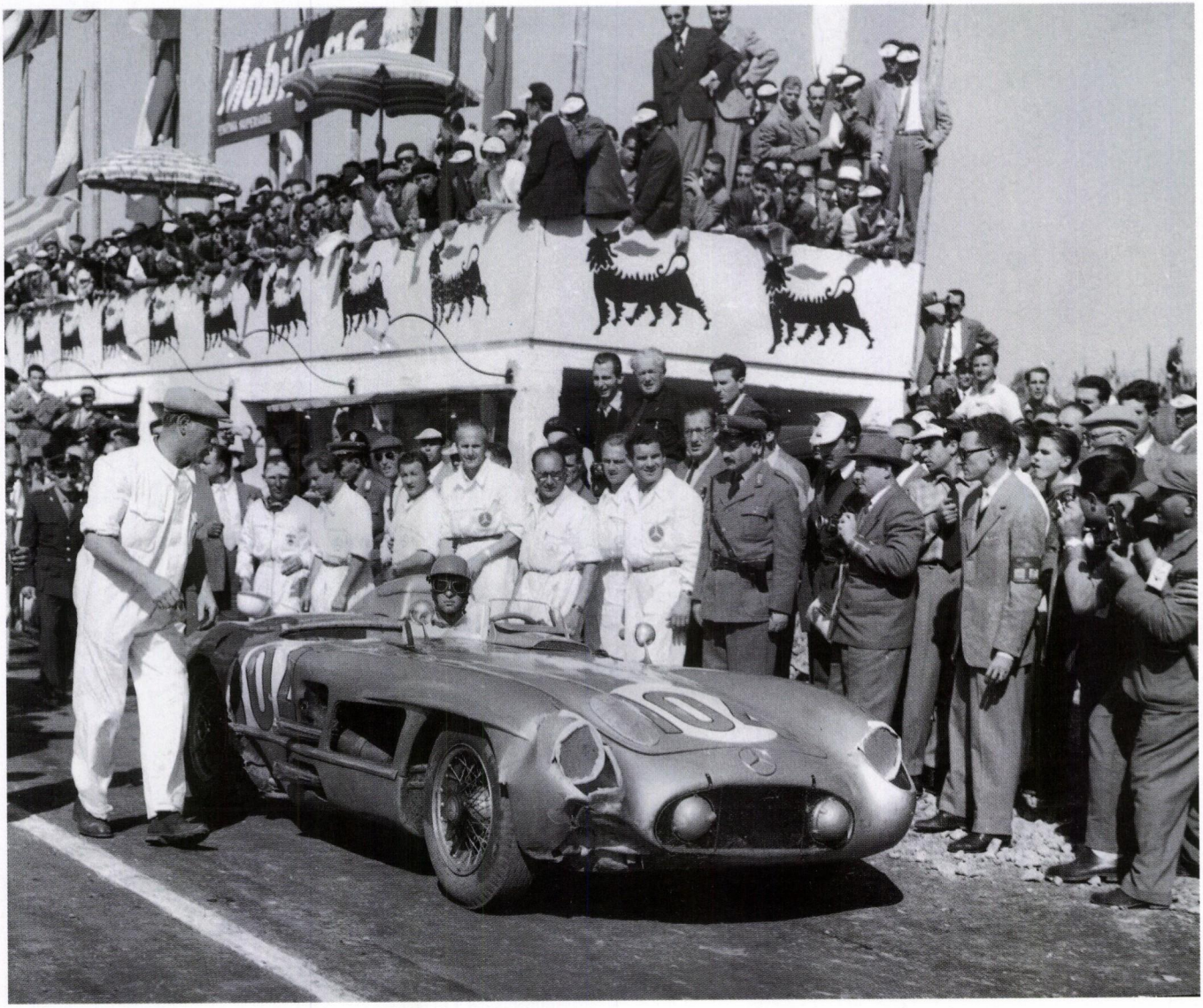
We shouldn't end on a negative, though. People have been kind enough to compare my DBR1 with the 300SLR. That's very flattering. There is no doubt I drew inspiration from the Mercedes and Jaguar's D-type. That's only natural. It still happens today. Take all the liveries off modern F1 cars and see if you can tell which is which. The 300SLR is a car I looked up to. I would have loved to have been involved in the design of it. And the development of it. We had four years with the DBR1, making it better every year; Mercedes had just one with the 300SLR. Just think how good it would have been by 1958.

Ted Cutting was talking to Paul Fearnley

both: LAT



Drum role: outlandish air brake raised its head at 1955 Le Mans. 300SLR was tough as well as fast, as evinced by a wayward Targa win for Moss and Collins (below)



LAUDA
STRONGER AND FASTER

photography by Rainer Schlegelmilch

FIRST THERE WAS *THE CLARK ERA*, THEN *THE STEWART ERA*. NOW ONE of grand prix racing's finest photographers, Rainer Schlegelmilch, has produced the third volume of his *The Great Challenge* series, *The Lauda Era*.

Undoubtedly, it lives up to the reputation that he and publisher Dieter Streve-Mühlens have established. The images not only capture the Formula One stars of the 1974-84 period, they also capture a flavour as bewitching as nectar.

Commercialism had hit grand prix racing by this time, but not in the overt way we see in the 21st century. There was still relatively easy access to drivers, even the top-rankers – of which there were perhaps more than at any other time in F1 history.

But there is no doubt that Niki Lauda was *numero uno*.

This book tracks Lauda's grand prix career – from callow youth to battle-scarred veteran in possession of three world championships – via stunning photography, and follows his main rivals, and lesser lights, through the course of the period.

For a third time, Schlegelmilch has produced *the* photographic book of the year. *(See Reviews, page 89)*



Niki qualifies on the front row for the '76 German Grand Prix. It could have led to another victory during a Lauda Summer. Instead, it cost him his Formula One world title – and very nearly his life


RÖMEROUELLE
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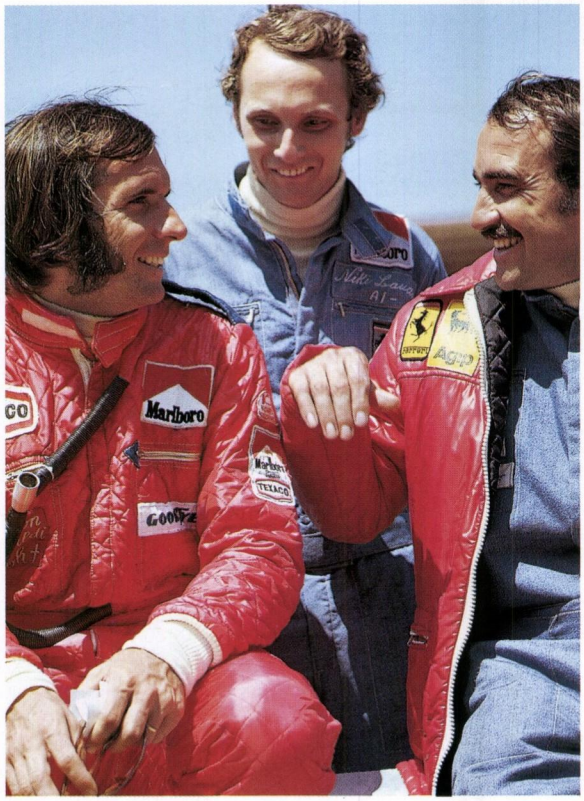
Above: Wearing the shackles of an uncompetitive BRM, Niki still passes Jackie Stewart's Tyrrell to briefly run in second place at Silverstone, 1973

Right: Nelson Piquet assumes the leadership of Brabham when Niki departs, and becomes one of the stars of Formula One's turbo era

Top right: Lauda fulfils one of his more unheralded roles – judging the F1 Facial Hair Final between Fittipaldi and Regazzoni. Emmo won

Far right: Monaco 1981, and Alan Jones can only watch in wonder as Gilles Villeneuve wrestles his Ferrari 'truck' to another unlikely victory




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LAUDA, STRONGER AND FASTER







Above: By the second of his three years under Ken Tyrrell's guidance, Jody Scheckter has discarded his impetuosity while keeping the speed

Left: James Hunt shone briefly, spectacularly, then faded. But his flair against Lauda's racecraft made for one of F1's greatest rivalries

Top left: Wasted brilliance. Carlos Reutemann, sensationally captured on his way to a less than sensational fifth place at the Österreichring, 1981

Far left: Mario Andretti's strenuous efforts for Alfa Romeo in 1981 are rewarded just once, with a fighting fourth place here at Long Beach

Above: Brilliance shines through the gloom. Ronnie Peterson leads from pole position at Zandvoort in 1973 – until his gearbox fails

Right: John Watson and Gordon Murray work well together over at Brabham, but only emerge as title contenders after becoming rivals



INSPIRATION IS EVERYTHING

Paul Lawrence reports

The man behind Inspirations Everything has been a model maker since he was a child. "I made miniature models of just about everything I saw," says 'Steve'.

This childhood passion led to work as a sculptor, making models with a particular emphasis on militia for the huge war games market. "I looked at the military models and thought there was an obvious link to racingÅh. Having grown up in the 1960s within earshot of Brands Hatch, the interest in motor racing needed little encouragement.

The result of taking the war games principal into motor racing was the XL Racin' brand of board games, which have proved popular over recent years. Taking the dice and board concept into motor racing kept the manufacturers busy, particularly as they factored in the reality of period racing. Generating rules that brought in all the variables of racing was no easy task, but the end product is an excellent racing game that gives players a choice of eras and types of cars.

From a 1930s Grand Prix game, the product range moves through both Grand Prix and Le Mans games for the 1950s and then a 1960s GP game. Le Mans and Formula 1 of the 1970s are both offered in the range as well as a 1950s/1960s Indy game. Elsewhere, modern racing, 1960s/1970s motorbike racing and speedway are also available.

The tiny models used are cast in white metal and hand-painted in period colours, so a green car with yellow stripe in the 1960s game is obviously a Lotus. With the cars comes a card template for the circuits, with each game having a range of period circuits and the boards measuring up to a metre and a half. For instance, the 1960s Grand Prix game comes with Brands Hatch, Monaco, Spa, Reims and Monza. All circuits have stands, control towers, and advertising hoardings, with Monaco having the harbour, spa and lots of trees!

However, the company is now launching a brand new product range of scale models of famous racing drivers. Initially working in 1/43rd scale, Inspirations Everything is now working on a collector set of drivers in period overalls and race gear. "I'm keen to get back into serious modeling and sculpting. That's what I love," says Steve.

Up to 50 world famous drivers from the 1950s, 1960s and 1970s will feature in the range and drivers like Stirling Moss, Juan-Manuel Fangio and Jim Clark are obvious candidates. "When I was a kid, Jim Clark was my hero," says Steve. Customers will be able to purchase individual models, perhaps to go with model car collections, or a complete set of all drivers.

Beyond the immediate plan for 1/43rd scale models, the company is also considering making 1/8th or 1/12th scale models of the drivers. These are likely to be custom-made models produced to order, due to the scale of work involved in producing each one.

So, for a board game with special interest for those who love period motorsport, or superb scale models of some of the greatest drivers the world has ever known, call Inspirations Everything on 01255 428113.



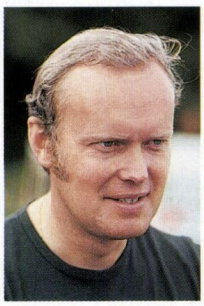
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THE ONE THAT GOT AWAY

BETWEEN A ROCK...

BJÖRN WALDEGÅRD 1979 MONTE CARLO RALLY

HE DIDN'T THINK SO AT THE TIME, BUT THE HARD LESSON BJÖRN LEARNED ON THIS EVENT PROVED TO BE A BLESSING IN DISGUISE. JOHN DAVENPORT EXPLAINS

IN 1979, BJÖRN WALDEGÅRD BECAME THE FIRST MAN to win the title of world rally champion. But, in his own opinion, he only did it by learning a hard lesson on the very first world championship round of that year, the Monte Carlo Rally.

To start with, things did not look too favourable: "We were in Monte in the autumn and had worked a lot in testing with Alan Wilkinson [Ford Boreham's engineer] to make the Escort good on Tarmac. Then, before the rally, in the recce period, the weather was very bad with much snow and we thought that we had done all that work for nothing."

Fortunately for Ford, in the days just before the event, the warmer weather came and much of the snow melted. The stages were mainly gravel and patchy ice. And their main rivals, Fiat and Renault had set their cars up for snow.

Conditions turned out to be perfect for the two works Escorts of Björn and Hannu Mikkola. Several of the stages were more like a forest road on the RAC Rally. The pair shot into an early lead and took turns to head the field. The works Fiats of Markku Alén, Walter Röhrl and Jean-Claude Andruet, and the lone Lancia Stratos of Bernard Darniche, were left trailing in their wake. At the end of the 20 special stages on the Common Route, it would have been a Ford 1-2 had not Mikkola been penalised five minutes for 'dangerous overtaking'. As it was, Waldegård led his nearest rival, Alén, by just over four minutes, while Darniche was almost six-and-a-half minutes behind the Ford in sixth.

"The last stages into Monte were pretty clear of snow and already you could see that the Stratos was quicker than us. But with such a big lead, and with only 11 stages on the last night, it was hard to see how we could lose. Of course, Darniche had the use of those thermo-slicks Michelin had only just developed. They had never been tested properly, but they took that risk – and it worked. First time



Slushy conditions played into Waldegård's hands initially, but the victory would slip from his grasp

over the Turini, he was half a minute quicker than us. But that was still okay by me, because it wasn't enough to close the gap by the end of the rally.

"Before that last night in the mountains, Peter Ashcroft [Ford's team manager] asked me if there was anything he could do. Should he go out and try to buy some of these Michelins? I said that, for me, they were an unknown, so even if he could get some, I preferred to go with what we had.

"In any case, the gap to Darniche was still big. The only problem was that we were a bit short of tyre choice for these conditions. Ford was running a Fiesta for Ari Vatanen, and also had to carry his wheels, which were not interchangeable with the Escort. So we chose to cut back on racing tyres because the weather had been so bad before the start of the rally."

They had to choose between half-studded snow tyres and intermediate racing tyres without studs, which Björn classified as "extremely dangerous".

"The Escort was good, and once the night got colder and more ice formed, then Darniche had to use some studs and he was not so much quicker than us. But the gap kept reducing and, with two stages to go, he was one-and-a-half minutes behind us. No problem, we thought. Then, on the first of these last stages, a nasty, twisty thing at Pont de Clans, we came down a hill to a bridge, and in the middle of the bridge were three or four big stones. There was no way they could have fallen there – there was nowhere to fall from.

"We were first car on the road. I tried to run over one, but got it stuck under the sump guard. I reversed off it and Hans [Thorszelius, the co-driver] got out and moved them himself. We lost a minute, maybe more. But the worst thing was that we were so furious and dispirited.

"In those days, you didn't have mobile phones and all the information that they do today. We should have known that it was close and driven properly on the last stage. But I was so demotivated that I did not drive so well. Without enthusiasm. Not slow, but not the best either.

"At the finish, we discovered that Darniche had won by just six seconds. I know that if I had really tried on that last stage, we could have been faster and won the rally. I felt really bad. Ford had flown out almost all of their directors to Monaco and all we had to celebrate was second place. I went off and found a quiet place to have a few beers.

"You have to hand it to Darniche. He took a gamble on those tyres and drove really well. There was no way we could hold him. If we hadn't got that early lead, it would have been us trying to catch him. I don't know how or why those stones got onto that bridge. It could have been something against us, or Ford, or it could be something against the rally. No-one knows. We certainly didn't see anyone at the bridge.

"But the whole incident taught me something which I really knew already – never give up.

"The next rally was Sweden, where I made a simple error on the first stage. It was almost the first crest and I had in the notes 'right *to* crest' when it should have been '*over* crest'. We went off for five minutes into a ditch. That Monte experience had made me very determined and I drove the rest of the rally like hell." Waldegård was fastest on 19 of the 37 stages that remained and pulled up from dead last to finish second behind Stig Blomqvist.

"At the end of the year, there was only one point between Hannu and me for the championship. Those 15 points I gained for second place in Sweden won it for me. I could so easily have scored nothing in Sweden if I had let that early mistake wreck my determination.

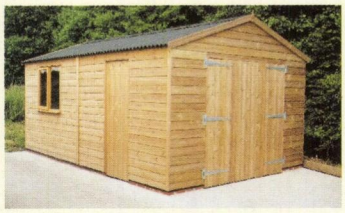
"So maybe losing in Monte Carlo was not such a bad thing after all." M

All photos: LAT

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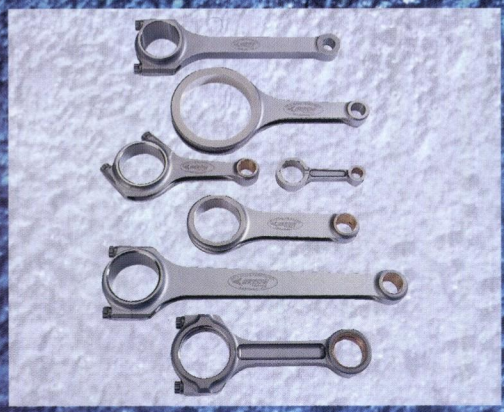
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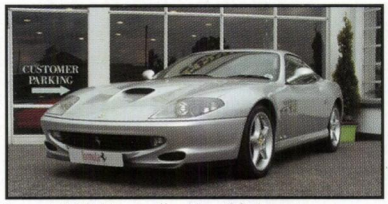
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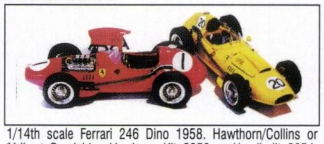


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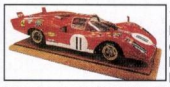
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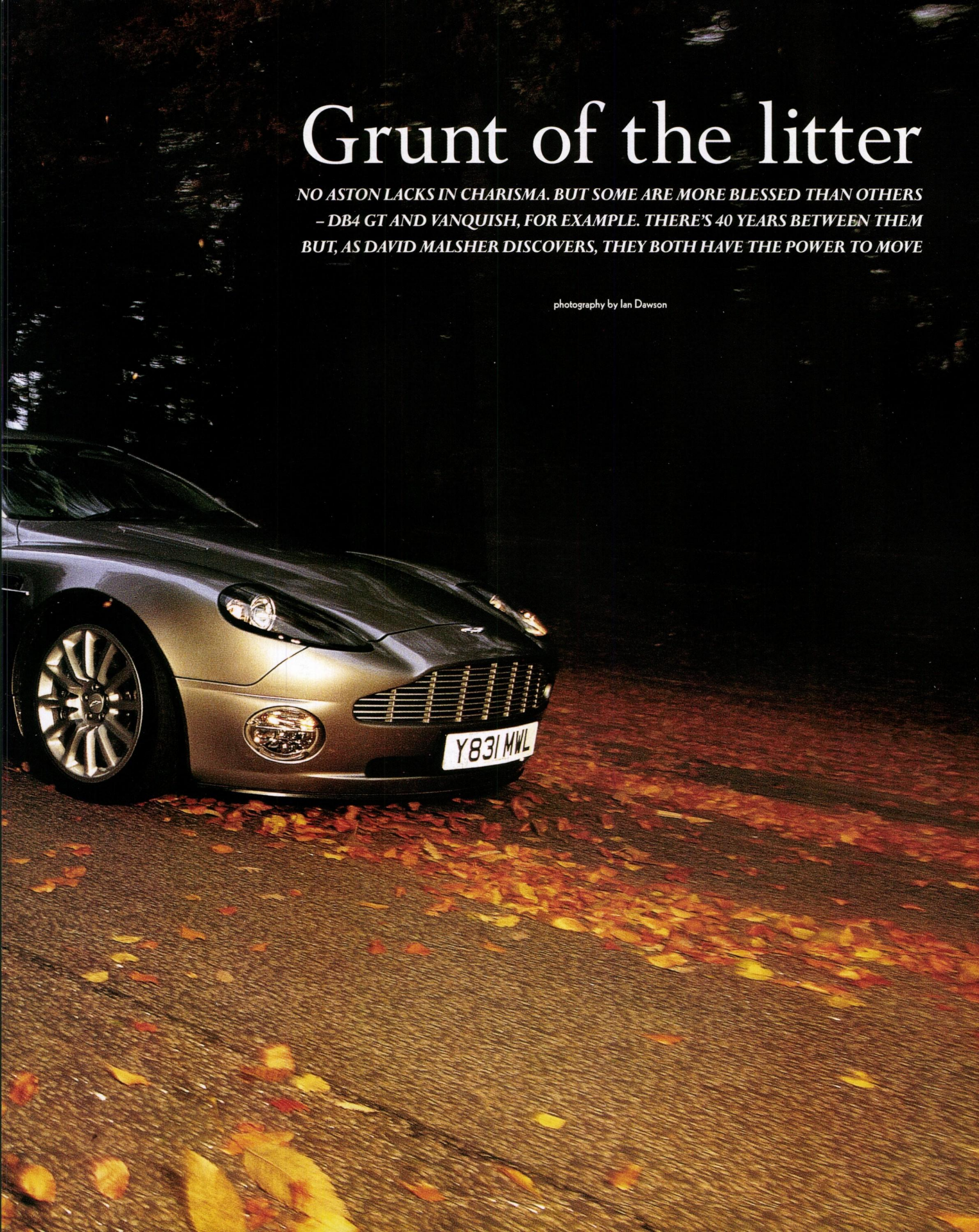


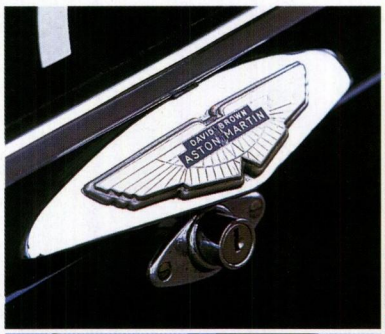

587 GJB

Grunt of the litter

NO ASTON LACKS IN CHARISMA. BUT SOME ARE MORE BLESSED THAN OTHERS – DB4 GT AND VANQUISH, FOR EXAMPLE. THERE'S 40 YEARS BETWEEN THEM BUT, AS DAVID MALSHER DISCOVERS, THEY BOTH HAVE THE POWER TO MOVE

photography by Ian Dawson









Dynamic loads demand that the harness be worn

'DB4 had undergone automotive liposuction, taken steroids and gone down the gym'

DON'T THINK THIS COULD POSSIBLY BE A COMPARISON? LOOK AGAIN AT the pictures. There are no car manufacturers who wear their heritage on their sleeves so prominently as Aston Martin. Check out the side intakes on the front wings. Look at the grilles. See how, from the rear, their roofs taper and meld into the bootlid. Classic Aston.

You want more similarities? Aside from the visual clues, both are the most powerful models in the Aston range of their period. Both are heavily modified versions of lesser models (a relative term in AM's case) and, most heartening of all, each were lovingly hand-crafted by experts in professional but congenial workshops.

The originality of this DB4 GT serves to emphasise this. Chassis 0124/R is the car which Stirling Moss drove to victory in the 1960 Goodwood Easter meeting. Its royal-blue-with-white-noseband Equipe Endeavour livery has been retained by owner Steve O'Rourke. Well, you wouldn't whitewash the Sistine Chapel's roof, would you? Its originality, however, goes much deeper than a layer of paint, and that's what really impresses me. Impresses and scares me.

Tommy Sopwith's colours make the DB a handsome stablemate to O'Rourke's Jaguar E-type (see November 2001 issue). But the car from Feltham was, and remains, a very different animal from that born in Coventry. The Jaguar was an extremely quick road car that happened to make a startling track debut. The Aston, in most respects, feels like it was bred for competition. Which is true. Well, sort of.

DB4 was never meant to be a sportscar, rather a grand tourer, a role it fulfilled superbly, its 240bhp straight-six pushing the car past the 60mph mark in a little over eight seconds, and eventually nudging it towards 140mph. But it was too soft to hack it in competition.

That was cured in its GT form. The removal of five inches from the wheelbase immediately stiffened the chassis and halted the pretence that this was a four-seater, so the rear bench could be discarded. It was clothed in thinner-gauge aluminium, perspex replaced glass everywhere except the windscreen. Such procedures trimmed off 85kg.

These changes would have sweetened the handling, removed the wallow, but the DB needed to take on Ferrari's 250GT SWB in a straight line, too. To this end, Tad Marek screwed more poke out of the 3670cc unit – a lot more, in fact: the outcome was a remarkable 302bhp.

The DB4 had undergone automotive liposuction, taken steroids and gone down the gym. And the prototype GT won in Moss' hands on its debut at Silverstone in May 1959. Later that year, he secured the Nassau Cup in chassis 0103/L.

The following season, our car (we wish), 587 GJB, beat all comers in Goodwood's Fordwater Trophy, another Stirling performance. It would also score wins at Oulton and Brands, driven by Jack Sears.

'Pleasantly plump' road DB4s basked in the glory of its leaner and meaner sibling.

Vanquish plays this role, to a lesser degree, for the DB7. Whereas the less powerful model can subtly blend into the traffic, this looks as though it will maul anyone who looks at it in the wrong way. Heading down the M1, I notice everyone who bothers to look in their rear-view mirror gets out of the way long before it's necessary.

Motorway drudgery and busy A-roads, though, are no way to judge a car like this – however relaxing it is (70mph at 1950rpm in top), however comfortable it is (seats adjust every which way), however it rides our patchwork road network (not brilliantly, but absurdly well considering its tyre widths). Sadly, most of the Vanquishes built will spend a large part of their life dodging dawdlers, so it is worth pointing out here that this is an extremely civilised supercar. I cannot complain about its all-round visibility, nor the way it copes with stop-start motoring. And the paddle-shift gearchange? An acquired taste.

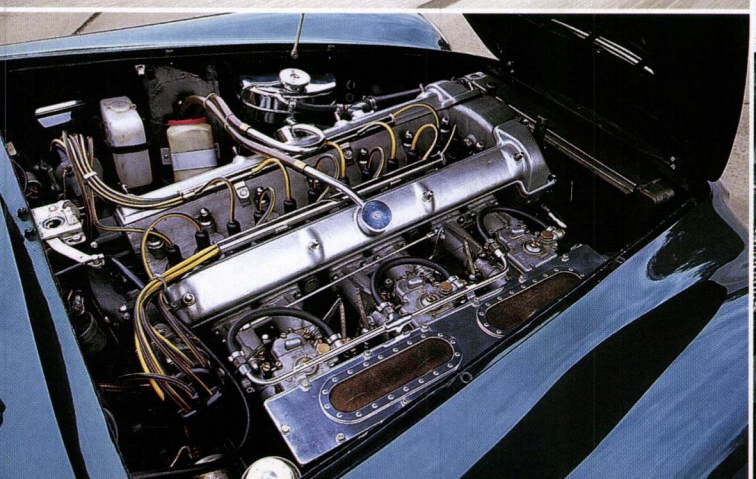
I love the idea of keeping both hands on the steering wheel at all times, but it doesn't quite work that way because the paddles do not rotate with the wheel, so turning the tiller through more than 90 degrees leaves you clutching thin air. Quicker steering or longer paddles would help.

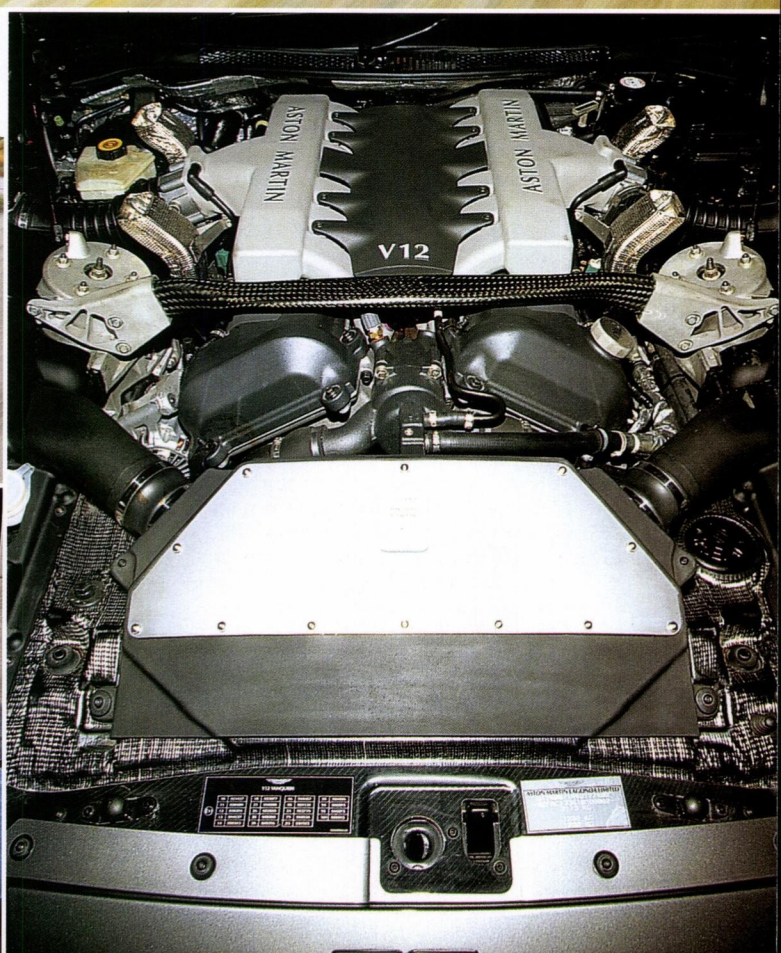
As for the electronic brain 'box, the driver's choice is restricted because it automatically changes down as you drop under 1300rpm and, more significantly, won't let you change up when under that figure. So if you are trying to make a gentle getaway from standstill in ➠



Vanquish's looks make it a real head-turner. And so does the noise from its V12. DB4 is more understated – on both accounts – but is none the worse for it













Aston Martin's keynote badge, duct and grille

'No car sold today sounds better; gorgeous from within, spectacular from without'

the wet, you can't use the huge gobbets of torque to depart in second. No, instead you flash on a quarter-turn of lock to hold the inevitable slide as you leave behind steaming rubber. Discreet it ain't. Its traction control system seems unobtrusive to the point of non-existence, but this should make it hugely rewarding on a track, strengthening its links with its 1960 ancestor.

Gun the DB4 GT out of a tight turn, even in second, and it feels like its Dunlop crossplies have hit ice. The 302bhp pushes the tail out and, as the weight is transferred rearward, the steering lightens enough for you to catch the slide, keep your toe in, and press on. The aural accompaniment is spectacular, but its certainly not the sweetest six ever heard, acquiring a harsh metallic ring above 4000rpm. Stick with it though, because the payback is seemingly relentless urge.

Sad then that this is offset by an abominable gearbox. Go through the niceties of double-declutching and it will sometimes reward you by flatly refusing to go into any ratio other than the one you've just vacated. Pausing in neutral is simply not on. The driver has to forget he is in a 42-year-old car of huge value, and ping the lever into each ratio as quickly as possible, cringeing as metal meets metal. Finally into fourth, the engine pulls hard all the way to 120mph.

But now the first corner is looming and, despite a disc at each corner, anchorage is catastrophic enough to induce the DB jeebies until they warm up. When they do, they become merely dreadful. It doesn't dive or squirm under braking, because there isn't enough retardation.

Somewhat faster than intended, therefore, I aim for an early apex, knowing there is more than enough power to counter any understeer, and...

And it just goes round, leaving its driver feeling foolish. Having twitched all the way down the straight – there is no play in the steering – the GT is startlingly settled in the turns, short wheelbase and all. It rolls far less than, for instance, the Equipe Endeavour E-type, which means every picojoule of pressure added or removed from the accelerator pedal alters your angle of attack, without being fudged by body movement. This is particularly handy on the snaking part of Chobham's course, because there are wet leaves everywhere, and I want to rely on more than just eyesight to plot my trajectory.

That the Vanquish almost matches its many-times-removed predecessor in terms of steering feel is a wonderful surprise. Power steering in supercars is usually disappointing on a track, for at near racing speeds, unassisted steering should be easily light enough for the driver to twirl when necessary. Power assistance tends only to anaesthetise car-to-driver communication. No such worries in the Vanquish. Its steering doesn't just load up at high speed, it carries on communicating every surface change, every groove, while brilliantly damping cross-course ridges. This makes it wonderfully chuckable, a doddle to place, though it does have a mild tendency to understeer.

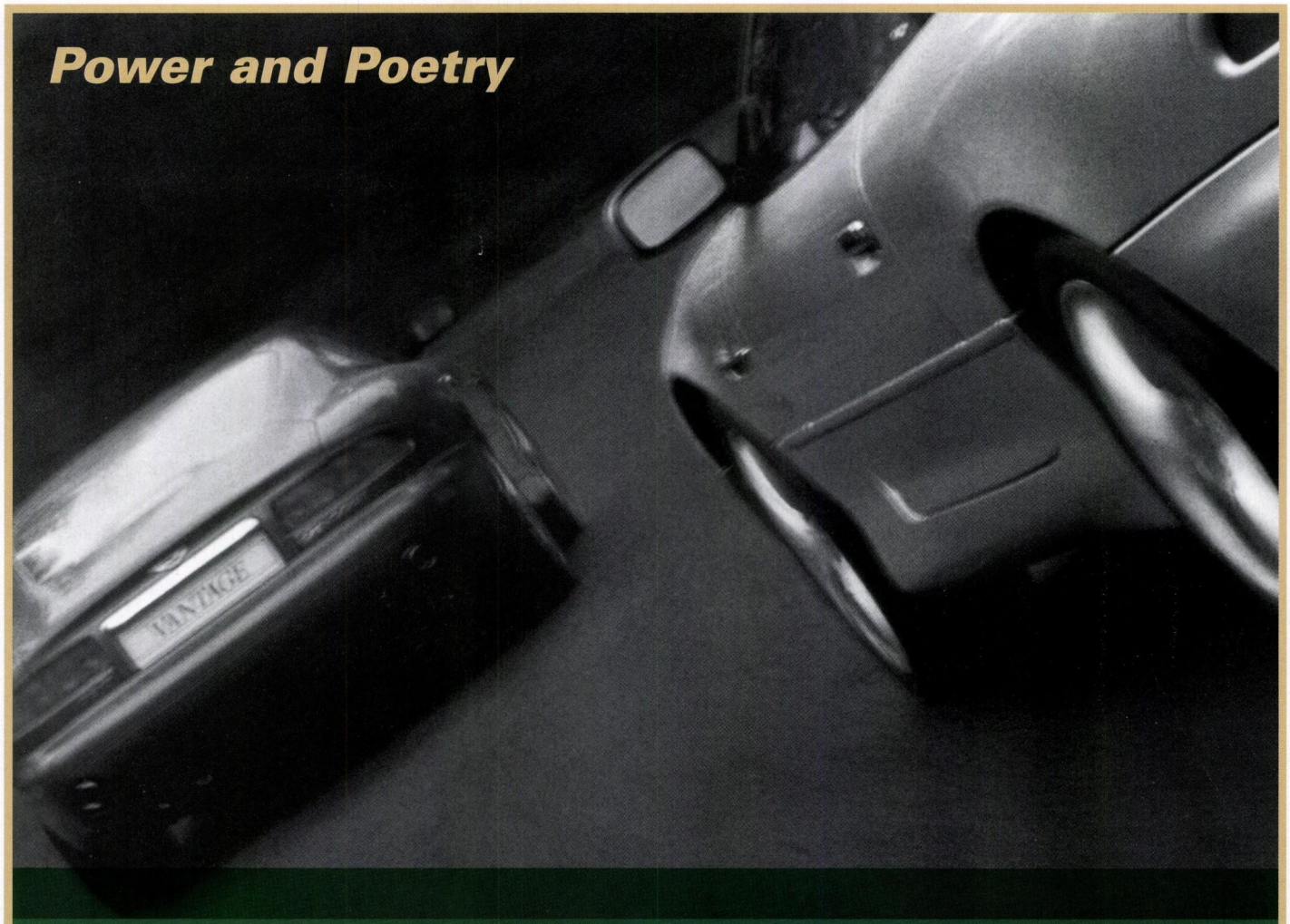
This is highlighted upon reaching those leaves once more, when even these huge front tyres can't hold if you get too boisterous in a second-gear corner. I'm neither brave nor talented enough to boot the power so hard that the rears can overcome the traction control. Too many trees. My answer is to turn off the traction control on the next lap and, hey presto, the Vanquish can be tickled into any line you wish.

The Vanquish devours straights, although a lift is necessary for smooth upchanges. Once this is second nature, you can revel in the boom and bellow of the 6-litre V12: gorgeous from within, spectacular from without. No car sold today sounds better. And when the driver flicks the left-hand paddle to go down the 'box, it automatically performs a perfect throttle blip. A cheat, I know, but a joy nevertheless.

O'Rourke's DB4, with its special history, gives the greater sense of occasion. But that's as much a reflection on the useability and competence of such a stunningly quick car as the Vanquish – the DB4 GT of its day. M

PERFORMANCE FIGURES

	DB4 GT	Vanquish
Engine	3670cc, in-line six	5935cc, V12
Power	302bhp	460bhp
Bhp per tonne	236	251
0-60mph	6.4sec	4.4sec
0-100mph	14.2sec	10.5sec
Top speed	149mph	196mph



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LE PISTON

Fontes (left) was invited to drive for Lagonda at Le Mans in 1935. As was the case throughout his short career, he took to the challenge like a duck to water, and won alongside Hindmarsh



FONTES *of* YOUTH

HE HAD JUST ONE FULL SEASON OF MOTOR RACING. BUT WHAT A SEASON IT WAS. BILL BODDY REMEMBERS THE 'STUDENT PRINCE' OF THIRTIES MOTORSPORT – A LE MANS WINNER AT 21

photography by LAT

For a 21-year-old Englishman with very little experience of motor racing to hire a grand prix car at the last moment for an important 250-mile race, and win it, must surely be regarded as a notable achievement. That is exactly what Luis Fontes did at Brooklands in 1935, to the astonishment of the race-goers who had scarcely heard of him.

Fontes had studied at the famous Loughborough Engineering College, now Loughborough University. While he was there he used as daily transport an MG Midget J4 (TV 8371), a quick car for its size, as it was the racing version of the famous MG Midget family, produced only in 1933. It must have been a very satisfactory, probably noisy, road car.

He decided to take up motor racing, but did not follow the usual practice, perhaps starting with a JCC or an MCC High-Speed Trial. Instead, by 1935, he ambitiously put in an entry for the JCC International Trophy Race, having ordered a new MG for this purpose from the works. This could have been a Q-type, but was more likely to have been one of the brand-new R-type MG Midgets with all-independent torsion-bar suspension.

George Eyston was in charge of a team of three for the IT race and, in spite of Sir Malcolm Campbell having only recently returned from his 276mph LSR at Utah, had persuaded him to share one of these new Midgets with Bill Everett. Other well-known drivers had them in time but Fontes' was not ready. He was disappointed, probably annoyed, as Dick Seaman was to be when he thought ERA was spending more time on the works ERAs than on his. But Lou was not to be defeated. What did he do?

He hired a Monza Alfa Romeo which John Cobb had for sale, John being too busy with record work at Utah with the Napier-Railton to use it. This was the Alfa Romeo (C22111307) which Noel Rees, partner with Arthur Fox in the Fox & Nicholl car company off the Kingston Bypass, had purchased from Scuderia Ferrari in 1933. He had it brought over to England in a lorry with a couple of their mechanics from Milan to look after it. This enabled the Hon. Brian Lewis to win comfortably that year's IoM Mannin Moar road race – the first time a Monza Alfa Romeo had raced here.

Now young Fontes was its driver. An unknown. Tall, with dark-rimmed spectacles and driving his GP car in a golf jacket and scorning headgear, he looked just like the student he had so recently been.

In fact, he had driven previously in the Ulster TT. In 1933, he had entered a supercharged 746cc MG Midget, but a broken conrod put it out before a lap was completed. ➤

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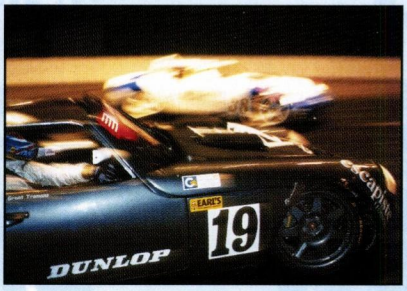
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Attracted by the low-chassis 4.5-litre Invicta, Fontes acquired one and put it in for the 1934 TT, not declaring a reserve driver. The engine expired after 22 of the 35 laps.

So Fontes could be regarded as a fairly inexperienced driver, especially of something as fast as a Monza. Its entry had been accepted so late that it carried No13 in the race, the first time ever at Brooklands, I think, but the 'bad luck' factor did not trouble the car's new owner.

The JCC was again using the ingenious handicapping system of corners of differing severity at the Fork, except for the smaller cars, which had a straight run through. This year, four channels instead of three were used. The idea was to have a race in which, after the first lap, the leading car would be just that, whereas with credit laps or delayed-start handicapping, spectators were apt to lose track. It worked well enough, but involved faster cars frequently overtaking slower ones. And any who missed the allotted chicane was penalised.

The artificial IT course was quite demanding, as there was a bend before the Fork, as the cars came down the Finishing Straight, to slow them for the handicap channels. They also had to take the difficult right-hand corner off the Railway Straight into the Finishing Straight, after hitting top speed on the Byfleet banking.

Fontes took all of this in his stride, although opposition came from the experienced Dick Shuttleworth in his P3 *monoposto* Alfa Romeo, the redoubtable Freddie Dixon in a 2-litre Riley, Raymond Mays' 2-litre ERA, other Monza Alfas, the MG Magnettes, a horde of MG Midgets, the works A7 team, and three 3.3-litre Type 59 GP Bugattis.

On Jubilee Day, 38 cars lined up before a crowd of 20,000. At 3pm they were off, Gino Rovere's little Maserati heading the Midgets of Kenneth Evans and Everett. Then Cyril Paul (2.3 Bugatti) led from Mays, at over 90mph. But after 10 laps, Chris Staniland (2.3 Bugatti) was ahead, aided by those Fork 'levellers'. Fontes was fourth and, by 20 laps, he was on Staniland's tail. The Bugatti then broke its front axle.

Another 10 laps and Mays had passed Fontes, to lead at 88.23mph. The ERA was then in trouble and, after 40 laps, Fontes was heading the race, calmly leading the P3 Alfa. This situation held to 50 laps, Luis' average up to 88.16mph.

Then came the pitstops. Shuttleworth was in for two minutes; Fontes, less experienced, for three. This gave the P3 its chance.

But Fontes was unruffled, and as Dick's car began to lose pace, with 30 laps still to go, the race was his. At just after 6pm, Fontes took the chequered flag, to loud clapping. He had averaged 86.96 mph.

Even the fearless Dixon had realised that his Riley could not catch the flying Fontes and so took on more fuel to make sure of second. Shuttleworth was fifth, out of 12 finishers.

Fontes took a drink and a cigarette as Dixon congratulated him. He seemed quite unmoved, but not so at the party afterwards. There the South American side of his ancestry would take charge, transforming the serious student into the wildest man ever. Making whoopee gained a new height record.

A week after his Brooklands debut, Fontes took his black 4.5-litre Invicta up to Birkdale Sands, Southport and, stripped of road clobber, it was second in the 50-mile handicap, with four laps to make up on the winning 847cc MG. He could drive as well on sand as on concrete. His was the fastest average, 55.65mph. He was said to have handled the big car "superbly on the corners", one of which was quite narrow.

His next venture was to drive the Monza Alfa in the 200-mile IoM Mannin ➳



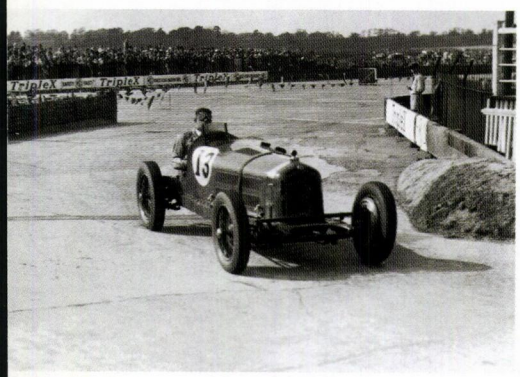
Fontes used an Invicta in the 1934 TT (above), but was still a relative novice when he stunned the regulars by winning the JCC International Trophy of 1935 (right)

Moar, a true road race over a bumpy, difficult course. He was no match for the Hon. Brian Lewis (3.3 Bugatti), who won for the third year in succession, but Fontes drove sensibly (unlike others), made no mistakes, and finished third, despite locking brakes. The 2.3-litre Alfa of Arthur Dobson and R S Wilkins' 2.6-litre Alfa Romeo were unable to complete the race within the time limit.

The course had a four-mile lap, and houses lined some of it. I recall standing on the pavement and wondering what would happen if, say, an old lady who always crossed the road to post a letter at four o'clock, did so that afternoon!

A considerable honour was next accorded to Fontes. Arthur Fox, who had run the Talbots, and was now entering Lagondas in top races, asked him to drive as partner to Hindmarsh (a successful Talbot team driver) at Le Mans. Each driver had to take a four-hour stint, and a slow co-driver could badly alter a car's chances. But the Fontes/Hindmarsh 4.5-litre had none of this and won the 1935 24 Hours, which brought this make into much the same prominence as earlier victories had the Bentley. Together they beat the Alfa Romeo of Dreyfus and Stoffel, having averaged 77.84mph for 1868 miles.

Fontes now invested in a Squire. He lived in Reading, not far from the place where two enthusiasts were building these attractive new 1.5-litre twin-cam supercharged sportscars. Fontes must have decided they were a good proposition. He had a single-seater racing version built to his requirements. Its first racing engagement was the 250-mile BRDC Empire Trophy race over an artificial road course at Brooklands, but after only nine laps it ran a big-end.



Chicanes played a key role during Fontes' JCC International win (left). But he proved he could hack it on a road course, finishing second in the Mannin Moar (above)

The 'up-and-coming driver', who had in just one season 'arrived', next drove in the 150-mile Limerick handicap street race, one of those carefree-yet-serious events of the time. Fontes' Alfa came through the field relentlessly to catch Pat Fairfield's ERA and lead it over the line by a mere 7sec, at 64.9mph to the smaller car's 61.29mph.

He continued his good form at Phoenix Park, the popular Dublin circuit. In a notably high speed 200-mile contest, his Monza Alfa had 14 laps to make up on the smallest car, a Morris Special. He once again showed his skill in carving through a mixed field. He could not catch the winner, Furey's MG Magnette, which had averaged 69.94 mph, but took second place, 1min50sec in arrears, making fastest speed at 90.96mph, in spite of heavy rain. That he held "a terrific skid" at one corner was appreciated by a huge crowd, which had resulted in 100,000 cars being parked round the course.

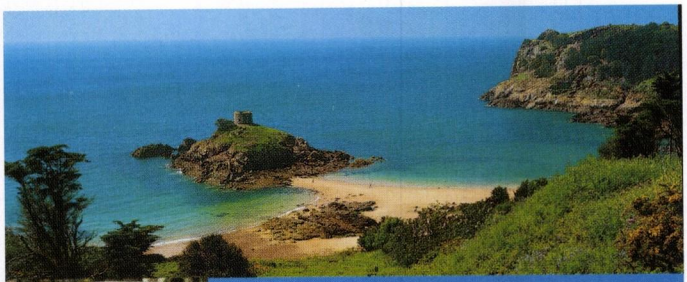
The BRDC Outer Circuit Brooklands 500-mile Race was the next target. He entered the racing Squire, facing opposition in the s/c 1.5-litre class from two Frazer Nashes and Ian Connell's Vale Special. Fontes was one of the few who did not nominate a co-driver. But the Squire let him down early on, at 54 laps, after the fuel tank had been leaking.

Unfortunately, this capable young driver was involved in an accident which caused his driving licence to be withheld. So he resorted to aeroplane racing.

He had owned a DH 60 Gipsy Moth and used a special racing Miles Hawk M2L Speed Six with a 200hp Gipsy Six IF engine (G-ADGP). Miss Ruth Fontes, his sister, also competed, using an MU2 Miles Hawk Speed Six powered with a high-compression Gipsy Six R engine (G-ADOD).

They took part in races such as the 1935 King's Cup. Luis was second in the 1935 Grosvenor Challenge Cup race, at 171mph, and fourth in the 1938 London-to-Isle of Man race, at 168.25 mph. He also competed in subsequent King Cup races.

He was killed in October 1940 after joining the Air Transport Auxiliary. M





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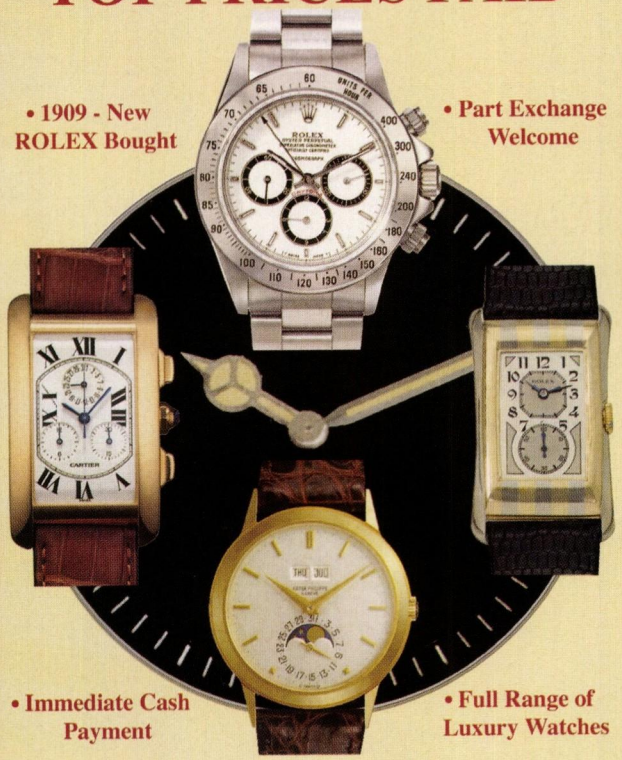
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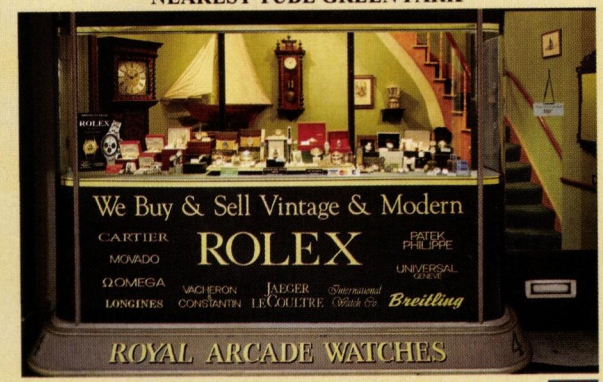
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COL DE TURINI

THIS PIECE OF ROAD STILL PROVIDES THE FOCUS OF THE WORLD'S MOST FAMOUS RALLY. BUT OTHER MONTE STAGES HAVE COME AND GONE, AS JOHN DAVENPORT EXPLAINS

photography by James Mann

You are in Monte Carlo with time to kill. You've driven around as much of the Monaco GP circuit as you can. You've hung around Casino Square in the hope of seeing at least one of the top-paid Formula One heroes. (No chance, by the way. They all reward that is populated solely by a multitude of answering machines.) You've discovered that a quick snack in the Café de Paris would have bought dinner for two in Quaglinos. So what now?

Why not take a little altitude and see where those other stars of the motoring world perform? It will only take an hour or two – and there are places even more impressive than Loews, Rascasse or the Harbour Chicane.

Find your way up to La Turbie on the Corniche Sublime. If you can locate the D53 going up from Beausoleil and crossing the Moyenne Corniche, you can drive up the hairpins which, in the 1960s, tired Monte Carlo Rally cars used to race down towards the final control in Casino Square. If you go that way you will see the pink wall where two Citroën DS19s ran out of brakes and embraced one another in the little orchard behind it.

If the fiendish one-way system in Beausoleil defeats you, take the tunnel towards Nice and the Autoroute from the old Gasworks Hairpin. Keep following the signs for Nice, the A8 and the Jardin Exotique, until you are past the Jardin and out on the Moyenne Corniche heading for the big tunnel that would take you to the A8. Before you get that far, turn sharp right up the D37 towards La Turbie.

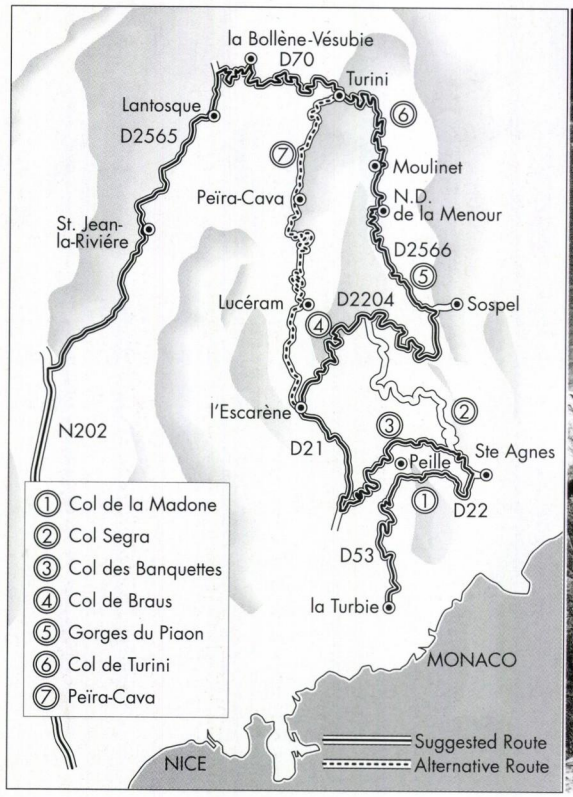
As you approach the village, you will see the Trophée des Alpes on your right. This is one of only two such monuments still existing – the other is in Romania. This was erected in 6BC to commemorate the victories of Augustus. It was frequently used as a backdrop to victory photos for the winners of the Monte.

Whichever way you approach La Turbie, you need to take the D53 going ➠

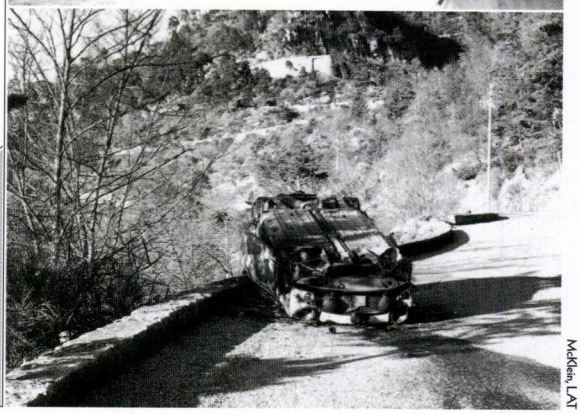


LAT

This twisting road is unchanged. But the same cannot be said for the foliage







McKlein, LAT

Alpines had reason to curse Col de la Madone (top right), while Aaltonen's Mini crashed and burned on Piera-Cava (above)

out of it: if you approach La Turbie from Beausoleil, you must turn sharp right as you enter the village; if you approach from the D37, you need to cross the village and bear left onto the D53, in the direction of Peille.

In just over a 1.5km, turn left, keeping to the D53 and ignoring the road up to the observatory of Mt Agel. Just 8.5km after leaving La Turbie, a road hairpins off to the right. This is the D22 that goes over the Col de la Madone to St Agnes – and also on down to Menton and Cap Martin, if you feel so inclined.

This was the start of the infamous twisty and narrow stage used on the Monte Carlo Rally from 1967 until 1991. Its most normal usage was to start here at the junction of the D53 and D22 south of the village of Peille and run anti-clockwise, over the Col de la Madone and then the Col des Banquettes, to rejoin the D53 just west of Peille.

Jean-Pierre Nicolas has good reason to remember this road from his Alpine Renault days. He was fastest here in 1970, but in '71 broke his gearbox just over a kilometre in, before the first tunnel. In '72, he hit the wall at the exact same point and retired.

If you want to drive the complete test, it's about 9km from the start to the hard-to-see left turn for the Col des Banquettes – a big favourite on events for classic cars as a regularity section – and then another 10km to the finish on the D53.

As an experiment in 1975, the Monte organisers used the Col de la Madone and turned right at the top of the Col des Banquettes to tackle the Col Segra, which took the stage to the top of the Col de Braus. This was a dirt road and horribly rough.

Hannu Mikkola was the man who loved it most, setting three fastest times on the Segra and nailing second place overall for his Fiat Abarth behind Sandro Munari's all-conquering Lancia Stratos. Munari took it easy over the Segra as he knew he could take 40sec out of Mikkola on the Col de Turini, which was also tackled three times. Nowadays, even the Col des Banquettes is not in such good condition, but the Segra is strictly for 4x4s.

From the end of the Madone/Banquettes test follow the D53's hairpin descent into the valley of the Peillon. Go right on the D21 and up through the gorges to l'Escarène. Bear right and take the D2204 towards Sospel. You have now joined the famous Circuit de Col de Braus, the final test for many years on the Monte Carlo Rallies of the 1950s.



A sign of the climbs: hairpins are a bit of a theme hereabouts

The 'circuit' started in Monte Carlo and came up the D53 to La Turbie, used the Col de Braus and returned to Menton. Its 47 miles were tackled as a regularity section with controls, where the competitor's adherence to the average speed had to be accurate to the second.

Once you have driven the hairpins of the Col de Braus, you will appreciate how tricky this might be with drum brakes and less than 100bhp on tap.

The 'circuit' departed the ➠

LAT

Modern Mini follows in famous brother's footsteps on the Col de Braus (above). Herald's fabled turn-on-a-sixpence lock would have been a boon (below)





Tunnel vision: Mini on the Col de la Madone, a test no longer featured on the event (above). Triumph TR3 briefly sounds Ferrari-like on the 1958 Monte





LAT

Fulvia triggers flashbulbs and flares on 1966 Monte Carlo. Frenetic fans mean this spot has become rallying's Centre Court

FANTASTIC ROAD THAT'S ALMOST IMPOSSIBLE TO TOP

STRANGE HOW THE MIND PLAYS TRICKS. I KNEW EXACTLY HOW IT WAS GOING TO be. I'd seen it so many times before. Or had I?

Of course I had. A smear of headlights. A rip of engine. A big, big slide. An extravagant Scandinavian Flick. Another big, big slide. An ice ballet danced to a thunderously brilliant airhorn-flashgun son et lumière. Yep, the most famous map reference in rallying was an attractive, cramped, mountain-top village – all solid stone cottages and flaking-paint shutters.

I hadn't seen it one little bit.

The approach was as I had always imagined it would be – albeit minus January's snows. The Col de Turini sets up a rhythm that draws you in. Foot-tapping throttle and brake. Throttle and brake.

Bursting out of the eyrie of Moulinet, it's faster than you might expect, lots of second and third gear (road ratios don't forget), Plenty of K rights and lefts. Emerge from the treeline, however, and you enter handbrake hairpin land. A stupid-grin-inducing stretch of road in normal circumstances, it's a concentrated-furrow-inducing one when every tenth counts.

We are there. Suddenly.

Not a cottage in sight.

The most famous map reference in rallying is – a capacious lay-by. The reason the slides are so big is that, by rallying's stifling standards, there is lots of room. The asphalt where three Alpine passes meet is 50 feet wide. The houses, chalets actually, are set back from and above the road.

A grey metal tower to the left is the summer-silent ski lift. German bikers on flat-twin Beemer tourers have congregated at the summit, while genteel day trippers sip coffee under the Hotel Trois Vallées' sunshades.

The air is breathgivingly clear, redolent with that glorious pine smell sickly-green toilet 'fresheners' never get within a sniff of. Yet the atmosphere is decidedly flat. It's a disappointment, frankly.

We venture into the hotel for a Coke and to stare at walls no doubt festooned with emotive photos of slip-sliding Minis, Stratos and quattros.

Not a bit of it. Some cheesy hand-out mugshots of Malcolm Wilson and his late 6R4 co-driver Nigel Harris. And not much else.



Milestone grit: the heights some of these rally drivers will go to!

We slug the (warm) Coke and hurry back to the still-pinging Mini. We fire off some snaps, like Hillary and Tensing, and begin the cliff-hugging descent, with its tunnels and hairpin redoubts.

The grin breaks out once more. The foot starts to tap again.

The most famous map reference in rallying is a Tulip diagram that only flowers when the fans sow their fervour.

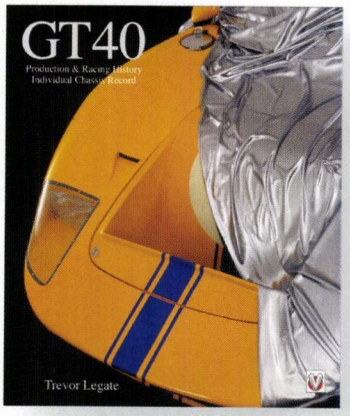
The roads either side of it, though, are where the sport's geniuses have taken root, where they have flowered.

Paul Fearnley

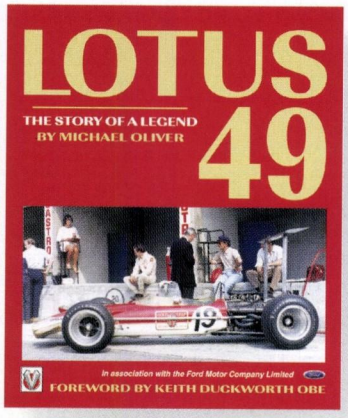
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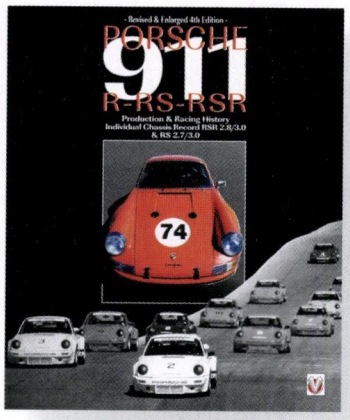
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LAT

Austin A40 'shatters' the blissful reverie of St Jean-la-Rivière. The village is hemmed in by the walls of the River Vésubie's gorge

D2204 just before the Col St Jean and took the 'Sospel bypass' – the D54 – to the Col de Castillon and via a load more hairpins towards Menton. Monte winner in 1953, Maurice Gatsonides at the wheel of Ford Zephyr Six, lost just two seconds on this 'circuit'. He was helped by friends who took buckets of water up onto the descent of the Col de Castillon, which they threw over his front brakes as he rounded the final few hairpins.

You should keep on the D2204 and descend the Col St Jean into Sospel. This is the route taken by the Monte Carlo Rallies of the 1960s and 1970s, and it brings you to the start of the second special stage of that era-is the narrow, hairpin ascent of the Gorges de Piaon, up the D2566.

Also known as Notre Dame de la Menour after the church just before the finish, this was universally disliked as, unless you had another service in Moulinet, you had to do the Turini on studded tyres from which a lot of the bite had been scrubbed off. Lancia were the first to commit a service van to Moulinet, and everyone else had to follow suit.

This test was replaced by the Madone/Banquettes stage for the 1969 Monte.

Finally to the Turini itself, possibly the most famous 23km of road in rally history. It was first used when special stages arrived in 1961, and has been a regular item ever since. Most frequently, it was incorporated into the route so competitors did it once from Moulinet to La Bollène, and twice in the opposite direction.



Heading towards the finish of this 'fast show'. Which is Nice

As you wind your way up to the summit from Moulinet, you will pass the short straight where, descending to Moulinet in 1967, Ove Andersson and I hit the stone that cost us victory. The bump opened the track of the Lancia Fulvia and we had to drive the rest of the test, and all the way to Sospel, before getting it fixed. We lost the rally to Rauno Aaltonen by just 13sec.

That descent also saw us in trouble the following year, when the Turini was almost clear of snow and we ran on racing tyres. An icy patch with cars parked on the outside saw us ding three or four in our attempts to slow for a hairpin. One guy was so incensed – not with his own stupidity for parking his car on a stage, but with us for denting it – that he turned up at the Hotel de Paris demanding recompense. I'm not sure exactly what César Fiorio, the Lancia team manager, said to him, but I think it would translate into English as 'move away and have sex'.

At almost the same place as we clouted those cars, in 1964, Bobby Parkes and his co-driver Arthur Senior went off the road in the works Reliant Sabre Six. They left it some way above a hairpin and rolled down to the road beneath, landing back on their wheels. Imperturbable Bobby promptly asked, 'Which way?' To which the equally relaxed – and correct – answer was 'Downhill'.

At the top of the Turini, you are at one of the great spots for rally spectating. Whichever way you approach it, there is a blind right-hand bend over a crest at the first junction, ➤



Arch of progress: new Mini-Cooper is very capable, but next year's supercharged Cooper S will be a better bet on these roads

a short straight, and then a blind left-hander over a crest at the next junction to start you on the downhill slalom.

For any rally crew, to burst into the TV lights and flash bulbs for the first time, and then dive back into the icy darkness, is a character-building experience. In 1966, the BMC team had Tony Fall wired up to record his pulse and breathing rate. If I recall correctly, his heart rate hit 180 over the top of the Turini.

If there is any ice and snow around, it is here. And it was common for spectators to shovel more onto the road to improve the spectacle. This was expected on the summit; just occasionally, though, spectators further down tried the same thing and crews were caught out, sometimes with dire effects.

Vic Elford, winner of the Monte in 1968, fell victim to this in 1969. He crashed once on thrown snow going down to Moulinet, and again, terminally this time, just before Sospel.

In 1968, Gérard Larrousse, his Alpine Renault dicing for the lead with Elford's Porsche, hit 'extra' snow on the climb from La Bollène, slid off and wrecked the front of the A110 on a parapet. He and co-driver Marcel Callewaert were so incensed that, 'acting on information received', they set about spectators who'd been shovelling snow, and the Gendarmes had to be called out!

Although the Col de Turini from La Bollène to Moulinet or vice versa is the classic test, the road from Peïra-Cava to the summit, the continuation of the D2566, has also been used as a test in conjunction with the D70 from La Bollène.

If you approach from Moulinet and turn left at the summit's first junction on the summit, you will pass the Hotel Trois Vallées at the first left-hand bend. This was a favourite resting place for drivers practising the Turini in the 1960s. They would generally emerge as it got dark, like vampires from their crypts, and after a drink in the bar overlooking the start of the descent to La Bollène, would spend the next six hours trying to refine their knowledge of the Turini.

Incidentally, Timo Mäkinen named the house directly opposite the bar the 'Bad Girls House'. Contrary to what you may think, it was a refuge for unmarried mothers from Nice. And anyway, BMC expenses would never have run to such luxuries.

From the top of the Col de Turini, you have several choices to complete your trip. You can either descend to La Bollène and follow the River Vésubie down its gorges to the main N202 and thence back to Nice on the dual carriageway.

You may prefer to go via the rugged run to Peïra-Cava. In that case, you can descend via Lucéram and on to l'Escarène.

You could even detour a little further and go via the Col St Roch to Coaraze and Contes. The former is a charming artist's village with a superb view.

Of course, you might just encounter a 'bad girl' from up on the Col de Turini. In which case, the Monte Carlo Rally will be coming past you in the third week of January, 2002. M



LAT

Ford Anglia and Mini descend the rugged road to Piera-Cava

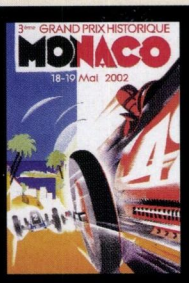


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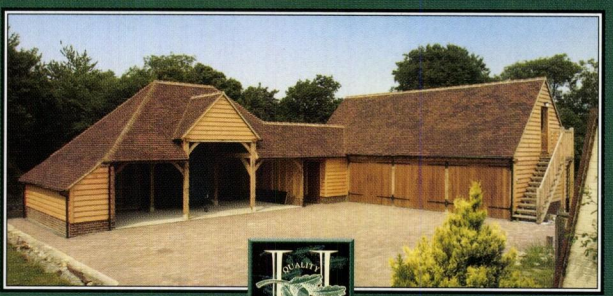
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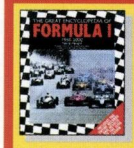


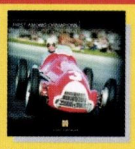
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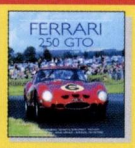
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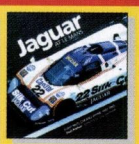
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FORMULA 1 YEARBOOK 2001/02 (Domenjoz). Large-format 221-page annual devoted to the 2001 Grand Prix season with hundreds of quality colour photos, reports, statistics and features. Unbeatable value at the promotional price of.....**£9.99**

THE GREAT ENCYCLOPEDIA OF FORMULA 1 1950-2001 (Menard). The most comprehensive of all F1 encyclopedias comes in two volumes and features 864 extra-large pages and over 1200 photos and detailed colour drawings. Was £75. For a limited period only.....**£49.99**

THE COMPLETE HISTORY OF GRAND PRIX MOTOR RACING: Every Race From 1898 To The Present (Cimarosti). 504 pages, thousands of excellent photos. Was £30.....**£9.99**

STRICTLY OFF THE RECORD: Grand Prix Controversy & Intrigue (Louis Stanley). 'Big Lou' recalls personalities of years gone by, the poor safety record, BRM and other thoughts. Was £18.99.....**£7.99**

WORLD MOTOR RACING CIRCUITS: A Spectator's Guide (Higham & Jones). From A-1 Racing To Zolder, 190 extra-large pages featuring over 70 of the most important tracks. Profusely illustrated, lots of data. Was £20.....**£9.99**

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THRUXTON: The First 30 Years. Motor Racing At One Of Britain's Fastest Circuits 1968 To 1997 (Lawrence). 153 pages, many photos. Was £12.....**£9.99**

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GRAND PRIX CARS 1945-1965 (Lawrence). Thoroughly researched A-Z of GP cars from one-off specials to top makes. 264 pages, 184 b/w and 16 colour photos. Was £19.95. For a limited period only.**£14.95**

GRAND PRIX WHO'S WHO (Small). Third edition covering every driver who raced in a GP 1950-1999. 624 pages. Was £19.99.....**£9.99**

50 YEARS OF BRITISH GRAND PRIX DRIVERS (Scherer). Details of the 137 British drivers who competed in GPs 1950-1999. 240 pages, over 150 photos. Was £25.....**£9.99**

GILLES VILLENEUVE: Life Of The Legendary Racing Driver (Donaldson). 352-page biography of the Canadian hero. Was £17.99..**£13.99**

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HUSCHKE VON HANSTEIN: The Racing Baron (Aichele & Kitter). 286-page biography on German motor sporting aristocrat who was a works Porsche driver. Hundreds of photos. Was £9.99.....**£4.99**

A LIFETIME WITH CARS (Rivers Fletcher). Beautifully-presented 159-page large-format photographic book on the career of the racing personality. Was £70.....**£45.00**

FORMULA ONE UNSEEN ARCHIVE (Hill). Collection of over 800 photos from the Daily Mail archives spanning 1950-2001. Many informal ones show how approachable drivers were in the 1950s and '60s. Promotional price.....**£9.99**

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DRAWING & PAINTING RACING CARS: Michael Turner Shows You How (Turner). 160 pages with 200 drawings and colour paintings explains the basics. Was £17.99.....**£8.99**

THE FASTEST MEN ON EARTH: 100 Years Of The Land Speed Record (Holthusen). 224 fact-filled pages, 200 b/w and 50 colour photos. Was £20.....**£9.99**

FIRST AMONG CHAMPIONS: The Alfa Romeo Grand Prix Cars (Venables). Full 272-page history of the classic pre WW2 GP cars, the postwar 158/159 cars and the '70s revival. Over 200 b/w photos including colour. Was £30.....**£15.00**

MEN AND MOTORS OF 'THE AUSTIN': The Inside Story Of A Century Of Car Making At Longbridge (Sharratt). 272 pages, 300 photos, on the Longbridge factory since 1905. Was £30.....**£15.00**

FERRARI 1947-1997: The Official Book (Cancellieri). Superb story of Ferrari with 408 extra-large pages and 1000 colour and b/w photos. Was £50. For a limited period only.....**£40.00**

FERRARI CENTURY: The Story Of The Prancing Horse 1898 To Today (Boccafogli). Wonderfully-illustrated Ferrari history. 168 pages. Was £19.99.....**£5.99**

FERRARI FORMULA 1 (Lehbrink & Schlegelmilch). 340 extra-large pages on Ferrari F1 cars from 1950-1996 with hundreds of colour and b/w photos. Originally sold at the promotional price of £19.99, now only.....**£15.99**

FERRARI 250 GTO (Bluemel & Pourret). Detailed history of Ferrari's ultra-successful GT racer of the early 1960s. 130 colour and 130 b/w photos. Was £24.95.....**£11.99**

JAGUAR: The Sporting Heritage (Skilleter). 256 large pages on the history of Jaguar in motor sport. Was £35.....**£10.99**

MERCEDES IN MOTORSPORT: Pioneers To perfection (Henry). Large-format 192-page book reviewing over a century of Mercedes in motor sport. 225 photos, including colour. Was £25.....**£12.50**

PININFARINA: Art & Industry 1930-2000 (Prunet). Official 70th anniversary book on the design house. 387 large pages, 1000 photos and drawings. Was £50.....**£25.00**

ANNUALS

The following are available POST-FREE until December 31 (UK and Northern Ireland only):

AUTOCOURSE 2001/2002 (Henry). 288 large pages, over 275 colour photos covering GP season and other major categories.....**£35.00**

F1 MAGAZINE OFFICIAL FORMULA ONE ANNUAL 2001 (Mansell). Enormous 672-page book covers the 2001 season in great detail, over 1000 colour photos.....**£34.50**

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PIRELLI WORLD RALLYING 24 (Holmes). 208 pages covering world, international and national rallying in 2001.....**£19.95**

RACING

A-Z OF GRAND PRIX CARS (Hodges). The late David Hodges' last work - an alphabetical survey of every Grand Prix car built from 1906 to 2000, including both leading makes and the smallest one-car constructors, 192 pages, 300 b/w photos.....**£25.00**

THE DAILY TELEGRAPH FORMULA ONE YEARS (Collings & Edworthy). 304-page season-by-season look at GP racing from 1950-2000, many b/w and colour photos.....**£25.00**

BEYOND THE LIMIT (Sid Watkins). Long-awaited sequel to the GP medical guru's Life At The Limit. 236 pages.....**£16.99**

MOTOR RACING CIRCUITS IN ENG LAND - THEN & NOW (Swinger). 192-page history of all English racing circuits.....**£19.99**

LE-MANS 24-HOURS: The Complete Story Of The World's Most Famous Motor Race (Laban). 356 pages, over 250 photos.....**£35.00**

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SAAB 99 & 900: The Complete Story (Cole).....**£19.95**

VOLVO 1800: The Complete Story (Styles).....**£19.95**

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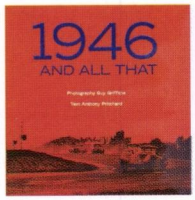
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BOOK REVIEWS

1946 AND ALL THAT

GUY GRIFFITHS (TEXT BY ANTHONY PRITCHARD)
Published by Palawan Press, £125
To order: 020 7371 3060 or see www.palawan.co.uk



THEY HAVE DONE IT AGAIN. From the sumptuous, embossed cover, to my favourite photograph – a grimacing Hawthorn, fingers in ears, attempting to blank out the shrill V16 BRM next to him on the grid – Palawan's latest offering is a gem.

It features the work of Guy Griffiths, the doyen of motorsport photography. Four hundred of his finest images, covering the immediate postwar era in Britain (1946 to '54), are laid out on quality art paper, and paid due deference by superb design.

Sensitive, pithy text and captions by Anthony Pritchard give the book a cogent thread, but there is no doubting who the star is: Mr Griffiths. Not every image is pin-sharp – the book also tacitly charts his improvement as a photographer – but all are extremely emotive.

Paul Fearnley

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IT MAY SEEM ODD THAT the less 'serious' of the two events makes for the better video, but so it is: the range of cars, the approachability of everyone, and the brief but theatrical ascents, make the FoS production a delight. Four knowledgeable, enthusiastic presenters are a major plus. Well edited and good fun – I was especially tickled to learn Erik Carlsson was wearing his Monte-winning trousers.

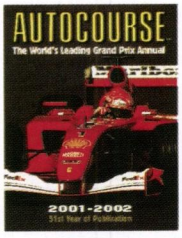
I DIDN'T GET TO THE Revival this year, but this video shows the terrific racing I missed. The main events get full-length coverage, with commentary by Simon Taylor, who passes the baton to Alain de Cadenet and Chris Goffey for scene-setting.

But its concentration on racing, and many accident replays, means it's not as entertaining as the Festival tape.

Gordon Cruickshank

AUTOCOURSE 2001-2002

EDITED BY ALAN HENRY
ISBN 1 903135 06 0
Published by Hazleton Publishing, £35



ANOTHER YEAR, ANOTHER grand prix season, another *Autocourse*: we all know what to expect. But this year's one is better.

There's been a change of font for the headlines and main text, and the book looks all the better for it. In the team-by-team section, there are pictures of the significant figures who head up each squad's backroom staff. And Alan Henry's piece on Niki Lauda at Jaguar is one of the book's star features.

Photography is of a high standard (though perhaps lacking a little flair), and the stats are truly mind-boggling in their intensity.

But the book's greatest strength, as ever, is the writing. Henry, Maurice Hamilton and Bob Constanduros may well be seasoned hacks, but they effortlessly tread the fine line between cynicism and over-enthusiasm.

Hell, after reading this book, you might even believe again that Formula One is entertaining.

David Malsher

JAGUAR AT LE MANS

BY PAUL PARKER
ISBN 1 85960 632 6
Published by Haynes Publishing, £25



THERE MUST BE NEARLY as many books on Jaguar as on Porsche, but this is a significant work which adds new detail to one specific part of the Jaguar story. Around the framework of every Jaguar car and driver to enter Le Mans from 1950 to 1995, Parker hangs the stories of the development and the drivers, the successes and the failures, complete with every chassis number to go to the Sarthe.

Inevitably, it's really two books, one on the 'Lofty' England/Ecosse years, and one on the TWR comeback – as well as anything to have used Jag power, such as Listers old and new.

It's comprehensive, but still easy to digest, with human interest to balance the oily facts, all punctuated by sidebars on particular elements. Candid workshop and pits photos convey a sense of the team away from the track, and there are many candid gems. This is that rare thing – a readable reference book.

Gordon Cruickshank

ENZO FERRARI

BY RICHARD WILLIAMS
ISBN 0 224 05985 8
Published by Yellow Jersey Press, £18



IT MAY NOT MAKE YOU LIKE him, but this biography gives a strong sense of the awkward, reclusive man who forged a legend.

The scene-setting chapter powerfully depicts him at the centre of his own inscrutable world, making people of all ranks come to him for an audience – drivers, film stars, politicians. (Heroically, when the Pope visited, he did not get to meet Enzo.)

In probing Enzo's more mysterious actions, the author contrasts the stories the man was wont to produce, at the time and later.

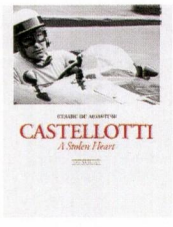
I didn't find revelations, but was intrigued to discover that a black prancing horse is actually the symbol of Stuttgart, as well as why he used violet ink, and that he had visited Brooklands in the 1920s.

This is a well-crafted tale.

Gordon Cruickshank

CASTELLOTTI – A STOLEN HEART

BY CESARE DE AGOSTINI
ISBN 88 7911 265 1
Published by Giorgio Nada Editore, £24.99



"AND ABOUT TIME, TOO!" was the reaction in our offices upon hearing there was a new biography on Eugenio Castellotti. But would it do justice to this highly talented, but overly brave man? It does.

The story of Eugenio's career takes up the book's first half, and misses nothing. The standard of translation is high – the author's intriguing writing style has not been tainted by a heavy English hand.

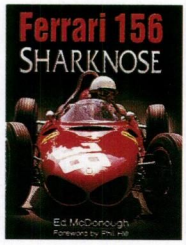
Although the text is broken up with pictures, the vast majority of images form the volume's second half. And these are fantastic in their number, variety, and quality.

That Eugenio drove in an era of gorgeous sports-cars and F1 cars adds to the appeal, of course. Even so, books so thorough are rarely so interesting. Add it to your 'Dear Santa…' list.

David Malsher

FERRARI 156 – SHARKNOSE

BY ED MCDONOUGH
ISBN 0 7509 2731 3
Published by Sutton Publishing, £25



IN ITS FIRST SEASONS, THE 'sharknose' Ferrari dominated GP racing, but this account shows it was not easy for the team.

A whole book on one car and only two seasons risks being too intense, especially about much-reported classics like 1961 Monaco, but race details and technical aspects are leavened with quotes from the main players, while McDonough has the advantage of having seen that Ferrari defeat at Monaco first-hand. He also explains the tensions inside the team, and writes thoughtfully about von Trips' crash.

The sharknose idea is traced back to the still-born Sacha-Gordine of the early 1950s. I have always wondered if it was a mere styling device, but the author suggests it had tested aero benefits.

Gordon Cruickshank

THE GREAT CHALLENGE 3 – THE LAUDA ERA

BY RAINER SCHLEGELMILCH
ISBN 3 00 008435 8
Published by Dieter Streve-Mühlens, 480DM

FOLLOWING THE FIRST two photographic feasts from the Schlegelmilch stable – the Clark and Stewart Eras – the latest in what will ultimately be a five-part series is an astonishingly high-quality tome devoted to the era dominated by Austria's three-time world champion.

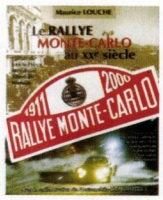
Some of the best imagery from what is Formula One's hippest time period – 1971 to 1985 – appears in this large-format, beautifully crafted volume. For Rainer's skill is not confined to taking superb photos of stars such as Andretti, Lauda, Villeneuve and Regazzoni. A lot of effort has gone into the production, editing and presentation, all of which are superb and add much to the appeal.

I could go on. And on. But basically, despite the £150 (approx) price tag, stop whatever you are doing and buy this book. Now!

Henry Hope-Frost

LE RALLYE MONTE-CARLO AU XXe SIÈCLE

BY MAURICE LOUCHE
ISBN 2 9500738 5 9
Published by Maurice Louche, €155, plus €15.5 p&p



HERE FOR THE FIRST TIME, in such exhaustive detail at least, is a history of one of the most evocative events of the 20th century.

Maurice Louche has already turned his capable hand to the history of the Tour de France (the car version) and Monte Ventoux, and his latest double 400-page volume offering is just as impressively informative.

It relates the story of every year in French (followed by an English translation) from 1911 to the present day, each volume concluding with lists of every finisher, every year.

Photographically, it is prolific rather than stunning, aiming to cover as much ground as possible rather than simply pleasing the eye. In particular, the modern events are disappointing in this respect. But there are pearls to be unearthed.

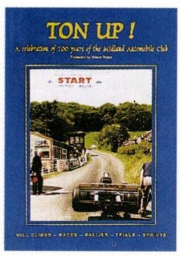
The keen desire to cover so much ground also dictates a rather fussy and chaotic design.

This is, however, a book that you ought to find some shelf-space for.

Paul Fearnley

TON UP! A CELEBRATION OF 100 YEARS OF THE MIDLAND AUTOMOBILE CLUB

COMPILED AND EDITED BY JONATHAN AND PAT TOULMIN
Published by Midland Automobile Club



MY FIRST REACTION WAS that such an important venue as Shelsley Walsh deserved something a tad slicker. Better designed. With better repro.

But that was to miss the point.

Firstly, this book marks the centenary of Midland Automobile Club – their famous hillclimbing venue lags four years behind. Secondly, their success has been based on a friendly atmosphere and a go-ahead spirit.

It's typical of MAC that they should set to and produce their own 240-page book.

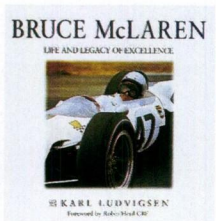
It's typical, too, that it is very comprehensive, shedding light not just on Shelsley, but also MAC's circuit meetings, sprint, rallies and trials.

I'd have preferred more personal reminiscences to break up the blow-by-blow account, but there is a lot to recommend – not least the photo of a cloche-hatted May Cunliffe hurling her Bentley through Bottom S in 1927.

Paul Fearnley

BRUCE McLAREN – LIFE AND LEGACY OF EXCELLENCE

BY KARL LUDVIGSEN
ISBN 1 85960 824 8
Published by Haynes Publishing, £25



PERHAPS IT'S BECAUSE the name is still at the top of racing's tree that it's hard to believe this is the first full biography of this talented driver and car builder, 31 years after his fatal testing crash at Goodwood.

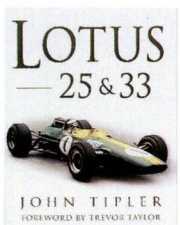
Ludvigsen's photo archive and others have provided a huge spread which go right back to New Zealand with the boy McLaren at the family home, while Ludvigsen conveys the sense of fun and passion Bruce imbued his team with.

The most powerful feature of this book is Robin Herd's Foreword. It concludes movingly with his worry that if he'd stayed at McLaren a bit longer, Bruce might have stopped driving earlier and not had his crash. You don't often see such frankness in motor racing books.

Gordon Cruickshank

LOTUS 25 & 33

BY JOHN TIPLER
ISBN 0 750 925 949
Published by Sutton Publishing, £20



IN MY REGULAR 'THE CAR I Wish I'd Designed', there's a car most F1 designers immediately select: the Lotus 25. Its monococque made spaceframes redundant overnight, and it was competitive for an amazing seven seasons – with help from its 33 successor.

Tipler works through its genesis, detailing each chassis' history, illuminating hard facts with reminiscences: even Colin Chapman wasn't sure this new principle would be a success, and claimed to have designed the 24 afterwards, as a safe fall-back.

Tipler goes into monocoque history in depth, right back to Edwardian times, and devotes much space to the technical data of Len Terry. With plenty of workshop pictures to balance samey close-up race shots, this is the complete tale of the car that changed F1.

Gordon Cruickshank

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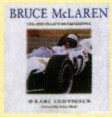
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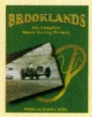



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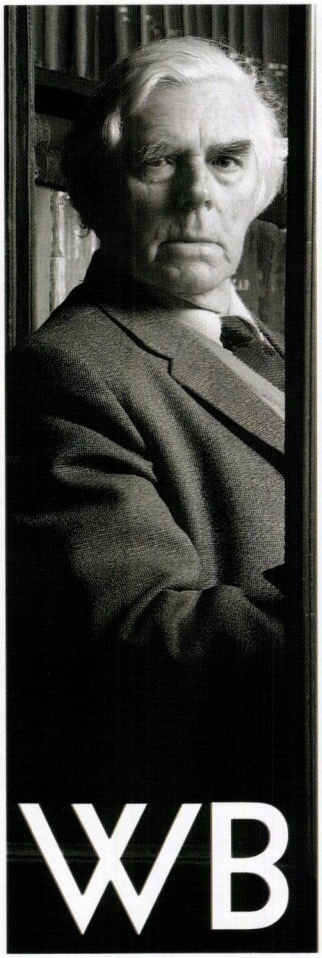
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Count Johnny's little flyer

IN THE 1930S THERE WAS QUITE A NUMBER OF LITTLE RACING cars contesting records in Local and International Class I (up to 500cc) and Class J (350 to 500cc). The faster figures were established by a DKW and a Clement, the long-distance aims were the preserve of DKW, de Rovin and Vitesse Special. Fastest was the 495cc (German) Standard, which had set the International Class J 50-mile record to 80.27mph at Montlhéry by 1933, driven by Fachsenfeld.

By 1935, Count Giovanni 'Johnny' Lurani decided to give it a go. He was by then a very well-known racing driver, who had won his first race – the Tripoli-Tunis event – in an Alfa Romeo and won his last in 1948, the Giro dell'Umbria, also in an Alfa Romeo. During that span, Lurani had scored more than 20 class wins, having competed in 160 events.

The Count had come to Britain in 1928 to take part in the 1930 JCC Double-Twelve Hour race. Subsequently, he drove in nine Mille Miglias, at Le Mans, and in the Alpine Rally, gaining an Alpine Cup with a Lancia.

Alfa Romeo was his favourite marque and he owned a great number of them, but he also raced Salmson (aged 20, in 1925) Derby, Porsche, Bristol, MG, Maserati, Fiat and Abarth cars.

When British drivers went to Italy to race, he would entertain them and put them up in his magnificent castle. He was an Hon. member of the BRDC.

I confess that I have no idea why, in 1935, he decided to enter the realms of record-breaking with a tiny car, which he called 'Nibbio'. But this he did, with much success, apparently designing it and constructing it – or supervising its building – himself. It was very well made.

The chassis had straight tubular side-members, and welded-up bracing tubes below them. The wheelbase was 7ft 8in – 10in less than that of the Murray Jamieson twin-cam 744cc racing Austin 7. 'Nibbio' had a crab track, of 3ft 11in at the front, 3ft 3.5in at the back.

A racing Guzzi air-cooled 494cc ohv 120-deg vee-twin engine behind the driver was similar to the TT 'bike engines of this make, and was said to develop 50bhp at the high speed of 7500rpm. It was cooled by side ducts in the high tail and there was a vertical outlet at the back of the streamlined single-seater body. This was very well formed, with a high-sided cockpit and a closed, rounded nose, as no radiator was required. Lurani sat only about five inches from the ground.

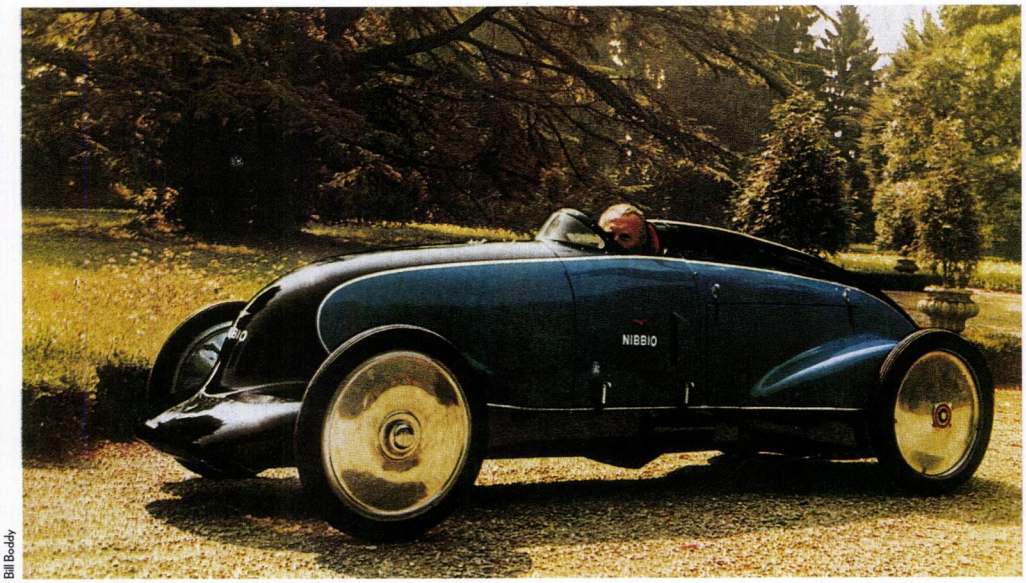
Front suspension was by half-elliptic leaf springs. Rear suspension was by coil springs, on a layout very like that used at the front of Morgan three-wheelers, but more substantial, the springs upright, supported by two transverse tubular cross-members.

Transmission was by four-speed gearbox in unit with the engine, with a central chain drive to the differential-less back axle.

Tyre size was 3.50 x 19, as on vintage Austin 7s. 'Nibbio' weighed about 5.5 cwt dry. An exhaust pipe emerged each side of the car's tail and the engine cover above was held down with spring-type bonnet clips.

On November 11, 1935, Lurani let 'Nibbio' loose over the closed Firenze-Mere road and broke the International Class I kilometre and mile f.s. records, the faster at 100.76 mph, and also raised the s.s. mile to 76.09 mph. In all, four records fell and 'Nibbio' became the fastest 500cc car. The previous records had been those of de Rovin, set in 1928.

'Nibbio' was developed into 'Nibbio II' (also Guzzi engined) and established more than 30 records, being the quickest-ever (105.1mph) 250cc car by 1947, in supercharged form. Those Class I records established by 'Nibbio' stood until 'Goldie' Gardner's MG took them.



Bill Boddy

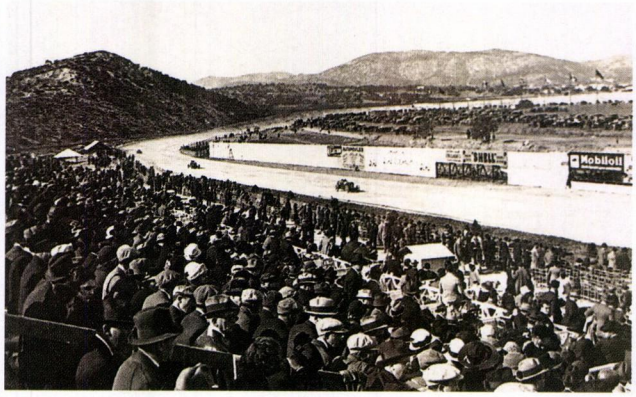
The striking colour scheme enhances the sensational lines of 'Nibbio', Count 'Johnny' Lurani's 1930s record-breaker

Bringing Sitges back to life

RECENT REFERENCE TO THE DERELICT Sitges circuit in Spain has brought the very good news that it is being revived, with development of the site and hopefully restoration of the track for future racing thereon, of pre-1950 cars.

Jenks discovered the 'forgotten' track many years ago, and I have recalled that such famous drivers as Albert Divo and Count Zborowski, raced there at the opening meeting in 1923.

I had wondered whether there might not one day be a county club or something of the sort there, and that VSCC members and others might be able to rally there and perhaps take their cars round the bankings. It now seems possible that the old Sitges-Terramar or Autodrom Nacional site will be renamed The Motor Sport Resort and reopened.



Adriano Cimarosti

Daunting Sitges track may once again shake to the sound of race engines

The project is under the direction of Peter Schömer, President of the CEO Motor Resort in Marbella (Tel: 00 34 699 225 187). A book in Spanish has been written about the track and its brief working life.

Celebrations in Estonia

A LETTER FROM MARGUS H KUUSE, EDITOR OF ESTONIA'S motor journal *Autoleht*, informs me that 80 years of motorsport in that country was recently commemorated. Stamps were issued (see inset) to mark the occasion, while Tommas Napa of Tallinn was elected Estonia's Driver of the Century.

The stamp shows an Estonia Type-26-9. This firm has built 1300 racing cars, I am told, since 1957.

Racing had taken place, for instance, on the Skeemring circuit, with its five acute corners.

The two manufacturers of kit cars, which are of Lotus 7/Caterham appearance (left), have now merged, Vil/Rex joining with Eastfield in south Estonia, and their sportscar kits are exported to Sweden.



Trident and tested tyres

THOSE REQUIRING TYRES WITH THE correct three-stud tread pattern for early 1930s GP and other cars should note that Trident Tyres has been formed for just this purpose.

The aim is to start with 4.50 x 19 and 5.00 x 19 covers which will be subjected to the same tests as current tyres, i.e. to a 130mph (H) speed rating and to the USA D.O.T requirement.

The 4.50 x 19 tyres will be available by January, at £125 each, and the 5.00 x 19 covers at £150.

Other sizes will follow.

Trident Tyre Co Ltd has been formed by Julian Majzub.

Mr Derek Freathy, formerly the supremo of Dunlop's Competition Department, will act as agent for Trident through Concours Tyre International.

For more information, Trident can be contacted on 01789 491166.

miscellany

WYN OWEN HAS HAD 'BABS' OUT again, for the making of a short documentary film of Parry Thomas' LSR of attempt in 1927 which resulted in the tragic death of the great Welsh engineer/racing driver. Thomas had, of course, held the record at 171.02mph set the year before. The old 27-litre car, dug up and restored by Wyn, went well, with several runs at some 80mph, if not at quite the extra 90 or more it achieved on that fatal day. The film *Overland*, directed by Chris Forster, had its première at the International Film Festival of Wales in Cardiff in November, support having come from the Arts Council of Wales Film Lottery Fund and the presenter of the D M Davies Award. Nice that Parry Thomas and his famous racing car were remembered.

* * *

SIMON THOMAS WRITES TO SAY he has bought the 1935 Fiat Balilla which spent many years in Derbyshire, when it was thought to have been the one driven by Billy Sullivan in the 1936 Ulster TT. Further research shows it to be the Balilla which was raced by Ffrench-Davis in the 1936 and 1937 TTs. It had engine trouble after 27 of the 35 laps in 1936 and blew the head gasket after 11 laps in 1937. In researching this, it has been discovered that the Balilla which won its class in the 1936 TT and finished 13th overall also still exists, to the delight of its owner.

* * *

THE COOPER CAR CLUB HAS been active, especially since the VSCC's John Cooper Race last August and the more recent races and parades in memory of John. They are trying to contact past members of the CCC. The address to write to is 17 Waterlaide Road, Hartlebury, Worcs DY11 7TP.

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Monaco Historic, 18-19 May

Historic Monaco - to celebrate the most glamorous race in the Formula One calandar the Automobile Club of Monaco is running the 3rd Historic Grand Prix. This is your ONLY chance to see this collection of amazing machinery race on this most historic circuit in the glorious setting of Monte Carlo - what a weekend!!

Le Mans Classic, 21-22 September

Le Mans Classic - perhaps the most evocative scene of any motor race is the picture of drivers running accross the track to jump in their cars for the start of the Le Mans 24 Hours. Regretably no longer used for the modern race but we can see it for real at the Le Mans Classic. An amazing opportunity to see more than 300 drivers from the period 1923 to 1975. This is not a drivers parade - this is real racing.

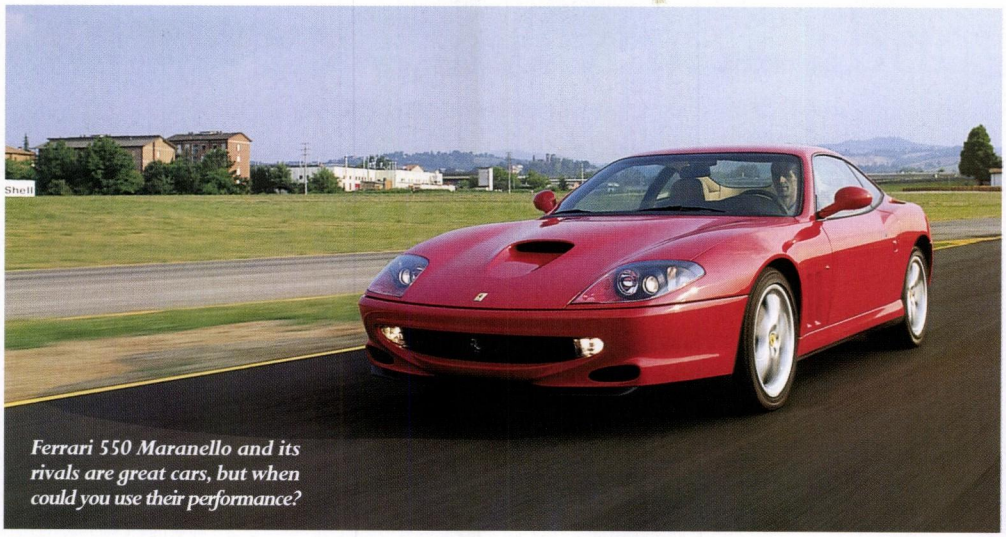
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Ferrari 550 Maranello and its rivals are great cars, but when could you use their performance?

Autocar

Supercar speed dilemma

THERE IS AN INCREASING NUMBER OF supercars able to achieve speeds in the region of 200mph or more – the Porsche 911 GT2, the Ferrari 550 Maranello, Ford's Aston Martin Vantage 600, Audi's Lamborghini Murciélago and the TVR Tuscan S.

A maximum speed of 225mph is promised from the VW-Bugatti EB Veyron and the three-seater McLaren F1 will wind up to over 231mph.

It is hardly possible to believe that those who buy these extremely costly cars do so merely to enjoy sizzling starts from traffic lights.

But in this age of sneaky speed cameras and a universal war on cars, especially those driven at much over 60-70 mph, where do the wealthy, in these splendid supercars, extend them? One suggestion I see is on the Autoroute de Soleil, after dark, but that apart, do owners of such cars print their own driving licences?

Do not misunderstand me, I have never proscribed to the theory that speed, as such, is dangerous. But if I foolishly wasted money on Lottery tickets – and won – how often could I use the performance of the supercar I might buy? As *Autocar* reminds us, you might buy a 146mph Honda Civic-R for £15,995. Even so...

Old bikers reunite



Alison Hart/Image Creative

Ivan Rhodes straddles a Velocette racer alongside fellow motorbike heroes

DONINGTON PARK HAD A MEETING IN October of 10 motorcycle riders who achieved fame pre-war there, with demos by a 1939 s/c Velocette twin, the ex-Stanley Woods Velocette 500 and Freddie Hicks' 1930 AJS.

The pre-war racers' committee (01332 0811123) seeks more riders.

Alan Clark

THE LATE ALAN CLARK'S *DIARIES INTO POLITICS* (Weidenfeld & Nicholson) have appeared containing plenty of motoring recollections, as did his previous books.

I got to page 45 where he says, "Back to bed with a piece of fruit cake and the latest MOTOR SPORT. One of the best days so far." This was presumably the January 1974 issue, in which Clark could have read our protest about 50mph speed limits, Alan Henry's Argentine Grand Prix report, about my drive on a 1902 9.3-litre Paris-Vienna Mors and my account of the cars I'd driven in 1973, a Jensen Interceptor road test, and a continuation of Michael Tee's tour across America in Hertz Fords.

I hope the magazine was found to be wholesome.

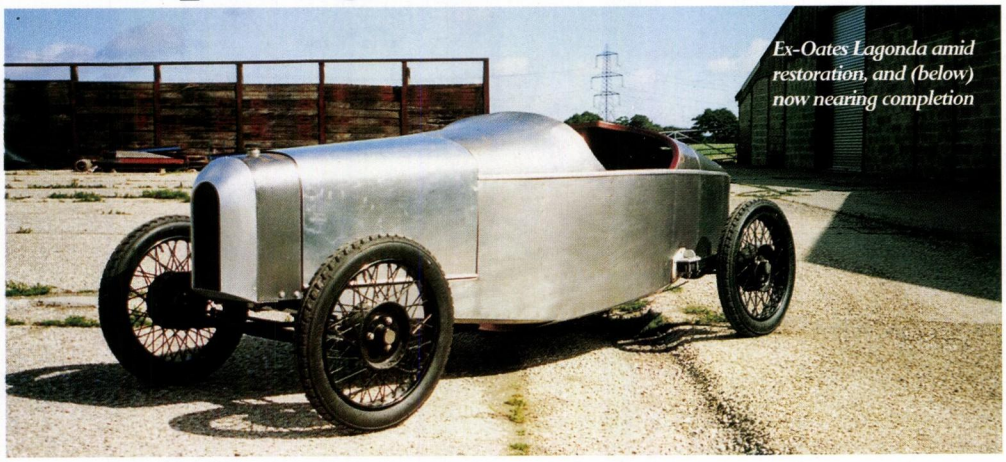
miscellany

ON JANUARY 4-5, 2002, THE MCC will hold its Exeter Trial. Entries have closed at over 350 'bike and car competitors, of whom 30 are in the new class for those new to this event. They include Donald Barnes' grandson Kevin in his grandfather's LM Singer, Derek Buckler's son-in-law Keith Ambrose with his son navigating, and John Quenby, ex-MSA chief executive, with his MG TC. Several Dellows are back, one with Wicker's son driving and his father navigating. The Land's End Trial is scheduled at Easter, Blue Hills Mine the last hill before the Newquay finish, and on May 5 the MCC and MAC, both celebrating centenaries, will meet at Brooklands.

* * *

A PLAQUE WAS UNVEILED recently at the Fairmile (now Munro House) at Cobham to commemorate the work of Sir Noel Macklin, by members of the Invicta Car Club, Railton Owners Club and The Coastal Forces Heritage. This was possible with the assistance of Exchange Financial Services of Munro House. Sir Noel is remembered mainly for the Invicta sportscars and the Fairmile torpedo boats, and the earlier Eric Campbell and Silver Hawk cars. The plaque was unveiled by Mrs Sally Harrison, niece of Sir Noel and daughter of Mrs Hindmarsh (née Cordery), whose husband won the Le Mans 24 Hours for Lagonda in 1935, and who herself broke many very long-distance records at Brooklands and Monza in an Invicta. The Invicta CC has some splendid enlarged photographs and a history of Invicta competition successes, etc. The secretary is Mrs Marion Rendall, Stanley Hall, Selsley, Stroud, Gloucestershire GL5 5LJ.

11.9hp Lagonda nearly ready



Ex-Oates Lagonda amid restoration, and (below) now nearing completion

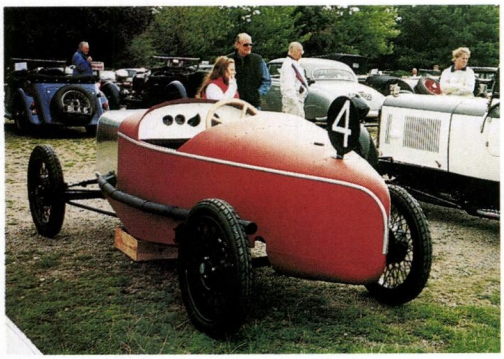
Bill Boddy

A WHILE AGO I MENTIONED THAT J P OATES WAS BUILDING not so much a replica as a near-original copy – using the correct parts where possible – of the 11.9hp Lagonda which Major W H Oates raced successfully at Brooklands in 1921, finishing 13th in the JCC 200 Mile and raising the 1.5-litre hour record to 79.17mph.

The project is nearly complete, the car appearing at a Lagonda CC Rally this year, a reminder of how racing light-cars looked in those early years.

Upholstery and instruments are still to be added, but otherwise the little Lagonda is almost finished, with the ioe engine having the inlet-valve pushrod rockers in line with the crankshaft.

The original car lapped Brooklands at 88.62mph.



New noteworthy booklets

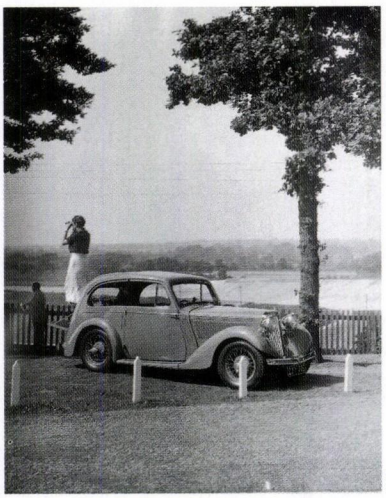
JOHN GRAY OF THE STD REGISTER spent four years researching fully the W&G du Cros Ltd. connections with Talbot, from 1908-1935.

The result has been issued to members in a nicely produced and illustrated 72-page booklet, which goes into great detail, with many illustrations of factory buildings and interiors, W&G commercial vehicles, and buses, taxis and ambulances. Some of the data will be interesting to those studying coachwork history.

While a few copies remain, John is prepared to release them for £3 p&p.

His address is: The Old Brewery Tap, Summerside Road, Farringdon, Oxon, SN7 8RB.

This is a great opportunity for those who like to have all aspects of automotive history to hand.



LAT

Pre-war Talbots the subject of new STD book

The most recent title from Shire Publications of Princes Risborough is Nick Baldein's *Proprietary Engines for Vehicles* (ISBN 0 7478 0496 6) £3.50. Never has so much data been packed into such an inexpensive book – it is not surprising Shire has drawn on the Michael Sedgwick Trust to finance it.

Nick's great knowledge of his subject not only covers almost every conceivable engine but adds facts about designers, factories, numbers built and cars using each engine. It also includes historical correspondence, catalogue pages and so on.

An absolutely unique dose of important information. Essential!

miscellany

THE VSCC USED THE QUARTER-mile Stratford County Raceway for its October speed trials. Paul Richardson's 1959 5.3-litre Lister-Chevrolet made FTD in 12.24sec. Best time by a pre-war car was that of the ERA R14B, in 13.31sec, driven by Robert Satchell. Of vintage cars, Clive Williams' 24-litre Bentley Napier was fastest in 14.57sec. It was good to see George Daniels head the Edwardian class with his recently acquired 1908 GP Itala, which was timed at 20.43sec.

* * *

IN THIS YEAR'S INTER-REGISTER contest, an idea suggested by MOTOR SPORT 'centuries ago' so that one-make clubs could compete against one another in various tests, only two points divide the STD Register and the Riley Register. The next contest is the Riley Dorking Rally on December 29. The VSCC has speed trials over the Brooklands runway on January 12.

* * *

AN AMERICAN READER OF 40 years writes with reference to a mention in *The Studebaker Wheel*, the maker's trade magazine, to the two President Eights that finished in the 1929 JCC Double-12 race at Brooklands, and wonders whether the cars have survived. I would think not, but does anyone know?

* * *

WITH FOOT AND MOUTH HAVING receded, it looks as if the VSCC will run its Measham night rally on January 26-27, 2002. It will be based at Waddow Hall, Clitheroe, for the start, halfway check and finish. Marshals are required.

* * *

CORRECTION. THE PRICE OF the jolly, historic survey of 100 years of the MCC costs £5 to non-members. But hurry, the supply must be dwindling.

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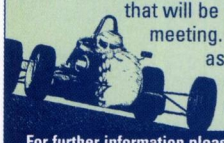
Morning

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These and many other fundamental questions will be hotly debated by experts during this conference.

The world of sponsorship is a forever-changing scene - as one industry sector closes (tobacco), others open. The more global a motorsport category becomes, the greater the scope - e.g. the World Rally Championship and its new promotional package. The increasing influence of the major auto makers is yet another aspect that will be aired at this important meeting. Nobody involved in any aspect of sponsorship in motorsport can afford to miss this major event.



Afternoon

INDUSTRY ROUND TABLE

One of the key roles of the Motorsport Industry Association is as a facilitator for its members and non-members alike, to stimulate dialogue within the sector and therefore increase business both at home and abroad.

To satisfy this aim it organises regular networking events - some of a pure business nature and some with a social element. The Industry Round Table is of the former category and will assemble an eminent panel of senior representatives from motorsport and the industry that underpins it.

Those attending will then have the opportunity to join in the discussion of key issues and help map out the required response to the many critical challenges currently facing the sector and thereby help shape its future.

For further information please contact Alistair Crompton on 02476 692600 or email: alistair.crompton@the-mia.com

TO REGISTER

Please complete this form and mail it to:
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The **Sponsorship** conference will commence at 8.30am with registration and coffee and finish at 12.30pm, to be followed by a valuable networking lunch. **The Industry Round Table** will run from 2.00-4.00pm.
Conference registration includes a complimentary pass for the Autosport Exhibition.

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☐ **INDUSTRY ROUND TABLE**, Friday, 11 January 2.00pm
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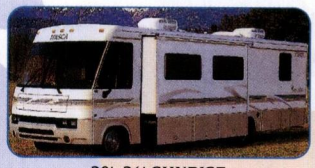
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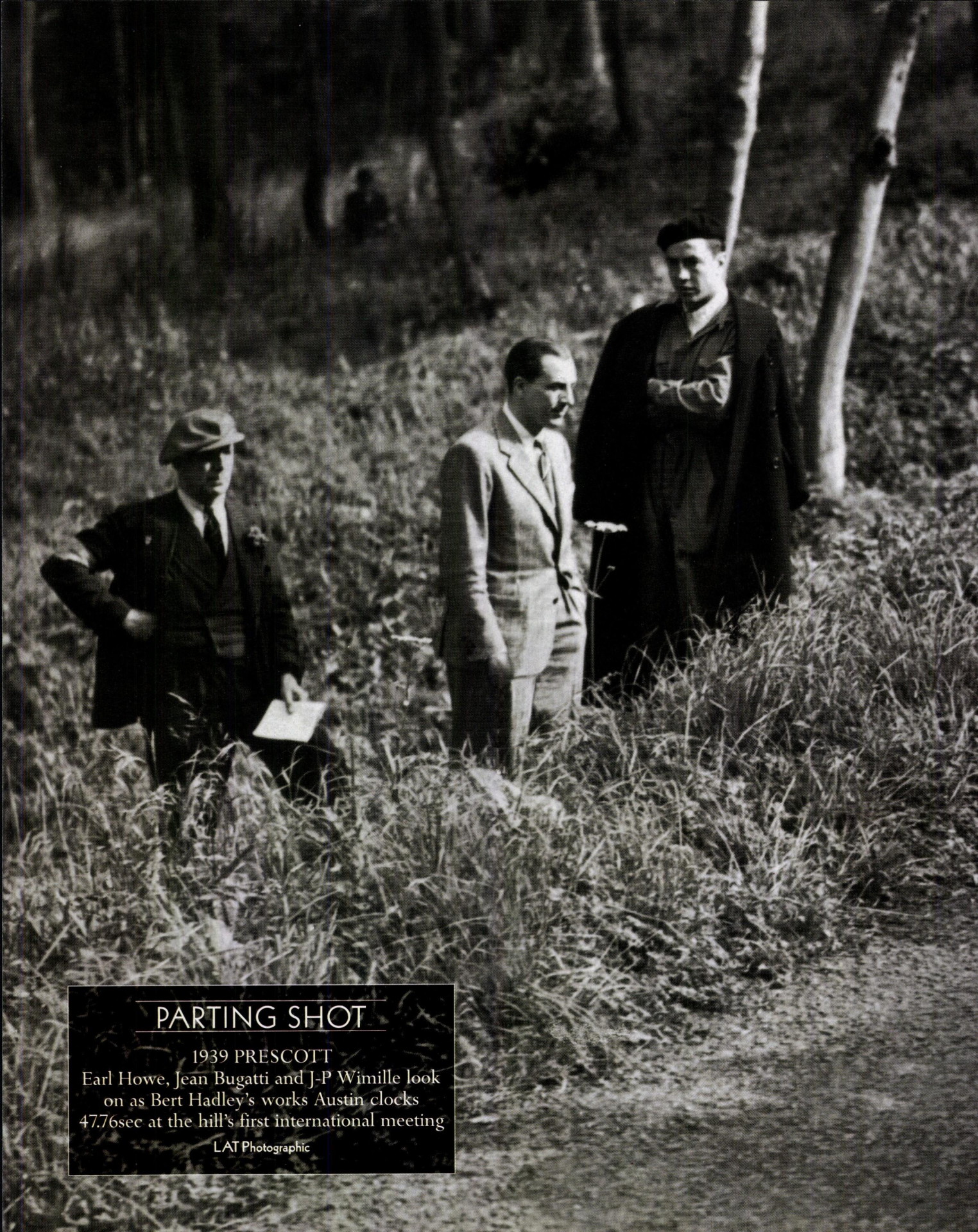
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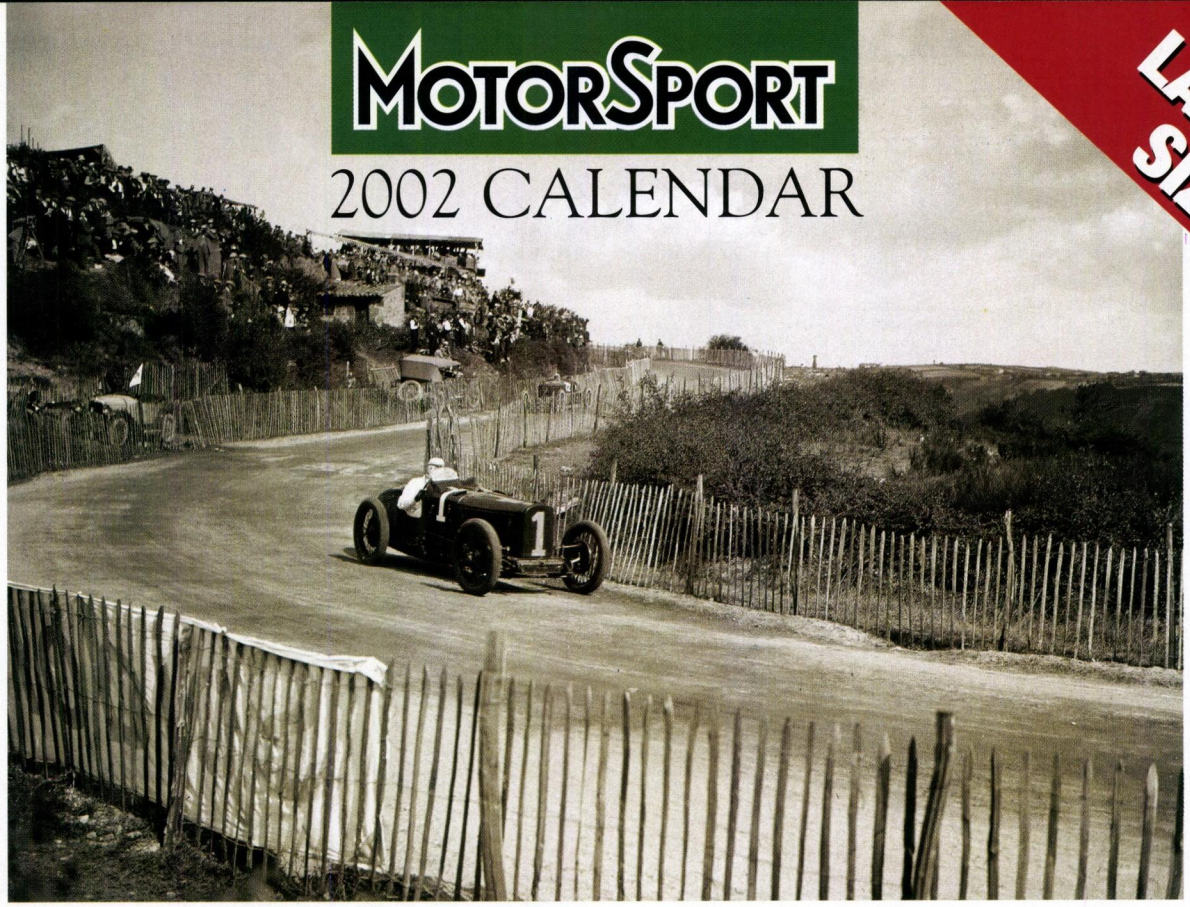
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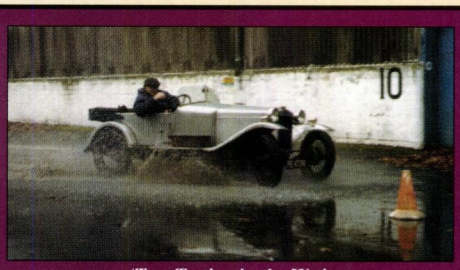
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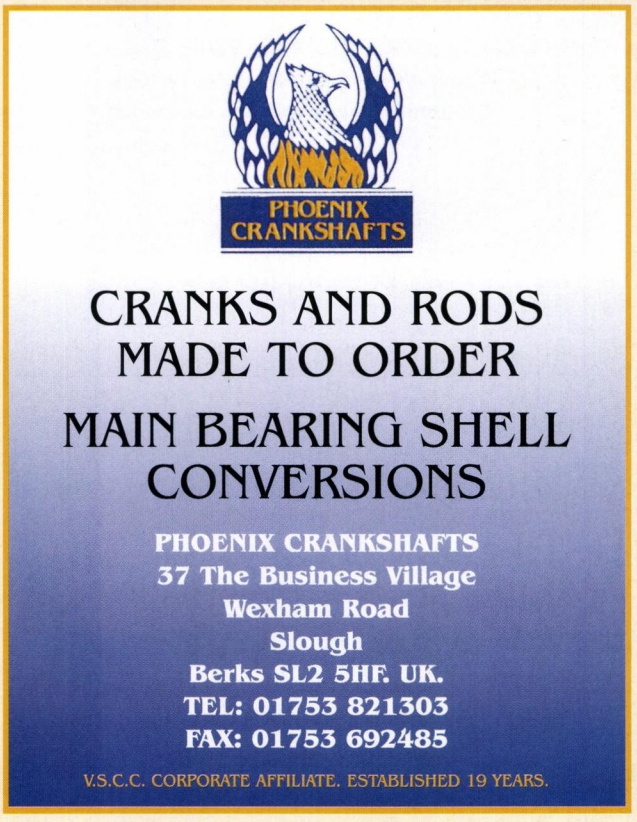


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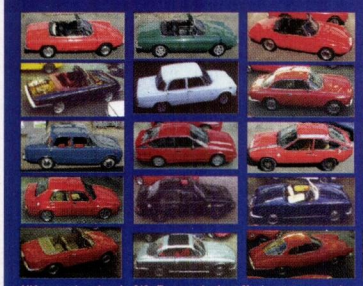
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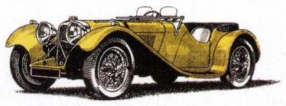
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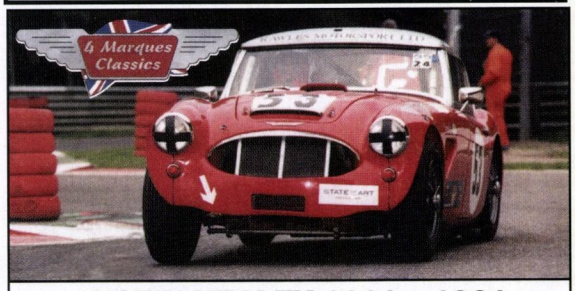
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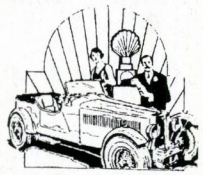
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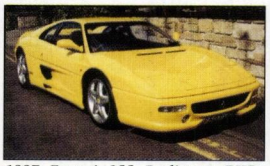
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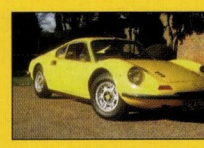
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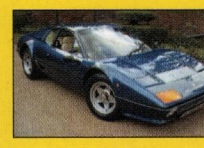
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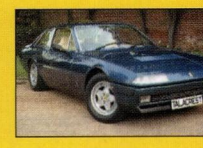

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Our deepest sympathy goes to his family and friends.

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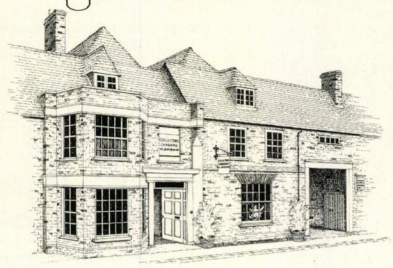
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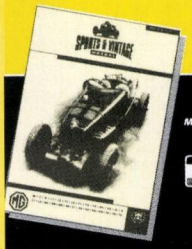
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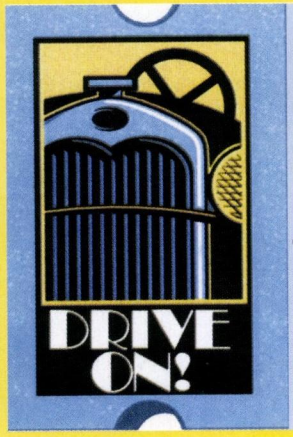
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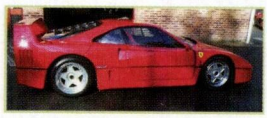
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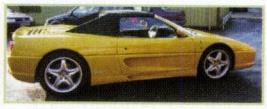
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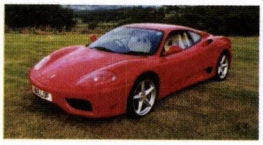
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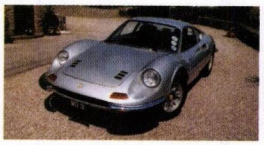
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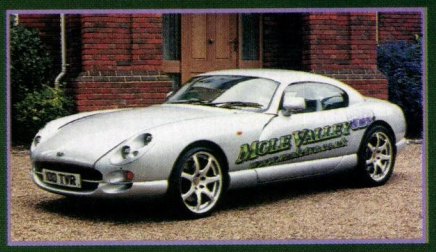


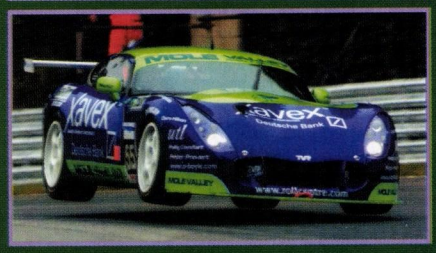
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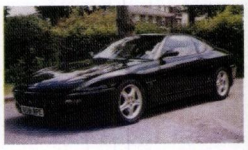
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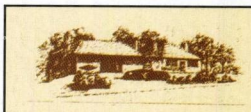
+4 1986 2STR. Silver. Black leather int. Fold and recl seats. Wooden st./wheel. Spare wh/cover. D/handles. +8 spots. Wire wheels. 1 owner. Service history. 19,600 miles £13,750

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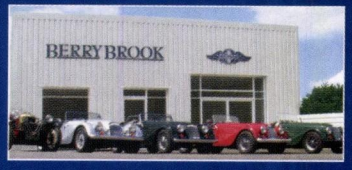
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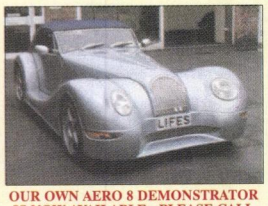
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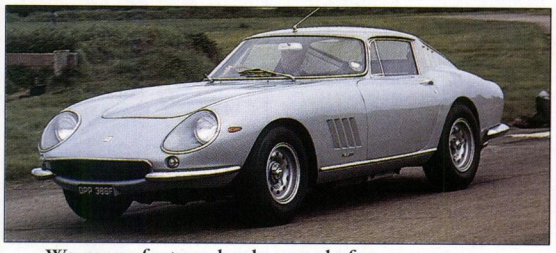
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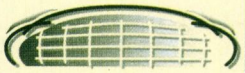
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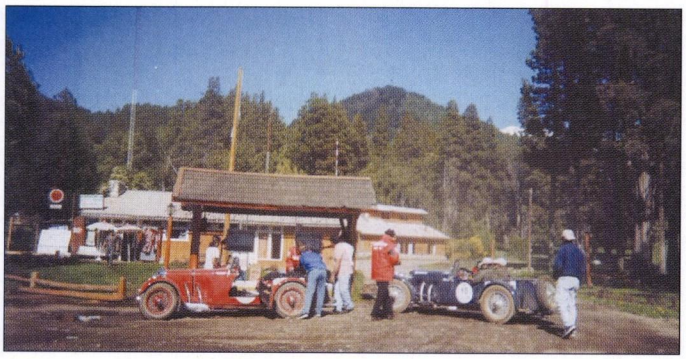
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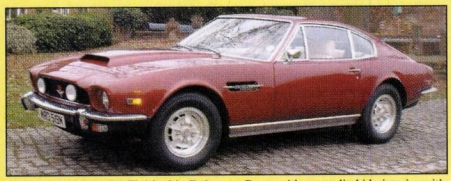
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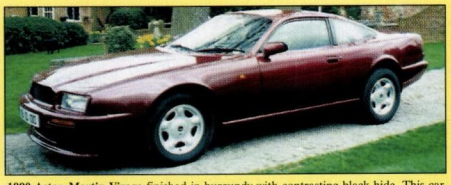
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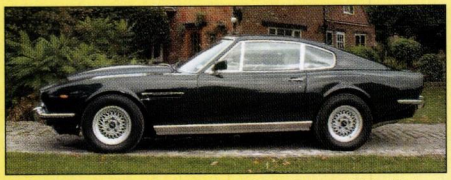
1974 Aston Martin V8 Finished in Dubonnet Rosso with magnolia hide interior with deep red wilton carpet piped magnolia. This car is in exceptional condition and comes complete with thick and detailed history file of all of the expenditure which includes recent new sills. It is fitted with automatic transmission, PS, air conditioning and all other usual refinements. A much better car than the price would suggest **£16,950**



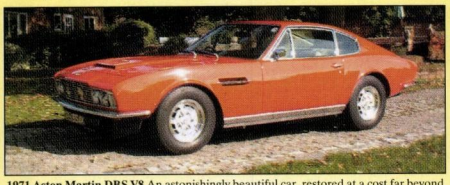
1988 Aston Martin Vantage. Finished in Royal cherry with contrasting pale grey hide piped red. Prefered by many to the later Virage model these cars are very quick, handle well and are comfortable high speed tourers. This late model example previously owned by Lord Gapp of Aylesbury has 5 speed manual transmission, Ronal wheels & air conditioning and comes with the benefit of a comprehensive service history **£49,500**



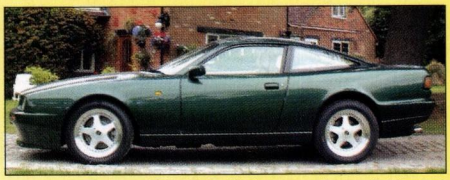
1990 Aston Martin Virage finished in burgundy with contrasting black hide. This car has covered only 38,000 miles from new and it's condition is comesurate with it's low mileage. Fitted with automatic transmission and air conditioning and is easy and rewarding to drive, wonderful value at **£33,950**



1979 Aston Martin V8 Oscar India. Finished in British Racing green with beige hide interior. This car is in extremely nice condition and comes with a very well documented history file detailing the considerable expenditure spent on the car. Fitted with automatic transmission and air conditioning and the later spec BBS cross spoke alloy wheels **£25,950**



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1966 Aston Martin DB6 Vantage. This is an original Vantage fitted with the ZF five speed gearbox and the car has been the subject of enormous expenditure by it's previous dutch owner. It is finished in Aston Martin racing green with black hide interior and is obviously in very fine conditure throughout **£49,950**



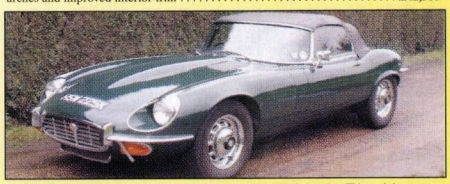
1970 Aston Martin DB6 MKII. There were only 245 MKii DB6's produced and they are the most refined and the most desirable of the range. This is an excellent example finished in steel blue with natural tan hide and fitted with manual 5 speed ZF transmission power assisted steering and chrome wire wheels. The MKII's have slightly flared wheel arches and improved interior trim **£42,500**



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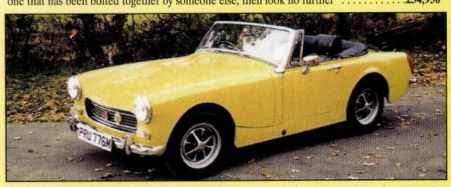
1972 Jaguar E type V12 roadster. Finished in BRG with black hide interior. This car is in near perfect condition, it has never been restored and the last owner viewed 10 other E types before purchasing this one from an elderly Scottish gentleman. Fitted with power assisted steering, chrome disc wheels and automatic transmission. If you are looking for an E type as Jaguar built it and not one that has been bolted together by someone else, then look no further **£34,950**



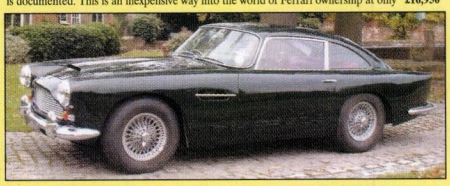
1982 Ferrari Mondial. Finished in Giallo Fly Yellow with tan hide interior and comes no only with the wheels shown, but the original wheels as well. It has covered a mere 42,000 miles from new, has a fully stamped service book and is in quite exceptional condition throughout. The cam belts were changed only 300 miles ago and the car has ben the subject expenditure, all of which is documented. This is an inexpensive way into the world of Ferrari ownership at only **£16,950**



1966 MGB Roadster. (Chrome bumper model). Finished in dark metallic blue with full black hide seats. This car is in very nice condition having had the benefit of some restoration. It is fitted with a new mohair hood, overdrive, wire wheels and an immobiliser alarm system. **£5,995**



1974 MG Midget. Finished in Inca yellow with black interior trim. This car has been the subject of a complete restoration with photographic record. The car was taken back to bare metal and all corrosion eradicated. As well the body, the engine has undergone a major refurbishment and all interior trim, hood and tonneau have been replaced. Excellent value at **£4,995**



1963 Aston Martin DB 4 srs V. A really excellent example finished in BRG with sumptuos red leather interior. This model is the last of the DB4 line and is the same length as the DB5 with slightly increased boot space, sitting on 15" wire wheels & radial tyres, fitted with overdrive and in splendid condition throughout. **£49,500**



1961 Aston Martin DB4 srs3 This is a very nice example finished in burgundy with black hide.It is one of the rarer overdrive models and was delivered new with electric windows. With the car we have a considerable service history file showing it's continous maintainance over the past years. It is currently fitted with the standard 3.7 engine but this could be upgraded to our much improved specification 4.2 at extra cost. An excellent car. **£39,950**



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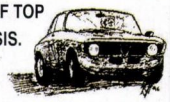


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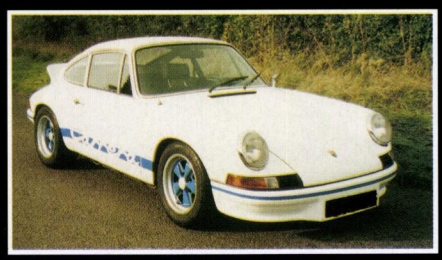
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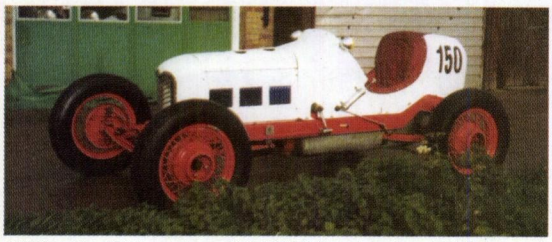


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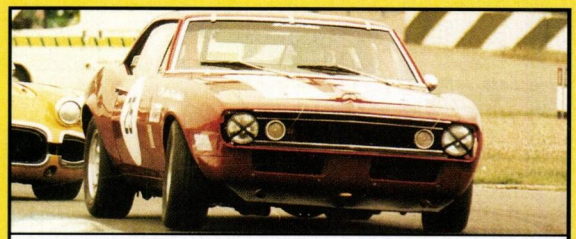
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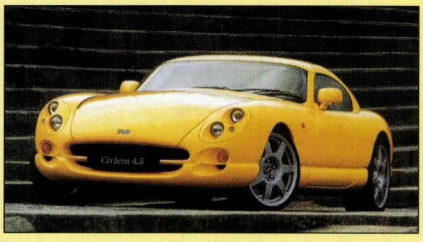
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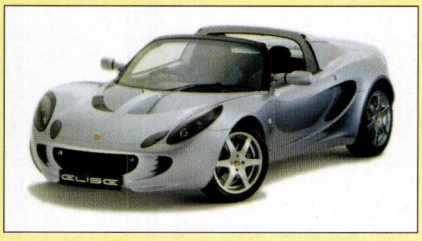
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As the leaves turn and the year winds down, Vintage motoring enthusiasts everywhere look forward to cool crisp autumn days, those final chances to exercise the old girl before the dull grey (wet) winter sets in. Plans are laid for next year, modifications to be made and rallies to attend distract from preparations for winter sun or winter sports. With the season lasting longer and longer it is surprising how short this off period has become, the Pom is 13 useful working weeks away and, in between, are driving tests but, sadly, no trials.

Next year's calendar already looks full especially as the biannual Monaco Historic is with us again. Despite a dominant performance in 2000, both Charles and Julian are already working hard at next year's event. The 35B is here in pieces, attention to the supercharger, blocks and back axle on the job sheet, we also have the 51 rear axle as the decree is no Bugatti will run with a limited slip diff. Since power and torque figures have risen, the Bugatti free diff has become marginal for reliability, luckily enough, materials technology has opened up the possibility of visually identical parts with greatly increased longevity. In numerous VSCC events there will be a stronger Bugatti presence, as more of our customers venture on to the track, with a ready to run |T35B racer costing under £150,000, with immediate delivery, there could be one more out there if the right person comes along.

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country attempts to outdo the others, with the stunn
year to look back on, 2002 looks very good. Various
cars are undergoing fettling at the moment in prepa
other social events. Starter motors are the flavour
as we have a new compound reduction starter, li
suitably disguised, authentic looking. Travelling to
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Type 44 engine makes these quick motorcars ex
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complete the picture. In this form the three-litre en
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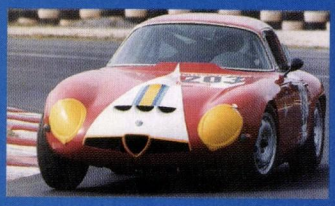
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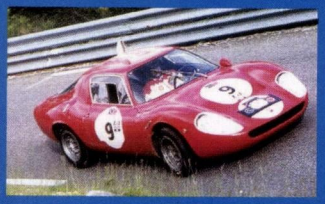
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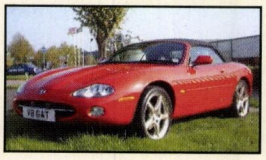
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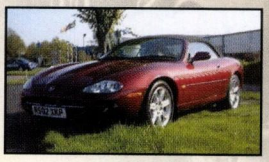
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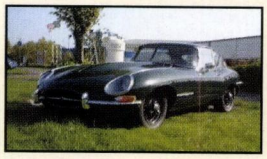
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Black hide, delivery date : Now, late model over production number 300 – Fiorano package, Red calipers, Scuderia Emblems & Full leather.
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1999 PORSCHE 996 C4 CABRIOLET OCEAN BLUE MET 25000 MILES
1999 PORSCHE 996 COUPE ARCTIC SILVER 19000 MILES
1998 PORSCHE 996 COUPE GT3 SPEC ARCTIC SILVER 17000 MILES
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1997 PORSCHE 993 CABRIOLET SILVER 39500 MILES
1997 PORSCHE 993 TARGA SILVER 30000 MILES
1997 PORSCHE 993 TARGA BLACK 40000 MILES
1997 PORSCHE 993 C2 S COUPE VERSUVIUS 29000 MILES
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1999 PORSCHE 911 SSE CABRIOLET RED 71000 MILES
1985 PORSCHE 911 SE COUPE RED 104000 MILES
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2000 BMW 330 CI COUPE BLACK 8000 MILES
1968 JAGUAR E-TYPE 4.2 RDST WHITE 5500 MILES
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 MILES
1961 JAGUAR E-TYPE ROADSTER SILVER CONCOURS 2000 MILES

Ferrari

1999 FERRARI MARANELLO 550 MET SILVER 13000 miles
1998 FERRARI 355 SPYDER MET BLACK 6000 miles
1997/8 FERRARI 355 FI GTS LHD 30000 miles
1997 FERRARI 456 GTA LE MANS BLUE 7000 miles
1997 FERRARI 456 GTA RED 8000 miles
1996 FERRARI 456 GT YELLOW 32000 miles
1997 FERRARI 355 GTS Red 12000 miles
1996 FERRARI 355 SPIDER RED 17000 miles
1995/6 FERRARI 355 GTS RED 12000 miles
1995 FERRARI 355 GTS Red 12000 miles
1994 FERRARI 348 SPIDER RED 35000 miles
1992 FERRARI 348 TB LHD RED 30000 miles
1990 FERRARI TESTAROSSA RED 25000 miles
1990 FERRARI MONDIAL CABRIOLET 3.4T RED 36000 miles
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1982/3 FERRARI 308 GTS QV YELLOW 23000 miles
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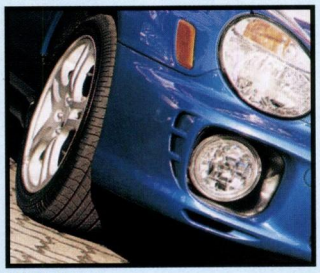




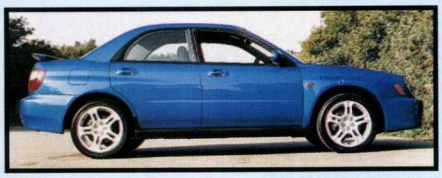
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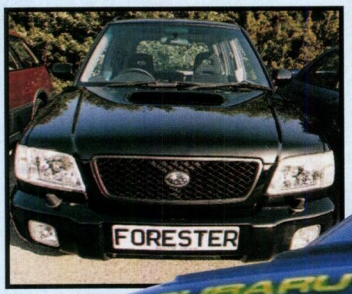
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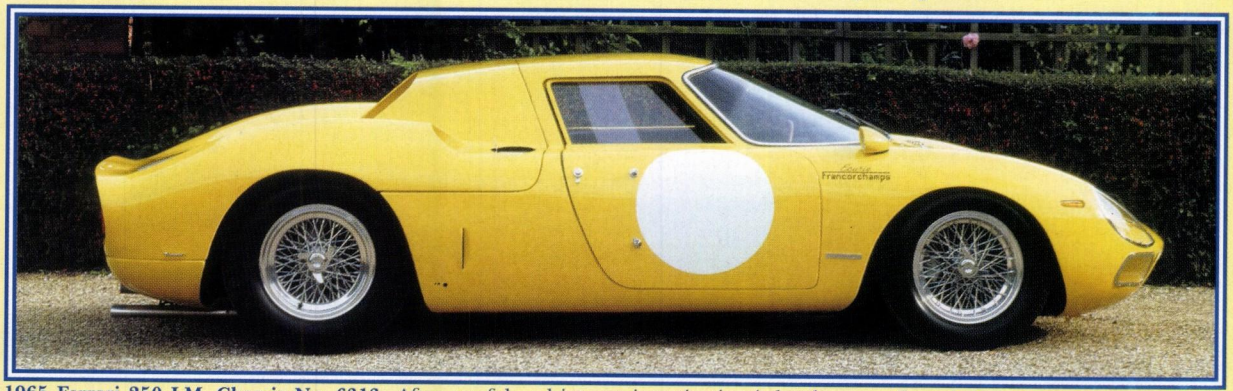
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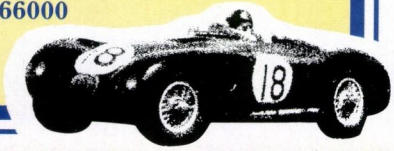
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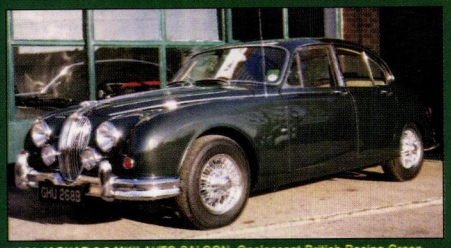
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1962 MERCEDES BENZ 190 SL. Silver with Dark Blue hide, 3 owners, 47K miles with extensive history believed genuine. Comprehensive restoration carried out including complete engine overhaul. An exceptional example. ..... £29,995 - RHD



1963 LOLA MK6 GT, CHASSIS NO.1. The works Le Mans/Ford GT40prototype. Restored and race developed by Barry Hodson at a cost in excess of £350,000. Ran this year at Le Mans, Silverstone Festival, Goodwood Festival of Speed, Goodwood Revival, Snetterton Top Hat. The passport to any top event and a race winner. F.I.A. papers plus full spares package. Historically the most important GT car ever. ..... £500,000 - RHD



1955 JAGUAR XK140 DHC SE. Original UK car in Signal Red with Biscuit hide and weather equipment. CWW, O/D, C-Type head, disc brakes etc. Total body off restoration to the highest standard, only 700 miles since. It would be advisable to view all others first, then view the best. ..... £49,995 - RHD



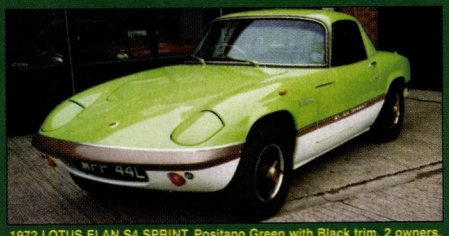
1971 TRIUMPH TR6 150 BHP. In BRG with Biscuit hide. CWW, O/D, works hard top, wood rim wheel etc. Restored to perfection some years ago. Benson & Hedges concours winner, used sparingly since, superb. ..... £16,995 - RHD



1961 TRIUMPH TR3A. Sebring Red with Black trim. An English car, restored & up-rated by marque specialists, Racetorations & TR Enterprises. 150bhp, CR gearbox, O/D, wire wheels. Sensational both to drive and look at, about half the cost of re-building one. ....£19,995 - RHD



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order. ..... £28,995 - RHD



1972 LOTUS ELAN S4 SPRINT. Positano Green with Black trim. 2 owners, 57,000 miles with considerable history. Extensively restored to an exceptional standard. Big bore exhaust, centre lock wheels, electronic ign etc. In my opinion the most exciting small sports car on offer. ..... £12,995 - RHD



1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, hard top tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely ... . £13,995 - RHD



1966 AUSTIN HEALEY 3000 BJ8 PHASE 3. Healey Blue over Ivory with Dark Blue hide and weather equipment. Overdrive, wire wheels, adjustable steering column, detachable boot rack. Ground up restoration by Marque specialist Big Healey. Superb ..... £29,995 - RHD



1962 TRIUMPH TR4 RALLY CAR. Built by TR Enterprises to the highest standard at a cost in excess of £50,000. Used competitively only twice with great success. Signal Red with works hard top, CR gearbox, LSD, 170 BHP minilite wheels, bag tank, eight point cage, rally seats full harness plus all rally aids, impeccable condition and just re-prepared by TR Enterprises for the coming season. ..... £28,995 - RHD



1923 HUMBER 8/18 APEX TOURER. Yellow over Black with Brown hide. 2 seat with small dickey, a correctly restored concours winning example with all correct period fittings & full weather equipment. I have never seen or driven a better example, superb. .....£9,995 - RHD

1963 FORD LOTUS CORTINA MKI 'A BRACKET. Team Lotus colours, just in the process of total race prep to a standard rarely achieved. Firstly a perfect corrosion free, seam welded and strengthened shell, the finest of every component available. Will be under homologated weight to F.I.A. spec. In the right hands will be unbeatable ..... P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. The 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. Equipped with overdrive, PAS, CWW, restored in 1990.95 at a then cost in excess of £100,000 to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, as the whole concept is absolutely stunning - 'unrepeatable' ..... P.O.A.

1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable £29,995

1963 FORD GALAXY COUPE 7 LITRE. A race prepared example in Team Willment colours, full cage, corbeau seat, 5 point harness, 550 bhp engine, T10 CR gearbox, Detroit locker, Airhart brakes, Koni shockers, 15x10 & 15x8 Shelby wheels. A perfect entry for Goodwood and possibly a race winner £25,000

1965 MORGAN 4/4 1500. Oxford Blue with Black trim piped Cream. Total ground up restoration on a new galvanised chassis. Uprated suspension, bucket seats, minilite wheels, roll cage etc. A stunning example £16,995

1968 MGB 2.0 ROADSTER. Signal Red with Black hide. Osselli engine, CWW, up-rated suspension, overdrive, walnut dash & door cappings, Kenlowe fan, radio Total re-build on new shell, only 16,000 miles since. An exceptional example £13,995

1963 MGB ROADSTER. Pull door handle. B.R.G. with Black hide, overdrive, wire wheels, period radio, an English example professionally restored to the highest standard, very little use since. They don't come any better £12,995

1978 MERCEDES BENZ 450SL. Ice Blue Metallic with biscuit trim. 90K miles, used in summer months as a second car. Auto, PAS, radio, wash wipe, boot spoiler, front fogs, top tint etc. A stunning example £12,995

1966 JAGUAR 3.4 MK2 MOD. Golden Sand with Red hide. All syncro gearbox, original radio, ace wheel discs, 61K, 3 owners, history from new, rare to find in such original condition and very sensibly priced £12,995

1987 FORD SIERRA COSWORTH 3DR. Polar White with Anthracite cloth. 3 owners, 50K, FSH, original unmodified, unpainted and simply stunning. I have not seen a better example £8,995

1973 MGB GT V8 (CB). Damask Red with Blue Grey hide. A total bare metal re-build was carried out in 1994 including upgrades to engine, suspension and interior. Equipped with minilite wheels, overdrive, webasto sunroof, CD player etc. An outstanding example £7,995

1972 TRIUMPH SPITFIRE MKIV. In Magenta with Black trim. A total body off chassis restoration carried out 96/97 to the highest standard, very little use since. Only three owners from new and low mileage. They don't come any better £6,995

1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun £6,495

1964 MINI COOPER 1275S. Blue, White roof, Black trim. 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted £4,995

1974 ROVER P6 3500 S. Burnt Orange with Biscuit hide, PAS, CD, HRW etc. Just had £6,000 spent on total body chassis restoration by marque experts. Outstanding value £2,995

1974 ROVER 2200 SC AUTO. Autumn Leaf with Tan trim. Demo & 1 owner from new. 60K with extensive history & in exceptional condition. Rarely found in this condition £2,495

1972 ROVER P5 B COUPE AUTO. Ivory with Sandstone roof & hide. 86k miles believed genuine and new original wings. Needs a little TLC, they don't come any cheaper £2,000

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